

SPIT AND POLISH

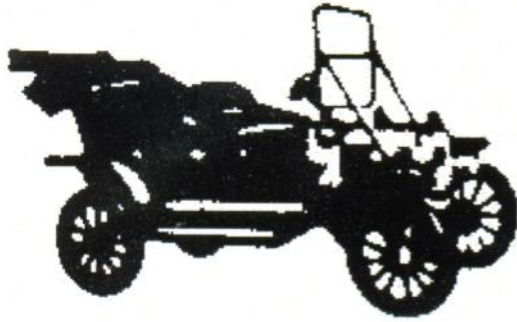
PATRON: HER EXCELLENCY PROFESSOR MARIE BASHIR AC CVO
GOVERNOR OF NEW SOUTH WALES

The Journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.



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SPIT AND POLISH

WEB PAGE: www.vccansw.org

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All letters, advertisements, articles are to be sent to “The Editor Spit & Polish” preferably by

Email: nevpreston@gmail.com or by **Mail:** 18 Byron St. Wyong, NSW 2259

Articles to be received by the **First Wednesday** of the month.

Cover Photo:-

Evan Quarmby’s 1915 Ford T L/H Drive.

At the lunch stop at Tarago, during the MaSH Ramble

Goulburn Weekend, February 2013.

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

134 Queens Road, Five Dock, 2046

PATRON: HER EXCELLENCY, PROFESSOR MARIE BASHIR AC CVO
GOVERNOR OF NEW SOUTH WALES

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of Monthly Meeting of VCCA (NSW) Inc Date: 24th April 2014

ATTENDANCE

Committee: 9 Member's family: 2 Visitors: 0 Members: 17

Apologies: Bob Dunk, Barry and Dorothy Shinfield

MEETING OPENED AT 8:10 PM.

PRESIDENT'S OPENING REMARKS

The President, Peter Martin, welcomed all members. He hoped all members had a happy Easter and wished them a reflective Anzac Day.

MINUTES PREVIOUS MEETING

Matters arising: Nil

Minutes accepted.

Moved: Lynne Martin Seconded: Phil O'Loan

INWARDS CORRESPONDENCE

Flyers received

Australian Aviation Museum	Vered Lerner
Gibraltar Hotel	Cancer Council
The Butterfly Farm	Australian Trestles

Other club publications

Renaissance Auto Rambouillet	CMC minutes	Broken Spoke
Northern Rivers V & VCC	Illawarra Vintage Car Club	
Antique & Classic	Veteran Torque	Early Auto
Bulletin of VCCSA	The Edwardian	Brass Notes Motorlife News
Vintage Motor Club Bulletin	2014 National Veteran Rally Bulletin 4	

Willys Whippet Overland Knight Restorers Inc

Other

John Burke TAVCCA changes to constitution
Wayne Aberdeen – date for extraordinary conference
Newcastle Branch minutes
Carolyn Piggott – Lithgow Mercury Wallerawang Rally

OUTWARDS CORRESPONDENCE

Jonathon Hill	Ian Bourke & John Fryirs
Bruce Ward	Northern Rivers V & VCC

Correspondence accepted.

Moved: Bob Hobson Seconded: Ian Streatfeild

TREASURER'S REPORT

Balances are: \$

The Treasurer announced that the Wallerawang Rally had made a small profit of \$60.

Moved: Keith Carden Seconded: Phil O'Loan

MAGAZINE

The Editor requested more articles.

Robert Fordham thanked Elizabeth and Bob Hobson and Jean and Keith Carden for their assistance over the years in preparing *Spit and Polish* for posting. He is seeking volunteers for these tasks. Volunteers need to contact Robert directly.

EVENTS

The President congratulated Wilga and Euan Coutts on the excellent rally to Wallerawang. The runs were through spectacular country, the accommodation was comfortable with a large parking area and everyone enjoyed the rally. As it was so successful, Wilga announced that the rally would be rerun in 2015.

Neil Martin outlined the route for the Western Autumn Tour. It starts from Mittagong on 1 June staying one night at Crookwell, Orange, Gulgong, Merriwa and Singleton to join the Newcastle Branch run from Singleton on 7 June. There is a choice of three routes from Mittagong to Crookwell. Contact Neil for more information.

PERMIT TO MOVE

1 permit; 2 movements

LIBRARY

David M^cCredie reported the donation of a new book. He noted that bound copies of *Spit and Polish* were available up to 2011. The President indicated that he would organise to bind later copies in the near future.

DATING

The 1910 FN belonging to Jonathon Hill has been inspected and issued with an eligibility certificate. Two dating applications have been received from Max Boardman.

MEMBERSHIP

Voting on application from Jonathon Hill. Jonathon Hill was elected as a member of the VCCA (NSW) Inc. Ian Shinfield kindly organised the ballot.

CMC

Report from Norm Mitchell posted on club's website.

HALL

Robert Fordham asked for volunteers to return 50 chairs to storage.

WEBSITE

Peter Weir will reinvestigate the state of the website and report next month.

GENERAL BUSINESS

Leon Smith requested information on the merits of an underslung chassis. Members suggested it made it easier to crank! Anyone with other explanations should contact Leon.

Peter Martin gave an interesting talk to accompany his display of four pushbikes from his collection of about 20. Members asked many questions of Peter and enjoyed the presentation.

The President asked other members to contribute to a show and tell session and to contact him if interested in participating.

The raffle was drawn.

MEETING CLOSED AT 8:55 PM.

