

SPIRIT & POLISH

Registered at the G.P.O. Sydney, for transmission by post as a periodical — Category B.

● AUGUST, 1972, VOL. XIV, No. 2

● PRICE 40 CENTS





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

134 QUEENS ROAD, FIVE DOCK, 2046

OFFICE BEARERS 1972-73

PRESIDENT: R. A. Foy, Ph. 449-1524 (Home)

VICE PRESIDENTS: L. K. Sheen, Ph. 42-4198 (Home). R. C. Baxter, Ph. 522-9661 (Home)

HON. SECRETARY: J. Dance, Ph. 86-1432 (Home) HON. TREASURER: W. McCarthy, Ph. 798-6941 (Home)

MANAGEMENT COMMITTEE:

R. C. Baxter	A. Foy	E. J. Lang	G. A. Roberts	M. Welch
J. Dance	R. A. Hill	W. McCarthy	L. K. Sheen	J. C. Wilson

EVENTS COMMITTEE:

L. K. Sheen (Chairman)	J. Bourke	E. Lang	J. Wilson
------------------------	-----------	---------	-----------

BUILDING COMMITTEE: Chairman: M. Welch, Ph. 44-8418

INVESTIGATIONS: G. A. Roberts, D. M. Roberts

REGISTRAR: D. M. Roberts, Ph. 449-1722 (Home)

REGISTRATIONS OFFICER:

D. Berthon, Ph. 639-0603 (Home)

INSURANCE OFFICERS: V. Jacobs, P. Kable

VEHICLE RECORDS: P. Kable, E. Lang, M. Welch

C.V.V.T.M.C. DELEGATES: R. Baxter, L. Sheen

SOCIAL SECRETARY:

Mrs. G. King, Ph. 522-7108 (Home)

LEGAL OFFICER: E. L. S. Hall

HISTORIAN: A. Rose-Bray

DATING HISTORIAN:

G. A. Roberts, Ph. 371-8626

PHOTOGRAPHER: W. E. Hardman

LIBRARIAN: R. Hill

AUDITORS: W. V. King & Associates

PUBLIC RELATIONS: R. Baxter

"SPIT AND POLISH" PANEL: R. Baxter, Ph. 522-9661 (Home) P. Kable, Ph. 579-6942 (Home)
E. Lang, Chairman, Ph. 579-5790 (Home) J. Simpson, Ph. 869-1350 (Home)

CLUB MEETING DATES 1972-73

1972			1973		
AUGUST	Thursday	24th	FEBRUARY	Thursday	22nd
SEPTEMBER	"	28th	MARCH	"	22nd
OCTOBER	"	26th	APRIL	"	26th
NOVEMBER	"	23rd	MAY	"	24th
1973			JUNE	"	28th
JANUARY	"	25th	JULY	"	26th

SPIT & POLISH

Vol. XIV No. 2



Patron: His Excellency
the Governor of N.S.W.
SIR RODEN CUTLER, V.C.,
K.C.M.G., C.B.E.

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

TABLE OF CONTENTS


Opinion	Page 2
Report of July Meeting	2
Steering Column	5
Events	6
13th Newcastle Annual Tour	7
^{CORRESPONDENCE} Letters to the Editor	8
Printed Insertions	9
Social	11
V.C.C.A. - Ford T Model	11
Restoration Made Simple - Part II	12
The London to Brighton Run Again	14
Automatic Transmissions - Carl Bliim	15
Advertisements	17

The next General Meeting of the Club will be held on THURSDAY, 24TH AUGUST, 1972, at Five Dock Community Hall, Great North Road, Five Dock, at 8.0 p.m.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD, FIVE DOCK. 2046.



OPINION

Dear Readers:

What a time I've had for the last two months with Bob Paddle (sigh!) chasing me hither, thither and yonder and that nasty Alby Frost still spurning my overtures and despite these disappointments I must write this letter. Everyone wants to know why all you "old fogies" do not appear regularly at our rallies so may I suggest that you read the following to see if any of these reasons fit your excuse:

1. Is it your rheumatics that cause you pain when unscrewing the lid off the Brasso tin?
2. Do you suffer from cardiac arrest when cranking your beastly?
3. Does your blood pressure cause your eyes to pop out when inflating the bleeding edged tyres of your car? I notice that my hubby has a similar defect when tinkering!!
4. Do you become breathless when running between crank handle and spark lever?
5. Does it now take you twelve months to recover from over-exposure received during the Katoomba Rally?
6. Are you embarrassed because your teenager says that you are ageing faster than your veteran?

If any of these reasons prevent you from joining me at our rallies then I suggest you get your big ends remetalled, your bowels ground, check your feet for toe-in and obtain a new upholstery job from "Sirs" then maybe you will be ready to provide some opposition for "Handsome Bob" and "Activeight Alby".

Yours,

EROTICA FORESHAW

* * * * *

REPORT OF JULY MEETING

The President (i.e., the new President, who is the old President!) was in the chair.

A letter was received from George Adams (Newcastle Branch), in which was enclosed information concerning the 8-hour weekend, together with some application forms.

(Cont'd. on P.3.....)

The President read to the meeting a letter from Alan Blevins, sent from the U.K., where he is travelling. He visited Beaulieu, and though the Museum was at that stage closed to the public, he was permitted to have a browse round. (Presumably flashed his V.C.C.A. badge, and, being so far from home, was granted a special privilege. Ed.) Also, he saw some early traction engines, one of which hit the scale at 20 tons.

Events were discussed by Len Sheen and he gave a general summary of coming events. A lot of discussion took place as to whether or not notices of Club Events should be posted to members approximately one week prior to each event. Carl Bliim recommended the attaching of a card inside of the front cover of each edition of SPIT AND POLISH, listing the events laid down for the following month. John Corby stated that it was the experience of the Events Committee at the time at which he was chairman, that the attendances at events were appreciably greater when notices were posted to members, than when only the club calendar and the magazine were relied on for reminding members. On the strength of this fact, he then moved that such action be taken forthwith. The motion was put and carried.

