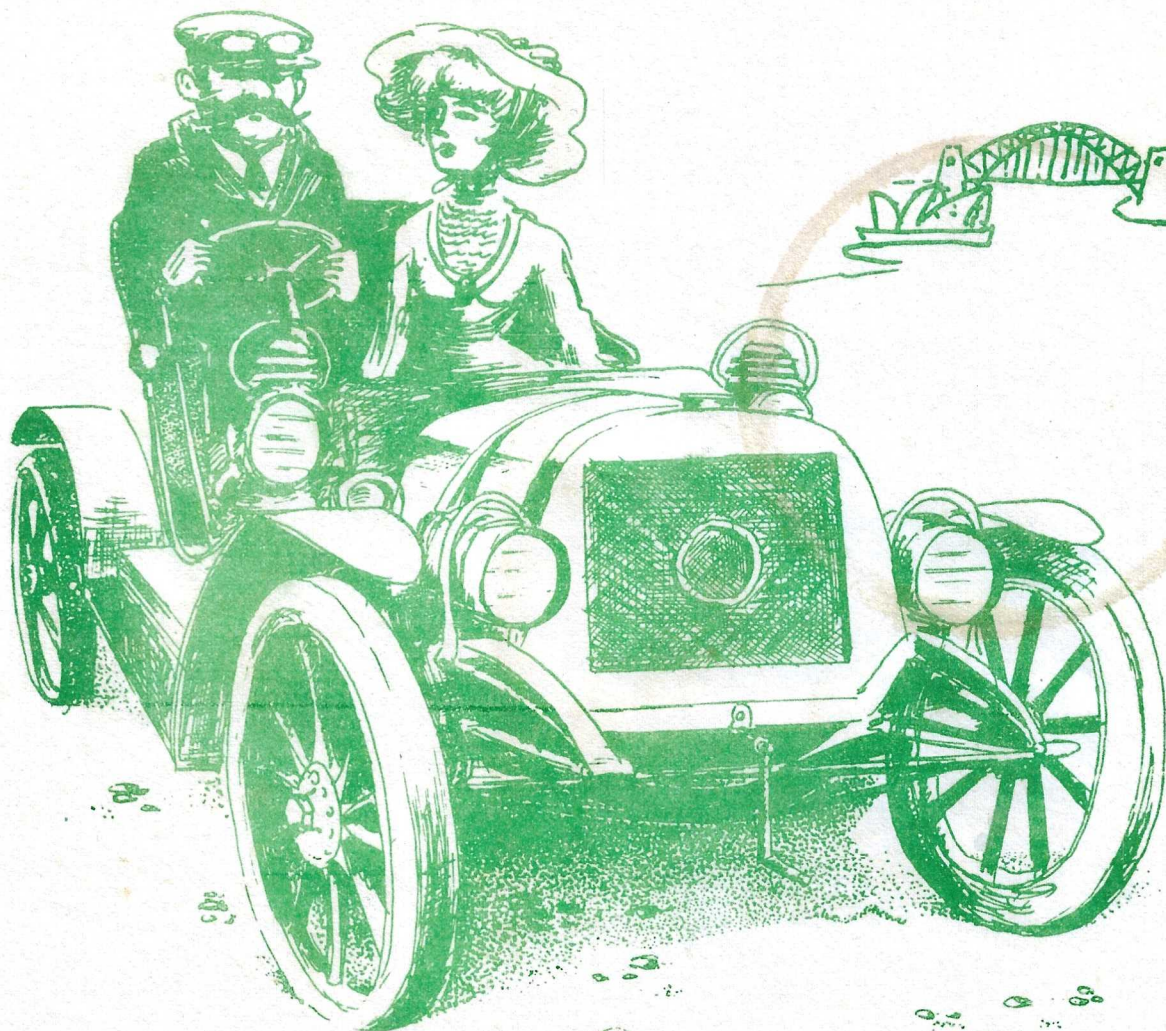


SPIT & POLISH



NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)
Registered at the G.P.O., Sydney for transmission by post as a periodical—Category B.

JULY, 1972

VOL. XIV, No. 1

PRICE 40^c

SPIT AND POLISH

PATRON:

His Excellency the Governor of N.S.W.
Sir Roden Cutler, V.C., K.C.M.G., C.B.E.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH,
134 Queens Road, Five Dock. 2046

Vol. XIV No. 1

JULY 1972

EXPLANATION: Due to the very short time available from the beginning of the new financial year until date of publication, it has been decided to omit the cover for this month (only) to allow sufficient time to organise advertising and printing. The covers will be printed from August to July in future - this will give the Magazine Committee six weeks to arrange changes in the magazine.

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COPY REQUIRED BY FIRST THURSDAY OF MONTH

The next General Meeting of the Club will be held on THURSDAY, 27TH JULY, 1972, at Five Dock Community Hall, Great North Road, Five Dock, at 8.0 p.m.



The Old Adage Again

We have read that a real attempt is to be made to remove temptation from those with a built-in lead content in the right foot, or who suffer from a mistaken belief that they possess the same fast-driving ability of many race track drivers.

What opportunity is there for the owner of a vehicle capable of 140, 150, 160 m.p.h. to give the vehicle its head - WITH SAFETY? Where is it legally permissible or really safe to travel at such speeds?

In the November 1970 issue of SPIT AND POLISH we held forth on the subject of the common sense of having engines governed in some case, i.e. mainly in the case of young drivers. The latest official suggestion works on just those lines, namely, refusal to register vehicles capable of these (relatively) terrific speeds.

It is all very well to ask where can any vehicle be pushed to such speeds. Not many places, but in trying to reach these speeds, the average inexperienced driver will pass through many speeds at figures which will be dangerous in some aspects of the vehicle's passage along the road. Dangerous? In what respect? Merely in respect of other road users or bystanders! Though we abhor the utter carnage of the destruction or mutilation of a good motor vehicle, we feel that should some fellow wish to risk his life by indulging in some excessive speed, well, that is his affair. But the safety of others has to be a must!

Solid measures are being taken to prevent the use of drugs, simply by confiscating all that are found, and they affect only the user thereof. To confiscate the additional H.P. that these new vehicles produce, and that at the manufacturing end of the scale, is, in our opinion, the only successful way to make the roads as safe as possible. But some means will have to be adopted in order to sense, or 'smell out' any 'souped-up' vehicle, which would be, naturally, a wolf in sheep's clothing!

* * * * *

PRESIDENT'S REPORT 1972

I have great pleasure in presenting to you the Eighteenth Annual Report of your Club's activities for the past year.

