

SPIT AND POLISH

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

June 2022



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lj.newman96@gmail.com or by **mail**: 60 Ocean View Road Gorokan, NSW 2263. Articles are to be
received by the FIRST WEDNESDAY of the month.

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ON THE COVER:
Arthur Garthon's 1905 Rover at the 2022
National 1&2 Cylinder Rally at Narrandera.
Driven by Malcolm and William Garthon



Club Information

Club Management and Contact Details

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Newcastle Branch

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SPIT & POLISH is the journal of the Veteran Car Club of Australia (NSW) Inc. Other Veteran Clubs have permission to copy.

Articles and letters appearing in Spit & Polish reflect the opinion of the Author, which must be listed when submitting to the Editor otherwise it will not be included. They are not necessarily the opinion of the editor or the committee nor are they any indication of club policy.

Minutes

Minutes of Monthly Club Meeting held on 25 May 2022. Conducted at the hall and by Zoom.

ATTENDANCE Committee: 8 Members at the hall: 9 Members on Zoom: 13
Member's family: 2 Visitors: 1 (Tom Killingback) Total at hall: 17 Total on zoom: 13

APOLOGIES: Garry Canton, John Grant, Lynette Martin, Peter Martin, Inez and Norm Mitchell, Abbey Newman, Leon Smith and Alexander Yeomans

MEETING OPENED AT 8:00PM

PRESIDENT'S OPENING REMARKS

The President, Phil O'Loan, welcomed all members to the meeting. He thanked Andrea for fixing the sound. From the feedback the President has received, the 1- & 2-cylinder rally at Narrandera was a credit to the organisers. The routes were enjoyable, the food excellent and the organisation great. He thanked Robert Fordham and his team.

MINUTES PREVIOUS MEETING

Matters arising from minutes: Nil

Proposer: David McCredie Seconded: Graeme Newman

INWARDS CORRESPONDENCE

Other Clubs: Brass Notes, Antique and Classic Car Club, Veteran Torque

Other:

Rick Thomas donation to the library

S&P returned Kerry Hobson

Jenny Fawbert – rego reminders for your windscreen

Email form Bill Betts received on 18 May to advise a change of run to 20 May.

Narrandera Argus 12 May 2022 – report of 1- & 2-cylinder rally

Bob Trevan – photos of 1903 Holley Motorette

Newcastle minutes

OUTWARDS CORRESPONDENCE

Bill Betts – re MaSH Branch – letter was read out

Rick Thomas – thank you for donation

Rob McCarthy – appointed as club road worthiness inspector

Gordon Dewey – Narrandera booklet

Emails: meeting reminder, FFAF

Moved: Robert Fordham Seconded: Dorothy Shinfield

June 2022

TREASURER'S REPORT

The Treasurer's report was tabled.

Moved: Lauren Newman

Seconded: Graeme Newman

MAGAZINE

Lauren Newman thanked members for their reports on events. She asked for more reports on events.

EVENTS

PAST EVENTS

28 April -1 May 2022 Orange District Antique Motor Club Autumn Tour Pre 1931 Rally: Graeme Newman reported that despite the weather making some of the venues very muddy, it was a great event with good runs and was well organized. Some of the entrants with veterans had come from Queensland and Victoria and didn't do most of the runs due to the inclement weather. The Blythe family won several prizes and the Coutts' SCAT was awarded the Entrants Choice for Veterans.

8-14 May National 1 & 2 Cylinder – Narrandera See general Business

15 May National Heritage Motoring Day - no reports

20 May Northern MaSH Coffee Run – no reports

COMING EVENTS

5 June – Sydney North Breakfast Run to Appletree Bay, Bobbin Head – contact Barry Shinfield for details

17- 19 June - 2022 June Tour Newcastle Branch Rally Based at Singleton. Entry form in Spit and Polish and on the website.

17 July - Visit to Warren Cole's property - cancelled due to the tragic death of Warren in a car accident.

4-9 September - Bob Hobson Memorial Rally Entry form on website. Contact Greg Roberts

4-6 November - Premier Rally Blackheath – book your accomodation at the Kyah Boutique Hotel and mention the VCCA for the best rate.

PERMIT TO MOVE/REGISTRATION No movements and one registration is pending.

LIBRARY Nothing to report

DATING Nothing to report

MEMBERSHIP No new applications have been recieved

CMC

Meeting to be held next week. John Hewitt advised that an All-American Independent Day will be held on 12 July at Linnwood House Guildford. He stressed no Fords, GM, Chrysler or Cadillacs can participate!

HALL

Robert Fordham has noticed that the northern gutters are blocked with leaves and there is a leak in the north western corner of the hall. Phil will organise a plumber to clean and assess the situation with a view to repairs or replacement guttering. The Meccano Club will rent the hall on 11 June. The Sunday Group have resumed and need the leaves swept from around their storage shed.

WEBSITE Nothing to report

GENERAL BUSINESS

1. 1&2 Cylinder National Rally 2021 and 2022 - Robert Fordham

Robert thanked Laurie Garrod for his work and stepping in when he lost his voice on Thursday and Friday of the rally. The routes were good and the signs advising slow moving vehicles ahead were used on the major roads. Robert expressed his gratitude to the people who helped at the rally. The members gave Robert a round of applause.