Peter Martin

President

MAY 2014

Louise Yeomans

Secretary

20th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
22nd Committee Meeting starting at 6.45pm
22nd Monthly Club Meeting at Club Rooms, Fivedock at 8pm

Events Calendar - Club Events

JUNE 2014

- 1st - 6th **Western Tour** *See Page 6 for details*
7th MaSH Branch Meeting - 2pm - Lake Alexander, Mittagong
7th - 9th **June Long Weekend - Singleton.** *See Page 7 for details*
13th **MaSH Branch** Morning Tea run.
17th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
26th Committee Meeting starting at 6.45pm
26th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

JULY 2014

- 11th **MaSH Branch** Morning Tea run.
13th **Newcastle Branch Garage Crawl.** *Details to follow*
15th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
24th Committee Meeting starting at 6.45pm
24th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

AUGUST 2014

- 2nd MaSH Branch Meeting - 2pm - Lake Alexander, Mittagong
8th **MaSH Branch** Morning Tea run.
17th Shannons Sydney Classic CMC Display Day - Sydney Motor Park (Eastern Creek)
19th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
28th Committee Meeting starting at 6.45pm
28th Monthly Club Meeting and **AGM** at Club Rooms, Fivedock at 8pm

OCTOBER 2014

- 19th - 24th 2014 **NATIONAL VETERAN RALLY** hosted by the veteran Car Club of WA (Inc)
To be held in the Kalgoorlie - Boulder area Western Australia
Correspondence to Committee:
Secretary John Wood Email: wood1941@bigpond.com 7 Eleanor Court CRAIGIE WA 6025

National Rallies

Chairman Harry Pyle Email: hdpyle@bigpond.net.au
Expression of Interest Form February 2012 Spit and Polish.

OCTOBER 2015

- 4th - 9th **2015 National Veteran Motorcycle Rally** hosted by Antique Motorcycle Club of Australia.
To be held in Ararat Victoria.
For further information contact John Burke National Coordinator
2 Occident St Cessnock NSW 2325
Ph: (02) 4991 1806 Mob: 0412 821 945
Email: Hupmobile@bigpond.com

The Australian Aviation Museum Bankstown is a non-profit organisation located at Bankstown Airport. It has a collection of some 25 aircraft, including two non-flying replicas of First World War aircraft. It is hosting two Special Events over coming months, and would welcome some veteran cars to enhance our aircraft display at these events.

14th JULY 2014

List of Other Events

The first event is a celebration of the centenary of the first airmail in Australia, on 14 July 1914, from Melbourne to Sydney. A re-enactment flight is planned, and will land at Bankstown Airport on Monday 14 July 2014, followed by a reception at the museum. This flight is not organised by the museum, so I do not have details of media coverage at this time.

2nd AUGUST 2014

The second event is the centenary of the start of the First World War. Great Britain & Australia declared war on 04 August 1914, and the museum Special Event will be held on Saturday 02 August 2014. Planning is underway, and local media coverage is expected.

Attendance at past Special Events has ranged from 150 to 300 people.

The Museum would appreciate any support that your members can extend to these events, and there would be free admission to the Museum for all exhibitors. The Museum can provide secure parking within our grounds, but unfortunately not under-cover.

Please feel free to contact me if you would like further details.

Regards

Mike McGree
Board Member
Ph: 0414 428 841

SEPTEMBER 2014

- ? Expression of Interest. CMC - 2014 Tour to UK (departing early September about 3 weeks)
For further information contact: Lynelle Titcume Email: tickostours@optusnet.com.au
Ph: Mobile 0422 513 256

JUNE 2014

Members wishing to take their Veteran to any of the above events listed under 'other events' are to notify the Registration Officer - Neil Martin

15th

Swap Meets

Gosford Swap Meet. Showground Road, Gosford. Open and undercover sites, no booking necessary.
Entry \$3, sites \$15, children free. No dogs allowed, no camping. Gates open 6am.
Contacts: Doug 4343 1828 or Frank 4392 2270

JULY 2014

- 20th Liverpool Super Swap Meet, run by the Chrysler Restorers Club of Australia Inc.
Fairfield City Showground, Smithfield Road, Prairiewood.
Gates open at 6am. Admission \$4 per adult.
For further information contact: Colin Murphy 4729 0482, Rick Boyce 9520 5497

Coming Events

Autumn Tour

The Autumn Tour is being run from Sunday 1st June to Friday 6th June.

It will finish in Singleton.

The entrants can then participate in the Newcastle Branch

June Long Weekend to Singleton.

Sunday 1st - Mittagong

Monday 2nd - Crookwell

Tuesday 3rd - Orange

Wednesday 4th - Gulgong

Thursday 5th - Scone

Friday 6th - Singleton

Those interested contact Neil Martin Ph: 9632 5047

Tour is at the MaSH Branch Meeting Room at Burradoo (toilets available) 9.00 am for a 9.30 am start

Monday 2nd June MITTAGONG TO CROOKWELL

(First Option) Leave Mittagong and travel to Wombeyan Caves via Joadja Road (dirt) onto Taralga – Lagoon to Crookwell (118Klm)

Upland Pastures Motel Crookwell D. \$120 S. \$99 Ph. 4832 1999

(Second option) Leave Mittagong travel via Exeter – Bundanoon – Goulburn – Kingsdale – Onto Crookwell (147Klm)

Motel “as above”

Tuesday 3rd June CROOKWELL TO ORANGE

Leave Crookwell travel via Binda – Tuena – Trunkey – Barry – Blayney – Millthorpe – Orange (159Klm)

Oriana Motor Inn 178 Woodward Street Orange D. \$105 S. \$99 Ph. 6362 3066

Wednesday 4th June ORANGE TO GULGONG

Leave Orange travel via Mullion Creek – Mumbil – Wellington onto Gulgong (167 km)

Gulgong Motel 71 Medley Street Gulgong D. \$92 S. \$90 (Q. \$102) Ph. 6374 2259

Thursday 5th June GULGONG TO SCONE

Leave Gulgong travel via Ulan – Cassillis – Merriwa, turn left to Bunnan onto Scone (173Klm)

Isis Motel 250 Kelly Street Scone D. \$99 Ph. 6545 1100

Friday 6th June SCONE TO SINGLETON

Leave Scone travel on New England Highway through Muswellbrook turn right to Denman and follow Golden Highway to Singleton (108Klms)

Country Motor Inn Singleton ph. 6572 2388

Saturday 7th June

Singleton to home

OR

Drive to Cessnock for the start of the Newcastle w/end Rally to Singleton

If interested, you need to book your own accommodation.

Contact Neil and Lyn Martin for more details and to confirm your interest.

Home phone: 9632 5047 Mobile 0417 236 495

Email: veteranmotorman@gmail.com

Tuesday Forums

The Tuesday Forums have been temporarily suspended until further notice due to a lack of numbers.

