

THE VETERAN CAR CLUB OF AUSTRALIA (QUEENSLAND) INC.

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

VETERAN TORQUE

NOVEMBER 2016



*Graham and Irene Donges' newly acquired 1911 Brush Raceabout
(see article this issue.)*



COMMITTEE MEMBERS OF VCCA(Q) 2016-2017



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

President: **Bob Burley**
email bowtie@aapt.net.au (07)3886 0059

Immed. Past-President: **Bruce Wright** (07) 3325 5885

Vice-President: **Peter Arnold** (07) 3298 5539
email parnold4@bigpond.com

Treasurer: **Hazel Burley** (07)3886 0059
email bowtie@aapt.net.au

Secretary **Rhonda Guthrie** (07) 5536 2717
email secretary.vccaq@gmail.com

Events Director: **Albert Budworth** (07) 3361 2424
.....email albertdianebudworth@outlook.com

Property Director:
David Hackshall (07) 3805 2041
email david@pbiaustralia.com

Committee Members:
Carolyn Robinson (07) 3201 1986
email redbubble@picknowl.com.au
Russell Massey (07)3893 3414
email vvancode@iinet.net.au

Honorary Life Members

RACQ
Phil Fletcher
Hugh Kimlin
Grahame Wilkinson

Non-Management Positions:

Editor:
Carolyn Robinson (07) 3201 1986
email redbubble@picknowl.com.au

Dating Committee:
Ross Guthrie (Chairman) (07) 5536 2717
Bob Collett 0411 242 360
Syd Norman 0427 452 261
Paul Blake (07) 3878 6483

Member Liaison:
Ross/Rhonda Guthrie (07) 5536 2717
email guthrie45@bigpond.com

Librarian:
Wayne Aberdeen (07) 3396 8556

Club Historian:
Denis Martin (07) 3379 2530

Webmaster
Peter Ransom (07) 3359 2671
email pjransom@westnet.com.au

Queensland Delegate to National Body

: Bob Burley (07) 3886 0059
email bowtie@aapt.net.au (07)3886 0059

Club Delegate to Qld Historic Motoring Council:

Albert Budworth (07) 3361 2424

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 7.30pm, and Visitors are always welcome.

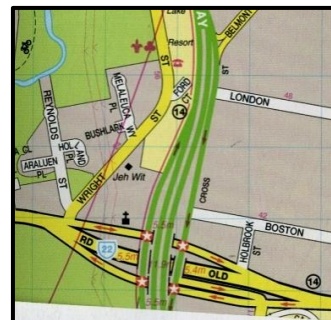
The telephone number for the Clubrooms is (07) 3843 0010

The Club website is: www.vccaq.com

Membership fees for 2016 (Due July 1) are:

Full Membership (single):	\$60;	Joint Membership	\$65.
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 \$5 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 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 Qld 4306
Ph. (07) 3201 1986; 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



President's Report

Hello everyone, we have just had the working bee and it was the greatest number of members I've seen for a long while. It was great to see Vicki back in the gardens, she reminded me that the tap at the top of the stairs is still missing, so that will be fixed soon. A big thanks to all who attended.

A temporary gate had been put up to stop the rat runners going through our property and out through the church car park to short cut the traffic, trucks included. The pastor from the church next door has just contacted me to say they have put in a new gate at the bottom of their property and also replaced our temporary gate for a new 6 foot gate with a combination lock which he will give us the code for so we have access to their car park. This has been done at no expense to us. Couldn't ask for better neighbours.

Lots of rubbish down at the back will be used or dumped ASAP. I have taken the push mowers home and gone over them so they start easily and should be OK for the growing season. Next I will take home the old ride-on and give it a good appraisal and try to make it usable for the short term. We probably will need to purchase a new one soon. The zero turn mower is OK thankfully because it's the one that does all the work, and the other ride-on seems OK at present.

We had a discussion about whether it is worthwhile to do a covered area in the BBQ area,- just talking about that, this has been discussed a few times before.

A few of our members are going over the ditch to Tasmania for the National Rally, good luck to them and we look forward to the stories on your return.

The new paper towel dispensers have been fitted in the amenities, the microphone/amps/speakers are due to be relocated and updated to fix the awful sound quality, including the one outside.

The Christmas party organizing is underway and Hazel is well into this already. See Flyer in this issue.