2. Financial management of rallies - Phil O'Loan

Phil is waiting for Graham Steer to compile the spreadsheets. The information from Michael holding has been very useful.

3. Updating Club Rules - Andrea Holden

The sub-committee has completed the section on committees. It is using the Fair- Trading Model and making changes to reflect current rules. The President thanked Andrea and it appears that for some of the changes there will be consultation with members to give the group some direction.

4. Use of the defibrillator

Andrea showed a video on how to use the defibrillator.

5. Virtual tour of National Motor Museum at next meeting

At the next meeting there will be a virtual tour of the veteran collection of the National Motor Museum at Birdwood SA. It will be at 8pm EST. All other veteran car clubs and interested people are invited to join the tour.

6. Sale of rally goodies

Thermos - \$35. Thermal cups - \$15. Calico bags - \$2

7. Techie Talk - Barry Shinfield

Barry Shinfield described his experiences with electrolysis in the cooling system of his Talbot. He had the block repaired and cast-iron welded years ago. On top of the cylinders is a stainless-steel threaded plug. He has replaced this several times and last time used bronze plugs instead and at the same time placed a sacrificial magnesium anode on top of the water jacket. He checked the anodes this week and

there is nothing left but a residue on the brass. It was hard work to clean the brass and he has replaced the magnesium anodes. The moral is to check the sacrificial anodes at least annually. Barry was asked if it made a difference using the battery. Barry had measured the voltage and it was 0.5v in water and 5v when the battery was on.

8. Ad in Classic Car September 1996

Phil Virgona found a for sale notice of the President’s Talbot in the magazine and gave the magazine to Phil.

9. 1970 International Rally

John Hewitt showed a video and gave a commentary on it. The President thanked John.

MEETING CLOSED AT 8:50PM.

The raffle was drawn.

Phil O’Loan	Louise Yeomans
President	Secretary

President’s Report

By Phil O’Loan

I am happy to advise that the sound quality of the monthly Video Conference Zoom meetings has been resolved by Andrea Holden and her boyfriend Tom. They identified the problem and have rewritten the set up manual for future Zoom meetings, so that the correct set up is maintained for future users. A big thank you to Andrea and Tom.

The National One and Two cylinder Rally held in Narrandera was a resounding success. The Rally committee, headed up by Robert Fordham, was ably assisted by Laurie Garrod, Louise and Geoff Yeomans, with many others pitching in to deliver a memorable Rally in the Riverina area. The Rally routes were so popular, particularly the flat roads, that future Rallies are now being considered for this Region. Well done to all concerned.

On previous issues of Spit and Polish a special breakfast run to Warren Cole’s property on the 17th of July was scheduled. Unfortunately, Warren was tragically killed in a car accident involving one of his many special cars. Our thoughts go out to his wife Christine and family, he certainly was a true motor enthusiast and shared his passion with many of us.

Happy Motoring.

Editor's Report

By Lauren Newman

Thank you to the members that have contributed to the magazine this month. There are a few event reports as well as some ongoing discussion from David McCredie's original article about the Maxwell's ignition system which is good to see. An article from Rodney Anderson is also recieved with thanks, and provides some interesting information about Michelin which is a good read.

With the Singleton Tour and a few other events coming up on the calendar hopefully we can get a few more event reports in the magazine, and keep an eye out on Facebook, Instagram and the website for some photos/videos of these events.

Interestingly, while the 1&2 Cylinder event was on at Narrandera, I shared some photos on the VCCA (NSW) Facebook page (many of which are in the article this month) and we've had a new record in that those particular photos have been viewed by around 6400 people, which is pretty exciting! What a great way to share our hobby with the public!

Stay safe and happy reading.

Further Discussion

The March and April issues of Spit and Polish contained articles about the unusual Splitdorf ignition system on the 1909-12 two cylinder Maxwells. These cars have an ignition system with a 6V battery for starting and a 6V low tension magneto for running. Both are connected to points, coil and condenser. The battery circuit puts current through the primary of the coil when the points are closed. The magneto circuit puts the current through the coil when the points are open. The following are Gordan Dewey's comments on this unusual arrangements. Anyone else care to comment?

Little needs to be said on the 6V DC mode of operation when switch is set to BAT operation. It is a series circuit of a 6 Volt battery through the switch, transformer primary coil, contact points and back to battery. In operation, the closing points complete the circuit and then on reopening, 90 degrees later, they interrupt instantaneously the current and so inducing the transformer to produce the high voltage spark necessary for ignition. The condenser originally was part of the coil package and electrically connected in parallel with the coil. Its purpose was to absorb the back EMF generated by the secondary spark current back into the primary coil. Without it physical arc burning of the contact point faces would result and, there would be also be a delay caused in the vital instantaneous collapse of current in the coil. It is the reliable time honoured Kettering system with only the points care as the main maintenance required. In this application it is only used short term for starting – thus saving the battery life as there is no charging system.

