

SPIT AND POLISH

JOINT PATRONS

Her Excellency The Honourable Margaret Beazley AO 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

TABLE OF CONTENTS – February 2020

Committee of Management.....	2
Minutes of January 2020 Monthly Meeting	3
Events Calendar - Club Events	6
Events Calendar - National Rallies	6
Events Calendar - Invitation Event	6
<u>Coming Events:</u>	
Special Guest Speaker	7
Swap Meet	7
Newcastle Branch Outing	7
Sydney North Breakfast Run	8
National Trust Historic Houses Tour 2020.....	8
1 & 2 Cylinder Rally.....	9
<u>General:</u>	
Editorial	9
Change of Address.....	9
Light-Hearted Humour	9
<u>Outing Reports:</u>	
Working Bee.....	10
MaSH Branch Coffee Run.....	11
Australia Day	12
<u>General:</u>	
1909 Pierce Arrow	13
Early Pierce Arrow Cast Aluminum Body Technology	14
Old Spit and Polish - 60 Years Ago.....	19
<u>Classifieds:</u>	
For Sale & Wanted	21
Wanted for our Web Site	23
Services.....	23

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:-

*President Doug Fulford's Studebaker.
At the start of the Blue Mountains Rally,
at Prospect Reservoir, 30th March 2019.*

Committee of Management

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LEGAL ADVISOR	Andrew Aitken	8987 0000	8987 0077	

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.

Minutes of Monthly Meeting of VCCA (NSW) Inc held on Thursday 23rd January 2020

ATTENDANCE

Committee: 9 Members: 14 Family members: 2

APOLOGIES: Dennis Ballard, Andrew Benoit, John Fryirs, Don Liddle, Lynette Martin, Susan Martin and Warren Wilson.

MEETING OPENED AT 8 :20 PM.

PRESIDENT'S OPENING REMARKS

The president welcomed all members and their families to the meeting. He expressed concern about the continuing bush fire situation and hoped that members had been safe. He was aware that Andrew Benoit assisted some members in the Southern Highlands to move their cars and his efforts were very much appreciated. Some members had fires on one side of the property one day and on the other side the following day but luckily all was saved. He also thanked all the participants at the working bee and it's made a noticeable difference. Lynette Martin was wished a speedy recovery.

MINUTES PREVIOUS MEETING

Matters arising: Nil

Moved: Graham Weekes Seconded: Laurie Garrod

INWARDS CORRESPONDENCE

Invitations:

2020 Sylvandale Vintage Car Show – 5 April Cronulla Beach

National Trust Historic Houses Tour

TVCCA 2021 National Rally Busselton 24 Oct – 29 Oct

Other Club publications:

Veteran Torque	Torque
Brass Notes	Early Auto
The Vintage Car	Small Torque
The Edwardian (online)	CMC Preserve (online)
Retronauts (online)	ACMC (online)
Australian Motorlife Magazine (online)	

Other:

Christmas card from Her Excellency the Honourable Margaret Beazley AOQC Governor of NSW and Mr Dennis Wilson

Donation of *The Motor* from January – June 1949 from Laurie Garrod

The Ball Joint Doctor

CMC

Arthur Garthon, Barry Shinfield, Andre Howe-Davies – Christmas greetings

National Trust

VCCA (Vic) – death of Hugh Guthrie

Newcastle minutes

OUTWARDS CORRESPONDENCE

A Rostrum – re working bee

Letters to 6 members re late subs

Adam Blythe and Karyn Newman -get well cards

CMC renewal

Emails: Christmas greetings, working bee

Moved: Phil O'Loan

Seconded: John Grant

Special Guest Speaker
Meeting Night 27th FEBRUARY 2020
Mr Chris Zoch of 'Zochy's Magnetos'.
See Page 6 for further details

TREASURER'S REPORT

Balances of Accounts as presented to the meeting.

Accounts have been paid to CMC for affiliation, carpet cleaner, printer, fire inspection and cleaner. Income has been received from subs, rent and tables for the Swap Meet. The two term deposits have been renewed for 5 months. A deposit has been paid to Saddles and John Burke has been reimbursed for Dating Committee expenses.

It was noted that \$60,000 has been set aside for Building Maintenance and this will be reported on each month. The priority this year is to renovate both bathrooms.

Moved: Bruce Kinnear

Seconded: Graeme Newman

MAGAZINE

The Editor indicated that unless there were more articles submitted by members there was unlikely to be a magazine next month. Graeme Newman kindly offered to type any legible hand written articles that are posted to him by snail mail. He requested some photos. Articles and reports about local runs, restoration progress and anything related to veteran vehicles would be welcome.

EVENTS

Previous events

29 November - was to Black Cat White Cat Café and the Martins and Graham Weekes attended with the usual participants.

8 December- Newcastle Christmas Party was well attended with 6 veterans with 44 attendees.

Coming events

24 January- Northern MaSH Coffee Run is to Campbelltown Golf Club as previous locations appear to be burnt out.

26 January – CARnivale

8 February – Newcastle Branch Breakfast Run to Neil and Maria Heilbrunn

14 February Southern MaSH Branch morning tea run

29 February – Swap Meet and auction at Hall from 2 pm

1 March – Sydney North Breakfast Run to Saddles – please pay the Treasurers before 14 February for final numbers

28-29 March Blue Mountains Rally

Invitation events – see website for details

2020 Sylvandale Vintage Car Show – 5 April Cronulla Beach

National Trust Historic Houses Tour

TVCCA 2021 National Rally Busselton 24 Oct – 29 Oct

PERMIT TO MOVE/REGISTRATION

Neil Martin reported that the annual inspection days in Sydney, Newcastle and MaSH had been successful with registration in Sydney of 31 vehicles, Newcastle of 41 and MaSH of 11. Registrations from the Northern MaSH are yet to come. He thanked Geoff Simmons, Bob Hobson, Greg Roberts, John Fryirs, Barry Shinfield, John Brumby, Chris Duncan, John Burke, Neville Preston and Doug Fulford for their input and assistance with the inspections.

LIBRARY

Nothing to report as the Committee is busy coordinating the Swap Meet.

DATING

Ian Streatfeild has received a 100-year plaque for the 1915 Willys Overland.

MEMBERSHIP Nothing to report

CMC

VCCA(NSW) Inc has paid its annual affiliation fee.

HALL

Robert Fordham thanked the participants at the working bee. Some arrived very early and moved the chairs before he arrived. The grounds were cleared, the carpet cleaned, the bathrooms and kitchens thoroughly cleaned. Another working bee will be held in June to maintain the property. Accounts have been sent to the tenants.

WEBSITE

Abbey Newman is gradually scanning and loading previous Spit and Polish. She is up to 1966. A new EOI form on the website is being trialled to provide a better match of vehicles for prospective members.

GENERAL BUSINESS

Guest speaker next month

Chris Zoch from Zochy's Magnetos will be speaking at the next meeting about magnetos. Please come and bring any interested friends.

Techie Talk

Barry Shinfield updated members about the problem of electrolysis. He had to dismantle the Talbot engine and noticed that already the sacrificial anode is lightly pitted even though it's not connected to the battery.