George Roberts (Investigations) reported that a Buick from Walcha and a T-Ford from Tamworth were 'being given the third degree'. He had with him an extensive list of Studebaker engine and chassis numbers, and he remarked that the method (scarcely a 'method', merely a 'style', Ed.) employed by the Studebaker company in numbering vehicles, made it very difficult to date almost any of the earlier vehicles. In fact, he told the assembled company that his friend in New Zealand, when asked how he made out in using these conglomerate numbers, retorted that he put them into the "Too Hard" basket. He stated that most cars were built for the Domestic Market, the minority for the Export Market. As the chassis and respective engine numbers were not issued systematically, it is difficult to determine with much degree of correctness, which is Domestic and which Export. Notwithstanding this, it has been possible to establish that most of the vehicles in this country were apparently models designed for the Domestic Market.

An early type Shell petrol pump has been acquired by John Burke, and presented to the Club for 'installation' in the Club Building.

Presentation of the Veteran of the Year Award was made to George Green, who received the award in respect of the Speedwell.

In order to make a very early mention of it, George Green announced that the next International Rally to be held in Australia will be in 1978.

Max Welch (Building Restoration Supervisor) told the meeting that work being executed on the Hall is gaining momentum, and that he is endeavouring to have the work completed by the end of September. He thanked, personally, those who had given help for so long. He then proceeded to organise the work force for the next four weekends.

While the forms presented to the Club by Frank Illich for seating accommodation in the Hall were an acceptable commodity, it has been shown that being so lengthy, they lack adaptability in the matter of rearrangement of seating in the Hall. Bob Baxter had this in mind when he opened the way for acquisition of 70 chairs @ \$2 per head (or was it per 'seat'? Ed.), some of them being slightly marked.

(Cont'd. on P.4.....)

The President applied the gag, and put it to the vote that this transaction be completed. The motion was carried.

George Green advised that the R.A.C.A. is to commemorate their 70 years of existence on 27th March 1973. The date on which the Association came into being was actually 20th March 1903 and the first event was held on 27th March 1903. It seems that the Association proposes to invite various motoring bodies to take part in the celebration and George suggested that the date and details be kept in mind for that day next year, so that it can be made an event for this club.

Jim Eisenhower told the meeting that he is a member of Warringah Rotary, and is currently in charge of fund raising. This year Rotary wish to assist the Autistic Children and Meals on Wheels. At this stage he is only suggesting that the Club take some part, and he announced that he will come forward later with greater detail.

* * * * *

Roster of Members

The new roster of members is being prepared for printing at the moment. Please advise any alterations or additions required to your entry.

The standard entry covers:

Surname and initials, first name usually used and wife's name in brackets, address with post code, home 'phone number followed by (h), business 'phone number followed by (B), cars owned with date.

Please 'phone or post to:

Max Roberts,
Registrar,
10 Anatol Place, Gordon. 2072.

* * * * *

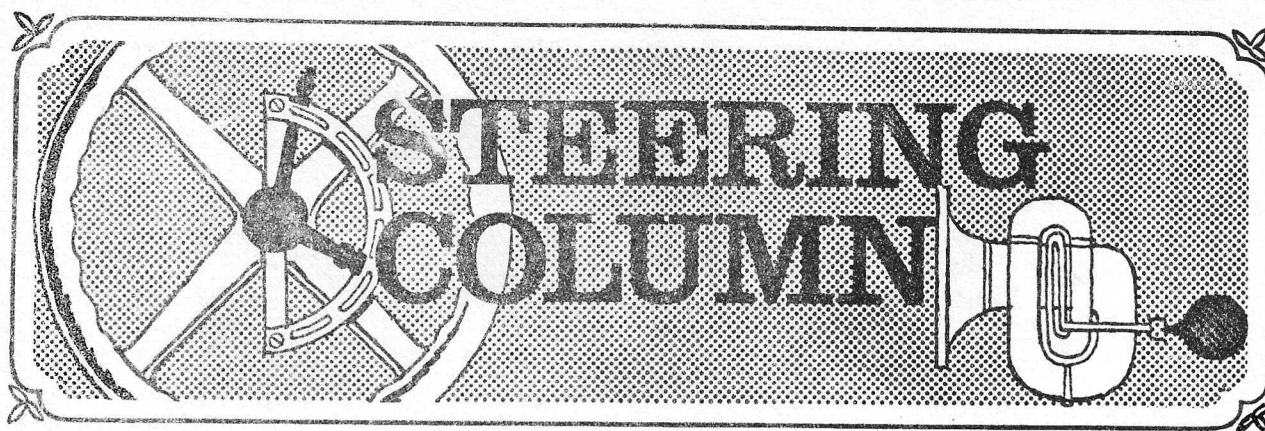
F O R S A L E

Falcon, 1 year old, one owner, in excellent condition.

Must sell, \$100. Genuine reason for sale - he is eating my chickens.

CONTACT: Col. Sanders, 134 Queens Road, Five Dock.

* * * * *



Arriving for a working bee at our new club rooms, Arthur Phillips, well known collector of Veteran, Vintage and classic vehicles and Objets D'art, was informed by Alby Frost that the hall was over 100 years old and an antique in its own right. After taking this all in, Arthur's reaction was, "I'll buy it!!"

* * * * *

That Dashing 'Rotarian' from Sydney
 Has bits unknown in his kidney.
 Could it be a Vertibrae
 Or perhaps part of the Delahaye.
 Maybe something that he ate
 The wheel nut from his Standard Eight.
 About his bed Val does Hover
 Thinking he may have swallowed the Rover.
 Ha! Missing from the 'fridge 'Pal' and 'Spam'
 A doggie meal for gentle Sam.
 So get well soon, from all in the club
 Arthur, next meal you have, try new 'Luv'!!

* * * * *

SPIT AND POLISH'S Jim Simpson, after being soaked to the skin every time he took the BESA out in the last twelve months, has had his hood fixed to keep off the water. So what happens? July has been the driest month on record and Jim has been praying for rain to test the hood out. "Can't win," says Jim.

#####

Voices from under the club room, repairing piers: "Hey, does this entitle us to be 'foundation members'?"

#####

Some members, only some, mind you, have really been getting into the job at working bees. Mel Pope got stuck into it with his teeth and spent half the day with the front ones broken. Paul Butler really threw himself into his work - only thing was he was painting on a ladder at the time, which isn't the

(steer on, to Page 6.....)

STEERING COLUMN, CONT'D.

best time to have a sudden burst of energy. The result was the abstract paintwork on the footpath.