This year has probably been the most momentous in the Club's history with the acquisition of its own premises. This step realises one of the Club's earliest ambitions, and provides us with a facility enjoyed by few

other clubs with similar interest to ours. This is an achievement we can all be proud of and one which I am sure will stand out as a milestone in the Club's development. I look forward to the time in the near future when we take up residence.

Your Management Committee has been as hard working as ever this year, and I have nothing but praise for their efforts. I am sure that the time and effort expended for your benefit is not realised by many members.

There has been a slight fall in membership this year, no doubt due to the inevitable increase in fees forced upon us by rising costs. This fall, however, is less than was expected and represents a little over 2%. Actual figures are 324 members (previously 331), consisting of 222 Full Members (226), 88 Associate Members (92) and 14 Junior Members (13). Net loss of members has been 7. Whilst on statistics, we currently have 164 cars carrying Club registration, and 5 cars with full registration. Eight new registrations have been effected this year.

Our Secretary, Jack Dance, has continued his outstanding job in this category. In addition, he has fulfilled a number of the tasks normally undertaken by a Vice-President whilst Len was absent overseas.

Club finances were again in the hands of Treasurer, Bill McCarthy. It would be hard to imagine anyone more suited to this job than Bill. To him also must go the credit for making all the financial arrangements associated with the purchase of the hall. You have heard his reading of the Treasurer's Report, and I am sure you will agree that the action taken last year has ensured that the Club finances remain on a firm footing. In the matter of fees for the ensuing year, it is a recommendation of the Management Committee that the fees be unaltered. At an appropriate time this matter will be dealt with.

The standard of the Events this year has been particularly high, being well organised and carefully thought out. Unfortunately several events were marred by poor attendances, a most disheartening thing for the organisers. This is a matter which should have some careful consideration in the future.

This year's Blue Mountain Rally was an outstanding success, both on the road and socially, and recaptured the spirit and comradeship of our earliest rallies to Katoomba - despite the rain. Our warmest thanks to Peter Kable, John Bourke, Eric Lang and their numerous assistants for their efforts.

Whilst on events, I must mention our National Tour to Coffs Harbour. This event was organised on behalf of the V.C.C.A. as the National Event for 1971. Some 60 cars attended from Victoria, A.C.T., Queensland and N.S.W. Len Sheen, Arthur Garthon, Vic Jacobs, Toby Bent, and the Coffs Harbour Lions Club, were mainly involved in the success of this event.

An event looked to by the children each year, of course, is the Children's Christmas Party. Over 100 children attended this year and our thanks go to John Corby and Jim Weir (and their wives!) for the tremendous effort put into this happening. Thanks also to John "Whiskers" Pickup, and

Bill Dudley who swapped the reindeers for a Nag! Finance for this event has been by donations and from raffles, etc., and has not come out of Club funds.

Dating and investigation of cars has again been in the capable hands of George Roberts, assisted by Max Roberts. 13 cars have been investigated this year and, in addition, 7 cars have been officially dated.

Our Concessional Registration system continues to operate smoothly under the guidance of David Berthon. In order to safeguard this privilege we must always avoid any action which may bring this scheme into question by the authorities concerned. I would also like to thank those members who assist by acting as inspectors each year at registration time.

Social events were once again looked after by Mrs. Jan Coulcher, and although attendances were not always as high as we may have wished, all events were successful and memorable occasions.

SPIT AND POLISH has been undergoing some subtle changes in recent months, mainly with a view to holding costs down without downgrading the content of the magazine. Our Editor, Jim Simpson, is being assisted editorially by a panel which includes Bob Baxter, Eric Long and Carl Bliim. Warren Irish, Peter Kable and a number of other members have assisted in its production.

Our Library is still housed at Len Sheen's home. It is hoped that when we eventually move into our own premises some more active use can be made of this very valuable asset.

The monumental task of restoration of our premises is in the capable hands of Max Welch, assisted by Arthur Garthon. Outstanding amongst the many members who have rendered assistance have been John Corby, Max Roberts, Bill McCarthy, Jack Dance and Mel Pope. Much still remains to be done before we can move in, and all should bear in mind that the sooner we finish it the sooner we can start to use it. Whilst speaking about the premises, I would also like to thank our Honorary Solicitor, Sep Hall for his efforts in effecting transfer from the Congregational Church. I would also like to thank Keith Chambers for the effort he put into the preparation of the original survey.

Our active interest in the C.V.V.T.M.C. continues. This body is currently meeting some success in the creation of a National body which, it is hoped, will represent the movement at a National level.

The Newcastle Branch continues to be as active as ever. Hardly a Sydney meeting takes place without someone from Newcastle attending. Branch Chairman this year is Ray Thomas, Vice-Chairman Chris. Broadbent, Secretary George Adams, Treasurer Sandy Holmes, Newsletter Editor Don Moffat.

In conclusion I would like to thank all those others, and there are many, who have contributed to this most momentous year in our history. I can assure you that our Club is the envy of all other clubs in the movement,

whether Veteran, Vintage or whatever, not only for the beauty of our cars, but also for our resolution and ability to achieve our objectives. Let us therefore resolve to make the forthcoming year even greater than the last!

I thank you all for your confidence and support during the past year.

ALLAN FOY,
President - 1971-72.

* * * * *

LETTERS TO THE EDITOR

"Editor, Dear Sir:

Yes Vic., there is a challenger for "Henrietta" and her record. Since her first outing in March 1959 my "Tilly the Talbot" has travelled:

Four times to Melbourne to the Victorian Branch Rallies.
Once to Adelaide for the Barossa Valley Rally.
Six weeks' touring both islands of N.Z. in the 1965 International Rally.
Every Blue Mountains and Wollongong Rally for 12 years.
Every Canberra Rally.
10 Newcastle Rallies.
2 Bundanoon Rallies.
The Coffs Harbour Rally.
2 Brighton Rallies.
Plus countless Processions, Charity Outings and innumerable 1-day Club Events.

"Tilly" does not have a working speedometer, but I still reckon that my Pride and Joy can knock "Henrietta's" mileage into a cocked hat.

JACK DANCE."

"Editor, Dear Sir:

Almost every day in Vintage and Veteran car circles one hears the complaint - "Imagine paying that price for such and such, why only a few years ago, I gave away a pair in far better condition". It is, unfortunately, a fact of life that they don't make Vintage and Veteran cars or parts any more, so the more people who become interested in a finite group of articles, so the price must rise.

An auction sale in Sydney a few weeks ago confirmed this trend and a suggested further auction in, say, twelve months' time, should make excellent viewing. However, things on the other side of the Tasman are inclined to be worse as a month or so ago at KERIKERI above Auckland on the Northland Bay of Islands, I priced two round Ford T kerosene side lamps (restored by the Black-It treatment) and found that the code number indicated \$35.00 each,

whilst a single brass gas headlight in indifferent condition was to clear at \$100.00.