Once running, the switch is turned to MAG operation which replaces the 6V DC source of current to a single coil rotating armature alternator. This is cleverly designed to produce a unique "roof and spire" pizza hut style of AC waveform rather than sinusoidal. As a result, there are two distinct gradients – the lesser lasting approx. 70% of the wave period; the steeper lasting 30% of the period. At high engine speed – say 1200 RPM for a round easy figure – the alternator is also at 1200 RPM. This equates to a maximum AC frequency of 20 Hz. In terms of time, this is equivalent to a minimum full 360 degree wave period of 50 milliseconds. This is 12.5 milliseconds for 90 degrees rotation thus giving a time base of 8.75mSec to the lower "roof" gradient and 3.75mSec for the steeper "spire" gradient. These two current /time gradients will naturally cause some induction into a coil but even the steeper gradient time is far, far too slow to create any large induced EMF in the transformer and so the alternator output, by itself, will not cause any engine ignition. Therefore some mechanism needs to be employed to create an instantaneous current gradient in the primary coil. The obvious method is to use the points to interrupt a series circuit as with the DC circuit. – Splitdorf understandably didn't adopt it and went to parallel connection of alternator, primary coil, condenser and points. Why? - is the question asked.

The answer is that the primary coil is no longer the only coil in the primary circuit! A second coil of significant inductance is automatically now involved when connected to MAG mode. This is the higher inductance armature coil itself! As such, it will produce a large self induced back EMF if the current in the circuit it's in happens to be instantaneously interrupted. In this case it is when the points are re-opening the series circuit. Therefore, the contact points cannot be allowed to act as an instantaneous current interrupter of a series connected primary circuit as in DC mode when running on alternator for that reason – to prevent this large induced back EMF from this second armature coil.

The discussion must now turn to an explanation as to how an instantaneous current/ time gradient, necessary for ignition, can be achieved in the primary coil but with an important proviso. This gradient can only exist in the primary coil itself and leave the alternator coil supply current line unaffected - left to the sole purpose of following its own slow moving low induction ability waveform of current delivery. Therein lays the second clever bit of Splitdorf thinking. Connect all the "obvious" players (alternator, condenser, points, primary coil) in parallel with each other! This leads to a network of four parallel branches – points, primary coil and condenser. The "hiding" armature coil inductance being effectively in series within the fourth parallel alternator supply line branch. In this network, the contact points are no longer an instantaneous primary circuit current breaker as in a series circuit. They are now performing quite differently as an instantaneous circuit parallel branch pathway selector. When the points just close, the generated current is zero and then rises to a maximum that is determined by a combination of the voltage reached at the particular rotation angle at which the points reopen and the resistance of the armature coil. This variable current maximum angle will be somewhere in the range of whatever the advance/retard range is – say 25 to zero degrees before TDC. Whatever this maximum current is, nearly all of it is shunted through the closed contact's near zero resistance branch of the parallel network leaving near zero primary coil branch current. When the points open this current is instantaneously "redirected" through the primary coil branch as it is the only path remaining. This instantaneous rise of current in the coil then causes induction in the secondary coil as good as in the DC Kettering mode and ignition occurs. The alternator coil experiences very minor changes in its current demand during the primary coil's shunt/unshunt period because the low resistance of the primary coil is not much different to the near zero contact resistance of the shunt pathway. The desired result has been achieved by this unorthodox "shunted coil" parallel circuit – a replication of the

Kettering instantaneous and maximum current change in the primary coil and no large unwanted back EMF from the alternator coil. Clever!

The unanswered question remains – why, when the alternator circuit was rejigged to imitate the Kettering DC circuit that is operated when theoretically it couldn't? The answer is that there must be an instantaneous current surge in the primary coil and it must occur when the points reopen.

My explanation is that in rejigging the setup to a series connected Kettering circuit, the system was followed exactly - meaning a "ring in" condenser was brought in and placed across the points. As such, this condenser will cop both the back generation through the transformer from the secondary spark current induction back into the primary coil plus the back EMF from the alternator coil self induction because its current has now also been interrupted being series connected. Both these EMFs will be in the same sense therefore they are additive. The result could well be in the order of a few hundred volts and as a transient spike. Then continuing on this possibility, that this condenser was breaking down under high voltage and the transient voltage spike then became a transient primary circuit current spike through the leaking condenser and of a current gradient large enough in the primary coil to cause an induced secondary EMF to cause an ignition spark. As a result, the engine ran for a long time because of a leaky condenser fault until one day, it finally went either short or open circuit and the engine go no more. Changing to a new condenser to get things firing again was a near impossible ask because another faulty "high voltage leaker" was what was needed. But one explanation to consider. Refer to as - "running on MAG in series de fault mode" !!! -

The Pre '31 Rally

28 April-1 May 2022. Orange, NSW. By Karyn Newman

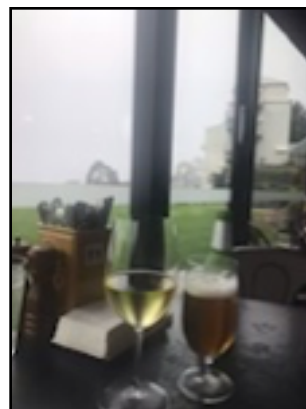
Graeme and I haven't been on the Pre '31 rally previously but with the opportunity to drive the Talbot to Orange and stay with our daughter Lauren made it very attractive.

We set out on Wednesday at 7:30am from our home at Gorokan in our 1914 Talbot ('Annie') in what was rare dry weather. We travelled on the Old Pacific Highway between Calga and Mount Colah and then on the Pacific Motorway



to the Northconnex tunnel. Driving through the tunnel was an experience in the veteran. The lighting effects in the tunnel are quite spectacular on the brass and the noise is quite loud. Also noticeably was the rise in temperature.