JUNE LONG WEEKEND TOUR

7th - 8th - 9th
SINGLETON

The Newcastle Branch invites Veteran enthusiasts to enter this Year's June long weekend tour.

The tour will commence on Saturday the 7th June in Cessnock at the home of Max and Joan Burke.

A welcome morning tea will be served before heading off on a scenic tour utilising quiet country roads to Singleton.

Sunday we will tour in the Singleton area and return to Cessnock on Monday.

BOOK YOUR OWN ACCOMMODATION

**The tour will be accommodated at the Country Motor Inn,
Singleton,**

(02) 6572 2388

Dinner Bed & B/Fast packages

Any queries contact
John Burke
Ph: (02) 4991 1806 (AH)

*Entry Form in March Spit and Polish
or
available from our web site under downloads*

Welcome New Member.

Jonathon Hill (1104)
1 Westminster Place
BURRADOO NSW 2576
1910 F.N. 1500
Phone: 0419 440 170
Email: conwaykl@ozemail.com.au

Change of Address.

Keith & Jean Carden
Broadwater Village
579/8 Carrak Road
KINCUMBER NSW 2251
(M) 0408 448 508

Vale - Narelle Weekes

Sadly Narelle Weekes lost her fight with cancer on 26th April 2014

Narelle was an outgoing, friendly and genuine person. She and Graham had been married for 42 years and Narelle will be greatly missed by her family and friends, especially in the Veteran Car Club.

Our sympathy and love are with Graham and his family during this difficult time.

Louise Yeomans
Hon Secretary

Editorial

Thanks to the members for the articles which they supplied for this edition of **YOUR** Spit and Polish.

The article - Life in the Slow Lane is a copy of what appeared in the Lithgow Mercury on Saturday April 5th 2014 and written by Carolyn Piggott. Carolyn interviewed some of the participants at the motel we were staying at in Wallerawang, at the start of our Saturday run.

Euan for his story on the restoration of the S.C.A.T., Keith for his article on his early days of his working life and Bill for the mystery article about the Traub Motorcycle. Also Gordon Dewey from Tumut for supplying me with some very old motoring information, which I will be able to use to help fill the magazine from time to time. It cost him an 'arm and a leg' to post it to me. Also to Alan Miller for his fill-in historical facts.

Information on coming events, the Autumn Tour which looks like a nice drive in the country, come along and enjoy veteran motoring at its best, which is then followed by the Newcastle Branch June Long Weekend to Singleton.

URGENTLY REQUIRED: *I still urgently require articles for the magazine.*
If I don't receive more the next magazine could be much thinner.

Maybe a story from Evan on the history of his Ford T?

Just remember a short article can be made into a page presentation with a couple of photos as I have stated before.

Remember this is "**YOUR MAGAZINE**".

Enjoy your Veteran motoring
Nev Preston



LIFE IN THE SLOW LANE

A perfect way to see the countryside

Story and photos: CAROLYN PIGGOTT
The Lithgow Mercury



MODEL T FORD: Looks straight out of the movies.



SHINY; This Fiat came up all polished with a bit of elbow grease



EX TAXI: Kaye and Jeff Palmer love their 1908 Fiat



1910 SCAT: Euan Coutts has even driven around Tasmania in this beauty.



HOOKED ON CLASSICS: Neville Preston started in the 1960s with veteran cars. This one has been restored and on the road since 1964



INHERITED: Geoff and Louise Yeomans are hooked on their inherited 1914 Wolseley



PERFECT PICTURE: All lined up at Tarana. Photo by Warren Brown



FAMILY AFFAIR: Peter, Regina, Georgia & James from Wongawilli were impressed with the local Lithgow region as they toured in their 1908 Vauxhall.



RIDE IN STYLE: Young Harriette Martin is set for her drive in the country

WALLERAWANG'S Black Gold Country Cabins were the host to veteran car enthusiasts from all over the state when the NSW Veteran Car Club decided to explore the region. Even visitors from Scotland joined the club as they headed out to Oberon on Saturday and Tarana on Sunday to enjoy a drive in the country.

Many of the vehicles have been brought back from scrap and have taken years to restore.

Some were driven while others were trailored, but to the car enthusiast that was a minor detail as these traffic stopping beauties took to local roads and into the limelight with plenty of photographers taking advantage of the rarely seen street parade.

With the job now complete and the vehicles back on the road what else can one do but drive in the country - and polish all the brass these grand old vehicles displayed!



FABRIQUE NATIONALE: Doug Marshall loving restore his 1912 Fabrique Nationale and has had it on the road since 1994

Copied from *The Lithgow Mercury*, Saturday April 5, 2014

1910 S.C.A.T.

Euan Coutts

Societa Ceirano Automobili Torino was founded by Giovanni Ceirano early last century and its factory was adjacent to the FIAT works in Turin ; Ceirano was a relative of the Agnelli brothers , FIAT's founders.

SCAT built 98 cars in its first year of existence but suffered from lack of capital and a Manchester (UK) based accessory manufacturer ,Newton & Bennett, injected considerable funds, with George Newton joining the Board and naturally became the British & Colonies concessionaires

SCAT launched a new model in 1910 , with a new monobloc engine and built 276 cars in two sizes of 18 HP and 25 HP (RAC). The other notable (optional) features of the cars were a compressed air starter and a patented quick-change locking wire wheel , designed by R O Harper, a Newton & Bennett engineer.

SCAT cars won the Targa Florio in 1910 and 1912. The company was sold to FIAT in 1914 and although SCAT cars were listed until 1932 they were up market FIATS after 1914 .

On my particular car the original restoration took place while owned by David Berthon and was sold interstate long before I joined the Club.

I first saw the car in 1996 when a fellow Sydney club member Len Pellew purchased the car and I wondered at the time whether I would ever be fortunate (or wealthy) enough to own such a car.



Unfortunately about a year later the car was involved in an accident, whilst going to a Rally in Melbourne and was very badly damaged and written off.. The wreck was transported to Len's home and a few years later I asked him what he was going to do, and he said he had thought a number of times of restoring it but had decided to sell it. I couldn't give him the money quick enough, as I had always loved the car and it was complete apart from a lot of damage.