Don't forget to get your entry in for the National Rally in Clare in 2017, and the QHMC three day rally in Beaudesert. It's been a great year for us rally wise with all our 60th celebrations. Let's keep up the momentum in 2017, there's lots of Australia to rally to, so come and burn some fuel!!!

If anyone would like to make a suggestion for a good rally destination please contact Albert Budworth. He has a few new and exciting suggestions for next year and after listening to him at the Committee Meeting I think we will have a busy year ahead.

Members requiring a special thought.

- John Hoerlein has been moved from palliative care to **Bundaleer Lodge Aged Care Complex, Holdsworth Road, North Ipswich where he has a nice room in the new section.** Our thoughts are with him. He is one of the kindest men I have ever met.
- Bruce Wright is still in rehab. at Brighton. He has done well since the Stanthorpe rally, however he has had another episode since. He is OK but need help to walk.
- Syd Norman, we wish you a speedy recovery from your recent surgery, I'm sure you will under Pauline's expert care.

Bob Burley

Property Director's Report. - David Hackshall

A very big thank you to all the club members who turned up to the working bee on Saturday the 8th of October. We got through all of the jobs that I wanted to get through and that other club members have told me about. We cleaned the gutters out on the sheds and also cleaned the shed doors. We did some gardening and started to get rid of the tree branches that had been cut down beside the sheds for some time. We cut down some low lying branches down the fence line and also on the outside of the fence to make it easier to mow under. We put up some gates down near the shed, as members who stayed on site the week before the working bee mentioned that the public are cutting through the club grounds to beat the traffic line up to head to Cleveland. We put up some more security cameras as well. We cleaned the fans blades inside the clubhouse. On the next working bee will take the blades off the fans and paint them as they are rusting and look worse than they are. We have been told that the fans that we have are good and that replacing them will not make any difference, so a paint job will make them sparkle like new. We also fixed the broken sheet of cladding beside the front door, this was caused by door swinging all the way around and hitting the wall and a piece broke out. So once again thank you all for turning up again and making the club grounds look good for the long hot summer ahead.

**Minutes of the Six Hundred and Thirty First General Meeting of the
Veteran Car Club of Australia (Qld) Inc.
Held in the Clubrooms at 1376 Old Cleveland Road Carindale
Monday 3rd October, 2016.**

Welcome: President Bob Burley opened the meeting at 7.38pm and thanked everyone for attending.

Attendance: 26 Members and no visitors as per attendance book.

Apologies: Iris Anderson, Frola Gilltrap, Hackshall Families, Trish Hanley, Jennie Ransom, Frank & Kathy Muggeridge, Barbara Clegg.

Minutes of the meeting of 7th September: Minutes as published in the newsletter were taken as read. Syd Norman Seconded that they be accepted.

Business Arising: Nil

Correspondence:

Inwards: Newsletters from various clubs

Letter from the Office of Fair Trading – regarding the amendments that require changing.

Outwards: Nil

Rhonda moved that the correspondence be accepted seconded John Day.

Treasurer's Report: Hazel Burley gave the Treasurer's report and moved that it be adopted Seconded Peter Arnold and was Carried.

Events Co-Ordinator: Russell thanked everyone for attending the Stanthorpe Rally the final of the 60th Anniversary Rallies, he felt it was another excellent club event and those who attended agreed with him.

Tuesday 4th of October – Funeral for Club member Barry Dowton, service commences at 10am. Vicki is expecting quite a few people.

17/12/16 Christmas evening at the Club rooms – more information will be in the next newsletter.

12/2/2017 Veteram Club to organize this Memorial Event.

John Day moved that the events report be accepted. All agreed.

Newsletter Report: Carol thanked everyone for their assistance in sending her their reports on time. The cut-off date is the 20th of each month.

QHMC Report: John Que reported that Concessional Registration had increased by \$17.00

Web Report: The web site has a new section – "Mystery Items" page – very interesting.

SAG Report Nil

History Report Nil

Library Report Nil

Dating Report: Nil

Facilities Report: Nil

General Business

President Bob Burley phoned Trans Urban Company requesting a key to the locked gate at the far end of our property, so we have access for mowing.

We require a gate to be placed in the fence between the Church and our property down at the back near the shed.. There are a lot of local drivers who are using both properties as a short cut to the lights and highway on ramp.

