

THE VETERAN CAR CLUB OF AUSTRALIA (QUEENSLAND) INC.

*Club Patron: His Excellency the Honourable Paul de Jersey AC
Governor of Queensland*

VETERAN TORQUE

MARCH 2019



Steve & Lauren Forster's recently-acquired 1909 Maxwell



COMMITTEE MEMBERS OF VCCA(Q) 2018-2019

Club Patron: His Excellency the Honourable Paul de Jersey AC Governor of Queensland

President:	Peter Arnold	parnold4@bigpond.com
Immediate Past-President:	Bob Burley	bowtie@aapt.net.au
Vice-President	Syd Norman	syd.norman@bigpond.com
Treasurer	Steve Forster	ashmick@westnet.com.au
Secretary	Hazel Burley	secretary.vccaq@gmail.com
Events Co-ordinator	Albert Budworth	albertdianebudworth@outlook.com
Property Director	Russell Massey	vvancode@iinet.net.au
Committee Members:		

Glynn Hackshall	email	daghack@bigpond.net.au
Carolyn Robinson	email	redbubble@picknowl.com.au

Honorary Life Members

RACQ	Phil Fletcher	Hugh Kimlin	Grahame Wilkinson
------	---------------	-------------	-------------------

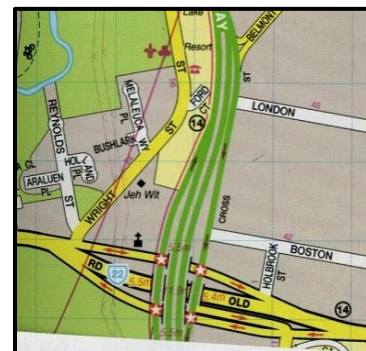
Webmaster	Peter Ransom	piransom@westnet.com.au
------------------	---------------------	--

Old Delegate to Nat. Body	Peter Arnold
----------------------------------	---------------------

Club Delegate to QHMC	Albert Budworth
------------------------------	------------------------

The Club holds its meetings on the first MONDAY of each month (excluding January). Meetings are held in the VCCA(Q) Clubrooms at 1376 Old Cleveland Road, CARINDALE. (Corner of Old Cleveland Road and The Gateway Arterial Road – Refidex Map 182 E5). Meetings commence at 7.30 pm, and Visitors are always welcome.

The Clubrooms phone number is (07) 3843 0010
The Club website is: www.vccaq.com



Membership fees as from 1 July 2018 are:

Full Membership (single): \$ 67	Joint Membership \$ 74
Country Membership (single): \$ 50	Joint Membership: \$ 55
Associate Membership \$ 50	

There is an additional joining fee of \$30.

Note: THERE IS AN ADDITIONAL CHARGE OF \$10 FOR THOSE MEMBERS REQUIRING A MAILED COPY.

Membership fees may be paid by **direct deposit** into the Club's Account:
Bank of Queensland A/C 21577447; BSB 124001, giving details of your name.
Or By Cheque, made payable to Veteran Car Club of Australia (Queensland) Inc.
(Please use full name as above to comply with bank requirements.)

Membership Application Forms are available from the Secretary (Hazel Burley) at the address below.

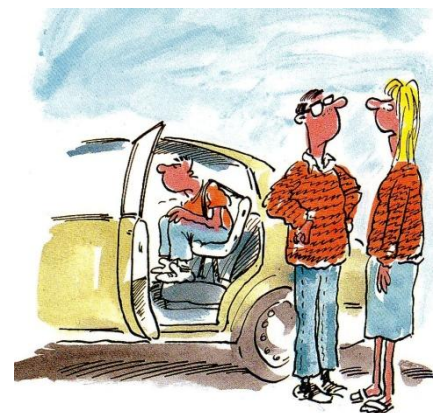
All articles for publication in "Veteran Torque" must be with the Editor by the 20th of each month.

Please send contributions to:

Carolyn Robinson, 8 Thoona Close, Karana Downs 4306
email: redbubble@picknowl.com.au

All other correspondence to:

The Secretary, VCCA (Q) Inc 1376 Old Cleveland Rd, Carindale Qld 4152, email secretary.vccaq@gmail.com



I know you're very safety conscious, but Brian IS 15 – couldn't he just use an ordinary rear seat belt now?

President's Report



It is March already and a very significant month it is. 25 years ago, on the 4th of March our Patron and Governor, Her Excellency Mrs. Leneen Ford AC officially opened our clubrooms. On that occasion we held a car show and rally over the weekend with members of all our tenant clubs invited. Over 150 vehicles turned out for the opening and in excess of 300 people joined in the dinner that evening with entertainment from the Vintage Jazz Band. What a memorable night it was.

To mark the occasion this year we have invited members of all our resident Clubs to again join in the celebration with a show and lunch this Saturday. The day is not just a celebration of the opening but a thank you to the seventeen clubs that call our premises home for their support over the 25 years. Most of these clubs have been with us for all of the 25 years.

I have been working on a building project at home which has kept me pretty busy and very tired in the evenings, something I could have easily taken in my stride a few short years ago. For a bit of a break we decided to head out to the Watermelon Festival in Chinchilla last weekend with the aim of using it as a base for a future rally. The local caravan park is ideally suited as it was upgraded as a mining camp some time ago and now sits largely vacant. We stayed there on the Blair Run and it has good accommodation along with a dining room with very reasonably priced meals. It promises a great rally venue but not at Watermelon time as it is far, far too hot and too many people.