We had a clear run up to Glenbrook and then it started to rain. Not surprising at the moment. Graeme had suggested lunch at the Boiler House at Medlow Bath next door to the Hydro





Majestic. Normally the view is spectacular but on this day the wall of white fog just outside the glass was 'pea-soupy' therefore no view that day. Lunch was delicious and service excellent.

We continued to Lithgow to the Bowman Inn Motel for the night. Still raining! After a very comfortable night we set out for Orange. Visibility was not great between the rain and fog. We stopped at Bathurst for coffee and reached the registration at the Club rooms early in the afternoon.

We saw some familiar faces in Wilga and Euan Coutts, Nigel Coutts, John and Kelly Burke, Max and Joan Burke and John Brumby. Graeme also caught up with Laurie and Marcia McGrath, Alan Blythe and Rhonda Guthrie. There were not many takers for the afternoon shakedown run. We set off to Forest Reefs with four other cars. After Forest Reefs we detoured to Millthorpe to our accommodation with Lauren and Will.

Friday's start was at the park at Millthorpe fortunately for us. Lauren and Will joined us with the Crossley and we parked on display to around 10:30am. Graeme decided we would do the long run. Unfortunately due to the weather, most of the VCCA QLD members on their way to Narrandera wisely made the decision to leave the cars in their trailers, but joined us in their modern vehicles.



The afternoon was lovely. The rain had stopped and the cars parked at the lunch stop looked very impressive. Friday night was extremely wet. It bucketed down. The weather cleared in the morning and the run to Molong Showground was very pleasant. But all the rain made it very muddy underfoot and under wheel. Morning tea was very substantial thanks to the Country Womens Association.



The exit from the Showground was quite a challenge for some cars. Some needed a push to get going out of the mud. A sharp shower of rain between Molong and Manildra washed the mud off the exterior of the car to some extent but we still found mud on the top of the

engine block later in the day. Lunch at Manildra was held in the town hall. Cars lined up on both sides of the main road in a small town is always an impressive display.

Saturday night at the Canobolas Hotel was the venue for the final dinner. Other than a very inadequate P.A system, the dinner was delicious. Cowra was announced as the next venue for the Pre '31 rally next year. Wilga and Euan won the most popular Veteran Car in their very attractive SCAT. Alan Blythe also walked away with Rally Directors Choice award.



Sunday morning was an early start for us. We were doing the trip home in one day. As we made our way up Victoria Pass, Annie decided to growl underneath. After stopping at the Hydro Majestic Pavilion, Graeme discovered the cover on the front universal joint had become loose. And just as they may have done many years ago on the road, Graeme made a running repair using some fencing wire while



I purchased some morning tea. After this the only other hiccup was on the Old Pacific Highway at the 'Pie in the Sky' café where the road was cut off in both directions due to a motorcycle accident. We had to detour back and join the Pacific Motorway again. It always amazes me when going from the tranquil meandering of the old road to the roar of traffic on the Motorway.

We arrived home around 4:30pm. Annie has never been so dirty and she never missed a beat during our entire trip of just over 1000kms. No wonder they named them the 'Invincible Talbot'.

VCCA Members (not all in Veterans) in attendance:

John and Kelly Burke

Max and Joan Burke

John Brumby

Euan and Wilga Coutts

Nigel, Angela, Lachlan, Clancy and Mikaela Coutts

Will Garthon and Lauren Newman

Col Harmer

John and Jan Grant

Laurie and Marcia McGrath

Alan Blythe, Kerrie Hughes and various family members

George and Kerry Gillot

Graeme and Karyn Newman



Events Calendar

Club Events

All listed events are scheduled pending potential COVID restrictions that may be in place at the time. Please contact the organiser of the event if in doubt of the event occurring.

JUNE

- Friday 17th -19th **June Tour** - Singleton, NSW. Starting at Cessnock and then touring to Singleton. See March Spit and Polish for entry form and information. *Enquiries: John Burke*
- Tuesday 21st **Newcastle Branch Meeting** - Westlakes Mining Museum, Teralba. 7:30pm
- Thursday 23rd **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
- Friday 24th **Northern MASH Coffee Run** - Meet at 10:30am Curry Reserve Elderslie for morning tea and start of run. *Contact Bill (0429 333 769) or Robyn (0439 714 431) Betts for details.*

JULY

- Friday 8th **Southern MASH Coffee Run** - Meet at 10:30am Winifred West Park (Railway Station end) for morning tea and start of run. *Contact Bill (0429 333 769) or Robyn (0439 714 431) Betts for details.*
- Sunday 17th **All French Day** - Silverwater Park from 9am. All French vehicles welcome. \$10 entry for display cars. *Contact Ross (0499 708 108) or Chris (0412 306 504)*
- Tuesday 19th **Newcastle Branch Meeting** - Westlakes Mining Museum, Teralba. 7:30pm
- Saturday 2nd **Newcastle Branch Luncheon** - Club Macquarie, Argenton. A social event which will acknowledge and celebrate the formation of the Newcastle Branch sixty years ago. Veteran vehicles are encouraged if it is a nice day. *Contact John Burke to confirm your attendance (0412 821 945)*
- Thursday 28th **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
- Friday 29th **Northern MASH Coffee Run** - Meet at 10:30am Curry Reserve Elderslie for morning tea and start of run. *Contact Bill (0429 333 769) or Robyn (0439 714 431) Betts for details.*