Klaxon Horn - Bob Burley mentioned that we will be extending the tenders for the horn a few more months.

Bruce Wright became unwell whilst on the Stanthorpe Rally, he and Val were flown to a Brisbane Hospital on that last day of the rally. At the moment Bruce Wright is spending a few weeks in respite at Brighton.

Kitchen taps still require attention, we have been told that it could be an expensive exercise.

Bob Burley asked John Que if he had received his Metz engine back from the engine repairer. Unfortunately at this stage no he hasn't but it is getting very close.

Phil Fletcher brought along a few French headlights and various items that go with them.

Back in the veteran era there were various types of headlights Acetylene - Kero - Electric -

The 1st Car produced with electric headlights was a 1902 Berliet.

Phil mentioned that back in the veteran period the French cars had to show either or both Green - starboard - Red - port light on vehicles.

With only green lights this was to indicate to the oncoming traffic so they knew if you were travelling towards them or away from them.

Phil had a very fancy "Charlie Chaplin" tail light very unusual.

Phil also has in his possession a 1910 catalogue - it was an original, displaying various items that were available in that period.

Bob Burley asked Hugh Kimlin how his Hupmobile - engine re-restoration was going. All's well, was the reply.

Meeting closed 8.35pm

Rhonda Guthrie
Hon Secretary
3rd October 2016

Notice of Motion

When we made application to register the recent changes to our Articles of Association, the Office of Fair Trading compared our existing articles with the one we have registered with them and realised that we have made changes to our Articles in the past without registering them. To rectify this situation they have asked us to pass a resolution to approve the existing Articles with the recent amendment. All members have a copy of the most recent Articles of Association in the Members' Handbook dated July 2011.

At the November meeting I propose to move the following motion "that the Articles of Association, as circulated to all members, be approved along with the amendment to extend the tenure of the Treasurer as approved at the meeting held on 1st August 2016."

Peter Arnold
Vice President



CLUB NOTICES

NEW MEMBERS

We welcome **Neville and Rhondda Vassallo**
50 King Charles Drive, Sovereign Islands 4216
Phone: 5577 1610; 0410 603 982
They have a **1904 Speedwell**.

NEW ADDRESSES FOR:

Peter and Lyn Arnold:

2 Shasta Court, Cashmere 4500. Phone: 3298 5539

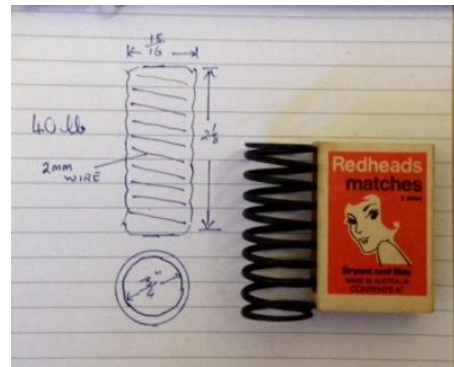
Bob and Kate Gibson:

Unit 19, 42 Dunmore Terrace, Auchenflower 4066 Ph: 3371 0070; 0418 886 051

Roly and Dorothy Clark

Adventist Retirement Village,
571/81 Cleveland-Redland Bay Road, Victoria Point 4165 Phone: 3820 7501

Roly has some **Valve Springs** for sale (as below). If interested either contact him at the number above, or Bob Burley (3886 0059).



1915 ELECTRIC KLAXON BRASS HORN

The closing date for receipt of **Tenders** for the **Klaxon Horn** has been extended. Full details, including **Expression of Interest Form**, were in September *Veteran Torque*. All offers to the Secretary, VCCA(Q), 1376 Old Cleveland Rd, Carindale 4152.



DISCLAIMER

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.

Barry W Dowton.

Hi my name is Trevor Farnell and I have been a member of the VCCA(Q) for many years. I have known Barry and Vicki since Janette and I returned to Brisbane approximately 11 years ago.