After that, I cleared also.

PAUL BUTLER."

"The Editor,
SPIT AND POLISH, Dear Sir:

It's been a long time since I wrote into the SPIT AND POLISH, but here I am.

I suppose you have heard of our 'Wild West Tour' at Easter time - it was our first big effort, and things to us, went off very well. It was good to see so many Veterans turn up, especially when we are so far away from most of them. So thru' the SPIT AND POLISH perhaps I could say a word of thanks to those who travelled so far to make our Tour a success.

Peter Kable and missus, 1911 Ford (I checked that chap out at Wellington, Peter - I think he was like the Barber's Cat,) Chris. 'Fill er up again, mate' Broadbent, 1911 A.C., George 'Struth, where is my camera' Adams, 1918 Studebaker, Bill 'Jeez its good plonk' Spraggon and many more, not to forget our two Judges, Ken Moss and Arthur Phillips, who had a pretty hard job.

A few weeks ago, son Peter and myself had the pleasure of having dinner with Arthur Phillips and family on their mushroom ranch. Here Arthur showed us his stable of fine motor cars. (I had always wondered where that Vet. Overland had got to. I knew it when it was just a heap). The cars were very fine and so was the hospitality.

Before I close, could I have a go at the question on page 12 of the May issue of SPIT AND POLISH. "Who was the first Automobile Engineer to adopt forced feed lubrication with drilled crankshaft for their motor engines?" I would say the first one I heard of was Mr. Howard Marmon who used this idea in 1903 on his four-cylinder air-cooled Model C-7 Marmon Touring car.

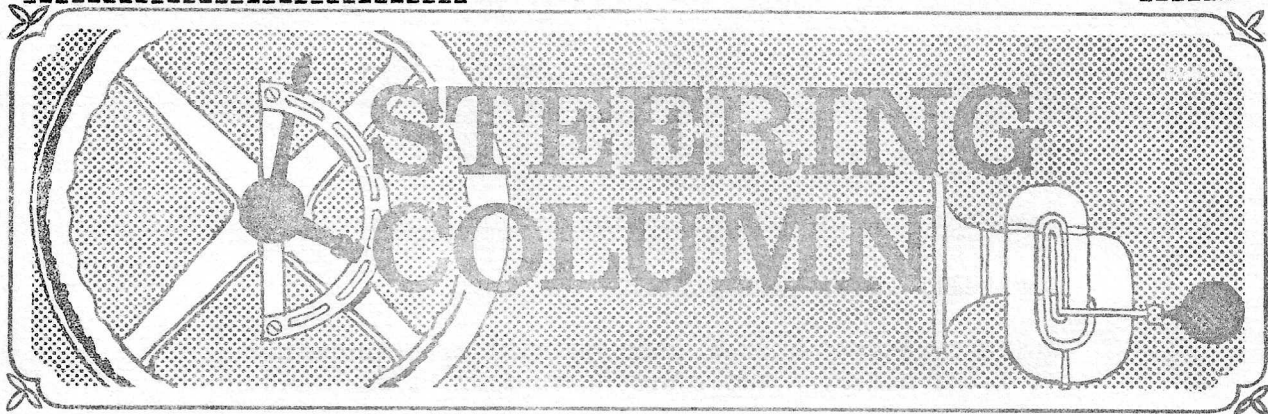
Thanks for your time.

JOHN SMITH (Dubbo)."

"Dear Jim:

Following our telephone conversation yesterday I am sending the local Marrickville paper featuring the very nice picture of Melba and Alan, and hope it may be of use in the Social Column. I am getting a photograph of this shot, so don't worry about returning the paper to me. You may like to know that the V.C.C. members present were: Beatrice and George Adams; Peter and Neryl Adams, Jo and Frank Nissen, Jean and Keith Carden. Owen and Thelma Bourke were unable to be present.

JO NISSEN."



IT HAD TO HAPPEN. Another well-known member, Jim Eisenhower, has bought a farm down at Robertson from Victor Jacobs and - wait for it - is building up a Ford 'Frontenac' Racer. Boy! What a double!!

#####

We can imagine a 'race' between 'The Squatters' V.J. and J.E. in their Frontys versus 'The Wool Buyer' George W. Green in his Prince Henry, with Bill 'Snearer' of Bangalow to flag them away. Maybe the Events Committee could 'stage' this 'grudge' match at the next Oran Park T.Ford Race Day. Maybe they could 'clip' seconds off the lap record, 'baaing' mishaps and 'wether' permitting.

#####

Neil and Joyce Lewry, plus family and 'Rover' Motorbike, attended the Annual Veteran and Vintage Rally held at Wagga Wagga over the Queen's Birthday weekend, with fine weather, terrific food and friendly people, it all added up to a great time, well worth remembering for next year. (P.S. I believe Toby Bent was also there.)

#####

It's midnight, a member has just finished decorating his living room and upon finding his flash gun, decides to take a few pictures to send to friends overseas to show his progress. 'Click, click, flash, flash,' and after 20 odd flashes of every angle of the room he finishes the film, but upon finding he can't rewind it, decides to call it a night. Next day he takes the camera to the developers, explains problem, so man retires to the dark room to remove film. Few minutes later returns. "Well, found out the trouble." "You did?" replies Jock. "Yes, no film." !!!!!

#####

Arthur Garthon has asked us to tell members that he has all the 'Flying Standards' he can handle, but if anyone is really desperate, Arthur will consider letting go some of 537 he has been offered on option.

#####

Geo King, known as the fastest trowel in the West, and V.J., slowest brush in East, were in action at the Working Bee. Other contenders for the title of Mr. V.C.C.A. Renovator Beautiful quest may submit them to the judges, care of PITMAN.

E V E N T S

Jack Frost Day (Cancelled)

AUGUST 6TH 1972

Car Show to aid Foundation for the Disabled.

Dominelli Ford, Hurstville.

While cars are on show, members will be entertained at local members' homes and lunch will be supplied.

Help your Club, a charity and enjoy a day with club members.

* * * * *

W A N T E D

Staff Photographers to join the SPIT AND POLISH team of reporters. Must be keen, equipped with their own gear and prepared to work under difficult conditions in an honorary capacity.

RING PETER KABLE - 579.6942.

* * * * *

The following article appeared in the Daily Mirror on June 26th:

"Locomobile Bucks Hudson off series". Or maybe it should read: "You need rocks in your head to drive a veteran".

Rock Hudson has had to postpone work on the second season of his Television Series "Macmillan and Wife" because he is literally all broken up.

The handsome star is suffering from a broken leg, two broken ribs, a broken elbow, two broken wrists and concussion. He received the injuries a few weeks ago in New Mexico where he was learning to drive a 1904 Locomobile for a western film called "Showdown".