We have a good contingent heading to Bright for the Victorian 1 & 2 cylinder Rally. With 9 cars this is probably the largest contingent we have sent down for a local State rally. To make the trip worthwhile Rhonda has organised a 4 day rally based on Temora as a curtain raiser and John Stanley has suggested a 3 day extension based on the Kiewa Valley just over the mountain from Bright. We are looking forward to it.

The social working bee saw only 4 turn up today but we did manage to clean up some of the areas in preparation for the 25th Anniversary celebrations. The northside rally this month is to Toorbul and I am very pleased with the turnout for these rallies and the fact that there are lots of ideas for places to go and people to organise them. Last month saw us driving to a lovely park on the Upper Caboolture River which I had no idea existed and a lovely drive to get there. We may use this as a rally in conjunction with the Petrie Steam Fest this year for those who are interested.

The Rally Committee has met again this month and we can now offer a programme for the full year which we will present at the next Meeting. In the meantime we will get it on the website for everyone to see. Both National Rally Committees have been working hard and entry forms should be out in the next month for Bundaberg closely followed by Charleville.

Don't forget that we will be voting on changes to the Articles of Association this month and anybody who wishes to see a draft copy can email me for a copy

I have to start preparing the Buick for the trip south as it hasn't been used for over 12 months so you will find me in the shed during the next week or so.

Safe travelling to those heading south and I look forward to catching up at the 25th Celebrations. Happy Motoring

Peter Arnold

As we are celebrating our 25th Anniversary this month it is appropriate to publish the Appendix which goes with the History of the Clubrooms as edited by John Day last year. This lists the support we had from both our own members and those of other resident clubs which made it possible to complete the clubrooms. John would ask if there any changes or additions needed to let him know.

John Day jday3@bigpond.net.au Ph 0427734350 or 07 32099907

WE SHOULD PLACE ON RECORD, THE ASSISTANCE PROVIDED TO THE PROJECT BY OUR MEMBERS AND THE TENANT CLUBS AND THEIR MEMBERS.

VCCA(Q) Members provided:

- The Building Committee of Alan Telfer, Phil Fletcher, Trevor and Janette Farnell, John and Alison Day and Howard Kenward met fortnightly in the 18 months leading up to completion of works and spent countless hours on site as well.
- Many, many members, wives and families gave long hours during the construction phase. Without the savings represented by these hours, the project would not have eventuated. Particularly

noteworthy were the efforts of the so called "Pensioner Brigade", Hugh Kimlin, Frank Hack, Bill Ferris and Jim Degney who seemed to spend most of their time on site for many months.

- Alan Telfer drew the plans for the clubrooms.
- Phil Fletcher attended to Town Planning and Building Approvals.
- Trevor Farnell arranged the loan of grader, drott and 10 tonne roller from Hastings Deering and supply of tonnes of roadbase at friendly prices.
- Len Williams was a professional painter and led a team of volunteers to paint the building inside and out.
- Malcolm Sypher donated a truckload of landscaping plants.
- Kev Long supplied plumbing fixtures.
- Robbie Beeston donated the 40 foot flagpole and the sandstone block that houses the plaque commemorating the opening of the complex. The sandstone came from the old State Government Insurance Office building, demolished on the corner of Queen and Albert Streets. The flagpole came from Caltex Whinstanes.
- David Straughan supplied fluorescent light fittings and fans.
- Ray Gauld, floodlight and pole.
- Jim Degney managed construction of the carpark.
- Peter Arnold provided a fridge and microwave for the kitchen and chairs for the committee room.
- Graham Crittenden reupholstered the committee room chairs.
- John and Alison Day provided the Committee and General Meeting tables.

QVVA Members provided:

- Ten years' rent in advance, plus their share of the first Shed and the shopfront they share with the Vintage Chev Club.
- Gary Day designed the circuits and wired the clubrooms with Frank Hack assisting.
- Cyril Conwell built the three shopfronts.
- Graham Porter, also then a strong VCCA(Q) member led the plumbing and drainage team. Several QVVA members toiled in the trenches, in particular, Peter Kling who was the local Brisbane City Council Plumbing Inspector. A very helpful man to have on board to oversee plumbing and drainage design and construction! Graham also arranged the long term loan of an unregistered tip truck, used extensively during ground preparation.
- Bryson Talamini supplied the heavy duty power cable to the clubrooms, from a shopping centre in Gladstone that was being expanded. The cable was heavier than our needs, but, delivered free of cost to the site, saved us enormously.
- Roofing and guttering arranged by Mike Hubert at a very friendly price.
- Ted Wojtasik supplied materials for and constructed the BBQ, car ramp and the steps down to the sheds.
- Gary Day supplied the cold room and the umbrella over the concrete slab beside the BBQ.
- Val Wojtasik donated the prizes and conducted raffles that went a long way towards purchase of the auditorium chairs.
- QVVA donated the white mugs we and all tenants still use for tea and coffee.

VCCQ/Members provided:

- Ten years' rent in advance plus initial contribution for their shopfront.
- Jak Guyomar arranged the carpet and its installation in the clubrooms. Total cost to VCCA(Q) was only two drums of adhesive. The carpet was near-new, from a city office refurbishment.
- The shelving in the VCCA(Q) and VCCQ libraries and in the Committee meeting room came through a VCCQ Member.

A Triumph Sports Owners Club member provided:

A large screen TV and VCR and their maintenance and replacement for many years. (*Can't recall his name. He had a TV repair business at Holland Park.*)

Austin 7 Register member, Ron Toy provided:

- Truckloads of bedding sand under the floor slab

Mini Club Member, Neil Wendt provided:

- Our initial Security system at nominal cost and its maintenance at no cost for many years.