Barry had several loves in his life, Vicki being the most Important to him and the others are in no particular order,

- Barry was a truckie most of his life and as a result he saw vast areas of Australia and gained many experiences. He loved this country of ours.
- Barry loved his Scania Trucks and you better believe it, when he drove his trucks into Scania at Wacol for servicing or repairs the service manager would quake in his boots, as Barry would have not only sorted out the problem but he was about to tell them how to fix it.
- One of Barry's other loves was the VCCA(QLD) and his affiliation with the Veteran High Wheelers of Australia. These affiliations took Barry and Vicki all over Australia and allowed them to expand their circle of friends even wider. This list of contacts was endless and he spent many hours on the phone staying in contact with them.
- Barry and Vicki worked tirelessly for the movement and often behind the scenes, without any expectation of any accolades for their efforts. Examples of some of this work can be seen around the grounds of our club rooms, the memorial gardens and monument to all past members located to the rear of our block. All of it funded by Barry W Dowton Transport. A good deal of the gardens around the grounds were enhanced and tended by Vicki and Barry.
- "*Barry we need to pull some stumps out*". On the day, Barry arrives with the Scania, many metres of chain and of course Vicki to hook up the chains. Barry was not able to do much physical work because of his condition but one could not get him out of the driver's seat of the Scania. I can tell you the stumps did not offer any resistance.

Several years ago Barry and Vicki developed, planned and ran almost single handed a National High Wheeler rally in Bundaberg. A few of us went up to Bundaberg to assist them where we could for the week of the rally. Barry and Vicki did the Queensland Club proud with a wonderful turnout of high wheelers from all over Australia.

I would like to have been a fly on the wall when Barry was planning this rally, particularly when he was in discussions with the Mayor and Councillors of Bundaberg City. Barry would have made it very clear how they could assist by becoming a major sponsor of this rally.

Barry's love of the Club was also demonstrated with his generosity towards members. There was an occasion where he loaded and transported to a Southern National Rolls Royce rally a load of Rolls Royce vehicles.

On other occasions "*Nevertire*" was used to take members on their final trip after their demise.

On many occasions his car trailer was loaned to club members so that they could attend away rallies. I am sure many other areas of generosity occurred, too many to mention and there would be many more occasions we would not be aware of.

I got a call from Barry approximately 11 months ago asking could I come down and have a look at "*Nevertire*". Upon arrival at Barry and Vicki's place, Barry's news was the doctors had advised him there was not much they could do for his debilitating condition and the best they could predict was this condition will get him in the end. When Barry asked how long, the response from the doctors was, 10 hours, 10 days, 10 weeks or 10 months.

Barry's wish was to have his last road trip to the crematorium in the back of "*Nevertire*" "*No pressure Trevor*" he commented.

"*Nevertire*" had not been run or been maintained since Bundaberg several years before as Barry was unable to due to his illness. The ignition system on the International truck had ceased to function so the first job was to restore this. Several facets of this system required attention. All the while as this was happening in the shed Barry was sitting on the veranda of the house, connected to the oxygen machine by a lead and not able to get down to the shed. You can imagine the frustration he endured not able to get his hands into the action or even see what was happening.

Often you could hear him yelling, “*what is happening Trevor?*” or “*what are you doing now?*”

Many other repairs and adjustments were required and as this year was an extremely busy year for club rallies, this exercise took quite a bit of time.

Barry loved to have a chat about issues current in the Club and about topics current and from his past. All of course using the well-known truckies speak. I learnt quickly to use this style of speech as he was very comfortable and spoke freely using this language.

These chats consumed many hours of meaningful discussion. These discussions also extended the repair time significantly.

Barry had a thing about tapping the Carby on *Nevertire* before attempting to crank it. This one had me mystified for quite some time until one day I asked the question during one of our chats.

Barry’s response was, “well you will think I am nuts, many years ago when I was young, we always tapped the carby on the engine of the milking machines in the cold weather to vibrate the petrol and vaporise the fuel, this would get the engine running”. Several times I tried to explain to Barry that fuels have changed over time and the carbys, were totally different but this did not matter, A blast from the veranda would still come, “*Tap the carby*”. So we would tap on a bit of steel and he would be happy.

On Sunday the 25th of September I received a call from Vicki advising Barry was gravely ill in hospital and was not expected to last much longer. I visited him in hospital that evening and had an hour with him where he discussed his other high wheeler, a Clark and where he was up to with its restoration. Barry’s mind was very sharp at that time.

Shortly after this visit Barry went to sleep and never woke again.

On Monday the 26th John Day and I went down to “*Nevertire*” and again checked her vitals. All being good we towed it up and down the street several times. She fired and ran very well from this time on as if she knew she had the most important job of all to complete.

“*Nevertire*” has its quirks and once we got to understand these, all was good.