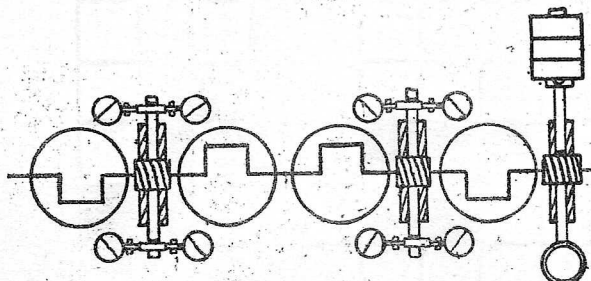
'I lost control of the car when it started to swerve', Hudson explained. 'When it hit a tree I flew into a concrete wall. I felt pretty bad for a while, but now I am starting to feel human again. The new season of Macmillan has had to be postponed and I still have to do the scene with the car for "Showdown". One thing I've learnt about 1904 Locomobiles is to drive them where there aren't any walls or trees.'

* * * * *

The New Spyker Car.

A New Type of Valve Gear operated by two Transverse Shafts.

TIME was when Spyker cars bore some reputation in this country, but for some time past little has been heard of them on this side of the North Sea. In the interregnum, however, the Spyker Works at Amsterdam have, we understand, been reorganised and the chassis almost entirely redesigned.



A diagram of the arrangement of the new Spyker engine in plan, showing the three helicoidal gears, the front one driving the cross-shaft for the magneto and pump, and the two others driving the cross camshafts, each of which operates four valves.

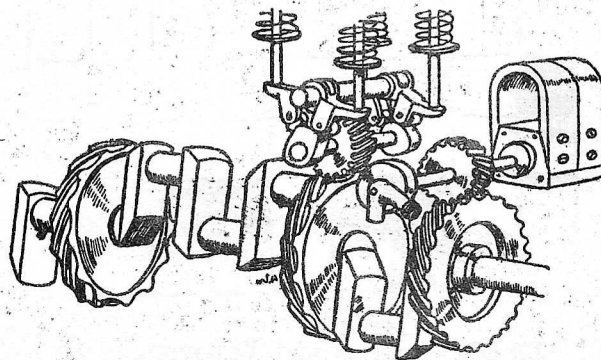
They are now made in two types—the 16 h.p. four-cylinder 85 mm. by 110 mm. and the 18 h.p. with cylinders 90 mm. by 110 mm. The engine is cast *en bloc*, and has opposed valve chambers, the exhausts being on the right and the inlets on the left. The motor unit system is adopted, the crank chamber both as to its upper and lower portions being flanged and bolted to the upper and lower halves of an aluminium casting, forming flywheel case, connecting cradle, and gear box. The crankshaft rotates in three wide phosphor bronze bearings, and has mounted upon it three helicoidal gear wheels—number one, somewhat smaller in diameter than the other two, being placed immediately in front of the forward crank; number two, between the first and second cranks; and number three between the third and fourth cranks.

Wheel number one serves to drive the magneto and the water circulating pump by means of a cross-shaft, while numbers two and three drive each a camshaft which runs across the crank chamber at right angles between each pair of cylinders. Wheel number three is also employed to drive the oil pump. Two ovoid openings of considerable size, and closed by an easily detachable cover, are formed in the walls of the crank chamber at the ends of the camshafts.

The parts serving to operate the two valves on each side of each pair of cylinders, together with the camshaft bearings, are mounted in two semi-hour-glass

shaped castings, which bridge the crank chamber above each of the helicoidal wheels. A single cam is carried at the end of each camshaft; these cams operate rocking roller-ended levers pivoted above them. The ends of these levers are made with tappet bosses, upon which the ends of the valve stems repose, and are retained in contact by the pressure of their springs, as shown in the sketch. Absolute noiselessness is claimed for this arrangement; and that we hope to prove by a practical trial at an early date. Certainly there can be no gear chatter.

A Zenith type of carburetter is used, and the exhaust box, which is cast with the block, is flanged for radiation. A multi-disc clutch and at present a three-speed gear box transmit the drive to the propeller-shaft, which is carried in a tapered spherically headed torque member. The globular differential gear casing and live axle casings are formed of a single steel casting without a single projection. The rearward face of the differential gear casing is detachable, and through the spacious opening so provided, the crown bevel wheel and differential gear can, after the withdrawal of the driving-shafts, be withdrawn without the disturbance of any other part. Radius rods centring forward with the universal joint, and themselves formed with universal joints at the forward ends, are provided.



An outline sketch of the Spyker valve gear. It will be seen that a rocking piece is interposed between the cams and valves, the rockers being carried on studs screwed into the cylinder castings.

The rear of the frame is carried upon three-quarter elliptical springs shackle hung. There remain other details of interest to which we hope to refer later, with drawings at our disposal for the purpose.

The Spyker cars can be seen at Spykers, Ltd., 102, Long Acre, London, W.C.