The Model A Ford Club:

- Brian Waters provided long term loan of his backhoe that was extensively used in groundworks during clubrooms construction. Brian installed the first PA system
- Established the gardens that separate the Church and our property.
- Provided bricks for the BBQ.

Reliability Trials Club

- Installed the telephone and paid rental for many years.

**Minutes of the Six Hundred and Fifty Seventh Meeting of the Veteran Car Club
of Australia (Qld) Inc.
Held in the Clubrooms at 1376 Old Cleveland Road, Carindale.
Monday 4th February 2019**

President Peter Arnold welcomed everyone, thanked them for their attendance, Meeting commenced at 7.35pm

Apologies: Glen Adams, Bev Lollback, Bob Burley, Peter Ransom, Frank & Kathy Muggeridge, Alan & Carolyn Robinson & Jan Sims.

Visitors: Bob O'Connor (1911 Overland) Andrew & Leesa Carpenter. Welcome to new members Gary & Kathy Day. Nice to see Hugh Kimlin here.

Attendance: 48

Minutes of the December Meeting: Minutes as published in the club newsletter were taken as read. Hazel Burley moved that they be accepted as a true and correct record Seconded by Alan Carpenter. Carried.

Business Arising: Nil

Correspondence:

Inward:

Various club magazines
Cheques from QVVA, Model A Club & Triumph Club
Electricity account
Water rates

Outward:

Invitations to the 25th Anniversary luncheon sent out to all tenant clubs.
Invitations to the 25th Anniversary luncheon sent out to the local politicians Ross Vasta, Steve Minikin & Adrian Schrinner.

Business Arising from the Correspondence: Nil

Hazel moved that the inward correspondence be received and the outward be endorsed, seconded by Syd Norman. Carried.

Treasurer Report:

Steve reported on the club accounts. Steve moved that the report be accepted, and accounts be passed for payment. Seconded Ross Guthrie. Carried

Events:

10th February 2019 Breakfast at the club rooms.
23rd February 2019 Working Bee in the morning to clean up gardens etc for the 25th anniversary. The tenant meeting is on from 1.00pm. Trans urban have cleaned up and the grass is growing, still no koalas sighted. Drainage is yet to go out to tender.
2nd March 2019 25th Anniversary Luncheon. Volunteers required for parking and serving of food. Start organizing from 7am, need veteran cars in early so they can be parked together, please arrive between 8.00 – 8.30am, the rest of the display cars will arrive after 9.00am. We need as many veteran cars as we can get to make a great display. If people want to be parked together they will need to arrive together. Trailer parking is available in Wright Street, there is heaps of room. Modern cars will be parked in the back parking area of the church. There are seventeen clubs invited so there could be a lot of people attending, will get an idea of numbers at the tenant meeting the week before. Lunch will be served by our members between 12.00 & 1.00pm. We need gazebos, Albert can supply 5, Peter has 2, looking for more if you have any, also need weights for them, 20 litre containers would be needed. Austin Healey club already has 12 cars coming to the event.
May 1&2-cylinder rally to Bright, 9 cars from Qld also the Revells.
April, Easter
19 May 2019 National Motoring Heritage Day in Cameron Park, Ipswich
3-11th May 2019 Biggenden & Howard Rally
1st June 2019 No Emission Day. Roma Street station to Gold Coast.

Property Report: The water tap down by the shed has been fixed. 20th February Social working bee. Another working bee on 23rd February to clean up the gardens before the 25th anniversary luncheon. House has been rented to 3 young men.

Dating Report: Dating forms have been sent out, no paper work has been received yet.

SAG Report: There have been discussions about the disabled toilet, SAG team are seriously looking at getting it started. Chrysler and Subaru clubs want a shed, if we can get certification we will go ahead and build two sheds. Peter will bring it up at the tenant meeting to see if there are any other clubs interested. Chrysler club have offered to pull down the trees and to do the earthworks this will bring down the cost. The issue of security was brought up, we have security cameras that cover the sheds and have insurance that covers them. All tenant clubs must have their own contents insurance and club insurance with a public liability of \$20,000,000, they must give us a copy of their insurances.

Web Master: Peter has sold the Sunbeam, he will stay on until after the Bundaberg rally. Then we will be looking for a new webmaster.

Editor Report: Nil

General Business: Foreign car in the car park for about two weeks it is a registered car. Russell to notify the police.

Hugh Kimlin has wheel making equipment and wants to donate it to the club, there are 3 spoke-making machines, patterns and blanks.

Phil Fletcher knows of a chap in Sydney who is looking for an E & J side light, it has a three-tiered chimney, square body with round glass.

Discussion about the interpretation of the SIV's impromptu events. Looking at having a place on our website which will be password protected for members only. A member would go into the website, record where they wanted to go on their outing and what car they are taking then they are ok to go and enjoy the trip, if other members wanted to go as well they also would have to record that on the website. This is for one-off events, not for going to work or to the shops. W.A. has the same SIV's as Qld. Other clubs are doing the impromptu events differently. The SIV's we have already allows us to use our veteran cars for charitable events, religious events and education programs, it is best to notify the secretary that you are using your car and it will be recorded. The Transport Department are going to put out a new updated brochure with a set of guidelines for each type of Conditionally Registered Vehicle. When the brochure is ready it will be available on the Transport Department's website.

Peter tabled the proposed changes that have been made to The Articles of Association. The committee used 95% of the Model Rules, Peter discussed all the changes, anyone who would like a copy please contact Peter and he will email you a copy. The main reason for the changes is to allow electronic funds transfers. There will be a vote on this at the next meeting in March, this will give everyone a month to think about it. There will be a notice of motion at the March meeting and will need a 75% majority to pass the motion. Then it will be registered through the Office of Fair Trading.