Barry was a man amongst men and what you see is what you got. A rough diamond with a big heart of gold, told it how he saw it, did not mince words and loved a yarn.

Rest in peace old mate and thanks for the time we spent together.

Thank you.

Trevor Farnell.

[photos courtesy
Wayne Aberdeen]



Eight Dollars to save a Life? Reckon that's Cheap! (A Finale to the Stanthorpe Expedition) Kevin Brooks

When we dropped our grandkids off in Kilcoy, a Beer-fest was in action in the main street. What else in Kilcoy? They're never going to hold a Vege-fest! Anyway, having skirted the closed roads, we headed for home but within a hundred metres encountered a hitchhiker. I stopped and as he approached the truck, he burst into tears! The man was obviously distraught and we got him on to a seat. Between sobs, he explained He'd come to town from Nerang with a sausage vender to work at \$12.50 an hour. Finding it wasn't to be an eight hour day but was to continue into the evening, he'd quit. However the vendor had refused to pay him his wages.

With no money at all – strange! – he'd approached the police who were of no help, only advising him that taking money from the till would be an offence. They left him to hitch, promising to turn a blind eye. Now, being a soft touch, I asked that if I was to buy him a rail ticket from Caboolture to the Gold Coast, could he then get home? He was most grateful and, between sobs, gave us a garbled account of his recent life.

When he mentioned that since he'd found God, his friends and relations thought him mental, alarm bells started to ring! However I quelled my judgment, deciding that many sane people found God along the way – but then prisoners and axe murderers often found him in correctional centres too. He went on to say that he wasn't mental but just in an anxiety state.

It seems that some time recently he had pondered the meaning of life and suddenly came a revelation that made everything clear, everything fall into place. He'd explained this to many people, some seeing his point immediately, others taking a few hours to come around. Why, he even spoke to the mental health people for two hours late one night and eventually they, too, had seen the light.

While this shedding of the truth was occurring and Joyce made agreeable, soothing noises to our friend (who was sitting immediately behind me), I had visions of knife attacks and whatever. He'd decided not to share his revelation with us but as Caboolture approached, he changed his mind. It seems that the Earth (as apparently it says in the bible) is flat! The moon is flat! The sun is flat! And all those rockets they send up don't reach a height to tell the whole story!

We reached the station before he asked if I saw it too. Well, I can assure you that I'd have been an immediate convert! And Joyce would have been shouting, "Me too!!!" Rapidly I was out of the truck and off to the ticket office. "\$16.05 please," and our friend had a ticket. He asked my phone number but I said, "No, this one's on me." We parted with a hug and I was off to join Joyce.

We agreed that eight dollars each was cheap to save a life. I'm not sure where this experience leaves me as far as picking up hitchhikers but I do know it's left me staring at the moon. Is it flat and were Columbus and Magellan having us on?



A Quip worth repeating - Kevin Brooks

During our trip North following the Ayr/Mackay Rallies, we dined one night with an old Bank-Johnny friend at an International Club of which he is the Treasurer. Following the meal, we were joined by the Manager of the Club. When I learned he was of Sicilian background, I had a go at him about "The Family" and Mafia connections. He said, "*Things aren't so different. Over here you pay insurance in case your house burns down. Over there you pay insurance so it doesn't burn down!*"

Provenance 1911 Brush Automobile.

"This one-cylinder Brush Runabout was purchased in 1911 from Los Angeles dealer R.L. Del Valle. It was a gift to Miss Charlotte Reed (a young art teacher in Ontario) from her brother Harry Reed. She used it for the next nine or ten years to commute daily between grammar (sic) schools, teaching art to classes at Chino, Ontario, Upland, Alta Loma, Cucamonga and Fontana. She even drove it to Camp Baldy twice on the old stagecoach road.

Replaced by a Willys Overland touring car about 1917, the BRUSH was stored unused until 1933 when her young Boy Scout nephew Jerry Holsclaw found it under stacks of newspapers in the corner of her garage at 540 East 'D' street in Ontario.

He asked if he could have the old car. She said no, but she would tell him how to fix it up so he could use it when he was 16 years old. They did, and young Jerry took his first driver's licence test on it in Ontario in 1934. He drove it for two years while attending Chaffey High School and Chaffey Junior College.