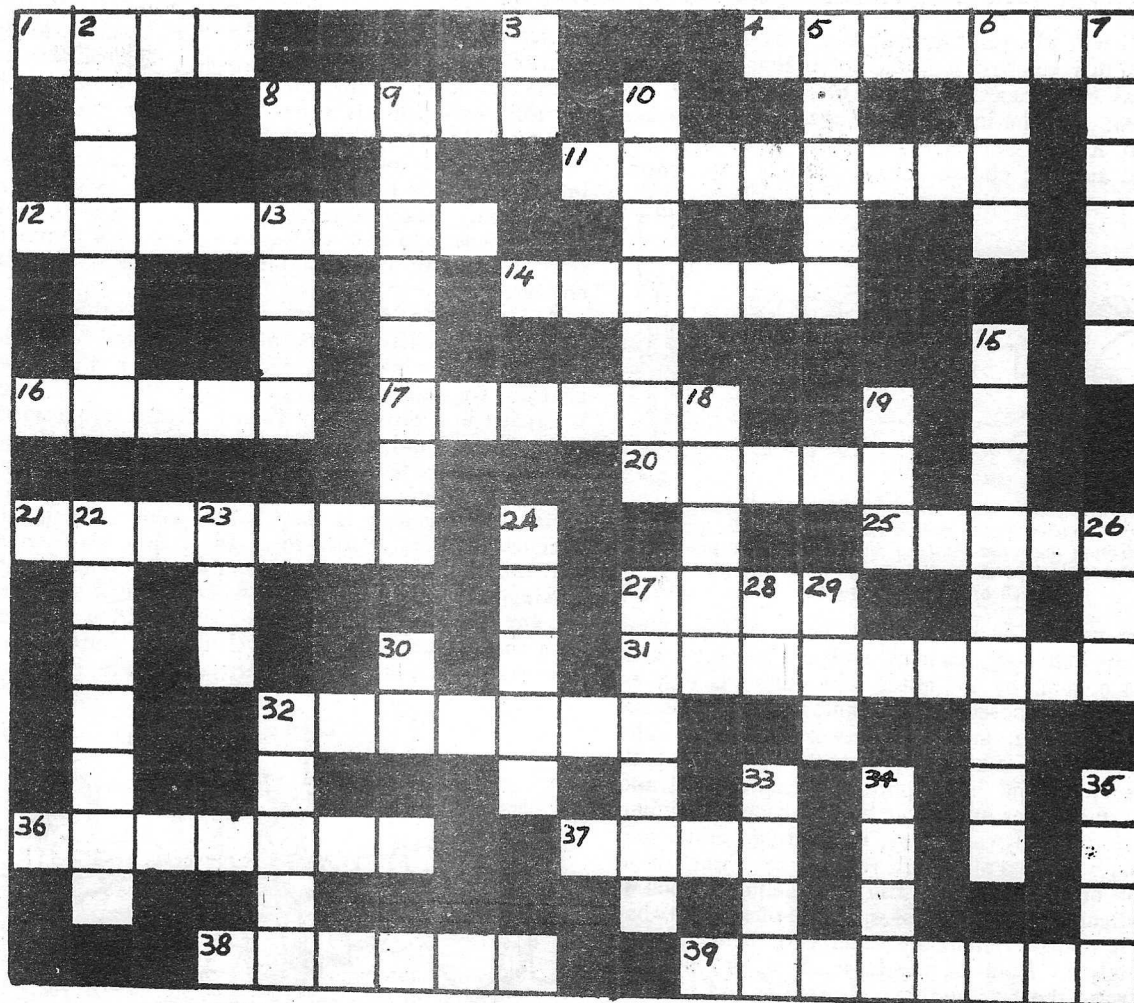
The Roads Improvement Association.

At the meeting of the council of the Roads Improvement Association on Thursday, the 24th ult., it was reported that an informal conference has been arranged between the Institution of Municipal and County Engineers and the Roads Improvement Association on the question of the material used for gritting the London streets. It has been represented to the R.I.A. that much of the material at present used is very injurious to rubber tyres, and it is hoped that as a result of this conference a material that will cause considerably less injury to rubber tyres will be more generally adopted.

The question of the utilisation of the road improvement grant in London was considered, and it was resolved to defer a definite recommendation upon the matter until the next meeting of the Association.

It was resolved that the London County Council be approached with the suggestion that with a view to increasing the traffic capacity of the citywards traffic route on the Thames Embankment the side of the roadway farthest from the river wall should, when it is reconstructed, be raised to the same level as the tramway track.

CLUB CROSSWORD



ACROSS.

1. Old Timers and Veteran.
4. Roberts not ill.
8. Miss this car.
11. Found mainly under Moss.
12. Doug's car not all Bull.
14. This car has an O.B.E.
16. Got to be nuts to drive one.
17. Has the edge on his rivals.
20. Seen with Green.
21. Green Boatail.
25. Goes with Martin.
27. Green vegetable.
31. Not a weak wrist.
32. Fast truck.
36. Still Braggons.
37. Swastika for its emblem.
38. This car is a flyer.
39. Air cooled Yank.
5. Larry
6. Made by Bimel Buggy Co. Ohio.
7. Nothing could be cosier than to own ...
9. Puts on a round front.
10. English sleeve valve.
13. A diver can get this.
15. A minor but not Morris.
18. Often the name of a dog.
19. - - - Francis.
22. A type of Rose.
23. Health Studio.
24. Made in Italy.
26. This is a car not a horse.
27. Needed to keep up with the Jones.
28. Most rallies start this time.
29. Is now a rotary.
30. Rifle makers.
32. This cleans up.
33. Shines at night.
34. A Lotus model.
35. Put Bouton if you miss this one.

DOWN.

2. Australia's own.
3. Prefix for 35.

TREASURER'S REPORT - 1971-72

The Club's financial position has shown a significant improvement in the twelve months ended 31st May 1972. An excess of Income over Expenditure of \$801 contrasts most favourably with a deficit of \$709 in the previous year.

Income and Expenditure Account

The principal factors which have influenced the above result are referred to hereunder:

INCOME. Membership Subscriptions rose by \$597 and Magazine Subscriptions by \$876 following the decision adopted at the 1971 Annual General Meeting to raise the fees to \$6 and \$5 respectively.

Donations totalled \$895, an increase of \$147 over last year. The Club's thanks are conveyed to the following donors, listed alphabetically, who have contributed towards this total: R. Baxter, T. Bent, C. Bryson, Castrol Aust. Pty. Ltd. (per T. Bent) for cost of the Events Cards, M. Chapman, J.L. & J.R. Cooper, J. Dance, F. Ehlert, A. Foy, B. Garth, A. Garthon, J. Godfrey, G.W. Green, W. & E.E. Hardman, J. Heath, V. Jacobs, J. Jeffery, R. Jones, P. Kable, G. King, E. Lang, W. and R. McCarthy, A. McLeod, D. Manhart, R. Petersen, M. Pope, G. Roberts, M. Roberts, A. Rose-Bray, W.W. Trollope, J. Wards, P. Wards, M. Welch, W.L. Willock, J. Wilson and W. Gilbert. Should any member's name have been accidentally omitted from the list, please accept my apologies. Donations of building materials and other items for the Meeting Hall have not been included. These will be referred to by the Building Committee.

Rallies. Revenue from Rallies exceeded expenses by \$119 and the Events Committee under Peter Kable's direction is to be congratulated on this result. The major event, the Blue Mountains Rally, showed a profit of over \$100. The Coffs Harbour Tour, initially directed by Len Sheen, and on Len's departure for overseas by Arthur Garthon, yielded the Club a net profit of \$196. The Management Committee decided to credit this amount directly to the Building Fund. Other items of income varied only slightly from last year and the gross total of receipts was \$9180.57, an increase of \$668.85.

EXPENDITURE. Contrasting with last year's deficiency in producing SPIT AND POLISH, the magazine showed a nominal surplus this year. Revenue comprised Members' subscriptions \$1362 and advertising space sold realised \$350, total \$1712. Production of the journal cost \$1711. The Magazine Committee, formed during the year under review, has worked energetically to contain costs and whenever possible to improve the magazine's image and appeal. Social functions showed a deficiency to only \$63 compared with \$205 last year. Our thanks are due to the Social Secretary, Jan Coulcher, and her helpers, for their efforts which have ensured the success of the various functions held during the year. We also thank John Corby and his assistants for funds raised by way of raffles etc. towards the Annual Children's Christmas Party. Costs associated with conducting the monthly general meetings were: Suppers \$119 and Rent of Hall \$77. Postage costs were reduced by \$137, despite increase in postal charges, following a Management Committee decision to publish details of events in SPIT AND POLISH rather than by circular to individual members.