Skites. Syd and Pauline went to Techno Cars and Coffee at Yatala. Very interesting cars and nice coffee. Alan Carpenter had his Little featured in the Sunshine Coast newspaper, a full 2 page spread.

John Day demonstrated how a Model T flywheel magneto works, also demonstrated the epicyclic transmission.

The five books that Graham Wilkinson brought in last meeting were auctioned, the highest bidder was Geoff Clegg. The money raised is going to the friends of the police museum.

There was cake and candles for Raema Carpenter's 80th birthday, Raema blew out the candles and we all helped to eat the cake. Happy Birthday Raema.

Meeting Closed 9.10 pm.

Hazel Burley.....
Secretary
Veteran Car Club Australia (Qld) Inc

Peter Arnold.....
President
Veteran Car Club Australia (Qld) Inc

NOTICE OF MOTION

A motion to adopt the Articles of Association for the Veteran Car Club of Australia (Queensland) Inc. as tabled and explained at the February General Meeting will be put at the March Meeting. Anybody who wishes a copy of the draft Articles can email me at president.vccaq@gmail.com and I will send you a copy with the highlighted inclusions to the Model Rules as suggested by the Department of Fair Trading. The motivation to change the Articles of Association has come about by the need to be able to make electronic payments which is not allowed under our existing rules.Peter Arnold

From our Webmaster

This year's National Rally/Tour is getting closer and I know that the Bargara team is putting in a great effort to ensure maximum participation and enjoyment. We're still receiving Expressions of Interest, though I expect your actual entries to open soon. Bulletins of exceptional quality are being published on a monthly basis – you can always find a link to all the latest at www.vccaq.com



Our Sunbeam has sold and will be going to a new home in Scotland and of course the loss of another veteran to an overseas buyer isn't the outcome any of us would have preferred. For 12 months the car was advertised widely in Australia and overseas, especially in the global Sunbeam-Talbot –Darracq arena. My buyer offered a reasonable price and still has to absorb the shipping and government costs associated with getting the Sunbeam to its new home. Some may snipe from the sidelines but at the end of the day, when nobody in Australia expressed anything but the vaguest interest, I found a buyer via PreWarCar, the well-known European web site. On the other hand, I put the tandem tilt trailer on Gumtree and sold it to a bloke in Canberra within 36 hours! In both cases the Internet was a winner.

My involvement with the Club is tapering off but it's my intention to look after the website until the Big Bargara Bash is over. Please keep the pictures and anything else of interest flowing my way!

Peter Ransom

From Your Editor

How to Become a Spammer - or Adventures with the NBN

It all began when I sent out the notification to Members that the February *Veteran Torque* was available on the Club Website – no problems there, however when I attempted to send out two separate notices to like-minded clubs both intra- and interstate, no luck – they simply sat under outgoing mail, as did all subsequent mail.

By this time it was very late evening, so I decided to sleep on it – next morning, still no luck, however I spotted a notification to the effect that "this sender.....is barred from sending outgoing mail due to previous abuse"!! I left the problem in the "too hard" basket and ran the problem past some of my internet-savvy friends – no help from them. Fortunately our grand-daughter's partner interstate has his own IT business, so I eventually ran the problem past him. Straight away he said "How many bulk emails did you send out?" Same as I've done for years" I replied. But that was in ADSL days. After two half-hour conversations with very helpful providers in the Philippines, I was declared a Spammer no more and all should have been rectified. But that would have been too simple – next problem was that my email address and that of my NBN carrier aren't the same. Finally, somebody else in the far off Philippines decided that there were more changes that hadn't been made under my "Post Office".

Eventually, after several more hours hanging on the phone and test emails – ALL FIXED!

What I learned from this is – when you move to the NBN you may find that your carrier has a different maximum number that can be sent as a bulk email– in my case it is 50, as opposed to 300 with former ADSL provider.

Now I'm off to re-do my General Mailing list in small groups!



*CONGRATULATIONS
TO VETERAN CLUB MEMBER MONTY SCHOFIELD*

Who has recently been awarded well-deserved
Life Membership
of the Vintage Car Club (VCCQ)

Monty has not enjoyed good health recently
and we send him our best wishes

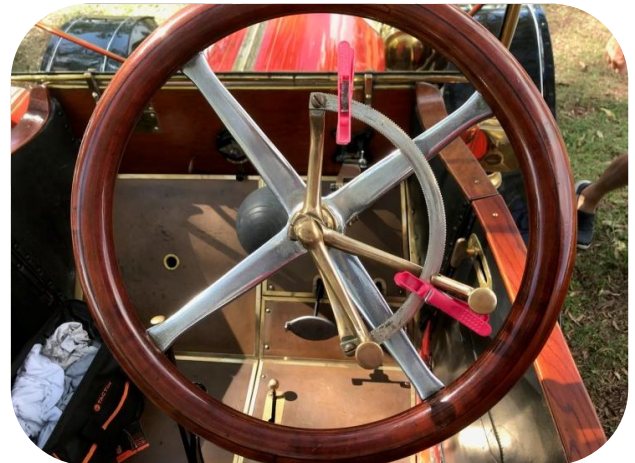
MOTOR RUMOUR

My Spies tell me that Peter Ransom has received
a mention in the Financial pages (Motoring)
of a recent issue of "The Australian" Newspaper (Ed.)

AT THE CLUB BREAKFAST



*At the February Meeting:
Raema Carpenter admires the
birthday cake marking her O.B.E.*



*Early cruise control fitted to Chris Sorensen's
1912 Overland [thanks Terry]*

Coming Club Events.