After appearing in the Upland Memorial Day parade in 1936, the little car was again placed in various storage locations until 2005. It was once again restored to running condition by Jerry (now Col. Gerald R. Holsclaw USAF (Ret.).

Now only 4 years short of 100, the little car has been driven in the Idyllwild California 4th of July parades in 2005, 2006, and 2007. Its third owner now is Col. Holsclaw's son Douglas. Doug was an organizer and Captain of the first Chaffey H.S. soccer team. He graduated from Chaffey in 1974.

Dated 26 July '07, Gerald R. Holsclaw."



Gerald (Jerry) with the car bearing the original 1936 no. plate



Charlotte Reed, the original owner.

[The above vehicle has recently been acquired by Graham and Irene Donges]

"This Brush is very similar to my green Runabout and is also a 1911 Model F, but a Raceabout with different seating, a longer bonnet and adjusted steering rake. It has 30 inch wheels (as opposed to 28") on the former and a rear mounted fuel tank. Pictured here before transport to Brisbane, she (Charlotte) is now in my garage. There is a bit more work to be done before she is a runner. She arrived with a stuck exhaust valve, ruptured fuel line but soon fired into life, momentarily only, as the radiator was dry at that stage. Now, replete with water, the next problem became evident. In the near future I will replace a leaking welsh plug. The plan was and still is, to preserve this car rather than restore it. The original owner was a single lass named Charlotte who bought the car new and it has been in family garages ever since. It certainly looks like the mileage tally is rather low. (There is a rumour that Charlotte was quite religious and drove it only to church on Sundays!). It will appear on a rally in due course. First, we have to get the National at Ulverstone out of the way. The letter gives a very potted, very interesting idea of her life thus far."



*



On their travels down to catch the ferry to Tasmania Terry and Regie met a 93 year old gentleman, Bert Adams, who was most interested in the Waverley. Bert sent them the following "Reminiscences", the relevant parts of which are reproduced below. Bert served in the Air Force during WWII, and also included some pages on his experiences, which may be of interest to older members and may be printed in future issues, space permitting.

"Bert's Mechanical Memories"

Cars, trucks and machinery in the years up to the 60's needed a lot more maintenance and wore out more quickly than in later years.

A tool kit was essential. Roads (out our way) were rough, corrugated, narrow often pot-holed and creeks could stop traffic. Tyres had "rag" walls, so beside punctures, blow-outs did happen, mostly because a tyre wall was damaged allowing the tube to be abraded by the "broken" wall, then bang! So we always carried not only a spare, but repair kit for "ordinary" punctures (by nails, screws, etc.). A vulcanizing tin contained a clamp, several patches (a tin "container" for combustible material was clamped over the punctured area which had been "scarified" by a tin gadget. Then you lit the "stuff" which burned with a smell like fireworks. After cooling for a while, get out the tyre levers, fit tyre and tube, get out the hand-pump (villages like Birriwa didn't have "free air"), and find the tyre gauge. A good jack was a must. Many cars, as well as trucks, ran on retreads (about half the price of new tyres), and as the speeds were slowish, sleeves could be bought to fit inside a tyre with a weak spot. Tubeless tyres, and steel radials had not arrived. Towns as big as Mudgee had a retreading business.

Nowadays, some (oldies?) still speak of "grease and oil-change", when in fact modern cars don't have a grease nipple. But the older cars had many...12 for the spring shackle-bolts, 2 for king-pins, 2 for tie rod end, 3 more for steering linkage...and a universal joint on trucks, plus a need to remove wheels for repacking bearings with grease (not as often as "regular" grease and oil change).

The old Sunshine headers (built to be towed by horses) had a seat from which "driver" could not only control comb height, but use oil can to oil the knife and several bearings within reach..just squirt oil into a hole on top of bearing. Other oil holes (many) got a squirt now and then, after emptying the seed box. When being towed by a tractor, a man was still needed to operate (and oil) the header. Dad was our man for this in 1947. The pair of front wheels had caps screwed on, packed with grease, could be screwed tighter for a bit more grease, but more often, removed and re-packed.



The wheels of scarifier, sundercut had similar grease caps. While a simple grease gun sufficed for cars, a bigger gun, lever type, was needed for more modern headers (lots of nipples) and sundercuts which not only had nipples for the stump-jump arms, but needed a lot of grease pumped into the big plain bearing which carried the twin discs on each arm.