Show and tell

Doug Fulford spoke and showed examples of some products he has found used in his veterans. He stressed he has no commercial connection to any of the businesses.

Wheel rims

Stephen Hood trading as Vintage Rims Australia

<https://www.vintagerimsaus.com> contact Phone: 0429 622 208

Steve Hood in Kingaroy Queensland makes reproduction wheel rims. His prices are very reasonable - \$275 for a Dodge pattern steel rim, beaded rims are cheaper at \$ 250 and \$30 extra to have the rim zinc plated. Barry Shinfield commented that he had some rims manufactured in New Zealand years ago when beaded edge rims were \$350. Doug had an example to show members the quality.



Rim from Steve Hood



Figure 2 Priming cock

Priming cocks

This came from the Restoration Supply Company in California.

<https://restorationstuff.com>

Restoration Supply Company. Working Hours: Monday – Friday. 8:00 am – 3:30 pm. Location: 15182-B Highland Valley Rd. Escondido, CA 92025. Email: info@restoration.com. Other Inquiries or Outside the US: +1-760-741-4014

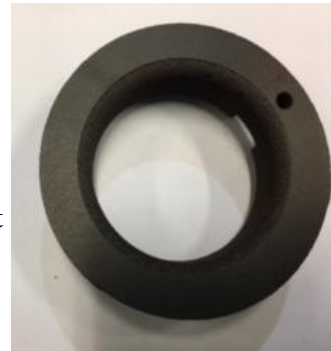
There is an online catalogue

<https://www.restorationstuff.com > products>

Doug also showed **nitrophyl** to replace cork floats in carburettors, **copper crush gaskets** that fit under the plugs in the Studebaker. See photos of items and contact Doug Fulford for more information.



Copper crush gasket



Nitrophyl float

The raffle was drawn.

MEETING CLOSED AT 9:05 PM.

Doug Fulford
President

Louise Yeomans
Secretary

Events Calendar - Club Events

FEBRUARY 2020

- 27th Committee Meeting starting at 6.30pm
27th Monthly Club Meeting at Club Rooms, Fivedock at 8pm. **Guest speaker Chris Zoch** See page 7
28th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. Check with Doug Fulford
29th **Pre 1931 SWAP Meet at club rooms.** See Page 7 for more details

MARCH 2020

- 1st **Sydney North Breakfast Run.** See Page 8 for details
8th **Newcastle Outing** See Page 7 for further details
13th **MaSH Branch** Morning Tea run. Check with Greg Roberts
17th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
26th Committee Meeting starting at 6.30pm
26th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
27th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. Check with Doug Fulford
28th - 29th **Blue Mountains Rally.** Details to follow

APRIL 2020

- 10th **MaSH Branch** Morning Tea run. Check with Greg Roberts
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
24th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. Check with Doug Fulford

Events Calendar - National Rallies

APRIL 2020

- 1st - 7th **1 & 2 Cylinder National Rally** - Charleville Qld. Hosted by the VCCA (Qld) Inc.
Entry Form etc. See Pages 18 to 20. Of July 2019 Spit and Polish.

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.

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.

Invitation Event

APRIL 2020

- 5th **SYLVANVALE 6th ANNUAL PRE-WW11 VINTAGE CAR SHOW.** Yes its that time of year again. Keep Sunday 5th April 2020 clear for another exciting event to be held in Cronulla Mall. This event is supported by the Sutherland Shire Council along with the involvement of our very own Chrysler Car Club, also including many other car clubs along with all the privateers that enter their vehicles. Featuring a spectacular array of more than 80 Vintage and Classic cars exhibited on the tiles of Cronulla Mall, including food stalls and kids Adventure area.
Once again this year we are fundraising for the SYLVANVALE FOUNDATION for a brand new project for children and young people with disabilities to reach their potential.
So please support us once again this year to make our event a BIGGER and BRIGHTER success than in previous Years.
Ken Warburton. (Event organiser).

Coming Events

Special Guest Speaker

Meeting Night 27th FEBRUARY 2020

Mr Chris Zoch of 'Zochy's Magnetos'.

He will be speaking about service repairing magnetos, motorcycle dynamos and 6/12 volt electronic regulators.

Please come with your questions and make Chris feel welcome.

VCCA (NSW) Inc Swap Meet Pre 1931 Saturday 29th February 2020

Following the success of its first swap meet the VCCA (NSW) Inc is holding Pre 1931 Swap Meet to be held on **29 February 2020** at the club's premises at 134 Queens Road CANADA BAY from 2 pm. At 5pm an auction of pre 1931 items will be held.

Items to be sold are to be pre 1931 and car related. Spaces available for vendors are half a trestle table for \$5 or a full trestle table for \$10. Vendors have access to the hall from 1pm onwards. To book a space contact John Grant jgr13216@bigpond.net.au, mobile 0418 558 949. To enter an item for auction also contact John Grant.

Ten per cent commission from the auction price will be paid to the VCCA (NSW) Inc.

Tables need to be paid for in advance and auction items where possible nominated to John Grant by 14th February 2020.

The bank details are:

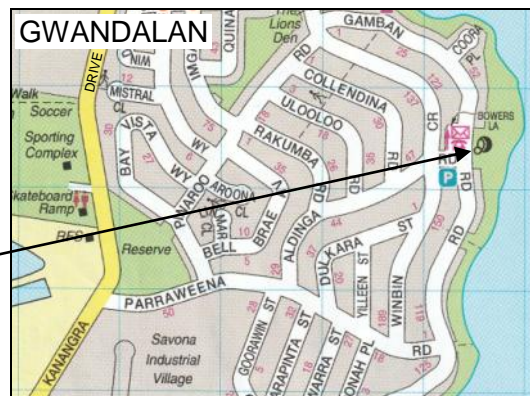
Account name: Veteran Car Club of Australia (NSW) Inc
Bank: Commonwealth Branch: Wynyard Sydney NSW
BSB 062009 Acc number: 28023425

Newcastle Branch Outing

Sunday 8th March 2020

Meet in Wrightson Park picnic area at Cams Wharf, at 10am for morning tea.

We will then proceed to the Gwandalan Bowling Club for lunch.



Sydney North Breakfast Run

1st March 2020

Our first breakfast run for the year is being held at Saddles Restaurant at **20 Ashbrookes Road, Mount White**. Please let Louise know, ASAP, if you intend attending so as a group booking can be made.

SADDLES

BAKEHOUSE · EATERY · NURSERY

Breakfast group Dining Menu for 10 or more adults at \$35pp.