8 – 12 March Temora Adventure, organised by Rhonda Guthrie, and preceding the Bright Rally.
30 March Possible Social Night
3 – 11 May "Country to the Coast". Biggenden/Howard. Terry/Regie Lewis 0404 647 359
terrylewisoz@skymesh.com.au /Ken & Gwyn Wells 0741 255 242. Details in Feb. VT.
1 June No Emissions Day. To Gold Coast. Meet Roma Street. Further details to follow
14 July RACQ Motorfest
7 September Annual Dinner Clubrooms
2-3 November London to Brighton
21 December Christmas Party

Other Clubs / Invitation Events

14-17 March Vic. 1 & 2 Cyl. Rally Bright, (entries have now closed)
19-21 April QHMC North Queensland Rally, Mackay mackayvmc@gmail.com
28 April VVCAA Qld Inc. Static Car Display, Qld Transport Museum, Lake Apex Drive Gatton. Entry free for display cars – display cars from 10am, public gold coin donations to Gatton BlueCare. Transport Museum, Trailer parking. Michael Ferguson. Ph. 0407 759 634
3-5 May Gold Coast/QHMC Autorama. Theme "Italiano". Based at GCACC, Mudgeeraba, Email President@gcaac@gmail.com Closing date for entries 22 April
11-12 May RVAD Dalby "Cecil and Planes". Entries close 5 May. Contact: walnbev@bigpond.net.au
19 May National Motoring Heritage Day. Cameron Park, Ipswich. UBD 213 Q15
6-7 June Historic Steamfest, Petrie Markets

National Events

2019

8-13 Sept. **Bathurst to Bundaberg** – connects the Horseless Carriage Rally in Bathurst to the National Veteran Rally in Bundaberg/Bargara. Contact: John Handley, john-handley@hotmail.com

17-23 Sept. NATIONAL VETERAN RALLY – BUNDABERG – BARGARA. Latest Bulletin is now available on the Club Website and will also appear as an attachment to the March Veteran Torque.

Note: Any member without internet access or who would like a copy of this and/or any other further information should contact the organisers direct: Rally2019@skymesh.com.au or Terry 0404 647 359; Chris 0427 244 847; John 0423 000 675.

2020

28 March-3 April. AHMF. NATIONAL MOTORING FESTIVAL. Albury-Wodonga. Open to all historic vehicles. Based at Albury Sailors Soldiers & Airmen's Club.

1-7 April NATIONAL 1 & 2 CYLINDER RALLY. CHARLEVILLE. Newsletter #3 now available on the Club website.

11-17 Oct. NATIONAL VETERAN RALLY, SWAN HILL.

2021. If you want to venture across "The Ditch" consider the VERO INT. FESTIVAL OF HISTORIC MOTORING (website www.historicmotoring.co.nz, where you can register your interest).

Some Swap Meets

31 March BVRC Swap - Ormiston. State School, from 6am. Entry Dundas or Wellington St. No dogs or smoking allowed on school grounds. Enquiries Steve Mellish 0411 516 122
5 May LAMA Swap. Laidley Showgrounds from 6.30am. \$3 entry
26 May QVVA Swap Carina State School.
17 August Veteran Swap Meet – at the club grounds. Veteran/Vintage parts only. Gold coin donation.

FOR SALE

- ** 1912 ARGYLL**, "Colonial" Model, Aluminium body, originally retailed in Brisbane, believed to be the only restored vehicle in the world, original condition with full history. Many accessories which include Rushmore head lights and gas generator, three kerosene lights, Delco horn, Stepney Spare Wheel, J.M.A. dampers and the original owner's manual. P.O.A

Phone: Bob Gibson 0418 886 051 email: bob.gibson@bigpond.com



* * * * *

The Hartnett Pacific Car

The National Motor Museum, Birdwood SA is raising funds to restore this vehicle. Only two other Hartnett Pacifics are known to exist in the world.

The Hartnett Pacific is the soft-top version of the car built in 1951 by Sir Laurence Hartnett, the GM Holden Manager who drove the production of the first Australian car, the Holden 48-215. The Hartnett was designed by Jean Gregoire. The first aluminium bodied Pacific Convertible vehicles sold in April 1952 cost £695 including sales tax.



Laurence Hartnett, the former Managing Director, was approached in 1948 by Prime Minister Ben Chifley regarding the establishment of a domestic motor manufacturing company to challenge the dominance of GMH in the Australian market. The two met on 29 November and it was reported "the Commonwealth Government favours the project and will give financial assistance to place the industry on a firm basis." Hartnett announced the intention to establish Hartnett Motor Company on 7 February 1949 in Chifley's presence. A prospectus was issued on 29 August and Hartnett Motor Company was formed on 31 August.

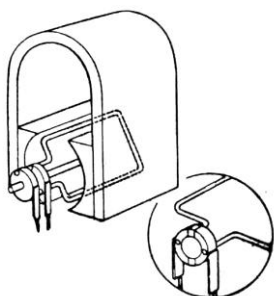


This car was sold at auction in 2015, and is believed to be the last remaining on the road.

The Splitdorf low tension magneto - Frank Cerutti

Regarding the Maxwell two cylinder cars, the ignition system before 1909 is described in the company literature as "Battery". That is, a trembler coil system actuated by a commutator which grounds the battery through the trembler coil primary circuit, producing a high voltage stream of sparks while the commutator contacts are closed. The sparks last for a significant time in comparison with a modern coil ignition system, which relies on a single spark. In 1909 Splitdorf provided a system described as "Battery/Magneto" or low tension magneto. The first battery/magneto ignition system was introduced by Maxwell on twin cylinder cars in the 1909 14hp LD and the 20hp HD and Dr.