A bit more on greasing. Garages carried a range of grease nipples, not only the straight feeds but two angled ones also small diameter ones for the universal joints. The nipples were made of somewhat softer metal than the hard steel female threads they matched. They also carried a few nipples with tapered thread which I made use of on the Delage which had fancy nipples and a dinky gun with flexible pipe ending with a slide fitting. The flexible pipe leaked so I replaced all the grease nipples with the tapered ones since the French threads didn't match normal nipples.

Radiators were not pressurized, and water was regularly changed. generally rusty water needed replacement, and topping up was often needed as engines in cars could boil on long hills or long sand stretches; trucks too on long hills, and tractors rarely. except if ploughing a paddock that had burnt stubble and no rain...then the burnt stalks formed a coat over the radiator core and had to be repeatedly brushed off to prevent boiling.

Our Essex had a water temperature indicator built into the filler cap of the radiator! Temperature gauge on the dashboard was a later "invention".

The old single-cylinder kero engine had the whole body crankcase etc incorporating a large rectangular "basin" of water for cooling, through which a pipe dripped oil direct to the cylinder from a cup, just above the water.

Dad's early 1-ton Chev. truck and the 26 Essex, both had a vacuum tank high on the bulkhead...a pipe from the manifold created the vacuum which "sucked" petrol from the tank, and redirected it to the carburettor. Later models had a mechanical petrol pump bolted to the crankcase, actuated by a cam (on the camshaft). They were prone to "play up"...dirt in the valves, or a hole in the diaphragm. A kit with new parts could be bought quite cheaply. In the '80's when most cars had "throw-away" complete pumps, for a lot more money, I managed to buy a kit for our Datsun S.W. and put it in OK, despite the dealer saying I'd have to have the whole new part.

Occasionally other maintenance jobs were needed. Ignition to the spark-plugs was via a distributor which had "make-and-break" points (cam-driven) which, after time, became pitted. So they were dressed flat with a fine magneto file, the "gap" re-adjusted the "timing".

The magneto file would also be used to brighten-up the ends of the "thingos" in the spark plugs which could get "carboned-up", or pitted. Again, feeler gauges needed to reset the proper gap.

Earlier models merely had a cut-out beside the generator. and it had "points" which sometimes needed dressing with the magneto file. Later models had a proper voltage regulator which was more friendly to batteries (all 6-volt in those days).

Starter motors suffered damage from grit (dirt roads!) and so needed cleaning occasionally...it paid to have a crank-handle.]

Besides the obvious tools, most kits included spare fuses, valves (for tubes) and light bulbs.

Engines suffered a lot faster wear than these days. A valve grind was needed fairly often and I did it on 3 of our cars, the Blitz and our tractor. For more severe wear, perhaps just new rings, but more often a re-bore as well, or even a crank-shaft grind as well... the "works".



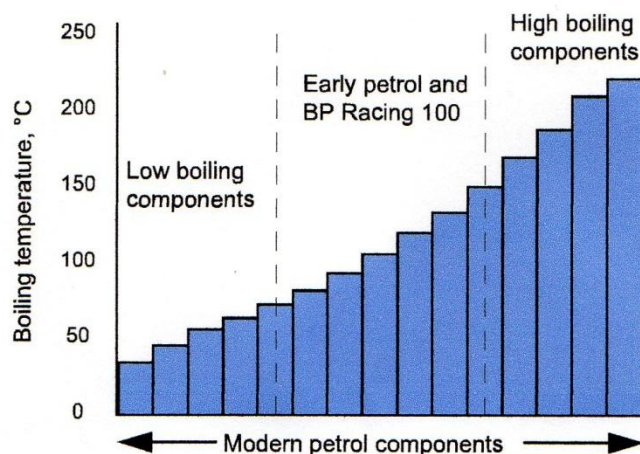
Modern petrol in Vintage Engines

Many enthusiastic owners of classic motorcycles and cars have experienced engine operating problems using modern petrol. The cause is often wrongly attributed to the octane rating of modern petrol. Most users perceive octane as the most important property of petrol but in reality the boiling range or vapour forming properties have the major influence on fuel performance. High octane petrol has no influence on combustion quality or burn rates in these engines. It is the effective ratio of air to vaporized fuel in the combustion chamber that matters.