#####

Twinkle, twinkle, little star
Are they new lights upon that car?
Yes, the jardiniers have been retired,
No longer will they be admired,
But the lights will brighter shine,
Every rally, every time.
So if you need a jardinier for a pot
You can't have one - you have to take the lot.

PITMAN

E V E N T SDATES TO REMEMBERNAVIGATORS TOUR 1972

Sunday, 20th August. \$20 prize, also trophy to be won.
Start: National Art Gallery,
Art Gallery Road, Sydney.
10.00 a.m.

C.V.V.T.M.C. WARWICK FARM

Sunday, 10th September at 10.00 a.m.

1200 MILE RALLY FOR VETERAN & VINTAGE VEHICLES THROUGH SNOWY
MOUNTAINS & RIVERINA AREA - conducted by Vintage Sports Car Club

5th May to 18th May, 1973. Entries close 30th September, 1972.
Contact W.E. Holyoake, P.O. 157, Campbelltown. 2560
Limit 125 cars.

Events Committee: L. Sheen
J. Wilson
J. Bourke

PHOTOGRAPHER: Any members - especially Associate members or members not having mobile cars, who would like to help the magazine, see a lot of new and unrestored cars and travel in club rallies covering them with the Magazine Committee, please contact:

PETER KABLE - 579-6942

VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)
(NEWCASTLE BRANCH)

Address all correspondence to: P.O. Box 78,
Broadmeadow, N.S.W. 2292

13TH NEWCASTLE ANNUAL TOUR - 30TH SEPTEMBER,
1ST & 2ND OCTOBER, 1972

Dear Member:

This year we are holding our Annual October Holiday Weekend Tour in the Hunter Valley District and we cordially invite you to participate in this, our 13th Newcastle Tour. The run this year will cover approx. 100 miles.

Accommodation has been arranged at the Newcastle City Motel. Cars will be garaged at David Jones Ltd. Parking Station (about 400 yards from the motel.) The motel is very nicely appointed and offers first class accommodation. All suites have a minimum of 1 double and 1 single bed.

Your entry form, showing details of the accommodation required, together with entry fee of \$3.00 per car, must be in our hands by 31st August, 1972.

Accommodation charges must be paid to us in full not later than 20th September, 1972.

The motel charges are as follows:

BED & BREAKFAST:

1 person per room	\$10.50 per night
2 " " "	\$15.00 " "
3 " " "	\$18.50 " "
4 " " "	\$22.00 " "
5 " " "	\$25.00 " "

Babies No charge

Please note that all motel charges, other than those for Bed and Breakfast, will be charged to your personal account.

The cars, whilst in the Parking Station, will be on display.

The Saturday night tea will be in the form of a Bar-B-Q at Mt. Hutton and on Sunday night there will be a Smorgasbord Dinner and Social Evening at Matt Bain's Catering Rooms at Hamilton.

Package lunches for the Sunday Tour will be available as mentioned on the entry form.

HOPING TO SEE YOU ON 30TH.

TOUR COMMITTEE

(ENTRY FORMS AVAILABLE FROM LEN SHEEN. 42.4198)

* * * * *

LETTERS TO THE EDITOR

"Dear Jim:

I thought readers of SPIT AND POLISH might be interested in the enclosed article on De Dion.

It is reproduced from the Bulletin of the VSCC of U.K.

You will be interested to know that after 60 years' service the exhaust pipe of my 1907 Rolls has needed replacement - and now it is complete. The car had been laid up for 7 years and now I have a new problem. The petrol has turned to tar or varnish 1" thick across the bottom of the tank. White spirit "Shellite" has floated it off the bottom but I still cannot get it out of the tank. Any suggestions which are possible without removing the tank? This is difficult as the body has to come off first.

Regards to you all,

Yours sincerely,

ADRIAN GARRETT"

"Dominelli Ford Day:

For sheer good fellowship this would have been a day hard to beat. The weather first thing in the morning was anything but promising but fortunately cleared to some nice sunshine with some gusty winds. A very nice showing of our cars, including Doug Pearce's Trumbull, for, I think, the first time. A most delectable little car.

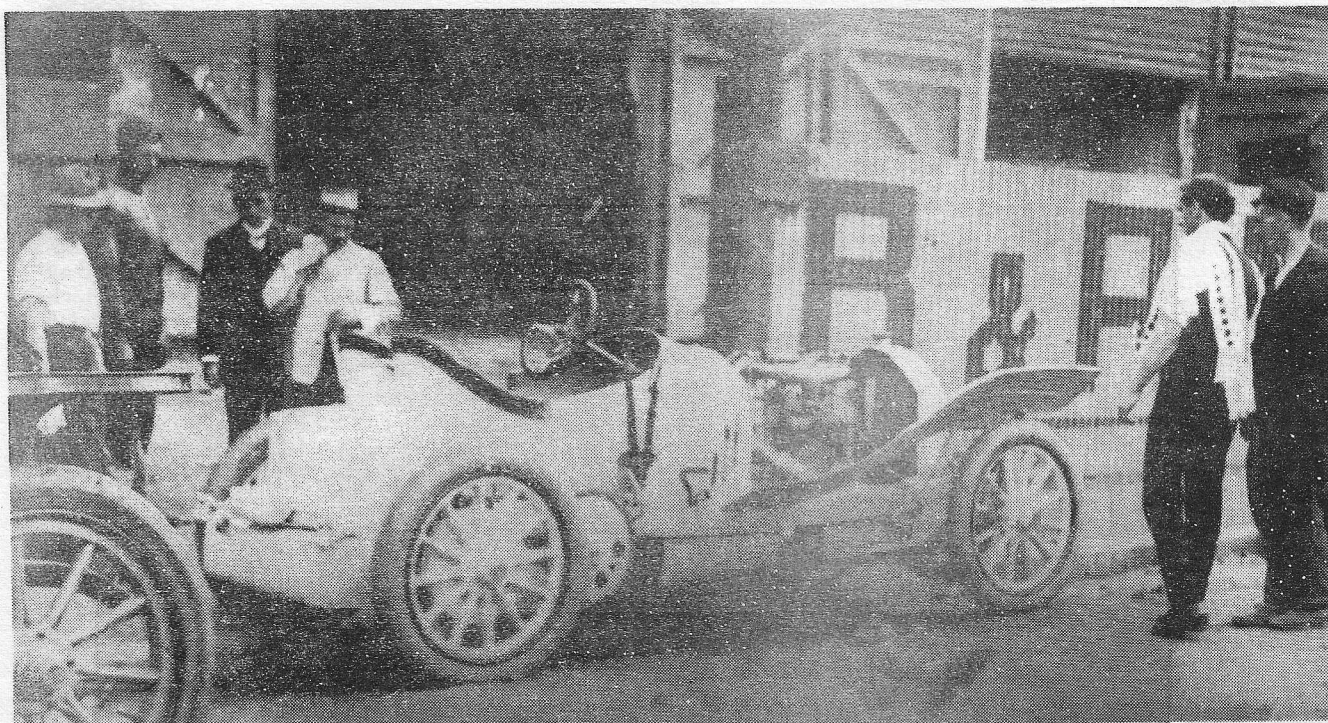
Our grateful thanks to Vic Jacobs for supplying the steaks etc. and particularly to Val and Arthur Garthon for having us at their home for the barbecue and supplying great quantities of delicious rissoles and mountains of coleslaw. Their garage and grounds were ideal to shelter us from the winds and enabled us to mix together and enjoy that which is so essential a part of our club life.