Fundamentals



From high school physics you will recall that if a coil of wire is rotated within a magnetic field, a current is produced in that coil. The machine which does the work is known as a generator or dynamo. A very simple form of dynamo may consist of a permanent magnet with some coils of wire arranged so that they can be revolved between magnet ends, or poles. If the two ends of this wire are connected in a suitable way to an external circuit, the voltage created in the coil, as it cuts through the magnetic field of force, will cause current to flow through that circuit. This effect can be increased by using a stronger magnet or turning the armature faster. To connect to revolving winding to an outside circuit is not difficult. The two ends of the wire can be joined to metal rings mounted on but insulated from the armature shaft. Then a conducting pad or brush, usually made from carbon, rubbing lightly against the rings will pick up the current and pass it to the circuit.

Here an important fact must be noted. The direction in which the current will flow through the wire depends upon the direction in which the coil moves through the lines of force. In a simple dynamo each individual wire moves one way through the field during one-half of a revolution, and then in the opposite direction through the second half of the revolution. Considering each complete loop of wire, current will flow at any moment in one direction around that loop and in both parts of it, but when the loop has made half a turn the direction of flow will be reversed. In short, such a dynamo will generate alternating current.

Form This arrangement describes the model H magneto which was fitted to the Maxwell model AA in 1910 and later.

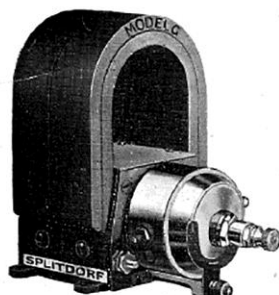


Fig. 15. Model G, \$100 Complete.

MODEL G.

This Model is suitable for all motors having two cylinders firing at 180 degrees apart. (All double opposed horizontal motors and all vertical motors having cranks set together are fired in this manner. Vertical motors whose cranks are set opposite fire at 90 degrees and a Model D is necessary, as it has a distributor of which two of the points can be grounded.)

The model G fitted to our LD has quite different connections from the armature, the points and the ground.

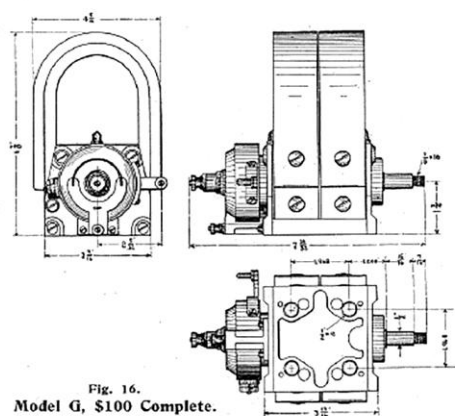


Fig. 16.
Model G, \$100 Complete.

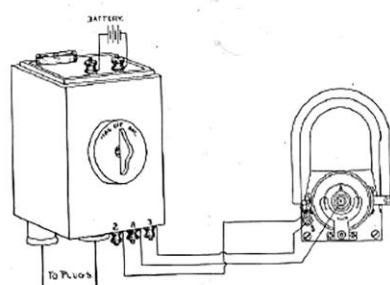
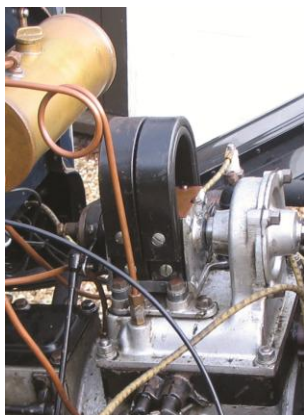


Fig. 17. Wiring Diagram, Model G.





I suspect Splitdorf redesigned the model G to the model H form while still supplying the model G.

Function

The low tension magneto is improperly titled, because a magneto mechanism produces current at high voltage. The Splitdorf low tension magneto doesn't operate like this. I can only assume the term "magneto" was used to give some sense of familiarity to the motoring public. That having been said, the Splitdorf low tension magneto is a simple device that does its duty reliably and deserves explanation. The implementation of the Splitdorf low tension magneto on the Maxwell is revolutionary. It uses modern principles which were relied upon until surpassed by electronic ignition systems introduced in the 1970s. In principle, it uses a battery as the power source, a single fixed coil (that is non-vibrating, trembler), a condenser and a single set of ignition points. However, some tweaks made it interesting. The most visible feature is the spinning armature. This part serves 2 purposes in the Splitdorf. Firstly, it drives the ignition points to open at the appropriate time. Secondly, it produces current at low voltage, up to 6 Volts, alternating as explained above, to charge the coil and condenser. The Splitdorf fixed coil and plate condenser are mounted in a box on the dashboard which also carries a switch so that the sources of Battery, for starting and Magneto for running can be selected.

Another interesting feature of the Splitdorf is that it runs at crankshaft speed and with a single lobe to open the points, they open once in each revolution of the crankshaft. The coil too is different. It has a single primary winding but two secondary, or high voltage windings, so that both spark plugs fire together. It is an early "waste spark" system. So how does this affect the motor? While one cylinder is at the top of the compression stroke, the other is at the top of the exhaust stroke, so one spark is wasted. The more you examine the Splitdorf, the more interesting things get. I mentioned earlier that the Splitdorf produces an alternating current. It was revolutionary enough to warrant the attention of Dykes Encyclopedia, I have included the 2 extracts from Dykes

With the shuttle type of magneto armature there are two positions of the armature during one revolution, called "maximum position." These are the points at which the e.m.f. is the highest and are the position in which the armature is when the contact points should open, or slightly later, owing to armature reaction," as already explained.