AUGUST

- Friday 12th **Southern MASH Coffee Run** - Meet at 10:30am Winifred West Park (Railway Station end) for morning tea and start of run. *Contact Bill (0429 333 769) or Robyn (0439 714 431) Betts for details.*
- Tuesday 16th **Newcastle Branch Meeting** - Westlakes Mining Museum, Teralba. 7:30pm
- Thursday 25th **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
- Friday 26th **Northern MASH Coffee Run** - Meet at 10:30am Curry Reserve Elderslie for morning tea and start of run. *Contact Bill (0429 333 769) or Robyn (0439 714 431) Betts for details.*

Major Events

SEPTEMBER

Sunday 4th - 8th

Bob Hobson Memorial Rally - Cowra, NSW

Entry form in February Spit and Polish. *Enquiries: Greg Roberts*

25th Sept -1st Oct

National Model T Ford Rally 20T2 Dubbo

www.modeltfordclubnsw.org.au

OCTOBER

Sunday 23rd - 28th

National Veteran Vehicle Rally - Busselton W.A

Enquiries: Peter and Pauline Hume

NOVEMBER

Friday 4th - 6th

2022 Premier Event - Blackeath, NSW

Enquiries: Malcolm Garthon

SAVE THE DATE

17th - 22nd March 2024

National 1&2 Cylinder Rally - Albany, WA

See page 24 for Newsletter 1, and information on
submitting an Expression of Interest

My Veteran Affair

Stories from the shed. Part 2. By Peter Martin

1914 Martini

Most of my work this month has focussed on the Martini, as I said in the last instalment, I want to get the engine, gearbox and steering out of the chassis so that I can get it sandblasted. As I don't want the



engine rolling around on the floor, I have made a cradle on wheels to bolt it to, which should make it easier to manage and be able to move it around to disassemble.

The engine is complete apart for a suitable carburettor and has, according to the previous owner, been fully rebuilt and is a runner. Unfortunately, it has been 8 years since he had it running and was seized when I got it.

As part of my preparation for disassembly I have been spraying every nut and bolt on the chassis

and engine with INOX and at this stage everything I have tried to remove has come away with no issues. In the case of the engine, I removed the valve plugs in the top of the block and squirted each cylinder with transmission fluid, after a couple of weeks gently rocking the flywheel back and forth I finally got movement. At that point I stopped and will now remove the engine from the chassis and disassemble, I'm not going to risk trusting someone else's rebuild.....

I have removed the gearbox top cover and drained the oil out, it came out nice and thick and black, I then put 10 litres of kero' in it and worked it through the gears turning it by hand every time I walked past, I left it this way for a couple of weeks before draining. The result is a nice clean set of beautiful un-marked gears and nice smooth bearings, I just hope they look as good when it comes apart.



The front hubcaps are 90mm across the flats and nothing I have is big enough to get them off so I made a wheel spanner from 12mm steel plate with the front on one end and the rear wheel nut size on the other, once I offered it up to the fronts one hit with

the leather mallet and they came loose.

I have also taken the gear shift lever, quadrant, and handbrake leavers off as well as the pedal cross shaft and pedals, disassembled the lot and sandblasted them. Once again even though they were rusty and had been out in the weather for God knows how long, they have all come apart like a Swiss watch.

One item that I have done and substantially completed is the gauge cluster, the original gauges came with the truck and are in remarkably good condition apart from a few dents in the brass cases and the missing glasses in both of the pressure gauges, one oil pressure and the other air pressure for the fuel tank.



Both gauges are of Swiss manufacture being made in Zurich, the brass mounting plate with Martini spelled out in a lovely Art Nouveau font is little stylish for a military truck. I have a friend that teaches instrument fitting at TAFE who is calibrating them for me and will hopefully be able to source a pair of matching pointers as they are both rusty and extremely fragile.



In order to work out the dents in the gauge cases, I first annealed them then made some small hardwood dollies of various shapes to match the profile needed to gently massage the depressions out, by placing the case face down on a wad of newspaper as a cushion, I worked the dents almost completely out. Once the dents were removed I block sanded them with ever decreasing grades of aluminium oxide paper then wet and dry, finally finishing at 1000 grit to get all of the marks out, once they were as good as I can get them without stretching the shape out, I machine polished them.

1918 4.5" Howitzer ammunition limber

I have been very lucky to find a pair of military artillery hubs to suit the limber, these are near impossible to get hold of and if they do come up they usually get snapped up by collectors in the UK. These ammunition limbers were modified by the army during the 20's or 30's to be used behind motor trucks rather than horse drawn as such they removed the original axles and stubs used with these artillery wheels and were replaced by a straight axle to be used with pneumatic tyred wheels. I have also found a pair of original stubs so now can return it to the horse drawn configuration.

These wheels will be 54" diameter with twelve spokes roughly 3.5" in diameter and set in a staggered configuration, the big problem is they are about \$8000.00 a pair to have rebuilt so I might be going into the wheel building business soon!

I've been trying to get the front and rear door hinges loose and by soaking them in some WD40 followed INOX and by using a little heat they are finally free and without breaking anymore of the hinge tabs off.