The project was started by lifting the body off (what was left of it), and dismantling the car into its major components. I resisted a major error committed by some restorers of dismantling the car into every nut & bolt.. They all seem to get mixed up. I also made a note of how everything went together as it would be some time before reassembly.

Whenever I go to use specialized services (e.g. Magneto repairs, Spring repairs) the bloke is usually on the other side of the city. In this case the Chassis was straightened by a highly recommended firm in the next suburb and this gave me a lot of early confidence. Two of the springs were broken and I had replacements made and the others repaired in Newcastle.

One of the reasons that I thought the wreck would be a good restoration project was that the Radiator, which is the Daimler patent of square tubes separated by wires to form the water passages, had come adrift in the accident and appeared to be undamaged apart from a minor repair. On attempting to be repaired the brass had corroded so badly that a new core was necessary. Now this became a major wrestle with my feelings. The easiest and cheapest course would have been to slice the core and graft on a modern core. However I felt that with such a good quality car I should make a proper core, (is this a restoration or isn't it.).

After a lot of false leads, Replicore in New Zealand made a new core, When it finally arrived a local radiator firm assured me they could fit it, when I went to pick it up it was a mess with solder all over the outer surround Admittedly it held water but that was about all. About a year later Keith Heardon in Newcastle rebuilt the tanks and surround and made it the beautiful job you now see.

Many other small jobs were completed such as fitting a replacement front axle and hubs , sorting out steering arms etc. I also enrolled at local tech college and built a new fuel tank and other parts as projects.

Meanwhile we had decided to move to the Canberra area so the car was temporarily reassembled for the move. On reflection a lot of work had been done on the car.

Some years later we were at the Morpeth Rally with Nigel, (custodian of our Model 20 Hupp), and his long term girl friend, Angela, who has the endearing failing of also loving veteran motoring, and encouraged by a few very nice Hunter Reds, and my wife, I enquired as to the eventual outcome of the relationship. One thing led to another and I promised him (said son) that the SCAT would become the wedding coach at the appropriate time. Said Son must have taken his enfeebled father at his word and announced his engagement about three months later with nuptials in about a year's time.

Talk about self induced pressure.

So the race against time started. At this time Evan Quarmby was co-opted as panel beater/spray painter and suggested that the best way to start was to restore the body first, as there would be a lot of delay with the trim. Good advice that. He also offered to panel beat the guards and paint the car if I assisted. Too good to resist that offer.

I stripped all the old trim out and started rebuilding the timber in the body which was straightforward but time consuming. The biggest hurdle was that the front seat had to be completely rebuilt and moved forward so that I could reach the pedals.

Finally the whole thing was in undercoat and all the beaut pleasure of rubbing back began, with the final coat was applied in July. The body was then delivered to the trimmer.

I then started on the chassis, more rubbing back in a Canberra winter, my main memory is of having to use hot water so I could stand the temperature.

I opened the back axle and it all appeared to be in good order. The original restorer had had new gears made.

The gearbox was a different proposition.. The lubricant had turned to a thick tar substance which I had to immerse in hot water to soften. Naturally this glue had ruined the bearings and it took a long time to disassemble as the case is very light aluminium. Finally with help from Bob McGuire we got the box apart without damage, cleaned up and reassembled. This too had had new gears made.

The back axle, front axle and all springs were painted and reinstalled in the car with new bushes etc where necessary. The car was now on its own wheels.

I then had to make a new firewall as the old timber one had been split. I noted from another car that it was fitted with a cast aluminium firewall and after examining my chassis it would appear from the marks on it that this was the case with my car as well. I got a sheet of 6mm aluminium and cut it to shape, then bored all the holes etc. It was a long job, especially the polishing, but very fulfilling. It was now late November.

As this was a rushed job I reassembled the motor after not finding anything major and started in early December. It was a bit disappointing as it had a knock and vibrated a lot, and leaked oil like a sieve, but it ran well enough.

The body was picked up from the trimmer and fitted to the chassis and new floor made.

It was now Christmas. On 28th Dec Evan was at my place as usual, helping, and said “You know we could take this car for a run if we stirred ourselves”. Thus with a lot of wire (no firewall or floor or seats) and duct tape the thing took to the road. What a Day! The gearbox was a delight to use and the transmission quiet. The motor was still rough and noisy but a good goer.

I am not a woodworker by temperament and had approached Wal Hick to do the “display” wood trim. He agreed and made a beaut job of it all.

About this time I got an attack of shingles which was very debilitating. This is where Wal and Evan came into their own, spending endless hours at my place and I'm afraid I wasn't much help. Without their assistance there is no way the car would have been ready for the March deadline.

I have been very grateful for the help that Wal and Evan gave me with this project particularly when I was sick and full of bad temper. Wilga also had to put up with me, and was always supportive, but unfortunately for her she couldn't go home like the other two!

Finally the car was completed enough, registered, to go to Yass to meet the Sydney to Melbourne re-enactment participants, two weeks before the March deadline. The car performed its Wedding Coach duties in good style, which was a bit of a test, through Friday evening traffic in Sydney, and I was very relieved when I parked the car at the end of the day.

Shortly after the wedding, I started to trace the motor faults. I started with the flywheel and on balancing (60 gms out) it ran better but still with the knock, and some vibration. Later, I took the motor apart to again check clearances and to try to eliminate causes, then I ran the motor without the compressor which lives in the timing case driven directly by the crankshaft. A lot of the Knock and vibration disappeared and the whole car and performance so improved that I have to consider an alternative air system.

The car has compressed air starting and a reduction valve for fuel supply and one of the most time consuming jobs was sorting out the system I had decided to dispense with the 90 year old receiver, which according to some literature, holds about 400 psi all the time and purchased a modern receiver. Previous owners had obviously had trouble as there was a glorious mixture of original and modern fittings most of which either leaked or didn't work. From enquiries it is doubtful if the starting system ever worked satisfactorily. However I persisted and finally got the system to deliver fuel reliably and decided to leave the starting system to a later date, mainly as the car starts very easily on the crankhandle.

After a lot of dead end enquiries, some months later I fitted a modern compressor driven from a pulley mounted on the Clutch housing –nothing has been changed that cannot be changed back to original if desired. Because this entails a electric clutch I now carry a battery on the running board. This system works exceeding well and is a great relief to Wilga who in the intervening period was co-opted to use the hand pump on the firewall, much to her disgust.