Financially I believe the day was a reasonable success; it was to the club, as Dominelli Ford very generously contributed \$100 to our club funds.

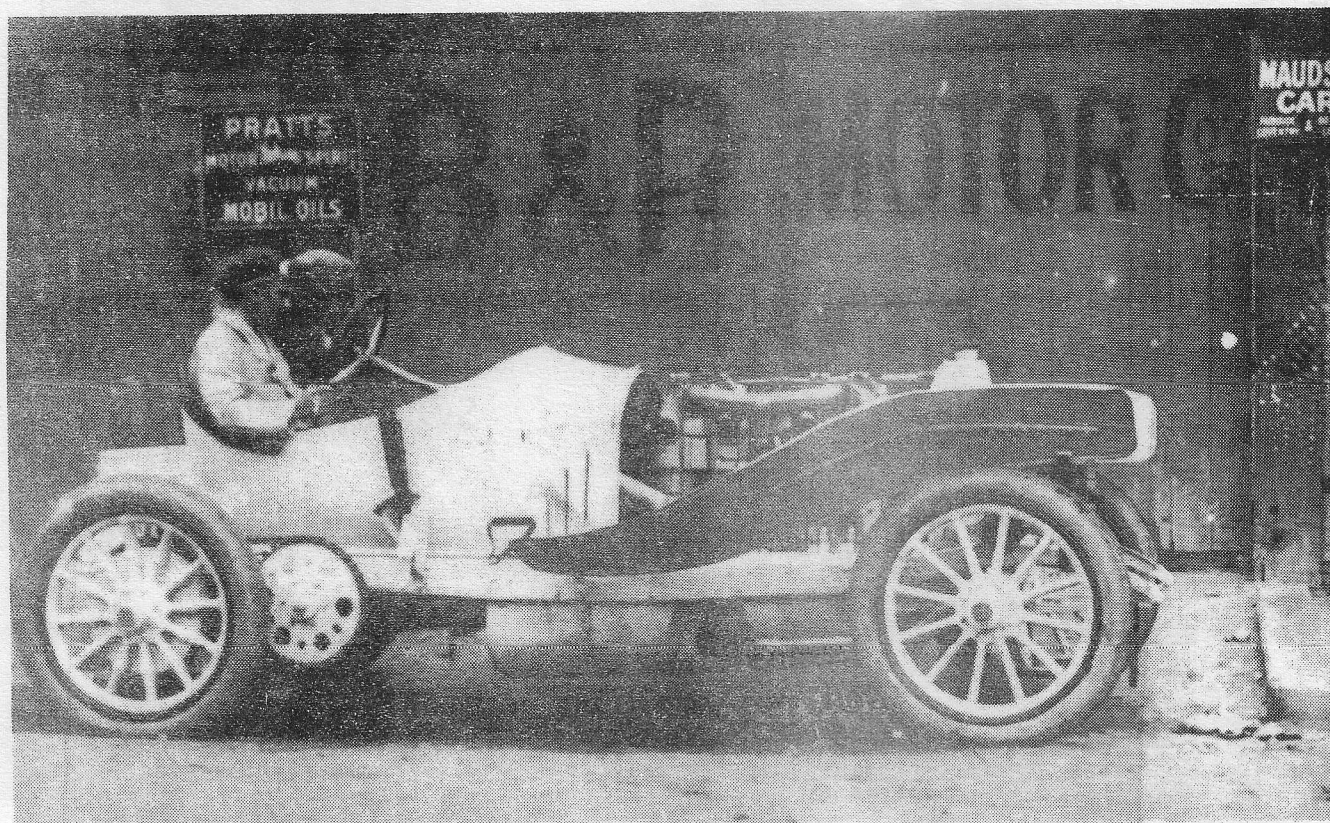
If we have another day such as this, it would be nice to see a still larger gathering of cars, as the public apparently are still as interested in seeing them as ever they were. To sum up in a few words, a really beaut day enjoyed by everybody.

JACK DANCE."

OUT OF THE PAST



A VETERAN G.T. UNKNOWN CAR POSSIBLY MERCEDES, PHOTO'S BY JACK BUTCHER. DOES ANYONE KNOW ITS HISTORY?