Peter

Membership fees are due for 2022/2023

Just a reminder that your annual membership fees are due at the end of June. You will be sent a copy of your membership details including what fees are due in the July edition of Spit and Polish. Please check this carefully as you may have already paid for this coming year. **Do not pay until you have received this information and have checked your membership details.**

Geoff Yeomans
Honorary Secretary

Event report: MaSH Coffee Run

Northern Event. 23rd May 2022. By the May Scribe (Neil Martin)

This coffee outing was a bit special as it had two date changes to allow the Narrandera 1 & 2 Cylinder Rally entrants time to travel and other group members to attend another outing. This May event was held Friday 20th and started at the usual venue of Curry Reserve, Elderslie.

Cupcakes, scones with jam & cream, five different slices with coffee & tea warmed everybody on a brisk cool morning.

Eleven group members attended in various recycled veteran vehicles with one 1950's Renault 750 Saloon (Well done Bill & Robyn).

The morning was cold but with the warm sunny day and a great planned drive away from city traffic made it an enjoyable day outing. Our lunch venue was 'Jarvisfield' the original homestead of the pioneering Antill family and is the home now of the Antill Park Country Golf Club approximately 5km north of the Picton Town Centre.

The group tucked into some excellent food and I can recommend the venue for all concerned.

John Fryirs failed to arrive for lunch as he had another appointment.



The photo group at the Antill Park Country Golf Club include: L to R Alan & Denyse Barker, Bill & Robyn Betts, Doug & Vivian Fulford, John & Jan Grant, Lynette and ? Where is he Neil Martin. I wonder why everyone is looking this way?

National 1&2 Cylinder Rally

8th-13th May 2022. Narrandera, NSW. By David McCredie. Photos by Will Garthon

All of the work by Robert Fordham and his team from the NSW club, paid off with a great rally for the 76 cars present. The location was perfect with no hills and mostly all back roads. The most number of entrants came from Queensland followed by Victoria with the host club third. Where are the 1-2 cylinders in NSW? There were entrants from all states. Several entries withdrew due to COVID.



Sunday was registration day followed in the evening by a civic reception in town.

Day one was extremely cold but fine and we drove on flat quiet roads to Leeton. On the way we stopped at a forest for some Koala spotting. At Leeton we explored the town and museum. The return trip was via a different quiet road.

An unfortunate incident, that could have been a lot worse, occurred at the start of day one when Terry Rowe from Adelaide was leaving the caravan park. A car ran through a give way sign hitting the back wheel on his Bullock motor bike damaging the frame. Terry was unhurt but the bike needed repairs that would have to wait until he got home. So Terry rode with me in the Maxwell for the rest of the rally , it was good to have company and a navigator, thanks Terry.



The weather on day two was much warmer, we travelled to Morundah, a tiny town with a population of 16 and an opera house. Yes that's right an opera house, the 350 seat Paradise Palladium Theatre, community built and owned and not just an opera house in name. This theatre holds regular performances of opera, ballet, symphony orchestras, theatre with well known performers from many parts of Australia.



The purpose built theatre was initially a large unlined steel framed building with very poor acoustics. The money ran out before it could be lined. Someone suggested lining it with donated old wooden doors. The result is acoustically excellent and surprisingly visually interesting. The local man leading all of this is also a chef and his rack of lamb lunch was superb. All of this in a

town of 16 people, extraordinary.

We had some performers of our own in the theatre to entertain us over lunch, Kevin Brookes recited poetry by Banjo Patterson and Doug Fullford recited a number of Australian poems including some of his own written for the occasion.

On day three we drove a short distance out to the Narrandera Fisheries Centre. This world class facility, run by the Department of Primary Industries is a research centre and provides millions of native fingerlings to be released into the waterways each year. We then drove through a private orchard to a barbecue lunch on the banks of the river. It was a delightful spot on private land where we were able to relax and mingle.



On day four the heavens opened and only four veterans were driven the 105 km round trip to Ganmain to see the Sheaf Hay Centre. The drivers and passengers were presented with very well deserved bravery awards. The rest of us wimped out and travelled in moderns.

On day five, the last day, the weather cleared for our drive out to Yanco Agricultural College. The students came out of classes to see the cars and a few owners drove some of them around the grounds in their veterans. The magnificent administration building had originally been built as a private home.



That night we enjoyed dinner and presentations at the Narrandera Ex-Serviceman's club. Unfortunately, our rally director Robert Fordham was unwell and could not attend, Laurie Garrod took his place on stage. The NSW president, Phil O'Loan drove down from Sydney for the presentations.

The award winners were

Andrea Holden - Hard luck story her father broke her car!

Peter Hume came the furthest distance from WA.

Bravery awards to Rob and Leonie Anderson (1910 Renault), Simon and Tess Anderson (1910 Brush), John and Pam Handley (1909 Daracq), and Greg Smith (1909 Schacht) who all took their veterans out on the rainy day to Ganmain

Mothers Day prizes were three consecutive tickets - Leonie Anderson, Tess Anderson and Gail Boyd (nee Anderson).

Anderson was the name on the rally to take home a prize!

It was an excellent well-run rally, thanks to all who made it happen.