One of the early problems was that the car did not steer very well it wandered and tended to pull to the left. The wandering was fixed by fitting wedges to increase the castor and the pulling to the left was cured by increasing the wedge on the passengers side.

The Clutch, multi plate with 60 steel plates, in the car was never really great and after the car had been on the road for a while it really started to play up. It slipped and shuddered and was sometimes very savage, despite all sorts of different remedies. It finally was so bad about 2 years ago I had to really fix it. During this project I had the clutch out of the car about 35 times, trying to find a cause. This involved consultation with various Club members and I must mention Barry Shinfield for his endless patience and good advice.

I was about to go about installing a modern clutch when I decided that I would have a last shot and had some new plates cut for the clutch. After lots of dollars the new plates were installed and while positive the clutch was very savage and unusable. The Eureka moment came when (again) I had all the plates on the bench and I noticed that some of the driven plates were slightly dished or cupped; after trying the others on a surface plate nearly all the driven plates were flat on one side or completely flat. I had several spare clutches and I sorted the plates to get driven plates that were evenly cupped. The clutch worked perfectly. As an experiment I bent the flattened plates in my hands and reinstalled the clutch –again perfection. Whilst this is not permanent, it proved the point that the Clutch needed some kind of cushioning when engaging and that the plates flattened on one side explained the shuddering.

I am still chasing the last of the engine noises and have in the meantime remade the main and big end bearings. I also fitted a camshaft that was better than the one that was in the car. The most nerve wracking job was re machining the taper on the end of the “new” shaft to fit the gear.

The only other change was, I made a shortened drop arm to gear down the steering which was only $\frac{3}{4}$ turn lock to lock so was very heavy. This has made a big difference to the comfort in driving the car.

Generally the car is great to drive, very refined and a steady runner, and with a good performance to match its looks, despite being fairly heavy with a 2.3 litre motor.

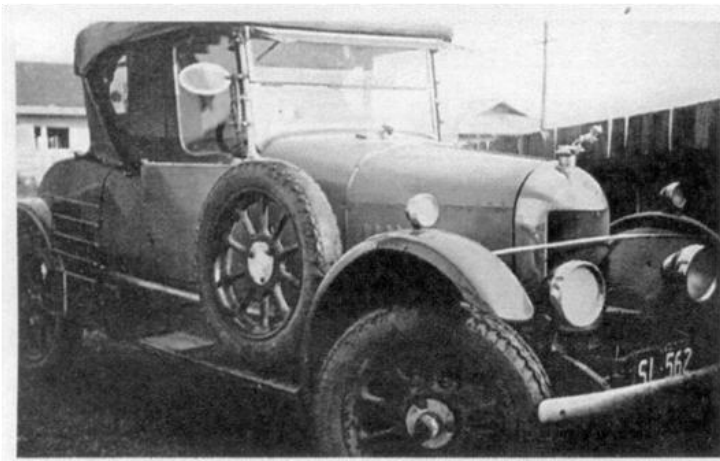
Eggs and Engineering or Egineering.

Keith Carden

How I became an engineer and what I made.

I left school in 1943 and got an apprenticeship as a fitter and turner in a small engineering workshop only one block away from where I lived. I mean small! It consisted of four lathes and one drill in a shed at the back of a motor garage.

They were making component parts for Mosquito bombers which were being built by Hawker de Haverland at Bankstown. My employer insisted that the parts had to be very accurate; I did a delivery one day and asked could I see where the parts went to. The fuselage of a Mosquito was built on a wooden frame and I was disappointed to find that our parts went through a hole in the frame at least one sixteenth of an inch bigger. So much for “plus one thousandth bigger and nothing smaller” that I had to keep to.



During my apprenticeship I went to Granville Technical College one night a week from 5pm until 8pm and one day a fortnight. I would say that I learnt all my engineering at Tech' because at work we just made the same part over and over.

I bought my first car so I could go to Tech'. A 1925 Morris Cowley (Bullnose) which cost 10 pounds. This was a lot of money in those days as I earned £1/2/6 for a 44 hour week.

At the end of the war I had finished my apprenticeship so I went out in to the real world and applied for a job being advertised for a turner by J.P. Van Gelder situated in Bay Street Broadway.

Van Gelder and Co made milling and grinding machinery, giant coal crushers, intermediate sized coal crushers - and small laboratory size for quality testing ~ these machines intrigued me. A sweep arm would be situated along a coal conveyer belt and one piece of coal would be plucked off the conveyer every five minutes. This would be ground in to a powder and analysed for quality. The average quality of a ship load of coal would be worked out and costed, all automatically.

Van Gelder made sugar grinders, flour mills and various food grinders and slicers for delicatessen shops. Their advertisements stated they had grinders that would grind or slice anything.

I was taken on as a tradesman fitter and turner and it was extremely interesting to be making different things each day.

After two years I was given a position of foreman of the machine shop. After another two years I was elevated to factory manager. This combined the machine shop, the sheet metal shop, the welding shop and a small carpenter's shop where they also made their own patterns for castings. My duties also covered sub-contract work for operations we did not do ourselves, such as heat treating, gear cutting and plating.

Foundry work was another outside job although the foundry was also part owned by Van Gelder and Co.

In 1950 there was an outbreak of poliomyelitis. A vaccine had been developed and was being manufactured in the laboratories' of Sydney University. It was called the "Salk Vaccine". It was developed from a culture grown on a monkeys kidney which had been cut in half. It was a slow process and of course limited to the supply of raw materials. The University sent a Professor from this department to see if we could help.



They needed to cut the kidney in to as many flat pieces as possible. I was given the task of looking in to this project.

As I child I had suffered Polio myself and I was pleased to be able to help in the manufacture of a mass produced vaccine, however it soon became apparent that it was not an easy job. The kidney at room temperature was soft and not only was it hard to hold when a slice was being cut off, it also went to pulp. They had stressed the need for "flat, firm slices".

I had an idea for freezing the kidney before slicing but this also didn't work as it shattered like broken glass when the cutting blade touched it. I was both disappointed and frustrated with this result and decided to go for a walk through Grace Brothers (which was next door to our factory) to try to clear my mind.