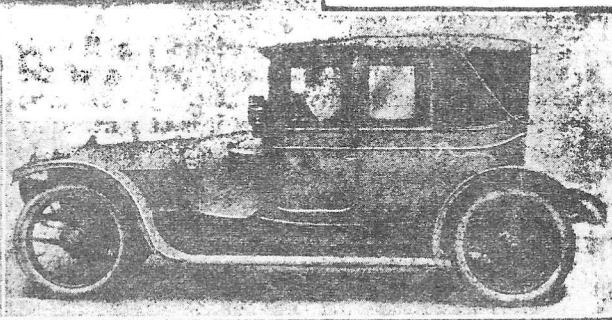
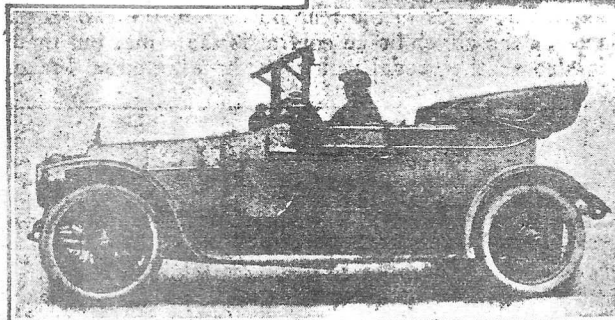
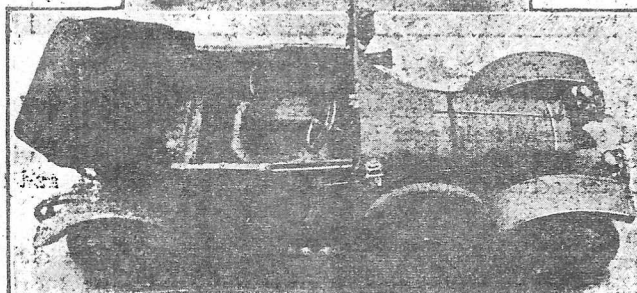
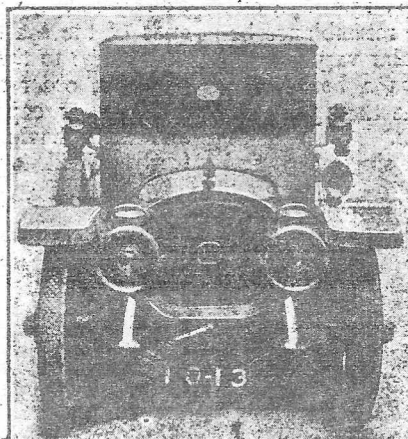
Body Design and Construction.

A Well-conceived Design of Inside Driving Cabriolet.

THE accompanying illustrations represent a 20-30 h.p. Delahaye fitted with a sporting type of four-seated inside driving cabriolet by Messrs. Hamilton Hobson and Co., Ltd., of 29, Vauxhall Bridge Road, and Pall Mall, the accredited agents in this country of the well-known and long-established Delahaye cars. It will be observed that the whole superstructure of the body has been kept as low as possible while preserving sufficient head room, the actual height from the ground to the top of the cabriolet being 6ft. 3½ in. The contour of the scuttle dash has been well thought out, and gives a graceful and taking lead from the bonnet to the body. The admirable merging of the bonnet and body lines is rendered possible in this car by the formation of the motor bonnet, which, as may be seen from the front view, is more or less flat on the

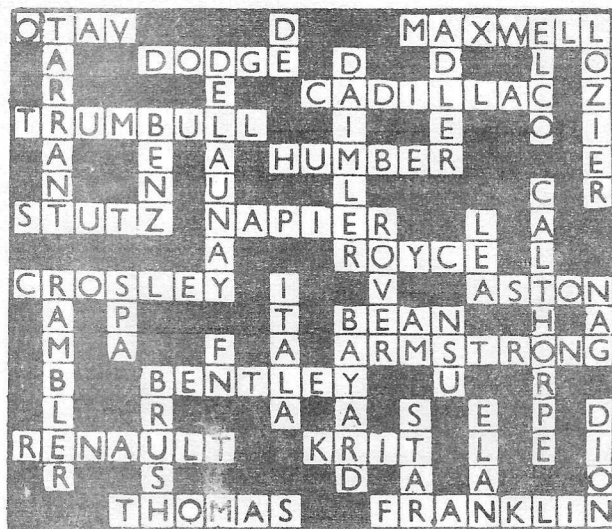
top, rendering the quick upward sweep of the tapered scuttle required with more arched bonnets unnecessary in this case. The arrangement of the doors is both ingenious and unique. They are two in number, one on each side, that on the offside giving access to the back seat and that on the near side to all the seats. The extra seat by the driver folds up to permit passage from the front to the back of the car. The body is dropped below and outside the frame members to break the hard straight line which would otherwise occur. The hood can be raised single-handed in two and a half minutes. The body is the conception of Mr. F.

P. Searight, of Messrs. Hamilton Hobson and Co., Ltd., and was built by Messrs. Moss and Son, London, S.W. Dropping the panels below the frame to hide the filling in strips between the frame and the body is a device which is gaining in favour.



An excellent form of flush-sided body referred to in the accompanying letterpress, mounted on a 20-30 h.p. Delahaye chassis.

Reprinted from The Autocar
4th. November, 1911.



SOLUTION

TO LAST MONTHS

CROSSWORD

S O C I A L

Sorry to hear Arthur Garthon has been ill - hope he is now on the mend and will be back with us soon.

Have arranged an evening out at Bonapartes Theatre Restaurant, 152 William Street, for Friday 1st September. Dinner from 6.30 p.m. French Folly Show at 8.30 p.m. \$7.50 double (normally \$13.00) Drinks not included.

Parking - turn left into Forbes Street, coming from Sydney, A.B.C. parking area. Limit of 40. Please let me know at August Meeting if you wish to go.

Don't hesitate to 'phone me if you have any item of news you would like included in the magazine.

Frank McGowen and Bill East are in hospital for service. Hope repairs are done quickly and chassis are returned to garages promptly.

Congratulations to Mark and Casey Gray on the birth of a daughter on Monday 7th August - both well. Also congratulations to member Grace Gray who now becomes a grandmother by this event.

GLAD KING

* * * * *

VETERAN CAR CONSERVATION ASSISTANCE

A further contribution from a member well versed in the ways of electricity, particularly as it affects the motor vehicle. This month the subject (or should it be 'the object'?) under discussion is the Ford T Model.

When switched to 'MAGNETO', the Model T coils use current supplied by the alternator, which the wily Henry incorporated with the flywheel-cum-oil pump. (So much for today's alternators blurred as modern innovations. Henry did not have the use of silicon rectifiers, so was not able to exploit his design for battery charging.)

The voltage from a Model T alternator increases as engine speed increases, hence the coils can receive greater than battery voltage and give 'hotter' sparks. This is evident from the way the engine speed picks up at fast idle when the switch is turned from 'BATTERY' to 'MAGNETO', attributable to more complete combustion in the cylinders with improved spark.

To return to the alternating current theme. Because of the cyclic reversal of current - about 130 times per second at 1000 r.p.m., on the Model T - the metal transfer at vibrator contacts is constantly reversed, resulting in extended contact life when the flywheel magneto supplies coil current. Also the timer with its many points of electrical contact gives less trouble with alternating current.