Coffee & tea (choice of)

Coffee - house blend

Tea - English breakfast, Earl grey, green sencha, peppermint or chamomile

Savoury (choice)

House made waffle with maple & mascarpone, strawberries & blueberries

or

Roast sweet potato with fried eggs, cashew cream, spinach, chamomile, honey & seeds

or

Pork & fennel sausage roll, bbq sauce

or

Pino's smoked bacon & eggs, house made sourdough

Sweet (shared selection)

Strawberry & cream brioche

Lamingtons with Daintree estate chocolate

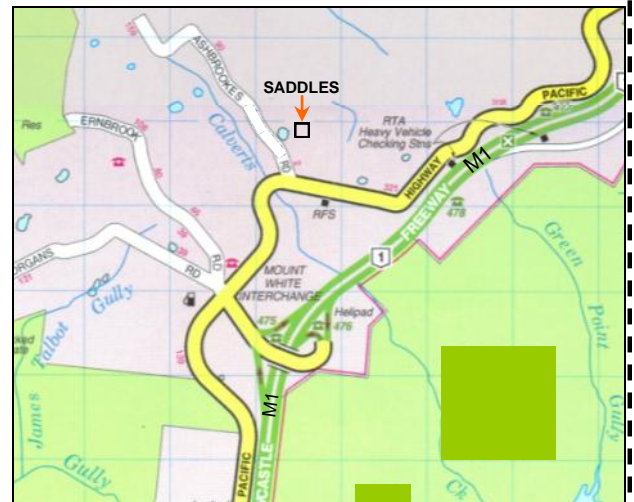
Donut with pistachio cream & praline

Contact:

Louise Yeomans: (H) 9884 9314

(M) 0488 082 611

(E) louise.yeomans1@gmail.com



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

Dave and Lana Perry are ready to start organising us a NSW 1 & 2 cylinder event in Orange.
The proposed dates being 29th to 31st May 2020.
Further details later.

Editorial

What a difference a month makes, 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.

Three outings were reported on this month, being the Working Bee from the editor, the Northern MaSH Branch Coffee run from Les Watton and a report on the Australia Day event at Parramatta Park from Robert Fordham. Also a few other articles, one from David McCredie on cast aluminium bodies, a reprint from 1960 Spit and Polish from Graeme Newman and some light-hearted humour from Ron Hattersley.

Coming events for the next month or so are: The next Sydney meeting with our guest speaker, Chris Zoch, so come along and make his trip from Harrington worthwhile, then MaSH Branch's Northern Coffee run, then our Swap meet on the Saturday 29th. Then on Sunday 1st we have the Northern Sydney Breakfast run. Then a Newcastle Branch outing followed by the MaSH Branch morning tea run. Then a bit later on we have the invitation to the National Trust Historic Houses tour followed by the 1 & 2 Cylinder Tour.

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.

At the moment I have a **small** supply of material, but it is always handy to have a little extra just incase things get quiet. I would prefer to get more reports on outings attended. 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



Change of Address

Malcolm Johns
14 Nelson Street
GORDON NSW 2072

Light-Hearted Humour

THINGS TO PONDER

If a poison use-by date expires, is it more poisonous or is it no longer poisonous

Which letter is silent in the word "Scent," the S or the C?

Do twins ever realise that one of them is unplanned?

Why is the letter W, in English, called double U? Shouldn't it be called double V?

Maybe oxygen is slowly killing you and it just takes 75-100 years to fully work.

Every time you clean something, you just make something else dirty.

The word "swims" upside-down is still "swims".

100 years ago, everyone owned a horse and only the rich had cars. Today everyone has cars and only the rich own horses.

If you replace "W" with "T" in "What, Where and When", you get the answer to each of them.

Thanks to Ron Hattersley

Working Bee. 18/1/20

The Editor

A good roll-up at the working bee and some of them were early birds, as I arrived at 7.35am and they already had the chairs and table removed to the tiled area ready for the cleaner.

So some tidying up was done outside, even though the weather forecast was for rain but thankfully that didn't eventuate. The rubbish that was outside at the back of the hall, never real sure where it comes from, so what we couldn't fit in the garbage bins, thankfully was taken by Phil Virgona as the council in his suburb were having a rubbish pick-up. Phil O'Loan was busy with his wiper-sniper and blower and really tidied the area up.

The carpet cleaner arrived and has obviously spent some money and purchased a new cleaning apparatus, as it was totally silent, compared with the previous one that you could hear a mile away. Louise was busy cleaning in the kitchen and other areas and for those that don't look, Louise had Phil O'Loan move the stove and clean under it. That's really going to the 10th degree of cleaning. Others were in the bathrooms giving them a good once over. It was all finished by 11am.

Thanks to Louise for providing morning tea.



The carpet cleaner in action.



Obviously we have people using our car park that got their licence from a corn flakes packet.



Morning tea break.

The Workers

Louise Yeomans,
Neil Martin,
Robert Fordham,
Phil Virgona,
David Norton,
John Grant,
Nev Preston

Laurie Garrod
Phil O'Loan
Barry Shinfield
David McCredie
Andrew Benoit
Malcolm Lorimer

MaSH Branch Coffee Run. 24th January 2020

Les Watton

What a welcome relief to wake up to a wet & stormy Friday morning after a very hot Thursday. With breakfast out of the way & the animals fed it was off to Curry Reserve Water Play Space for the start of Doug's Mash Coffee Run. On arrival most members were already there with Doug & Vivian arriving a little later. In the meantime a bus load of children had arrived to play in the new water play space but as luck would have it the Council had closed it for a few hours for maintenance.

Instead the children & their carers had fun playing in the rain on the new playground equipment. After having morning tea Doug decided, owing to the weather, that we would proceed straight to Campbelltown Golf Club for lunch where we met up with more members who were waiting there for us to arrive.



Bill, Vivian, Doug, Max & Alan

As we were passing through Menangle we were lucky enough to see steam engine 3801 under full steam passing through pulling a carriage full of volunteers & restoration staff on the way to Thirlmere. Also being hauled at the rear was diesel locomotive No. 4490 from 1967 era. Was the diesel locomotive there just in case as 3801 had only done local trials & test runs around Sydney before leaving Chullora this morning after an extensive restoration to return back to Thirlmere.



These were the very first passengers to travel behind 3801 since 2007.

Owing to the wet weather no Veteran Cars attended.



Lyn, Jan, Debbie, Anthony, John & Neil

Attendees.

Max Boardman at start.
Doug & Vivian Fulford.
Alan Miller.
Bill & Robyn Betts.
Neil & Lyn Martin.
Anthony & Debbie Sinclair.
John & Jan Grant.
Les Watton. Helen Grant.
Bruce & Cath Kinnear with Cameron.



Cameron & Cath.



Bruce, Bill, Robyn, Vivian & Cameron.



Helen, Robyn, Bruce & Bill

Australia Day. 26th January 2020

Robert Fordham

An early start was the order of the day for the veteran car drivers attending the Australia Day celebrations in Parramatta Park as we were asked to be in position by 7-00 am but this didn't happen. There was plenty of trailer parking near by at the rear of the Rose garden not far from the display location. This year we were located in front of the rose garden just off the main pedestrian entry path which ensured we had plenty of interested people asking many questions about our cars. We even had a vintage car owner very keen to join our club. This location provided our cars with filtered shade all day which was a great bonus as the day was sunny with a temperature of about 36 degrees. Michael Bendeich was lucky to have a young lady make a sketch of his Chalmers and she was an excellent artist but she kept the sketch herself.



Michael's Chalmers

Michael took a photo of the drawing which does not do it justice but I have included it.