As I walked I prayed to God for some guidance.

As I walked through their "kitchen appliances" I saw the latest thing out! An egg slicer for hard boiled eggs. It had wire cutters instead of blades and a recessed nest to hold the egg. A guillotine action cut an egg in to 8 equal slices.

I started thinking again. A kidney at room temperature didn't work and a frozen one didn't work, perhaps a half frozen one might be firm enough. The nest of the egg slicer would hold the kidney and with the wire cutters each slice held the next on to it upright. I purchased one and couldn't get back to work quick enough to try it out. By experimenting with different temperatures we found an optimum one to be firm but still be able to cut it with the wires.

This was exactly what the University needed and they soon went in to mass production of the polio vaccine.

As I said, this was 1950. The University kept trying different things and a modern vaccine is now made from synthetic materials. Having suffered polio myself I was delighted to be a small part in the ongoing fight to eradicate this devastating disease.

Mystery of the Traub Motorcycle.

By Matt Williams

In 1967, a plumber doing renovations of an apartment building outside Chicago tore down a brick wall and found what would prove to be a baffling mystery to vintage motorcycle enthusiasts - a one-of-a-kind motorcycle bearing 1917 plates and the name "Traub". The buildings elderly owner admitted that his son had stolen the bike before going off to WWI, never to return. But where the bike came from and who made it remains a unknown to this day.

Currently residing in the Wheels Through Time Museum in Maggie Valley, North Carolina, the Traub is considered by many to not only be the rarest motorcycle in their collection, but in the world.

The Traub was sold to Torillo Tacchi, a bicycle shop owner in Chicago after its discovery who later sold it to Bud Ekins - famous as Steve McQueens stuntman - while Ekins was on set of the Blues Brothers movie in the late 1970s. The Traub was later sold to collector and restorer, Richard Morris, who then sold it to Wheels Through Time Museum curator, Dale Walksler, in 1990. It has been on permanent display in the museum collection ever since.



Don't think this unique motorcycle is merely a museum piece though. Walksler rides the Traub fairly regularly. When asked about the engine components, he enthusiastically replied, Everything inside the engine is just magnificent. The pistons are handmade, and have gap-less cast iron rings, the engineering and machining being simply years ahead of their time.



When comparing other top motorcycle makes and models of the era, the Traub has no equal. Comprised of a sand-cast, hand-built, 80 cubic-inch "side valve" engine, the machine has the ability to reach speeds in excess of 85 mph with ease," says Walksler.

Aside from its few off-the-shelf components, the Traub has many unique handmade features. The three-speed transmission is thought to be one of the first of its kind and the rear

brake, a dual-acting system that employs a single cam that is responsible for pushing an internal set of shoes, while pulling an external set, has never been seen on any other American motorcycle.

"For a machine to have such advanced features, unparalleled by other motorcycles of the same era, is truly outstanding," said Walksler. "It's my opinion that The Traub was an attempt at a new breed of motorcycle. But how on earth could a machine have been produced in such great form, with capabilities that far exceed that of any comparable machine, without the knowledge of the rest of the motorcycle industry during that time."

The hunt for the Traub's elusive origin hasn't stopped. "While we may never know why the machine was placed behind that wall, we do hope to one day find out more about its history and the genius that created it," said Walksler.



The above article thanks to Bill Heeney

A History of the French Grand Prix Prologue. The Origin of the Grand Prix

AT the end of the year 1904, the automobile, after a decade of intensive development, still stood upon the threshold of its Augustan Age. In 1895 Emile Levassor, driving in the first motor race ever run, had taken 22 hours and 25 minutes to travel from Paris to Bordeaux on his 4 h.p. Panhard; in 1903, Gabriel on his 70 h.p. Mors had taken less than 5¼ hours to accomplish the same journey. In this brief span of years racing had so far developed the motor car that it was capable, in the hands of the expert, of a tremendous performance. It remained now for racing to prove that, paradoxical as it might seem, it could not only develop, it could refine, and in this process the leading role was played by the Grand Prix de l'Automobile Club de France.

From the first France had been the home of motor racing and indeed Frenchmen were inclined, not altogether unnaturally, to regard it, if not automobilism in general, as their peculiar preserve. It was a state of affairs which greatly irked some people abroad. In particular, it apparently irked Mr. James Gordon Bennett, the proprietor of the New York Herald, who, in October, 1899, decided to try and arouse a little more international interest in racing by presenting a most fantastic trophy to be competed for annually by the automobile clubs of the various countries. Each could enter three cars for it, which must be made throughout in the country which they represented, and the victorious club would retain the trophy for a year, after which it was again to be put up for competition. In the first place the organization of the contest was to be entrusted, in 1900, to the Automobile Club de France.

The latter body, little foreseeing the consequences of its action, swallowed the bait, hook, line and sinker - not to mention the famous Trophy into the bargain. For France, which could put a dozen teams of three cars into a race, to agree to compete on equal terms with countries which could just manage to produce one, was obvious lunacy. Mr. James Gordon Bennett had, perhaps, laid his snare with even greater cunning than he himself realized. At any rate, the eccentric millionaire, having sown the maximum of future trouble in the motoring world, apparently took very little further interest in the affair, and never even bothered to go and watch one of the contests for which his famous trophy was responsible.

At first, however, all went well. France won the Trophy in 1900 and 1901, and its very existence was overshadowed by events of greater import in the motor racing world. Then in 1902 the blow fell. The great race that year was to be from Paris to Vienna, and it was decided that the first car of the competing teams to reach Salzburg should be deemed the winner of the Gordon Bennett Cup. Without a great deal of thought, the A.C.F. nominated Girardot, Fournier, and de Knyff, perhaps the three best-known drivers of the day, as the French team, confident that they would be among the leaders at Vienna. Unfortunately it so happened that everyone of them broke down before they even got to Salzburg; and France suddenly awoke to the fact that a persistent Englishman by the name of S. F. Edge had walked off with the famous trophy. Admittedly there were half a dozen Panhards ahead of him at Salzburg - not to mention a couple of German Mercedes; but none of them chanced to be representing their respective countries, and without further argument, the trophy was removed from Paris to London. Mr. James Gordon Bennett had successfully sprung his trap.