In the high tension circuit there are benefits regarding firing voltage and spark plug electrode wear. Perhaps Model T operators should adopt a motto - "Avoid directness; alternate that thy point life be long." END.

RESTORATION MADE SIMPLE - PART II (OR A FEW
GOOD REASONS WHY ANOTHER HOBBY MIGHT BE
SELECTED)
By Staff Writer

The Wheels and the Cat. During the winter it was too cold to work out in the garage, so we spent most of the time in the spare room sanding the wheels down and refinishing them in a natural wood (to all you purists who condemn this - we know it ain't kosher, but they sure are beautiful that way).

Sanding wheels down and refinishing them is one of the dirtiest jobs you can find, we we enjoyed every minute of it, and its sure worth the time and effort when you see how nice they look. We have since been irritated when someone walks up, inspects them, and asks, "Where did you take your wheels to have them done?"

But to go on - what does a tom cat have to do with veteran car wheels? Let us tell you THIS sad story:- Two wheels were in pretty bad condition, so we took the wheels completely apart, laid the spokes carefully in order on the work table and proceeded to sand and restore each one separately, then replaced it in its proper position. On many, we also cut off the smaller "pegs" of the spoke where it goes into the felloe, drilled half-inch holes up the end and glued in new dowels which were later glued into the felloe when we reassembled the wheels. We realized how important it was to keep each spoke in order. Those wooden spokes will only go back together in the same order they came apart.

Enter tom cat.

We went into the spare room one evening to begin re-assembling the wheels and found, to our dismay, all of the spokes in disorder on the floor. The darn cat, "Shelley", somehow had knocked a leg from under the table and it collapsed, it was impossible to tell which order the spokes had been in, or even which spokes belonged to which wheel. We coulda strangled the cat, we coulda also cried.

Friends, there are twelve spokes to our wheel; multiply that by two wheels and you get an idea of the mathematical combinations possible in getting them back together again. However, we were becoming accustomed to minor problems like this by this time and finally got them all back in order.

We glued the spokes together and into the felloes, reassembled the wheels and hand-sanded each spoke until it glistened like new wood. We put several coats of hand-rubbed wood filler, lightly sanded each coat, then several coats of clear shellac, using steel wool after each coat. Then came two coats of high gloss marine varnish. We then painted the metal rims with glossy black enamel.

I mentioned to my wife the possibility of hanging them on the living room wall and she mentioned something about seeing her solicitor.

Now to fit the new b.e. tyres and tubes. Here we came to grief. A tyre can sometimes be a dangerous thing. You fellows with more tyre experience than we have may laugh when we admit we used a tyre lever to put

one side of the tyre on the wheel, inserted the tube (what a finger-bending exercise that is!) then used tyre levers to put the other side of the tyre on the wheel. Went together easier than expected. A breeze. Took a hand pump and started pumping - and pumping - and noticing the tyre wasn't pumping up.

My brilliant intellect told me that we must have a leak in the tube. So, using a tyre lever, we pulled the tyre apart, pulled the tube out, tried blowing it up and found (you guessed it) that I'd pinched the tube. No big problem; repaired the leak, put the tyre back on (again with tyre levers) and started pumping, and it still wouldn't hold air. Took it apart again, found another leak, repaired it and put it back on.

Friends, it pains us to tell you that we put that damn tyre and that damn tube on that damn wheel fourteen (that's right - fourteen) times and pinched the tube every time!!

We rang our old mate, Sir Kenneth Moss, K.C.B.C. You should have heard him laugh - this man whom we considered a friend - shook with laughter. He broke up. "Put the tyre levers away," he said. "You gotta beat 'em on with a rubber hammer." He also facetiously suggested we should notify the club of the fourteen patches on a brand new tube, without it ever having been on the ground. Said we'd constitute a new world record. Oh! How we hate that man.

But he was right - we fixed the last leak, pounded the tyre on with the rubber hammer and it actually held air.

What's that? The sore noggin, you ask? Oh that! Well you see we were working on the tyres and after getting the tyre on the rim and having it hold air (on the fifteenth try) we noticed that we had chipped the beautiful black enamel we'd put on the rims. So we got out the paint and proceeded to touch up the chipped places - I had used my trusty hand pump to pump up the tyre and since I don't own a gauge I just pumped until it felt good and hard. Figured you couldn't get too much air in a tyre with a hand pump. How wrong I was. You sure can! And like I said before, a tyre can be a dangerous thing. We also didn't realize the diabolical nature of this veteran car; how it would wait patiently for weeks until we relaxed for a moment, then fracture me.

So just as I leaned over the wheel to touch up the chipped paint, the tyre picked that moment to flatten me. With an explosion that shook the whole house, the tyre blew itself off the rim and planted itself in my kisser. I found out how Cassius Clay felt when Joe Frazier flattened him. Boy, did I see stars; my ears rang for a week. We bought a new tube and a tyre gauge after that experience and I'm a little more careful now about how much air I put in a beaded edge tyre. I catch on quick; all you gotta do is get my attention by knocking me flat! Anyway, we finally got the tyres and tubes and wheels restored - but boy, what a struggle!

NEXT ISSUE: Part III - Miscellaneous Heartbreaks.

* * * * *

THE LONDON TO BRIGHTON RUN AGAIN

Jack Dance

We endeavour to report as soon as we can, on subjects of interest to the majority of members. However, such a subject as the Emancipation Run Anniversary comes through more slowly. Jack has handed to us a copy of ROTARY CLUB OF GOODMAYES, ESSEX, ENGLAND. This contains an article, which we quote here, verbatim:

'THE RED FLAG

No, not what you expect, but a cold (and how) appraisal of an experience on the London to Brighton Run - 'the old crocks' race'.

It all started on a fine, warm, sunny Friday afternoon. Having had the (mis) fortune to sit next to Jack Beagle, the talk turned, as it usually does with Jack, to cars. Not those plush jobs he gives away down in Goodmayes, but boneshakers, a remnant of that graceful time, when a carriage and pair (horses of courses) were just the job for a spanking trot up to Romford for a day's outing.