The artist sketching the Chalmers



The Chalmers

The organizers are keen to build up the number of cars on display and have added more shade tents. As the day was quite warm cars were allowed to leave at about 3 pm which was very lucky as a violent storm passed through the area not long afterwards causing damage to trees, rain and some hail.



Geoff and his Delage



Robert's Renault

1909 Pierce Arrow # 30218, Model 36 John McAnlis, Wadsworth, Ohio

David McCredie

Anyone ever heard of using cast aluminium panels to build car bodies? That is the method used for Pierce-Arrow cars from 1901 until 1916. I first became aware of this when my friend John McAnlis from USA talked about the 1909 Pierce-Arrow car that he was restoring.

John and his wife Joan will be known to many of our members as they have attended some of our national rallies. This is John's story about his car:

In 2015, we purchased the 1909 Pierce Arrow, Model 36, as a roadster with the demi-tonneau body project in mind. The car could be traced to a 1959 Wisconsin title but the original body type could not be determined searching Wisconsin state archival materials. We felt that the roadster format was not original to this car.

Early Pierce Arrow bodies were constructed of multiple cast aluminum panels, as explained in the article <http://www.pierce-arrow.org/features/feature26/index.php> reprinted on the following pages with permission of the Pierce-Arrow Society. Some forty years ago, a group of enthusiasts, including David Thompson (dec), made a set patterns of the fifteen panels for the construction of a demi-tonneau body for 1909-1912 Model 36 Pierce Arrows. I believe that there were about six sets of castings made then and maybe ten since. These patterns were made available for my castings.



It was our intent to restore 30218 as a demi-tonneau. The roadster body, including cowl, was removed and the chassis was restored. Cory Durman, in Kent, Ohio, molded the fifteen panels together, allowing the cowl to be separate, as original. Cory also produced fenders appropriate for the demi-tonneau body and did most of the painting.

Our son, James (Mac) McAnlis then began the tedious process of providing the wood framing for the flooring and the seat structure as well as upholstery tack railings. He also constructed the extensive top structure including the external support mechanism. The original wind screen was adapted to the cowl configuration. Upholstery was provided by the Sharp brothers of Elyria, Ohio.



The restoration was completed in 2018.

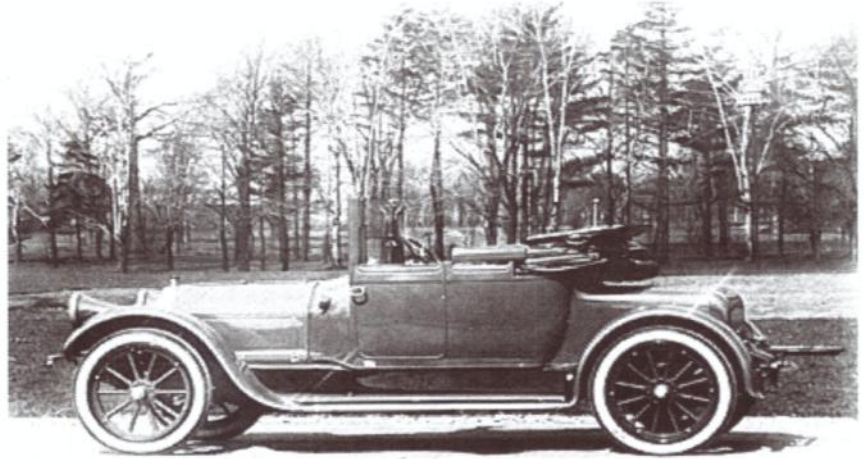
Reprinted with permission of the Pierce-Arrow Society.

Early Pierce-Arrow Cast Aluminum Body Technology

by Roger Sherman

A Unique Solution to a Universal Problem

For sixteen of its thirty-seven years (1901-1938), Pierce-Arrow used cast aluminum for the entire structure of their automobile bodies. It was a process unique to the Pierce-Arrow Motor Car Co. The necessity for this innovation was the same as that which forced the simultaneous development of the conventional automobile body technology of the time: stresses brought on by the operation of a powered car on the roads of the early twentieth century damaged the structure of the carriage-derived bodies on early cars. Even the vibrations of the automobile's machinery strained body joints and caused unexpected distortions in the wood, accompanied by alarming squeaks and shudders.



The completed cast aluminum body on a World War I era 38-C-4 Convertible Coupe (University of Michigan Libraries)

The Composite Body

The conventional solution to these problems was to build up a sturdy framework of hardwood, to which metal outer panels were attached. The completed body was then mounted on the chassis of the car. This so-called ♦composite♦ body was the standard method used to construct car bodies for the next thirty years. Pierce rejected this solution for more than a decade.

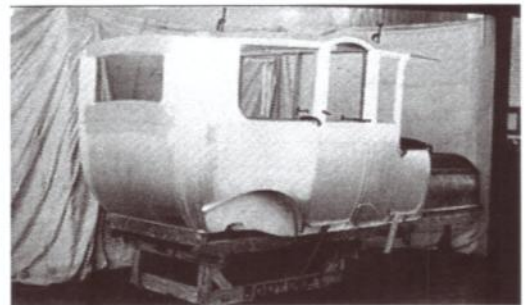
The Pierce Unorthodoxy

In 1904, after three years of intensive development, the newest motor cars built by the then George N. Pierce Company of Buffalo, New York had become front-engined Panhard-style chassis with channel section frames carrying powerful four-cylinder water-cooled engines, thereby joining the ranks of companies producing what became the standard layout for automobiles. These imposing Great Arrow models were aimed at the luxury car trade, and the company was determined not to market them with flimsy coachwork. Although this onetime bicycle manufacturer had no experience in carriage construction, and in contrast with most automobile manufacturers of the time, Pierce resolutely undertook to develop their own body building capability, and set out in a whole new direction.

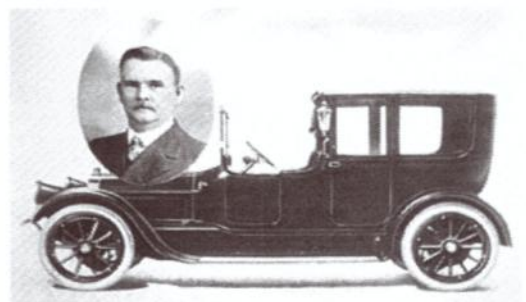
Ten years later, while speaking to a dealer conference at the factory, Herbert M. Dawley, one of the important influences on the Pierce-Arrow cast aluminum body, remarked that ♦The cast aluminum body is a thing that is distinct and unique in the Pierce-Arrow factory. It is the one thing that has been developed that you will not find in other cars.♦ At the time he spoke these words Dawley knew the Pierce-Arrow car occupied the very summit of prestige in the luxury car market, seen in enclaves of social prominence and the loci of great financial and governmental power that included the White House itself. The company's earlier decision seemed quite justified.

The Concept

The man who developed the cast aluminum body at Pierce came to the firm in 1904 from Brewster & Co., Manhattan's most



A newly-assembled Suburban body (note the various clamps) nearly ready to move over to the Paint Department (University of Michigan)



Body Engineer James R. Way shown with a 38-C-4 French Brougham (University of Michigan)

renowned carriage and automobile body builder. His name was James R. Way, and his idea was to use cold rivets to unite cast aluminum panels together to make a complete body structure. While the concept was simple enough, it took years to actually perfect the technology.