No sooner had it left France than the trophy acquired a hitherto undreamt of importance. Not only was an English team selected to defend it, but Germany and the United States both decided to make a bid for it. The French, however, were not unduly perturbed. The events of 1902 were obviously due to a freak of fortune; if they sent de Knyff and Henry Farman with their Panhards and Gabriel with his Mors, there could not be much doubt but that they would duly bring the trophy back. They chartered a liner and dispatched their trio to Ireland with the utmost confidence in the outcome.

Alas! Fate had one more cruel blow in store for the luckless Frenchmen. Of the dozen cars which started in the race, only four finished (apart from a Napier which came in last and was subsequently disqualified anyhow), and of this four, three consisted of the French team, complete. But, unfortunately, Camille Jenatzy, the "Red Devil", with his 60 h.p. Mercedes was just 10 minutes and 20 seconds faster, in a race that lasted for 6½ hours, than René de Knyff on his Panhard. The confounded trophy, which a year before had departed, comparatively harmlessly, across the Channel, had now taken a second journey, across the Rhine.

Immediately there was an outcry in French motoring circles. The trouble was intensified because as early as February, months before the race was run, Alexandre Darracq had most tactlessly enquired why no Darracq car was to be included in the French team. Just because a Panhard or a Mors had won practically every big race in the past, he argued, that did not prove that they were always going to be victorious in the future. The unfortunate champions of 1903 returned to Paris to face a chorus of exultant critics, who declared that they had never expected anything different.

As a matter of fact their declarations were quite unjustified. After his performance in the Paris-Madrid race in May, no better champion could have been chosen for France than Gabriel, and yet in Ireland he had finished last of the French team. However, it was clear that France's representatives could never again be selected by nomination; in 1904, it was decided, the A.C.F. would hold an Eliminating Race, and as the Germans had decided that the Gordon Bennett Trophy should be competed for over a mountainous course in the Taunus, the French Club chose an equally mountainous one in the French Ardennes.

Moreover, the critics, as it turned out, were proved right, even if for the wrong reason. Ten French makers entered teams for the event, and the result was rather remarkable. Mors duly gained a place in the first three, but Panhard were experimenting with a wind-cutting radiator and did no good at all. (Darracq, incidentally, whose 100 h.p. racers were wildly over-engined, did even worse.) But when the final times were taken, it was found that, comfortably at the head of affairs, was a "new" driver, with a "new" car.

Not that there was anything exactly inexperienced about Leon Théry, who, along with Gabriel, had started his career before the turn of the century at the tiller of a Decauville "voiturette", and by this time had earned for himself the soubriquet of "Death to Cows!" as a result of a little misadventure in one of the Circuit des Ardennes races. Nor, for that matter, was there anything really new about his Richard-Brasier, since Georges Richard cars had been appearing in races since 1897, and, as to Brasier, he was the designer of the Mors cars which were the first machines that had ever been able to challenge Panhard with success. For all that, it is extremely doubtful whether any selection board would have chosen either They or Richard-Brasier to represent France in 1904.

But it was this combination which finally brought the trophy back to France. Jenatzy, determined not to lose it, was said to have learnt the Taunus course by heart, but, at the end of the first lap, They appeared in first place, and there he remained to the end, to win by just those 10 minutes or so which had cost France the race the year before. The times of his fastest and his slowest laps, which occupied about an hour and a half, varied by only just over three minutes. After that they ceased calling him rude names like the cow-catcher and rechristened him "the chronometer" instead.

Germany, with true Teutonic thoroughness, had entered not only two Mercédès built at Cannstatt, but a Darracq built by Opel under licence, and three more Mercédès built in Austria as well. It was probably a false step, for at last the French awoke to the real weakness of their position.

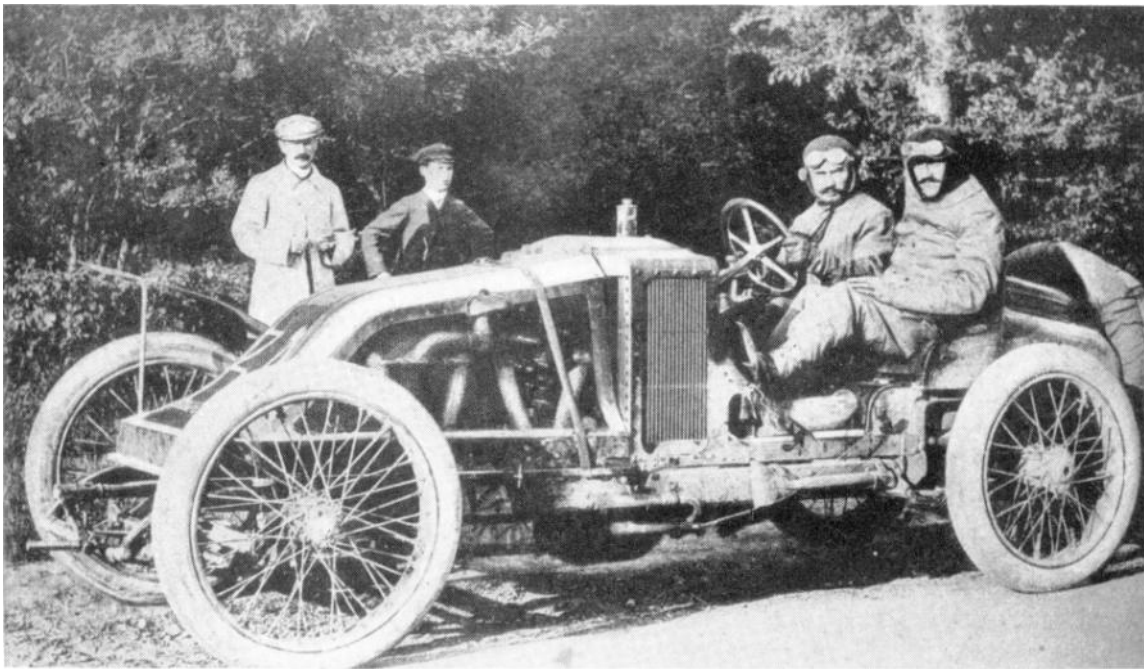
The truth of the matter was that French manufacturers wished that the Gordon Bennett Trophy had never been heard of. Before competition for it had attained its present exaggerated importance, the great event of the year had been the principal race organized by the A.C.F. Now that France had at last regained the trophy, the thing to do, clearly, was to eclipse it by running a much more important contest. During the Salon of 1904, therefore, the French manufacturers addressed a request to the Club that in 1905 the Gordon Bennett race should be run concurrently with a new event to be called the Grand Prix de l'Automobile Club de France, which would be open to all comers; that this race should continue to be run in future years; and that France should take no part in the Gordon Bennett contest after 1905, unless the rules were altered.