Apparently around 1890 some rotten types were experimenting with petrol contraptions; they chopped the shafts from the front end of the carriage and stuck a smelly engine on the back, put in a wheel and horses became redundant. None of your fripperies like cigar lighters, reclining seats, saloon type bodies, triplex glass, etc., but honest to goodness noise, fumes and getting down to see why the discum-boomerator wasn't meshing with the sprocket valve.

Well, it seems that some chaps love these bangers, polish them, cosset the upholstery and generally have a whale of a time keeping them in running order. Jack says, "Why not join me on the Run?" "Done," says I. Only later did I learn that the brakes are rudimentary affairs (there's a sprag to stop you running backwards downhill) and that you start at some unearthly time on Sunday morning when all right-thinking people are still abed.

At 4.45 a.m. on Sunday 7th November 1971, I fought my way to consciousness and with a mumbled, "Enjoy yourself," from the general direction of my wife, I joined Jack and Colin and we proceeded to Hyde Park, pausing only to pick up the 'dogcart' in the underground car park. No self-starter, just brute force on the flywheel and a prayer that all the bits remain attached.

I must say that the sight in the Park was a joy. Dozens of cars in really remarkable condition lined up to be viewed by enthusiasts, T.V. crews, radio interviewers and the like. I eyed the 1899 Benz that Jack said was going Brighton, with disbelief.

I was then told that the car couldn't carry two uphill and it was dangerous (no brakes) to carry two downhill: now you realise the significance of the Brighton Run - that's what you do most of the way.

We set off from Hyde Park at 8.00 a.m., bowled over Westminster Bridge and we were up and away, Jack waving majestically to the crowds. Then

the solid tyre split and departed from the wheel. Jack cut a bit off, secured the tyre to the wheel with jubilee clips and away again at a royal 7 m.p.h. downhill, with a following wind. Then the tyre came off again - more tyre removed - more jubilee clips applied.

By this time Colin and I were in the tender, a comfortable modern Vauxhall, while Jack coaxed the car through traffic. By the way, you don't stop at traffic lights, you go the wrong way round islands and otherwise ignore all those pleasantries of motoring which so irk the normal driver.

To add to the confusion it was a fine day, and everyone in London was on his way to Brighton. Then the tyre came off and we called at a garage for more jubilee clips. Did you know that an 1899 Benz does ten jubilee clips to the mile?

Reigate, the halfway stage, whisky with coffee in it, and away again. Then the tyre came off. The road to Brighton became littered with bangers, issuing steam, rude noises and foul language. For the 102nd time we filled the minute petrol tank, greased the belt drive, tightened jubilee clips, and we were off again, Jack attempting a world land speed record of 12 m.p.h., and me, with my tender behind, in third gear for the first time since we started.

One steam job, nothing more than a costermonger's barrow with a kettle on top, had to stop frequently to put another shovelful of coal on the fire and top up the boiler. Other more luxurious outfits with four up in period costume, did the run in three hours. The Benz staggered past the finishing post at 4.00 p.m. - eight hours of tortuous road covered at an average speed of 7 m.p.h. But the car had qualified for a medallion. Another 'race' had been completed, ostensibly to commemorate the removal of the man with the red flag, but really to provide the afficianados with a day out and boost the profits of the jubilee clip manufacturers.

Well done, Jack, a wonderful day. We arrived on the front at Brighton just in time to turn round and go back to London, in the rain and numerous traffic jams. I propose we put the shafts back on the cars, throw the engine away, buy a horse and trot smartly up to Romford for a day out.

A.G. HALL'

* * * * *

AUTOMATIC TRANSMISSIONS

Carl Bliim

Selection of the correct ratio is accomplished by the automatic application of brake bands or clutches, by various combinations of a hydraulic control system. The desired drive range is selected by either a gear shift lever or push button control. The gear shift lever can be either floor or column mounted, with a quadrant showing the selected gear. The positions may read round the quadrant, viz. R.N.1.2.D.P. Depending on the construction of the gearbox, the readings may be in different positions for each gear. The designating letters and figures are obvious, really, and are as follows:

R - Reverse, N - Neutral, 1 - Low range, 2 - Intermediate range, D - Drive, in which all gears are selected automatically, P - Park. When first gear is engaged it becomes locked in position, and this enables the engine to be used for braking purposes when over-running.

The hydraulic control system consists of several spool valves and springs acted upon by hydraulic pressure that is supplied by one or more oil pumps within the transmission. These valves move within machined passages in the valve body, and the clearances are very small, in fact, .0001" (1/10000"). If the valve is held in the hand until it reaches normal body temperature, it will not fit into its bore. It is essential, therefore, that no dust or dirt is allowed to mix with the transmission oil.

Referring to the normal gear change procedure, it is clear that if first gear is engaged, and the vehicle is moved from a state of rest, the engine revolutions will increase rapidly, while the road speed increases more slowly. To maintain road speed and reduce engine revolutions to a safe and economical level, successively higher speeds are engaged until top gear is reached.

It is quite easy to see that there is a direct relationship between engine revolutions and road speed. Engine revolutions are controlled by the movement of the accelerator, or throttle pedal. Road speed is controlled by the speed of the tailshaft, or gearbox output shaft.

The Automatic Transmission balances the relationship between engine revolutions and output shaft revolutions (or road speed) by hydraulic pressure acting upon certain valves. A valve is connected indirectly to the throttle shaft, so that its movement corresponds to the engine speed. Another valve is connected to the tailshaft, so that its movement is controlled by the road speed. Allow the movement of these valves to act against one another by hydraulic pressure and we have some idea of how a simple automatic transmission changes gear. The valve connected to the throttle shaft is known as the T.V. valve, or the "throttle valve", and the pressure affected by this valve is called the "throttle pressure". The valve connected to the output shaft is known as the "Governor Valve", and the pressure affected by it is known as the "Governor Pressure".

Throttle pressure is applied to one side of the 1st to 2nd gear shift valve, holding it in the first, or low gear, position. Governor Pressure is applied to the other side of the 1st to 2nd gear shift valve and as the governor pressure increases, it will move the valve and overcome the throttle pressure, and a shift up into second gear will result. The 2nd to 3rd gear shift valve operates in the same way, throttle pressure holding it in the 2nd gear until the governor pressure is enough to force it into the top gear position.