When, faced with unprecedented success, the George N. Pierce Co. built its forward-looking automobile factory up on Elmwood Avenue in 1906, the Body Building was its tallest structure. Eventually, as enlarged, that building would be the plant's longest as well. In it were spaces for finishing the aluminum panels; cutting and fitting the wood pieces used for tacking strips, seat bottoms and floor boards; preparing and painting the assembled bodies; installing upholstery and fittings and mounting the bodies to the chassis. Over time methods changed, but this body factory supplied the vast majority of bodies for Pierce-Arrow until the company went out of business in 1938.

What follows is a description, taken from contemporary sources of the exacting operations used to produce the remarkable cast aluminum bodies that clothed Pierce-Arrows in their golden years before the start of the Great War.

Designing the Body

To begin with, as with any motor car body, some sort of general idea about the body's structure and lines was developed. At Pierce this was done by Mr. Way and his assistants in the Body Department. At first, difficulties casting large body sections limited the possibilities, but that was overcome by 1911. Refinement of foundry practice and development of suitable alloys allowed larger and more complex castings.

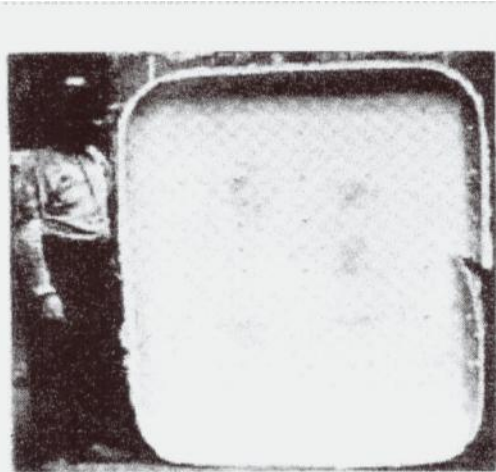
Once the general shape was determined individual body parts were modeled for casting. From these sample parts patterns were developed for making the casting molds for production. Master patterns for each part were sculpted from wood laminate, and then used by the foundrymen to make two metal surface patterns—one for the front of the casting and another for the back. These were used to form a casting of that particular panel. The master patterns were a crucial item because they had to accommodate all the requirements of the part. For example, each production casting shrank as it cooled, and the patterns had to compensate for that.

Making the Body Panels

As was true for most automobile firms in those early days, Pierce-Arrow had no foundry of any kind. They machined the cast parts received from vendors to their specifications. The vendor for body panels was the Elmwood plant of the Aluminum Castings Co. in Buffalo who then shipped them down the street to Pierce-Arrow for final finish and assembly. Factory records indicate that the time it took to order, make and deliver alum. castings [sic] for a body took three or four days.

At the foundry, the patterns were used to form the mold for the body panel in sand, the finer the sand the more precise the shape. This casting sand was held together with a binder that allowed the pattern to be drawn (pulled away from the mold) without disturbing the shaped sand. To help the sand retain its shape the patterns were rammed by hand into the molding sand on the hard floor of the foundry, and the skin of the shape in the sand was dried with an oil torch after the pattern was drawn. Each sand mold was held in a box called a flask, and it took two of them, fitted together, to hold the production molds for the front and back of a casting.

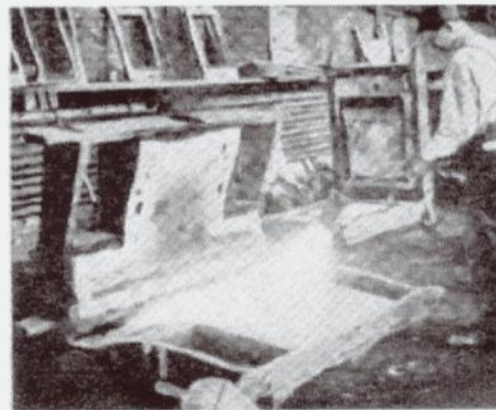
The first challenge of this procedure was to achieve the thinness of metal required (about 1/8th of an inch, although thickness varied with expected strains on the panel). The second challenge arose from the large size of many of the castings. In 1915, the largest body part produced with these methods was the roof panel for a coupe body, which stretched 5 ft. 6 in. on one side



Roof casting for a coupe body with a tear in the side that will have to be repaired before assembly (The Hub)



The mold for the right rear of a touring car body with many chills to prevent cracks during cooling (The Hub)



Drying the casting sand with an oil torch (The Hub)

by 4 ft. 6 in. on the other. Molds for parts of such size required as much as two cubic yards of sand for the mold. The flasks carrying these molds were, naturally, very heavy (the pieces that came out of them, alone, weighed as much as 30 lbs.) and required extra bracing of wooden ribs to support the sand. In addition, the cast part could vary no more than one one-hundredth of an inch from that of the pattern part, so precision was required as well.

Molding the Parts

The next step was to pour the molten aluminum into the mold. This was done by hand through holes in the top flask (known as the cope). These holes, called sprues, connect inside to gates leading the molten metal into the mold itself. So that air inside the mold can be pushed out by the incoming metal, there are additional vent holes (known as risers) as well. Special pots with tapered sides and rounded bottoms were commonly used to heat the metal and then pour it into the sprue holes of the flasks. These pots are called ladles. Some of the Pierce-Arrow body castings required several ladles to pour metal in various sprues at once in order to completely fill the mold before the metal started to cool. Pouring the molten metal properly is a complicated and exacting task. Instead of heating each ladle for this pour, a crucible might have been used to fill them with molten aluminum. The way the metal was poured depended on the shape of the piece being cast. Flat pieces would be poured with the flask at an angle of 30 degrees from the vertical using a single sprue hole and two gates. Curved surfaces were poured flat through as many as five sprue holes each provided with four to six gates. A very complex pour was for the dash/cowl, which was poured flat with the curve extending downward, using four sprues and 26 gates without risers except the sprues themselves.

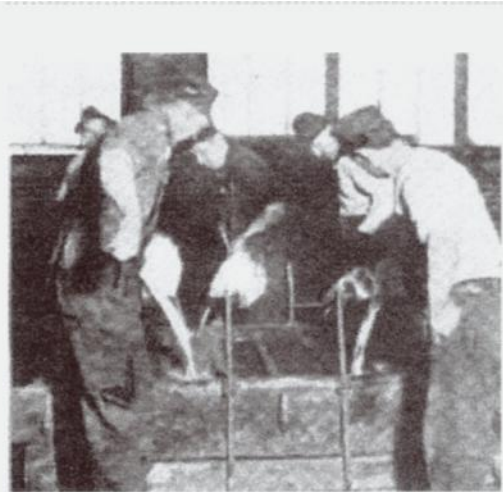
Once the metal is poured it is important that castings cool evenly, so round pieces of metal called chills were placed near the surface of the casting sand of the mold near thicker parts of the casting. These absorb heat rapidly from those places allowing the entire part to cool evenly. After two to five minutes the flask was shaken out and the new casting left to cool in the open air. At this point the metal shrinks at the rate of a quarter inch per foot cast. The roof panel casting mentioned before would shrink from molten metal to room temperature about 1 3/8 in. by 1 1/8 in., so getting it away from the restraint of the sand is important because the stresses could cause cracks in the piece as it cools.