(Continued on Page 10.....)

Treasurer's Report Continued:

Printing and Stationery decreased by \$874, understandably, as last year's figures included the cost of reprinting the Roster of Members. The total of all expenditure for the year was \$8378.83, which was \$389.30 less than last year.

BALANCE SHEET. The Balance Sheet structure differs substantially from that of last year in that the Club's freehold property appears as an asset for the first time. The Five Dock meeting hall was purchased for \$9500 from the Congregational Church. An overdraft of \$4500 was raised at the Rural Bank of New South Wales, Rockdale, and all the Club's Interest Bearing Deposits, appearing in last year's Balance Sheet at \$6592, were capitalised towards the purchase. Security for the overdraft rests primarily against a first mortgage by the Club's Trustees, A. Foy and A. Garthorn, over the title to the property at 134 Queens Road, Five Dock. In addition, the members of the Management Committee executed individual guarantees of \$500 each as supporting security. The Bank has agreed to allow interest on the Club's Working Account, present balance Cr. \$3452 at the same rate as that charged on the overdraft, so that at the 31st May our net indebtedness for interest purposes was \$1047.

The Building Fund, conducted at the Bank of New South Wales, Gore Hill, carries a credit balance of \$895.67 and apart from the profit of \$196 from the Coffs Harbour Tour, referred to earlier, all the funds have come from members' donations. The monies will be used towards renovations etc. to the hall. Stock on hand, at cost, is \$510.

* * * * *

The past year has been a most important one in the Club's life and its asset position, in which all members have a share, has been substantially strengthened by the acquisition of its own premises. It is pleasing to note that despite the pressure of increasing costs in most phases of the Club's activities it has been able to reverse the unprofitable trend of last financial year.

All books and records have been audited by Messrs. W.V. King, Shaw and Associates and have been found to be in order. As is customary a copy of the Income and Expenditure Account and the Balance Sheet will be published in the July issue of SPIT AND POLISH.

May I extend my thanks and appreciation to the Committee and other office-bearers for their co-operation and support at all times during the past year.

BILL MC CARTHY,
Honorary Treasurer.

* * * * *

VETERAN CAR CONSERVATION ASSISTANCE

The subject covered this month is Magneto Contacts.

Platinum, or an alloy of platinum, was used when our cars were made. Platinum contacts are relatively soft, may be filed, and resemble silver in appearance. Later production magnetos used tungsten contacts - hard material which is difficult to file and looks like steel.

This change to tungsten was due to the high cost of platinum - a rare metal. To-day's cars use tungsten ignition breaker contacts and platinum contacts are not readily obtained for magnetos so adaptation becomes the means of keeping the old machines going.

Some magnetos, for various reasons, perform better with platinum contacts, but the shortcomings of operating them with tungsten substitutes will usually not be very obvious. The main requirement for satisfactory operation of any electrical contacts is absolute cleanliness and freedom from any petroleum residue.

To clean contacts properly they must be removed from their breaker assembly. Any "pits" should be entirely eliminated by dressing, if necessary, on a fine-grained emery wheel, in the case of tungsten contacts. The contact faces should be polished, using successively finer grades of "wet and dry" paper (down to 600 grit) until mirror finished, then rubbed hard with clean dry rag to remove all traces of grit. Avoid touching contact faces with bare fingers.

Screwed contacts must have faces square to their axes, and a slight domed effect will facilitate alignment when assembled. The contacts must meet "square on" in the breaker assembly. Remember the "no oil" rule when testing the contact gap - clean the feeler gauge as meticulously as the contacts.

Contacts carefully serviced will operate without trouble for many thousands of miles, and are best not disturbed if the contact faces show an even whitish-grey surface (use a mirror and small light to inspect, if necessary). Blackened contacts indicate the presence of oil, so watch for over-lubrication in this case.

Condenser trouble will usually result in a very bleached contact appearance, or a poor high tension spark with little evidence of contact burning, so don't blame condensers for blackened contacts - call in the cleaners.

* * * * *

RESTORATION MADE SIMPLE - PART I

(OR A FEW GOOD REASONS WHY ANOTHER HOBBY MIGHT BE SELECTED) BY STAFF WRITER

After long meditation, we have decided we have the obligation of informing the V.C.C.A. of a very serious matter involving a veteran car that we own. Maybe it would be more appropriate to say it owns us. Either way, we realise what follows may be hard to believe, but we implore you not to summon the men in the white coats to come and take us away, we plead for your understanding:-

Restoration Made Simple - Part I (Cont'd.)

Our problem is this:-

We own a veteran car which is really not a veteran car but is actually a reincarnated human being, that is, masquerading as a veteran car - and we can prove it. If our veteran car were an ordinary, decent human being, we wouldn't mind. What hurts is that this human car of ours is the meanest, crankiest, contrariest, most difficult and cantankerous reincarnated human that ever went around in the form of a veteran car.

It has dedicated itself to making our life miserable. It realized we were amateurs and decided it would make our lives unpleasant from that moment on. It is determined to destroy us.

During the time we have been associated with this inhuman car, it has almost broken us up financially and very nearly broken us up literally. We have had a continuing series of sprains, contusions, bruises, gashes and broken bones. We ache constantly, we have suffered a broken hand (crank handle slipped), a sprained thumb and wrist (it kicked me) an inoperative elbow (nobody will believe that it waited until my back was turned and hauled off and belted me), a bump on the forehead (a tyre blew out in my face), a mashed foot (cranked it; it started, then ran over my foot as I ran for the spark lever). A boiled nose (the radiator waited until I had removed the cap, paused to make sure I was in position, then blew off in my face when I dared to look in) and innumerable scraped knuckles, banged shins, mutilated fingers, cuts, bruises, ruined clothing and busted tools, it has become a battle of wills - a contest to see who shall survive.

Gentlemen of the V.V.C.A., we have a reputation of being honest men, and I swear that this human car of ours, every time it has belted us a good one, has then sat there and laughed with delight! What it does is to wait patiently until we relax our vigilance, and when we do it hauls off and practically fractures us. Then it sits there and utters a delighted laugh, it will sit there and grin with satisfaction for hours, when a week goes by without its injuring us, it is sad and dejected, once we saw human saline tears running down its head lights.