Change down of gears is accomplished by the throttle pressure being stronger than the governor pressure. The shift valves also have light springs to assist in a change down, in order to alter the speed between the change up point and the change down point. Several other refinements are added to increase the smooth operation of the gears, or for extra control, such as kickdown.

(Cont'd. on Page 17.....)

When the shift valves move they open up passages in the valve body that will direct the hydraulic pressure to the required "Servo" or multiplate clutches, and so stop the section of the epicyclic gear train from moving within the gear set.

* * * * *

A D V E R T I S E M E N T S

WANTED TO BUY OR SWAP (ALL STATES): Clement Bayard parts.

- 1 - Radiator Cap 65 m.m. (2 5/8") diameter
20 m.m. (3/4") deep, in brass, with diagonal cross hatching on the embossed ring. Spring loaded.
- 2 - Pedals - diamond matching on surface; stamping numbers: Clutch 246C 735, and Brake 246C 666.
- 3 - Wheels, Rims and Rubber - 815 x 105 either Sankey or artillery.
- 4 - Accelerator Pedal Shaft - 13 m.m. x 813 m.m. (1/2" x 2'8").
- JOHN ROBERTSON,
156 Deepwater Rd.,
Castle Cove. 2069 N.S.W.
Tel. 40-1363

WANTED. For 1915 T Ford - complete Switch Assembly for coil box.
- complete Carburettor
- Petrol Tank
- ROBERT FORBES,
537 Chapel Road,
Bankstown.
Tel. 70-2098

FOR SALE. 1915 T Ford Block and Crankshaft, C49337
Pair Headlamps, presumed 1917 - AS ABOVE

WANTED ALL STATES. Parts to suit early Ford T Series -
pre engine No. 2500, as follows:-

- Water Pump
- Sump
- Cylinder Head (identifiable by raised water outlet and possibly "Ford Motor Co." in square block letters in centre of head).

Will buy or swap for Ford T parts 1909-1927.

- BOB TREVAN,
C/- Ford Dealers, Lismore.
Tel. 21-6389 A.H.

FOR SALE. 1916 Hupmobile Roadster, fully restored plus spare parts including motor. Contact: B.E. THEW,
62A Spurway Street,
Ermington.
638.1155 Home
587.9666 Bus.

FOR EXCHANGE: Pair steel acetylene headlamps, approx. 6½" centres
One brass trim Ford acetylene headlamp.

Veteran Renault 2 cyl. Engine, less block
Veteran Metz 4 cyl. Engine, complete.

Vintage Amilcar (?) Chassis, 5 wire wheels, engine
Vintage Minerva Gear box, starter, generator, magneto
Vintage Bowser Type Petrol Pumps, Carbox, incomplete
Vintage Bowser Type Petrol Pumps, Australian, complete
Enamel Sign, 6' x 3', Plume, (Petrol).

- PAUL W. BUTLER,
1 Darley Road,
Randwick. 2031
Office: 29.3086
Private: 39.4786

Handbook for 1911 Triumph Motorcycle (All models)

Whilst in N.Z. I was fortunate to be loaned a mint copy of the above and have had it microphotographed but before getting it printed, interested to learn if any others would like a copy made at the same time.

- PAUL W. BUTLER - as above

WANTED: Bottom half of 1913 Ford T Windscreen, steel frame.
Any 1916 Buick parts.
Required for swapping to obtain Fiat parts.
Lots of parts available for exchange.

- RAY STANDERWICK,
Lakes Entrance, Vic. 3909

WANTED: Air pressure regulating manifold for fuel system of 1912 Clement Talbot. This device is positioned low on the bulkhead and controls air pressure in fuel tank. Brass, it has 4, possibly 5, 3/8" connecting unions.

Hot water jacket that preheats air/fuel mixture before it enters the manifold. Bolts between the manifold and carburettor. About 4" in diameter and 3" in overall height.

- ROBERT CAFFYN,
21 Mercedes Street,
Keilor, 3036. Vic.
Tel. 336-7407 (P)
399-2322 (B)

WANTED (ALL STATES): ELCAR late veteran, or any year, any parts or information.
Set of 24" Dodge Wheels.

- PETER COOPER,
240 Denmar Street,
Albury. 2640, N.S.W.



Law Union & Rock Insurance Co. Ltd.

(Incorporated in England)

GIBBS BRIGHT & CO. PTY. LTD., Agents and Attorneys

8 SPRING STREET, SYDNEY Phone: 2 0548

also at

60 Fitzmaurice Street, Wagga Wagga Phone: 2283

35 Watt Street, Newcastle Phone: 2 2308

● FIRE

● ACCIDENT

● MARINE

Vintage & Veteran Restorations

(Regd.)

RON FERGUSON (Proprietor)

"THE ORIGINAL SPECIALIST"

67 Church St., Lidcombe, 2141. Phone: 649-2624.

- ★ Ford "T" wide range of new spares.
- ★ Brass body fittings including door handles, hinges, hood fittings, scuttle vents, etc.
- ★ Cylinder head gaskets for most makes.
- ★ Accessories including compression whistles, bulb horns, brass mirrors, etc.
- ★ Rubber sections, good range as applicable to Vintage and Veteran vehicles.
- ★ Special parts made to order.
- ★ Mail orders promptly despatched.
- ★ Complete or part restorations carried out.
- ★ No job too large or too small.

YOUR ONE STOP SHOP FOR NEW PARTS AND SERVICES

GOES EVERYWHERE !



The sensational new Chesney Kampa GT. Weighs only 10 cwt., can be towed easily by the smallest of cars, maintenance free, moulded fibreglass body, only 11 feet long and 5 feet high on the road. Opens up to comfortably sleep seven adults, full headroom inside, equipped with two burner stove, fridge with full width freezer, dual circuit lighting, 240/12 volt, fully screened windows, easy lift spring loaded roof. Special built-in roof racks for carrying Chesney Fibreglass dinghy.

See the eye-catching "Hot Mustard" GTK exclusive to Blue Point Caravans.

**IMMEDIATE
DELIVERY**

***EASY TERMS
FROM NO DEPOSIT***

BLUE POINT CARAVANS

1033 Canterbury Road, LAKEMBA. Phone 759-4100

BLUE POINT CARAVANS

Cnr. Hector Street and Hume Highway, BASS HILL. Phone 644-1877

BLUE POINT CARAVANS

201 Parramatta Road, FLEMINGTON. Phone 76-8890