Once the casting cools the extra metal left in the gates from the pouring is cut off, as are the *◆fins◆* that form along the lines where the flasks join. At this point the castings traveled over to Pierce-Arrow to be finished and assembled.

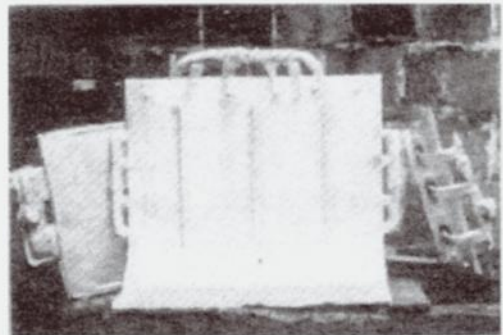
Assembling the Body

Upon entering the Pierce body plant castings were inspected and weighed. Each panel's weight could not vary more than 10% of the weight of the aluminum pattern for the piece. Then, the panels were inspected for shape, and defects were hammered out with rawhide hammers, wooden mallets, or even steel hammers. Wooden forms were used to help achieve the correct shape. Having now produced a standard part, the process began that would give the cast body panel the right surface for paint and varnish. Next stop in the body factory was the filing room, where the irregularities from the casting sand were removed with a file. Final finish of the cast panel was achieved with an emery cloth.

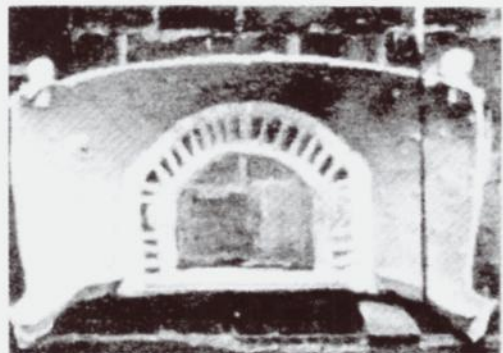
Next, the body was assembled on a large, accurately level plate, using jigs to determine the exact position of each panel. Pierce-Arrow designed beads into the castings in strategic places to allow for an overlap, aiding this assembly. The joints were finished so exactly that they could not be seen. The steel rivets were hammered cold to fasten the panels together because hot rivets would melt the aluminum. The diameter of the countersunk head of these rivets was 5/16 in. thick, the shank being approximately 3/16 in. According to company documents, this work to finish and



Four ladles simultaneously used to pour a complex casting (*The Hub*)



Three completed castings with excess metal still adhering; a door casting at left with single sprue and two gates; a body side panel in center with three sprues and 14 gates



A completed dash casting showing four sprues and 26 gates (*The Hub*)

assemble the body castings took one and a half to two days, depending on the complexity of the body.

The completed body was then moved to the wood shop where, using only high-grade white ash, the sills, seats and a bit of reinforcing were added and doors were hung properly. This work took twelve to twenty-six days to complete.

So strong were the assembled bodies that stories abounded of their performance in accidents. In one case mentioned in the Hub article a closed Pierce-Arrow body survived relatively undamaged after being struck by the moving tender of a steam locomotive. Although the car was thrown from the road and down an embankment, the four passengers were, surprisingly, unhurt.

Preparing the Surface for Paint

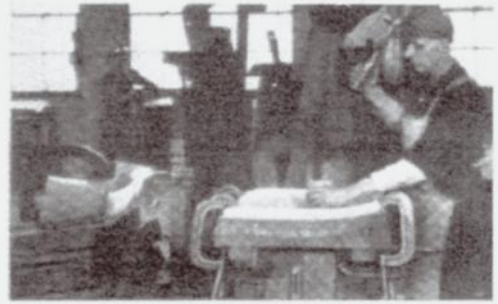
When assembly ended, any holes on the surface of the castings were filled with solder, and the body was moved to the First Paint shop. From now on the efforts were to finish the body inside and out for mounting on the chassis.

First step was to coat the metal and wood surfaces with a layer of primer. (The ends of wood pieces had already been primed to prevent moisture from being absorbed by the fibers of the wood.) Then, the surfaces of the body to be painted were covered with a coating of rough stuff. This heavy material, described by Herbert Dawley as educated mud, was the foundation for the carefully-manicured finish of the car. After drying, the coating was sanded and rubbed down to make an extremely fine surface upon which to apply paint and varnish [Dawley]. The process took from six to eight days to complete. The body was now ready for the attentions of the Second Paint Department where the first coats of color were applied. Like all the other applications of finish, the varnish, with desired color mixed in, was brushed on by hand, using specialized brushes suited to the material applied. For lakes, or transparent colors, such as English purple lake or wine, four coats were applied. Darker, or opaque, colors required only three coats of color. To reduce the visible brush marks successive coats were applied at a 90 degree angle to each other. The color coats, like all other applications to the finish, were carefully dried in ovens at 125 degrees F for an hour and a half, while clean, properly humid air circulated constantly. This allowed some certainty about the time it would take to finish drying the varnish.

The first coat of rubbing varnish was then applied, and oven dried for six hours. Nitrocellulose lacquer paint was a decade or more away from development, and all automobile factories had to allow for the days needed to apply a durable finish. The wider the selection of finish colors, the more time the drying took, which is one reason why Henry Ford came to prefer painting all his cars black.

Installing the Interior

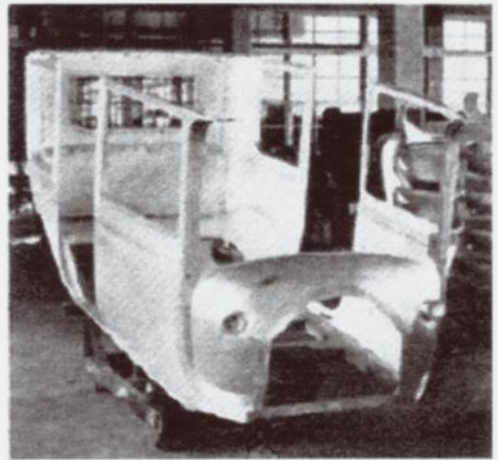
When the first coat of varnish had completely dried, it was carefully rubbed out with rotten stone (a kind of pumice) for a smooth finish. The body's next stop was at the Trim Shop where orders had already been carried out for cutting the material and men assigned to do the work. Glass and any needed wire was installed, as were disappearing seats where ordered. Upholstery was now built up. Springs of particular design were tacked in appropriate places for the given seat. Over them cushions were draped, previously made up on a frame with canvas stretched over it. Cushions were next inserted in a special machine where curled horse hair was stuffed into them and the machine put in the tufts, leaving the ends loose for the trimmers to finish. Placed in the body, the seats were packed with the hair, working from the bottom up into the cushions themselves. Over time, the trimmers developed a feel for the correct shape. The company commonly built particular seats to order and had a device that could furnish the required dimensions for anyone who sat in it for measurement. Dawley called it his electric chair.