The A.C.F. considered this scheme carefully and finally proposed a slight modification. There should, it was suggested, still be an Eliminating Race for French cars, the first three in which would constitute the Gordon Bennett team, while the first fifteen to finish would be eligible to compete in the Grand Prix, in which foreigners would also be invited to compete with a limited number of cars, "corresponding approximately to their respective importance in the automobile industry." The numbers suggested, if France was to have 15 representatives, were: Germany, 6; Great Britain, 6; Italy, 3; Switzerland, 3; Austria, 3; Belgium, 3; United States, 3. Puteaux, on this basis, carried five times the weight of Detroit!

The motoring world abroad was outraged by this proposal; representatives from Britain, Germany, Belgium, Italy, Austria, Switzerland and even Holland hastened to Paris to protest. Faced with this array of indignant foreign critics, the A.C.F. bowed before the international storm. The Gordon Bennett race, it was agreed, should be run in 1905 on the old basis, and the Grand Prix a fortnight later; in return for this concession the reluctant foreign representatives were induced to admit the principle of proportional representation, for 1906 and subsequent years, the proportions to be varied from time to time as might seem appropriate in the light of later developments.

It was a very lucky thing for motor-racing that this agreement was by no means pleasing to the French manufacturers; otherwise some of the pundits of the A.C.F. such as the Marquis de Dion might have lived to see the day when, if one French car was to run in the Gordon Bennett race, so many American starters would have had to be admitted that they could not all have hoped to have got onto one circuit. As the Club had agreed to run the Gordon Bennett race as a separate event in 1905, well, they would take part in it. But they did not want more than one big race a year, and after 1905 they had no intention of competing for the Gordon Bennett Trophy on any terms. At last, on 1st March, it was announced that there would be no Grand Prix in 1905 but that, whatever was the result of the Gordon Bennett race, France would not be among the challengers in 1906.

On the whole, it was a pretty astute move, especially as They succeeded in winning the race again, this time over a yet more mountainous course, in the Auvergne. But while both the German and the Austrian Mercedes now proved comparatively innocuous, the winner was pressed very hard by a new foe in the shape of the Italian F.I.A.T's., Lancia making the fastest lap and Nazzaro and Cagno finishing second and third. Why, on the strength of this performance, Italy did not issue a challenge for the trophy in 1906, is something of a puzzle. But in fact no challenger came forward, and the way was open for the era of the Grand Prix.



1906 Szisz on the Renault In the actual race the cars were fitted with artillery wheels and detachable rims. That this was the result of a last-minute decision is shown by the fact in this photograph the Renault still has wire wheels, but already has its racing number - 3A - painted on the bonnet.

Historical Fact

In George Washington's days, there were no cameras. One's image was either sculpted or painted. Some paintings of George Washington showed him standing behind a desk with one arm behind his back while others showed both legs and both arms. Prices charged by painters were not based on how many people were to be painted, but by how many limbs were to be painted. Arms and legs are 'limbs,' therefore painting them would cost the buyer more. Hence the expression, 'Okay, but it'll cost you an arm and a leg.' (Artists know hands and arms are more difficult to paint.)

Historical Fact

Bet you didn't know this! In the heyday of sailing ships, all war ships and many freighters carried iron cannons. Those cannons fired round iron cannon balls. It was necessary to keep a good supply near the cannon. However, how to prevent them from rolling about the deck? The best storage method devised was a square-based pyramid with one ball on top, resting on four resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem....how to prevent the bottom layer from sliding or rolling from under the others. The solution was a metal plate called a 'Monkey' with 16 round indentations. However, if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make 'Brass Monkeys.' Few landlubbers realize that brass contracts much more and much faster than iron when chilled.. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannonballs would come right off the monkey; Thus, it was quite literally, 'Cold enough to freeze the balls off a brass monkey.' (All this time, you thought that was an improper expression, didn't you.)

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[3-14]



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[5-14]



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[3-14]



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[4-14]



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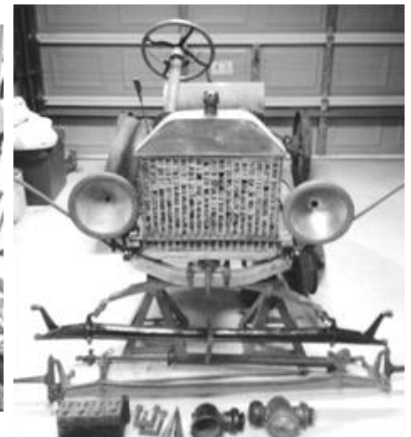
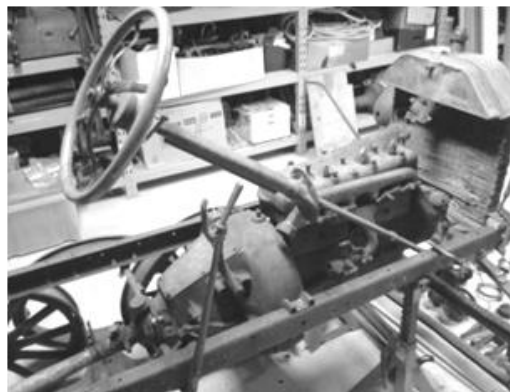
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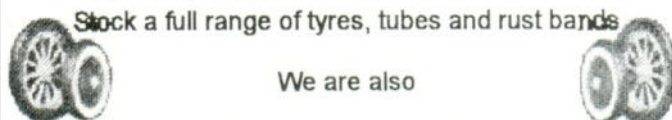
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