Anyway, this human car of ours is for some crazy reason fighting our efforts to restore it. I've used penetrating oil by the quart, and sweated and bled for every little gain, every little bolt removed, every darned part restored and put back on is a major victory, which merits a celebration. We've spent weeks just doing some minor thing that doesn't amount to a hill of beans. Let us tell you our problems on just a couple of things:-

Every man who ever bought a brass radiator veteran does one thing first, he shines the radiator. So did we, we shined that brass radiator by the hour until it gleamed like burnished gold - it was beautiful - unfortunately, just as we had it shining like the day it was born, it decided to spring a leak, only a little leak, just enough to foul up the polished brass. So we took the radiator off and took it to radiator shop supposedly good on antique car radiators. We told them to flush it out, ream the tubes

Restoration Made Simple - Part I (Continued)

and FIX the leak. What a mistake THAT was. We found to our sorrow that radiator repair shops dip radiators, including brass ones, in caustic cleaner, and what caustic does to a polished radiator is unmentionable. It's obscene! They also smeared solder (and acid) all over our beautifully polished brass, which had to be laboriously filed, scraped, sanded, rubbed and polished off and the radiator again polished to perfection. So, some SIXTY hours of hard work later, we put the thing back on. It was a lot more work than we expected, but we figured it was worth all the effort.

So what happened? The darn thing still leaked, that's what happened! Worse than ever! So we took our beautifully polished (again) brass radiator off the second time, back to the radiator repair shop, and specifically mentioned that we would appreciate their NOT - repeat NOT - dipping it in caustic again and NOT getting solder and acid all over the brass again. "Just fix the leak," we pleaded.

So, what did they do? They dipped it into caustic again, naturally, and they also got solder and acid all over our beautiful brass again. We darn near cried. So we went through the whole bit of filing, sanding, scraping, rubbing and polishing again, got it pretty again and put it back on.

My friends, again it leaked, we took it off for the third time and this time we did the soldering ourselves, which we should have done the first time; again we polished it and put it back on. It is with great pain that we tell you that it now sprung a different leak, this time through a crack in the overflow pipe in the top tank, so that the water in the tank leaked outa the overflow pipe. Off for the fourth time. Bought a new overflow tube, bent it into shape, cut out the old pipe, soldered in the new, did more polishing and put it back on again. Believe it or not, friends, it finally holds water and doesn't overheat, and it's so beautiful we wouldn't trade it for a Rembrandt. We finally beat that radiator, but boy what a struggle!

PART II NEXT ISSUE: THE WHEELS - AND THE CAT.

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WANTEDWANTEDWANTED

OBJECTS DE ART --- HELP DECORATE THE INTERIOR OF
YOUR NEW CLUB ROOMS.

ENAMEL GARAGE SIGNS - OLD NUMBER PLATES - BADGES -
POSTERS - PETROL PUMPS ETC.

LET'S GIVE THE CLUB ROOMS ATMOSPHERE.

CONTACT: JACK DANCE, SECRETARY OR ANY COMMITTEEMAN.

All donations gratefully acknowledged.

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

WANTED: Pratts 2 gal. tin - URGENT - Cash or swap veteran parts.

- ERIC LANG
579.5790

FOR SALE (ONLY): Rare 1915-16 T Ford Canadian Built Roadster Body,
w/screen doors, Former all Hardware, new valances,
running board, timber and upholstery.

- ERIC LANG
61 Pacific Ave.,
Penshurst. 2222
579.5790

FOR SALE: Malvern Star Motor Bike (38-48) model, single cylinder 2-stroke,
2 speed gearbox, complete and going.

- B.E. THEW
62A Spurway Street,
Ermington.
638.1155 or 587.9666

FOR SALE: Spark plug collection.

- B.E. THEW (as above).

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HYDRAULIC TRANSMISSION

From Carl Bliim

Are you really in the picture when it comes to a knowledge of
what happens in the 'innards' of your (or anyone else's) automatic transmission?
Carl makes this all very clear for the ininitiated. (You remember Carl?
"Baggage transported to the Blue Mountains in easy stages".)

Here is Carl's version of the subject:

These are known, also, as Fluid Flywheels.

There are two types of fully automatic transmissions in general
use today - hydraulic and electric.

'Fully Automatic' means that the gearbox makes its own decision
when to change up or down to a higher or lower gear, respectively, and then
proceeds to make that change of its own accord. All that is necessary on the
part of the driver is to select the normal 'Drive' position with the control
lever.

As the main subject of Carl's article is the hyrdraulic type of
transmission, he disposes of the electric type first, explaining that the
normal flywheel (modern type, of course!) is replaced by an electro magnetic
clutch, and a more or less conventional gearbox, which is operated by electric
solenoids.

Returning, then, to the hydraulic type, it is pointed out that
the prefix 'hyrdro' means 'fluid', that is, the object will 'flow', such as

water or oil or boarding house gravy.

The Hydraulic Transmission consists of a 'Hydro-Kinetic' fluid coupling, a compound epicyclic geartrain, clutches and brake bands that are applied by hydraulic pressure supplied from oil pumps within the transmission, and a control valve chest, or "brain box".

'Kinetic' energy is the energy built into this fluid under certain conditions of movement, energy which can be employed to do work.

The Hydro-Kinetic coupling takes the place of the normal friction clutch and flywheel, and as has been stated, is often referred to as a 'Fluid Flywheel'. A knowledge of the construction of the Hydro-Kinetic coupling will give an understanding of how it operates.

A simple experiment will show clearly how a fluid coupling works.

If we take two electric fans, stand them face to face a short distance apart and switch one of them on, the other fan will slowly start to turn, and eventually will run at almost the same speed as the one under power. Although there is no direct connection between the two fans, the air pushed forward from the driven fan has sufficient force to motivate the second fan.

A fluid coupling consists of an impeller, and a turbine, and can have at least one other member, called a 'stator'. A two part coupling is known as a 'Fluid Flywheel', and a three part coupling as a 'Torque Converter'. In one particular case - the 'Hydramatic Transmission' is called a 'Torque Multiplier'.

In the experiment just described, the driving fan is known as the 'Impeller', while the driven fan is known as the 'Turbine'.

An understanding of how this Kinetic Energy is built up, and how it is employed, can be simplified by consideration of what happens when a cup of tea or a dish of water is stirred vigorously. As its circular speed increases, it rises up the side of the cup or dish and rushes out over the rim, and in consequence the centre of the fluid falls. This is brought about by centrifugal force.

Air can be picked up and dropped at will, but if oil is to be employed to supply kinetic energy, it must be contained in some way. Within the 'oil container housing' is a metal device, similar in shape to a doughnut, cut in half along the equator. One half is connected to the engine crankshaft, and the other half to the gearbox input shaft. These halves are mounted so that they are separated by a small gap. Each half has a series of radial vanes fixed inside it. This complete device is known as a 'Fluid Flywheel'. It is obvious that the half connected to the crankshaft is the 'Impeller' and the other half, connected to the gearbox, is the 'Turbine'.