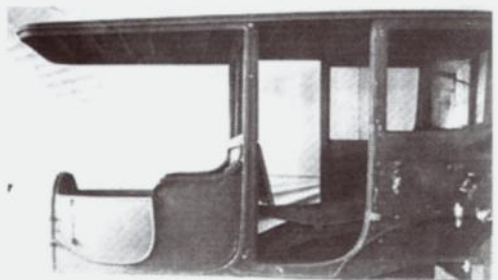
In the Filing Department of the Body Building at Pierce-Arrow, body castings are scraped and hammered into standard shape against wooden patterns (*The Hub*)



Hand finishing the castings in the Filing Department (*The Hub*)



A partially-assembled 1915 sedan body (*The Hub*)



A nearly assembled 1911 brougham body (*University of Michigan Libraries*)

Applying Final Paint and Varnish

Now trimmed, the body went back to the Second Paint for striping and application of the second coat of rubbing varnish, which was dried as before and rubbed out. The finish was completed with the application of flowing, or **◆**bright**◆** varnish, the clear coat of its day. The painters who brushed this on had to make a perfect **◆**flowing**◆** application, leaving no brush marks. When the body was sent for its final six hours in the drying ovens let us hope that no insect strayed onto the drying finish. Should that happen, the surface has to be sanded down and started over again.

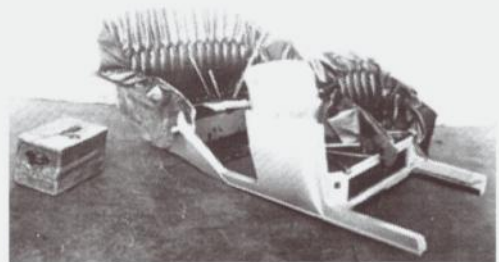
Up to the time when the first application of rough stuff was applied, the particular body, let us say a closed limousine (a **◆**Suburban**◆** to Pierce), had taken thirty days to complete. The final finish and trim took another twenty-two days. Final assembly, final fitting, inspection and testing would take two days more. In other words, producing each car took nearly two months. Although Pierce-Arrow always insisted that their cast aluminum bodies were superior in strength, quiet, longevity and lightness to comparable conventional bodies, this labor intensive process compelled them to turn in 1921 to a simpler composite body using sheet aluminum panels. In 1929 the body panels were changed to steel.

Summary

The unconventional cast aluminum bodies built by the Pierce-Arrow Motor Car Company in the first two decades of the twentieth century pushed the aluminum casting technology of the time to unforeseen achievements in size and fineness. As motor car bodies they were exceptionally strong, silent and durable. Their finish was superb, as was their riding comfort. However, the tremendous cost of the hand labor used to create, assemble and finish them proved to be too much for the company to bear in the postwar market of 1920 even for a maker of cost-is-no-object automobiles. They were, therefore, successful in a structural sense while failing as a lasting technology in the automobile industry.



Sanding first paint (*P-AMCCo magazine The Arrow*, 1919)



Upholstering an early touring car body (*University of Michigan Libraries*)



A complete 1912 brougham body ready for mounting (*University of Michigan Libraries*)

The operations described in this account were detailed in **◆**The Body and Its Refinements**◆** from *The Pierce-Arrow Salesman* for October 1914 and **◆**Making Aluminum Automobile Bodies**◆** from the July 1914 issue of *The Hub*, a carriage and body industry magazine. Further details of automobile body construction and finish appeared in the other sources listed. The author also wishes to thank Fay Butler, auto restorer and metalworker, for explaining the specialized terminology used and checking the manuscript for errors.

Sources

Magazine articles:

Dawley, Herbert. **◆**The Body and Its Refinements Showing Its Gradual Growth from the **◆**Horseless Carriage**◆** of Years Ago to the perfect riding Vehicle of the Present Day. **◆***The Pierce-Arrow Salesman*, October 1914; published in Buffalo, New York for salesmen of Pierce-Arrow dealers.

◆Making Aluminum Automobile Bodies; The Foundry Practice Developed at the Buffalo Plant of the Aluminum Castings Company for Producing Large Castings of Very Thin Sections**◆**, *The Hub*, July 1914 issue; pages 17-20.

Thanks to David McCredie for the above article

Old Spit and Polish - 60 Years Ago

These Editorial Notes and the accompanying article is taken from Spit and Polish, Volume 1 No.8 – which was published in February 1960. The Editor at the time was A. G. ‘Larry’ Leresche.

EDITORIAL NOTES

During a recent enforced four week visit to hospital, I had ample time to catch up on my study of Overseas and Inter State Veteran Car Club publications. This reading gave me a lot of food for thought, it was especially necessary as The Antique Automobile Club of America have paid your Club the compliment of appointing me, your Editor, their Australian Correspondent, and from time to time I shall be writing articles for them about the various happenings of the Veteran Car Movement in Australia.

The Antique Automobile Club of America, is America’s oldest and largest automotive Historical Society, with a membership of well over 2000. Their magazine “The Antique Automobile” is worthy of a place in all Club libraries.

Whilst your Editor realises that the Members of the Veteran Car Movement in Australia are doing a mighty fine job of restoration, none of us can afford to emulate the ostrich by burying our heads in the sand and not learn something from what the other fellow is doing.

All those Members owning American Veteran cars, would do well to read, mark, and learn how our contemporaries on the other side of the Pacific go about the restoration of their cars. The finished result is a masterpiece of perfection, not only in the mechanical side of restoration, but if you examine the fine illustrations of these finished cars, I think you will agree that they are perfection in every detail.

Two of the office bearers of this Club, George R Norton Jr. Executive Vice President and Leslie R. Henry, Technical Vice President, have recently collaborated with Henry E. Edmunds, Director of the Ford Motor Company Research and Information Department, and have published an article in the Christmas 1959 edition of The Antique Automobile headed “New Notes on 1909 T’s” and Spit and Polish is grateful to Editor L. Scott Bailey for the privilege of publishing extracts from this article which appear on other pages of this Bulletin.

Incidentally the Christmas edition of “The Antique Automobile” has other articles on the brass radiator Model T Ford, one on the body building and one on the mechanical restoration, which articles are well worth studying.

Yes, it’s only 4 weeks now to the Katoomba Rally, and it is understood that quite a few new cars will be facing the starter. Had it from the horse’s mouth (not The President) that Jack Smith with much talked about Sizaire-Naudin would be there, also R.S Williams will be showing his Alldays & Onions with an authentic reproduction of a single seater body for this car. Several cars have also changed hands recently and will be running with new owners at the wheel. Rumour has it too that several Inter State Members will be bringing their cars along from Queensland, Victoria and South Australia, it’s very nice to think that old friends are going to meet again, a number of N.S.W. Members have in the past gone to Inter State Rallies and some very good friendships have been made, and a good deal of valuable information has changed hands.

The Editor thanks all those who kindly called to see him in hospital during the Christmas and New Year periods.

NEW NOTES ON 1909 T’s

The following extracts taken from “The Antique Automobile” are those that are referred to in “Editorial Notes” on the front page of this Bulletin.