Virtual Tour – National Motor Museum, Birdwood S.A

As a special treat for next month's meeting Matthew Lombard, the curator at the National Motor Museum will give us a virtual tour of its antique and veteran car collection.

From the website, the National Motor Museum describes its collection:

Surviving vehicles built before 1904 are rare and the National Motor Museum has a small but significant collection. Many of the cars built before 1904 in our collection were imported to Australia from European countries. These vehicles were imported fully finished, including chassis and bodywork, which illustrates why it was generally only the wealthy who owned cars during this time. As fully imported cars were the realm of only the wealthy, some local manufacturers created one-off experiments in mechanical engineering. The collection features examples of these hand-built experiments, such as the Ohlmeyer Jigger from Tanunda, South Australia.



The veteran collection is defined as vehicles built between 1905 and 1918. This definition is taken from the Fédération Internationale des Véhicules Anciens (FIVA). This collection reflects the prosperity of car owners at the beginning of the twentieth century. At that time motor vehicles were only affordable by the wealthy. The veteran vehicle industry was dominated by a large number of highly skilled manufacturers that produced small numbers of vehicles. The collection demonstrates an early opulence in Australian motoring, with many vehicles being built

with expensive materials such as brass, nickel, wood and leather. The collection reflects the range of vehicles available, from the mass produced, to those with individually built bodies. This period also illustrates the rise of the Australian motor body building industry, particularly towards the end of the era.

Hope this whets your appetite to join us for this special tour. Come to the club rooms on 23 June or connect with zoom at 8pm (EST). Other veteran car club members and interested people are invited to come on this virtual tour. The zoom details will be sent closer to the meeting.

Join us at the club rooms for meetings!

Apart from the great company and delicious supper, we would like more members to join us at the club rooms for meetings. As an incentive Ron Hattersley is offering more raffle prizes! Among his eclectic selection of prizes Ron has some special models of veteran cars, wine and other special gifts to tempt you.

The First Automobile fitted with Pneumatics

Part 1. By Rodney Anderson.

Everyone knows *Michelin* makes tyres - but not everyone knows Michelin was first to demonstrate pneumatics on an automobile. And very few know the automobile used for that demonstration was a *Michelin*.

It all started with the Paris-Brest bicycle race of 1891 when for the first time 'un velo' was fitted with a pair of pneumatics made by *Michelin*.

Three years later in July 1894 all sorts of horseless carriages 'raced' towards Rouen. Fillings were tested along the way as none of the reported 21 contestants at the start that Friday morning at *Port Maillot* in *Paris* was fitted with pneumatics. The wheels were fitted with traditional iron bands or a solid rubber 'bandage' that allowed all the terrible vibrations coming from the pave to be transmitted directly to those on board. Mechanics also profited by repairing the various parts that ruptured going along or refitting or replacing pieces that had simply fallen off.



Andre and his brother *Edouard Michelin* were convinced that pneumatics needed to also be fitted to the automobile and were stimulated to search for a solution. The upcoming *Paris-Bordeaux-Paris* race loomed as the ideal opportunity to not only test but also demonstrate the solution – a cushion of air!

Without further ado, a comparison was made between the impact on a steel spoked wheel with a solid rubber tyre and another with pneumatics. The results were clear – the spokes failed on the one fitted with solid rubber but succeeded on the other.

The *Michelin* brothers then set about making three cars 'in house' for the purpose of demonstrating their pneumatics over 1200 gruelling kilometres!

On 3 June 1895 the convoy of *Michelins* is recorded as departing *Clermont-Ferrand* for *Paris*.

On the way up at *Orleans*, one of the *Michelins*, a modified Benz nicknamed *l'Hirondelle* [Swallow], broke down due to issues with the cylinder and was abandoned.

The second *Michelin* nicknamed *l'Araignee* [Spider] is recorded as being a Peugeot re-purposed to accommodate a Daimler marine motor with the larger diameter wheels at the front like the 1884 *de*

Dion Bouton et Trepardoux.

There is a report the Spider had been wrecked on an earlier test somewhere between *Clermont-Ferrand* and *Moulins*. Maybe the Spider was re-built in time to be wrecked a second time. Either way, this *Michelin* does not appear in Paris.

Undeterred, the *Michelin* brothers drove on, arriving in Paris in time for the start in the remaining *Michelin* that had like the Spider been made up 'in house' at *Clermont-Ferrand* using a so- named *Type 3 Peugeot quadricycle* to fit a 4 hp *Daimler* motor ('... *un quadricycle Peugeot type 3 a moteur Daimler de 4 cv.*') On test 'under the cover of night' the mechanic forgot to re-adjust the brakes after a wheel change. When the brakes were next applied the wheels locked up and the car finished up against a tree and caught fire. The car was re-built but the more powerful 4 hp *Phoenix* motor in a chassis designed for the 2 hp *V 2 Daimler* motor proved 'awkward'. The imbalance and absence of differential gears on this *Michelin* made the steering imprecise and the car zigzag – hence the name '*L'Eclair*' [Lightning].

A trunk was fitted to the rebuilt car with drawers 'a little like a military caisson' to carry all the spare parts, tyres and inner tubes. Enough spares, tyres and tubes to get the *Michelin* from *Clermont-Ferrand* to Paris in time for the start on 11 June 1895 and then a further 1190 km from *Paris* to *Bordeaux* and back – a 'real raid car' ('... *en veritable voiture de raid...*').