Over the last 100 years the development of petrol and cars has gone hand in hand. Each engine was designed around the petrol which was available at the time. Petrol has changed, largely because of the pressure to produce greater volumes as the demand has grown. This pressure has resulted in a wider boiling range for petrol with lower boiling point hydrocarbons and higher boiling point hydrocarbons. It is the addition of these light and heavy hydrocarbons that has forced changes in fuel system and carburettor design. Octane has gone up over the same period, but that is only to stop pinging [combustion knock] in high compression engines.

THE NATURE OF PETROL

Petrol is a mixture of many (even hundreds) of different hydrocarbons. Each component has its own boiling point which means that a fuel boils over a range of temperatures.



In the diagram, each bar represents single component. In recent years high and low boiling components have been added to satisfy demand. BP 100 Racing Fuel has a narrower boiling range than normal petrol and it best approximates the fuels produced earlier in the century.

THE EFFECT OF MODERN PETROL IN VINTAGE ENGINES

The effects range from poor vaporization in the carburettor to excessive vapour formation in the fuel system. Each problem engine must be studied with a clear understanding of the likely symptoms. All of the following problems have been reported but vapour lock appears to be the most common.

The possibilities are varied and may include the following cases.

1. Very early engines with wick or surface carburetors may suffer because the low boiling components may vaporize leaving the high boiling components to build up in the carburettor and hence lean off the mixture.
2. Some engines with simple carburetors that do not spray the fuel into small droplets may end up with unburnt high boiling fuel components going out with the exhaust. If the correct amount of fuel is added to the air stream but is not fully vaporized by the time combustion occurs then this is effectively a lean mixture. The air/fuel mixture in these circumstances could be likened to that of a cold engine running with the choke on. A lot of fuel being supplied but not much being burned.
3. In later engines the problem may move to excessive vapour formation in the fuel pump and fuel lines (vapour lock). This is caused by the high fuel system temperatures vapourising the low boiling components in modern petrol. This is the common form of vapour lock which results in lean mixtures.
4. There are several ways in which excess vapour formation in the float bowl can cause a rich mixture or flooding. Pressure build up caused by inadequate venting of the float bowl can force excess fuel from the jets. Secondly, with some fuel system designs, vapour bubbles formed in the float bowl as petrol ejects from the needle valve can cause foaming. The float then sinks in the low density foam which opens the needle valve and floods the engine.
5. Another complex problem is that of ice formation in the butterfly area of the carburettor. In some vehicles the carburetors have inadequate heat input, particularly if exposed to the air stream [motorcycles]. The temperature drop as petrol evaporates can freeze moisture in the air stream. The ice can restrict the flow of air and/or choke the engine causing power loss or stalling. This can occur below about 14°C with humid or foggy atmospheres.

THE EFFECT OF LEAN MIXTURES

To achieve complete and effective combustion, the fuel must be completely vaporized and the air/fuel mixture must be in the correct proportions. A lean mixture (insufficient fuel) burns slowly because of the wide spacing of the fuel molecules. Slow combustion leads to:

1. Overheating of the cooling system caused by the flame being there for a longer period.
2. Overheated exhaust valves, particularly if combustion continues after the valve opens.

For further information, please call the BP Lubricants and Fuel
Technical Helpline 1300 139 700 local call
Or visit www.bp.com.au/fuelnews



The First 4-W.D. Porsche

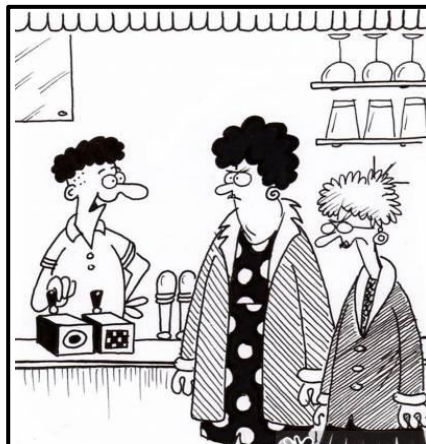
A little bit of.. HUMOUR



I pointed to two old ladies standing at the bar, and said to my fellow Club member:

"That's us in ten years time".

She said *"Sweetie, that's a mirror"*.



Answer to last month's puzzle:

What the following 7 words have in common: [Banana, Dresser, Grammar, Potato, Revive, Uneven and Assess] is:

By removing the first letter of each word and putting onto the end, the word is spelled backwards. [With acknowledgement to "Spit and Polish"]