The turbine, obviously, is connected, through the gearbox, to the rear wheels, so that when the engine is started the impeller spins (being

connected to the crankshaft.) The radial vanes carry the oil in a circular path, and it is thrown outwards by centrifugal force, thereby striking the vanes of the turbine. Any increase in engine speed increases the centrifugal force in the oil. This increasing force acts on the blades or vanes of the turbine and causes the vehicle to move away quite smoothly. The flow of oil around the inside of the fluid coupling follows a spiral path. This is known as the 'vortex flow' and moves out from the centre to the outside, and along the back of the turbine.

Due to the increase in road speed the turbine also increases in speed, and approaches the speed of the impeller. Centrifugal forces also act on the oil flowing in the turbine, and forces it to move to the outside of the blades, where it reacts against the flow of oil from the impeller and turbine, and both members now rotate at approximately the same speed, with a maximum efficiency of 98%. This is commonly referred to as a 'slip of 2%'.

Although the vortex flow has stopped at coupling point, the centrifugal forces, acting from both halves of the coupling, still have sufficient force to drive the vehicle.

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RETROSPECT

ROBERT MC CARTHY'S COLUMN

The April 1961 - Vol. 2 No. 10 - issue of the magazine, records the Wollongong Rally. To the older members, a recollection; to those members of not such long standing, a piece of history.

To quote:

EDITORIAL NOTES

The Club's main Annual Rally, just completed, was unique in two ways - it covered a new route, this time to Wollongong, and it was the only Club Rally to be run in wet weather - and how.

Those who were not in the Wollongong Rally missed a treat; it was an outstanding success in every way. The new route was away ahead of the previous Katoomba runs so far as interest and road conditions, and was unique inasmuch as it rained - in fact it poured in torrents, certainly not much fun for the hard working officials, but it was a great test for the veteran cars, and their drivers and crew. The cars took it without a "miss" and drivers and crew, though soaked to the skin, accepted it in good spirit.

Some 59 cars and 15 motor cycles came to the starting line at Henson Park to be greeted by that amiable and efficient Official Starter, George Sevenoaks. The loud speaker system with Bill Reynolds in charge introduces you to the crowd, and after some flattering remarks about your car you move up to the starting line, where a bit of watch clicking goes on, a bundle of papers is thrust into your navigator's hands and George says, "right go", and as you move off you hear a familiar voice calling out - "good luck old man" - its the Assistant General Manager of H.C. Sleight Ltd., Mr. Allan Swan, without whom no rally is complete.

RETROSPECT, CONTINUED:

From then on you are on your own, and rally matters start in earnest, but greatly assisted by the courtesy and efficiency of members of The Peugeot and our own Club acting as officials all along the route, but should you stop, however, this seems to send out an automatic S.O.S. signal and before you can light that cigarette, or get out to clean that dirty plug, there are Golden Fleece officials and members of their willing maintenance crew round you asking "are you all right", and "can we help you in any way". They can't stop the rain, but will do most anything else.

May 1961 - Vol. 2, No. 11 - in the President's Message, among other matters discussed is a paragraph stating: "Financially, the Club is very sound and consideration will soon have to be given to investment of some of our funds. As the years go by I feel we all hope to acquire our own premises and Club rooms."

And so, 11 years after the printing of these words, we have our own premises, the acquisition of which has been assisted in fair measure by investments.

In this month (May 1961) A.G. (Larry) Leresche announced his retirement from the editorship, which he had filled since his launching of the magazine two years earlier.

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SKILL IN AN EARLIER ERA

There is a much used remark indicative of a certain superiority, and which most oldies use when comparisons are indulged in. There is hardly an oldie who has not on some occasion remarked, in an indulgent tone: "Oh, but you should have seen things as they were when I was a young fellow." We are all apt to bring out this thought when comparing the modern "super cars" with our veterans.

W.O. Bentley has taken this thought a further stage back in his book "The cars of my life." He has given us a very good inkling of the points considered when driving a steam train. He wrote:

"One day I was taken on the footplate out of Liverpool Street on a rush-hour suburban steam train. This was an experience I will not forget for a long time, and as an exercise in human skill in overcoming the handicaps of obsolete machinery under difficult conditions it would be hard to match anywhere. The driver was an Enfield man who started on the L.N.E.R. at King's Cross, and the fireman a young man. The locomotive, the driver's regular engine, was a long-travel valve N.7 class, No. 9719, a small suburban tank engine now withdrawn from service, drawing an absolutely packed train-load of commuters, and had to halt at countless suburban stations, to be precise thirteen stations in eleven miles. The rails were greasy, the ten coach train scarcely fitted some of the shorter platforms and the timing was a tight one. And yet, by dextrous manipulation of the regulator valve gear and the Westinghouse brake together with most careful firing to avoid wasting steam, driver and fireman co-operated to exercise an old skill that uniquely combines

a test of delicate timing and great strength, so that wheelslip was avoided in spite of the great weight, the train was brought to a swift but steady halt on the mark at every platform, and the schedule was maintained almost to the second."

Let us, who revel in old systems, give honour where honour is due.

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GENETIC MANIPULATION

Our research section, Book Snoopers and Associates, has supplied an article found in a newspaper, which, while it has great potential in the field for which the proposition was designed, has set us to wondering could the same principle be applied - in reverse - for some unfortunate humans.

A genetic movement is afoot to shorten the legs of laying fowls! The reason? It is an endeavour to reduce the incidence of broken eggs among the flocks of poultry farmers.

Scientifically, we see the idea as a combination of "what next?" and "what do you know?" (or more correctly according to usage, we should say "waddayer know?")

Of course the hens could be trained to:

"Lower the body till the ovum is felt to be touching the nest, then raise the body at a rate equalling the rate of delivery of the ovum. This movement having been completed, i.e., the body separated gently from the ovum, take three paces forward, about turn, and satisfy oneself that the ovum is actually in place in the nest."

The scientific minds have not thought of this obviously military approach to the matter, but have, instead, set out on a course of genetic manipulation designed to produce a breed of fowls with legs shorter than nature herself has decided upon.

Having this thought in the front of our mind, we are drawn towards another of nature's helpmates to man - the duck.

It is a well known fact that many humans are smitten with what is known as Duck's Disease, i.e., making their way through life with their respective posteriors in too close proximity to the ground! Could it be that science might be prevailed upon to try a genetic approach to this most lamentable state, by inducing the legs of such humans to be longer?

For ourselves, we admit to a tendency to the said disease and we sense that a bewhiskered member of the Club with 13 months of travel behind him would find himself similarly disposed towards such physical adjustment should it prove to be possible.

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