The *Michelin* [Entry No. 46] with *Andre* and *Edouard* on board arrived at *Port Maillot* in time to be part of the column that set off slowly towards the official start opposite the entrance to the *Chateau de Versailles*, but not before everyone had time to have a good look at the pneumatics on the *Michelin*. It is said that '*Emile Levassor* couldn't believe his eyes when he saw the *Michelin* riding on air. One of the tyres was duly deflated to convince him.'

The size of the pneumatics was 1010 mm x 65 mm on the rear and 1000 mm x 65 mm inflated to 70 psi all round!

En route to the start, 'the parade itself was swelled by ... horse drawn carriages and spectators following on bicycle.' Keeping to 'a cautious average speed of 12 kilometres an hour', the prologue provided the chance for the public to discover the personalities and their vehicles.

'At nine minutes thirty seconds past twelve, a man dressed in white jacket waistcoat cravat and drooping brimmed hat appeared on the starting line.'

By 12:47 pm the organisers were getting worried for the fate of Entry No. 46 that had still to arrive. A comment is reported to have been made along the lines of '... how are they going to get to *Bordeaux* if they can't be bothered to turn up in *Versailles*'.

Entry No. 46 had suffered their first setback in *Paris*! Water had been poured into the petrol tank!!

By way of explanation as to how this may have happened, it is worth noting that the water required to cool the motor is poured into one of two tubes at the front – both tubes connect to the tubular chassis. The water is circulated through the chassis by a friction driven water pump running off the flywheel. The petrol tank on a contemporary Peugeot is set back behind these tubes under the seat, but the *Michelin* was configured differently to house a much larger tank that led to the filler cap for the petrol tank being in close proximity to the tubes!

There was a further setback before the *Michelin* brothers eventually arrived at the start. The *Michelin* was then the last entrant in the *Paris Bordeaux Paris* to start at 1:17 pm to great applause from the huge crowd.

'The history of the race is rife with the tales of the trials and tribulations of its unfortunate competitors' and an ordeal for the *Michelin* brothers from the beginning. 'Tormented' for the entirety of the itinerary 'by worn tyres and broken spokes.'

'Not only did their skimpy overburdened tyres need changing every 150 km, but they also kept bursting on' uneven pave.

The *Michelin* brothers knew it was going to be tough, but certainly never expected the steel spokes to fail and their wheels collapse so readily.

They had brought a supply of 7 mm steel rods with them in reserve, but clearly not enough because they ran out of spokes and discretely sought recourse to 'an external source, something which the Draconian rules prohibited. Maybe they thought what the officials didn't see, the officials wouldn't know.'

Entry No. 46 reached Bordeaux 27 hours behind Levassor on 13 June at 1.10 pm.

An unconvincing performance that could only be overcome by successfully reaching Paris!



Fig. 2. — Voiture automobile à roues percussives.



TO BE CONTINUED....



Newsletter

Number 1 MAY 2022

Members of the W.A. Veteran and Classic Car Club have selected Albany, in our South West, as the location for the 2024 1 & 2 Cylinder National Rally. Weather conditions for Sunday 17th to Friday 22nd March 2024 are most favourable with daily temperatures in the low 20s. These dates do not coincide with Easter or the WA school holidays.

The City of Albany was W.A.'s first European settlement. Princess Royal Harbour and King George Sound frame this beautiful port city. On our itinerary of daily events, a visit is planned to the National Anzac Centre, a state of the art interpretive museum. On a self guided tour, you can look out over the harbour: here all the troop carriers left for the Middle East in 1914; walk with the Anzacs and experience the Great War through their personal stories. This is an eye-opening experience.

Another unique Albany attraction planned is a visit to Strawberry Hill Farm, the first in WA, dating back to 1831. The Farm now owned by the National Trust is run by knowledgeable volunteers who can guide you through the restored 2 storey stone building once the home of Government Resident Sir Richard Spencer and his family. We will also explore the historic Whaling Museum at Cheynes Beach.

Rally Headquarters will be located in the Emu Point area where there is ample accommodation: a motel, chalets, caravan parks with cabins and several B and Bs. More detailed information will appear in Newsletter #2 this September.

We look forward to the opportunity to show you historic Albany and its attractions.

Please email your Expression of Interest to Bob Henley bobjos89@westnet.com.au

Treasurer/Interim Secretary: Bob Henley

Working party: Rose Earle, Maurice McGregor, Linton Sharp, Harry and Deidre Pyle

Classifieds

Please note ALL ADS MUST include the price and if you wish ONO. Advertisements will only run for 3 months then will be removed unless requested otherwise. If selling a vehicle or engine, please include all known numbers and details.

FOR SALE: Lucas "King of the Road" Duplex 786 self-generating acetylene headlamp. Missing water filler cap, otherwise appears to be complete. Good lens and burner, no cracks in reflector (reflector needs resilvering). Some small dents only.

Price: \$1,000

Jeff Palmer (Newcastle, NSW)

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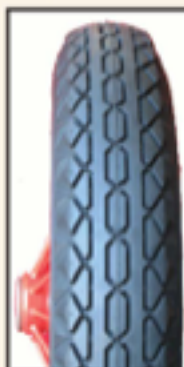
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