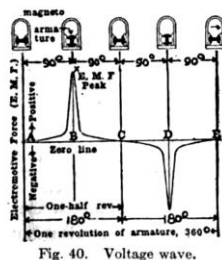


Fig. 40. Voltage wave.

In explanation of this, let us refer to Fig. 40, which shows the open-circuit voltage wave. Start with the position of the armature at (A) on the left. Note that the armature is in a horizontal position and the e.m.f. (electromotive force) is at zero, because the lines-of-force are passing freely through the iron armature core, as is also shown in Fig. 34. Thus, at this point the wires on the armature are not cutting any lines-of-force.

When the armature travels 90°, or a quarter-revolution in the direction of rotation (clockwise, in this instance), it is in a vertical position (B). Technically this is the position where the highest break of e.m.f. or voltage is reached, because the wires are cutting the greatest number of lines-of-force. Practically, however, the maximum position is just a few degrees farther in the rotation, as shown in Fig. 37, for reasons already explained.

When the armature travels 90° more, or half of a revolution, it has again reached the horizontal position (C). The voltage is again at zero value.

When the armature travels 90° more, or three-quarters of a revolution, it has again reached another maximum voltage position (D).

The Current Wave

The voltage wave (Fig. 40) differs slightly from the current wave (Fig. 46). The e.m.f. or voltage generated is necessary to force the current to flow.

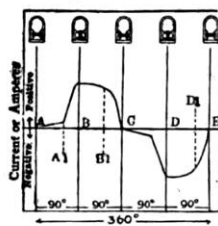


Fig. 46. Current wave diagram

The e.m.f. starts to build up at about 60° from (A) or at (A1), (Fig. 46), and consequently the current in the closed-circuit winding also starts to flow in a positive direction from (A) to (C) and reaches maximum when the contact points are opened at (B), or slightly afterwards.

Position (B) would correspond to the extreme advance position of the contact-breaker, and position (B1) to the extreme retard, or about a 35° or 40° movement.

Therefore if the contact-breaker housing was advanced so that a spark would occur before (B), or retarded after (B1), the spark would be weak.

There are two points in a revolution from (A) to (E), where a strong spark can be obtained, namely: between (B) and (B1), which represents half a revolution of the armature with the current flowing in a positive direction; and between (D) and (D1), which represents another half-revolution of the armature with the current flowing in a negative direction.

It is clear that the contact-breaker must be opened at a certain position of the armature and the armature and cam must be driven at a fixed speed, which is termed "setting" or "timing the ignition."

But what does this practically mean. Starting with a charged up coil and condenser, with Number 1 cylinder at Top Dead Centre, the points open as required and a high voltage spark is delivered to the plugs. The points stay open until the piston is on its way back to Top Dead Centre. The points now close and charge up the coil and condenser. The condenser is discharged because the generator produced a negative voltage peak and recharged at positive voltage. When the piston is again at TDC, the next spark is produced, Number 2 fires, and the process is repeated.



The construction of the voltage coil system is simplicity itself. The coil is grounded on one end on a brass ring which has a brush connected to the body of the LT magneto. The coil is wound around the armature former and emerges at the rear of the armature at a single slip ring which is in contact with the voltage brushes. The connection between the end of the winding and the slip ring is ingenious. The slip ring connection is at the end of a concentric shaft which is insulated from the armature axle by a fibrous cylinder.

So what is different about the Splitdorf low tension magneto?

1. With the LT magneto turning and the ignition switch selecting battery, it drives the points and produces voltage, but the circuit is open. No energy is delivered from the LT magneto.
2. With the LT magneto turning and the ignition switch selecting magneto, it produces an alternating voltage and the resultant alternating current is switched to power the ignition system.
3. My testing has shown the alternator produces between 1 volt at 230 rpm of the engine to 6 volts at 1,600 rpm and is linear across the rev range which is enough to keep the engine running even at low engine speed.

I have recently refurbished the model G Splitdorf low tension magneto fitted to our LD. I was able to buy reasonably priced thrust bearings from the England. The new bearings, which are in metric dimensions, required the armature to be machined just a little to fit the inner diameter. As the original ID was $\frac{9}{16}$ " or 14.3mm. The replacement bearings have an ID of 14.0mm. The new bearings hold the armature securely and no end play keeps the points gap regular.

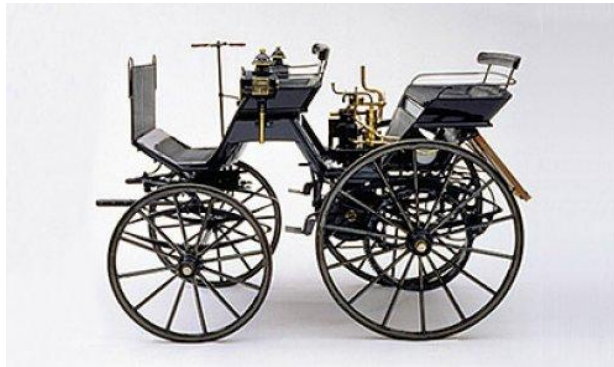
Frank Cerutti.

Articles and advertisements appearing in *Veteran Torque* are published in good faith on the understanding that the content is legitimate, and no responsibility for their accuracy is accepted. Opinions expressed herein are solely the views and opinions of the contributors and are not necessarily the views and opinions of the Management or Membership of the V.C.C.A (Q) Inc.