“Here are some notes released by the Ford Research and Information Department which give new and authoritative information on the 1909 Model T Ford. Of particular interest are the notes concerning the body styles and the body colours. The first Model T purchasers had a choice between the touring car, the coupe, and the town car, priced at \$850, \$950 and \$1000 respectively. Equipped as a taxi cab, the town car could be purchased for \$950. Shipments of the coupe did not begin until November, 1908.

Among the advantages of the Model T, salesman were to emphasise, was the fact that the engine was water cooled and cooling system driven by a centrifugal pump. The fan was gear driven so as to eliminate belt slippage.

The gasoline supply was adequate for 225 miles and customers could purchase an extra body that enabled them to have an open car for pleasant weather and a closed car for winter or rainy days.

The Model T appeared as a car controlled by two pedals and two levers, but the “two-lever” Model T is today a rare

specimen. Only 1000 were built before the lever that controlled the reverse speed was replaced by a pedal.

A conversion kit enabling owners to substitute the new pedal for the lever could be purchased for \$15. The water pump and the gear driven fan gave way to the thermo-syphon system of cooling on Model T's numbered above 2500. Introduction of this new system made a necessary change in the cylinder head casting to provide a larger passage for water as it rose from the block through the head to the top of the radiator.

The model year followed by Ford Motor Company corresponded with its fiscal year; thus, even though Model T was introduced in October 1908, it was in fact, the Ford car for 1909.

In January 1909, a Model T roadster was displayed in New York for the first time. In contrast to the bright red of the touring car, the roadster was painted a pearl gray with black trimming. Price for the roadster was \$825, f.o.b. Detroit, Michigan and this figure included three oil lamps, a tube horn, gas lamp brackets, and irons for the top. Deliveries of Model T touring cars were scheduled to begin October 1, 1908. An announcement mailed to all dealers on September 5 stated that each dealer would receive one Model T until every dealer had a car for demonstrating the new model. All orders thereafter were to be filled in rotation as they were received.

Among the accessories available to the Model T owner, the windshield and top were perhaps the most necessary. Ford Motor Company was ready to accept orders for windshields beginning in January 1909. A brass tube was used as a windshield frame and was fitted with spring stops that held the glass without rattling. Two grooved brass discs pressed together by spring tension held the upper frame of the windshield in one of three positions, vertical, horizontal or at a 45 degree angle. The top offered as an optional accessory was unlined, strapped in front and included side curtains for the front in the event that the owner who purchased the top had purchased no windshield. The comfort of the top cost the owner an additional \$60.

Speedometers were added to the list of accessories in February 1909. A prospective buyer had his choice between the National Speed Indicator, a Jones Speedometer, and the Model 11 Stewart Speedometer. For a dial that registered from zero to sixty miles per hour Jones or National Speedometer cost \$30 and the Stewart \$25. The Jones or National could be obtained with a dial that registered five to fifty miles per hour for \$25.

Particularly useful was a set of tools especially designed to facilitate adjusting and repairing the Model T. The kit included a piston pin socket wrench, a crankshaft bearing nut socket wrench, a flywheel cap screw wrench, a socket wrench for a 3/8" cap screw, a socket wrench for the 5/8" cap screw used on the cylinder head, a commutator screw driver, a hand gear puller, a rear wheel puller, a transmission drum puller, a valve grinder and a valve spring lifter. This imposing array cost \$8.70 and for an additional \$2.50 a metal tool box measuring 9" x 9" x 21" could be purchased and mounted on the running board.

Faced with the necessity of maintaining his car the owner was armed with a very meagre mechanical detail. He could determine easily that the wooden dashboard used through to 1911 measured 21^{3/4"} x 31^{1/16"} and that the front rubber matting measured 27^{7/16"} x 29^{7/16"}. If a new carburettor was needed he could purchase either a Kingston or Holley model from 1909 through to 1915. Kingston coils could be used from 1909 through to 1913.

The coil unit itself measured 2^{9/16"} x 5^{3/4"}. Actuating the coil was the famous Model T magneto, equipped with the 9/16" magnets in 1909 and 1910 when demands for this source of energy were at a minimum.

Valve timing for the Model T in 1909 was checked in terms of piston travel. The intake valve opened when the piston had moved 1/8" past top dead center and closed when the piston had gone 1/4" past bottom dead center. The exhaust valve opened 1/4" before bottom center and closed on top dead center.

The tourabout was introduced in July 1909 at a price of \$850 and was promised for August delivery. The front seat and chassis of the tourabout was identical with the touring car. The back of the rear seat curved in the manner of two bucket seats, and the entire seat and back could be removed for replacement with a brass railed package deck. There were no doors on either the front or rear compartments.

Legend has it that the Model T never changed during the eighteen years and seven months in which it was manufactured, but those who are restoring the Model T find this a painful misconception. General specifications provide a slight basis for the legend for they remained without change as follows.

Engine – Model T, Type – L Head, Stroke – 4", Bore – 3^{3/4"} Cylinders – 4, N.A.C.E or S.A.E Rating – 25 H.P., Developed Horse Power – 20, R.P.M. at Maximum Horse Power – 1600, Firing Order – 1, 2, 4, 3. Engine Suspension – 3 point, Cylinder Casting – En Bloc, Piston Displacement 16.7 Cubic inches, Wheelbase – 100", Springing – Transverse, and Drive was by Torque Tube."

Thanks to Graeme for supplying the above article from a 60 year old Spit and Polish

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:

Wheel 510mm diameter Approx. \$50.

Magneto Lavalette 1 cylinder. Appears in really good condition. \$250

Magneto Bosch DA2 for 1 cylinder engine, looks to be in very good condition. \$250.



Contact: Laurie Garrod (02) 9958 5368 (M) 0428 254 029
[10-19]

2 leather double breasted brown overcoats for sale: 1 has a missing button and no belt \$45, 1 is complete \$55

2 grey leather jackets 1 female, 1 male \$50 the pair

2 bowler hats \$40 the pair

Contact: Malcolm Bailey 8 Danalene Parade Corlette NSW (02) 4981 1552
[11-19]

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) 1029 LHS sidelamp, in very good, complete condition, has a cracked lens, \$175



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



Contact: Jeff Palmer (02) 0427 965 934 or email jasper.1912@bigpond.com
[2-20]

For Sale: (cont.)



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



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



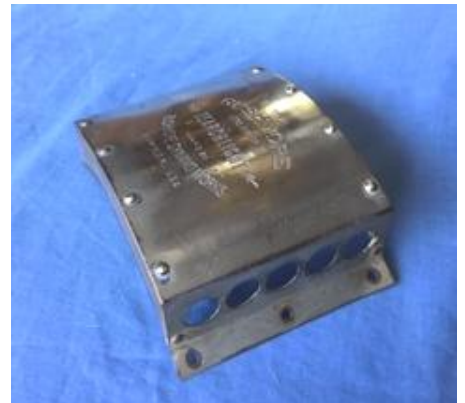
Lucas King of the Road lamp.
Excellent condition except missing font.
\$400 ono.

Contact: Judy (02) 9416 4615
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Wanted:

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Contact: Grant Vormister
0405 505 955
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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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