ON THIS DAY - 4 MARCH

1887

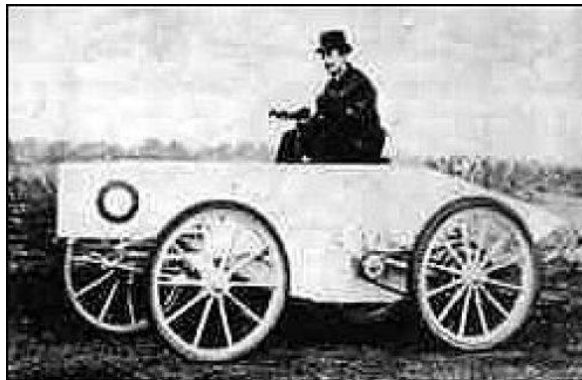
The Daimler "benzin motor carriage" made its first test run in Esslingen and Cannstatt, Germany. It was Gottlieb Daimler's first four-wheel motor vehicle. The "benzin" has nothing to do with Carl Benz; at that time Gottlieb Daimler was Carl Benz's major competitor.



Benzin motor carriage, 1887

1899

Count Gaston de Chasseloup-Laubat with a Jeantaud electric car weighting 1.5 tons won the third of a series of challenges with Camille Jenatzy in the famous *Jamais Contente*. Sponsored by the French newspaper *La France Automobile* (with the aim of breaking the 66 second per kilometre record set by Albert Champion) over a 2 kilometre course in Archeres park, near Paris. The Count won and in the process established a new world land speed record of 92.69 km/h (57.60 mph).



Count Gaston de Chasseloup-Laubat on his electric vehicle - the Jeantaud

1900

The Automobile Club of America (ACA) staged its first race, a round trip between Springfield, Long Island, NY and Babylon, NY. The winner was **Andrew L. Riker** driving a Riker of his own design, the only electric car in the field.

On November 16 1901 in Coney Id, New York his electric-powered racer "The Riker Torpedo" set a world speed record for electric cars that stood for ten years. a spare, low-slung car called the "Torpedo Racer"—basically a square platform on bicycle wheel. Andrew Riker, managed to coax his machine one mile down the straight dirt track in just 63 seconds (that's about 57 mph; today, by contrast, the world speed record for an electric vehicle is about 245 mph). The battery-powered Torpedo Racer held onto its record for ten years.

in 1908, he developed Locomobile's "Old 16," the first American car to win an international race (the Vanderbilt Cup).



SONG OF THE WIPER (W.H. Charnock)

Flip Flop, Flip Flop
Never falter, never stop
Through mist and mud and sleet and snow
On and on and on I go.
The same by night and the same by day
Chuckling the raindrops out of the way
Call it an easy job but, Lord,
A chap gets stiff and a chap gets bored
With the same old swish and the same old slop
Flip, Flop, Flip Flop.

Flip Flop, Flip Flop
Waiting for the rain to stop
Everything else has some sort of a range
The gearbox gets no end of a change
Carburettors choke and cough
The lights go on and the lights go off
Tyres can go to soft from hard
Even the spark can advance and retard
But I go on until I drop
Flip Flop, Flip Flop.

If I might indulge in a skip and a hop
Such as Flip Flop, Flipperty Flop
Or even the tiniest ghost of a skip
Like Flop Flop, or Flip Flip
That at least would something be
To break this damned monotony
But never a chance, I keep on turning
Gears gone dry and windings burning
Till my armature goes pop
Flip Flop, Flip Flop.

[From "Unbalanced Cranks" 1953, and reproduced with permission from the VSCC (SA) Bulletin]

HISTORY OF THE WINDSCREEN (WINDSHIELD) WIPER.

The first designs for the windscreen wiper are credited to Polish concert pianist Józef Hofmann (1876-1953), and Mills Munitions, Birmingham who also claimed to have been the first to patent windscreen wipers in England. At least three inventors patented windscreen cleaning devices at around the same time in 1903; Mary Anderson devised a swinging arm that swept rain off the windshield when the driver moved a lever located inside the car. ([patented in 1903]) A similar device is recorded 3 months prior to Anderson's patent, with Robert A Douglass filing a patent for a "locomotive-cab-window cleaner" on 12 March 1903. Irish born inventor James Henry Apjohn (1845-1914) patented an "Apparatus for Cleaning Carriage, Motor Car and other Windows" which was stated to use either brushes or wipers and could be either motor driven or hand driven. The brushes or wipers were intended to clean either both up and down or in just one direction on a vertical window. Apjohn's invention had a priority date in the UK of 9 October 1903 John R. Oishei (1886-1968) formed the Tri-Continental Corporation in 1917. This company introduced the first windshield wiper, Rain Rubber, for the slotted, two-piece windshields found on many of the automobiles of the time. Today Trico Products is one of the world's leading manufacturers of windshield wiping systems, windshield wiper blades and refills, with wiper plants on five continents¹ Bosch has the world's biggest windscreen wiper factory in Tienen, Belgium, which produces 350,000 wiper blades every day. The first automatic electric wiper arms were patented in 1917 by Charlotte Bridgwood.



Jozef Hofmann

Mary Anderson





A little bit of.. HUMOUR

A police car pulled up at an older lady's house and her husband got out. Rushing out of the house his wife looked worried to see a police vehicle in her driveway. The officer explained that her husband had said he was lost in the park and couldn't find his way back to his house.

"Why, Steve?" his wife, now very confused, said to her husband. "You've been going there for over 30 years! How on earth could you say you had got lost?"

Leaning close to his wife so the officer couldn't hear, he whispered, "I wasn't lost, darling. I was just too tired to walk home. "

