

Welcome to the August/September issue of our newsletter, The Good Oil.



**Happy Birthday** to our August and September born members. We hope you all have a beautiful birthday and many happy returns.

**August**

Marj Grandell	19 <sup>th</sup>
Bruce Archibald	21 <sup>st</sup>
Rob Garner	24 <sup>th</sup>
Charlie Zammit	30 <sup>th</sup>
Jack Muir	30 <sup>th</sup>

**September**

Geoff Forryan	18
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**Magnetos and Their Problems**

You often see someone at a rally trying so hard to start an engine, but failing to do so. The problem may be the faulty magneto. Most people know that if the mixture is right, and if a good spark occurs at the right moment, the engine will start. Getting the mixture right can be a problem at times, especially if the engine has been running and is still hot. But the mixture can be surprisingly rich and the engine will start and run, admittedly rather roughly and puffing out clouds of black smoke, provided there is a fat, hot spark at the right moment.

Sometimes you see a car running very roughly and putting out clouds of black smoke. This is because the car ignition system normally puts out a fat, hot spark. Obviously then, the magneto on any engine should be carefully checked to try to attain this very desirable objective. Here are some hints which will help those with little experience of magnetos, and who have engines which are difficult to start.

First and foremost, if the magneto is fitted with a modern carbon cored, interference suppressing high tension cable, throw that cable away, and fit a high tension cable with a copper conductor. Carbon cored high tension cables have a high resistance to the flow of electricity, and this resistance virtually kills the spark that the magneto is trying to produce, especially at cranking speeds. Copper has very low resistance, so that all the energy produced by the magneto is applied to the spark plug.

With the magneto held firmly on the work bench, hold the terminal on the end of the ignition cable about a quarter inch away from the magneto, and give the armature a quick flick by hand – or turn the magneto drive until the impulse starter operates. If a fat bluish coloured spark jumps between the terminal and the magneto, all is well. Put the magneto back on the engine, making sure that the timing is correct. If there is no spark until the terminal is fairly close to the magneto, it may be alright if the spark is fat and bluish. But if the spark is yellow and thin, you may have a magneto problem. First, check the points. They should be clean, free from oil, and the gap when the points are open should be 0.012 inches (twelve thou, as mechanics put it). This is the correct gap for almost all magnetos. If this doesn't fix the problem, try to assess the resistance to turning the armature as it is turned. This will be at a maximum twice each revolution. If possible, compare this resistance in the suspect magneto with the resistance in a magneto known to be good. If the suspect magneto has noticeably less resistance than the known good one, the magnets probably require re-magnetising. This requires special equipment, and is best done by a magneto specialist. The cost is usually quite moderate, and the results often surprisingly good.

A faulty condenser will cause a short, thin yellowish spark. Perhaps the best way to check for this fault, a fairly common one in older magnetos, is to take the magneto to a magneto specialist for checking. A faulty condenser can usually be replaced only by a magneto specialist.

When turning the armature, listen for and try to feel for any mechanical harshness or grinding. Check for any looseness in the bearings, either end for end, or up and down. If either of these faults are found, the magneto requires dismantling and repairing – a job for a magneto specialist. Sometimes, when the spark tends to be weakish, the engine can be made to start fairly easily by closing the gap in the spark plug down to 0.015 inches (fifteen thou). The insulator in the plug should be clean and dry. The older spark plugs, which can be taken to pieces, are usually fit for a lot more service if taken to pieces, the insulator carefully cleaned, the plug reassembled and gapped correctly. Another remedy which can sometimes be applied is to increase the speed of rotation of the magneto armature. For example, a bloke has a Southern Cross engine in which the armature rotated at cam shaft speed or half crankshaft speed. By substituting a couple of push bike sprockets for the original magneto drive sprockets, he was

able to increase armature speed to crankshaft speed. The result – an engine which was previously difficult to start, now starts easily.

From Bob Stuart –

Some common magnetos such as “Lucas R.S.I.” have condensers which are easy to replace – ie; use ‘car type’ which are readily available at ‘Auto shops’ for about \$10 - \$12 enabling a ‘cheap fix’.

New bearings are available and the rotational direction of these magnetos is easily changed.

For further information please catch up with Bob Stuart at the meetings or give him a ring.

## Rally Reports

### The Great Aussie Bulldog Gathering

This following article, written by Gary Richards, was in the ‘Vintage Trucks’ magazine. July – August 2018 edition, along with fifteen photos from our rally.

In a very fitting end to a long hot summer, a record gathering of Mack trucks took place over a weekend in mid-March in the southern Australian state of Victoria. At a little town called Kyabram, 164 Bulldogs of all types, shapes, and condition formed a huge pack at the 4<sup>th</sup> biennial Mack Muster.

The Muster started in 2010 and has evolved to where it has set a new Australian record for Mack truck attendance at the last two gatherings. What makes the event and record extra special is that the Mack Muster is organized by three young Mack owners, with an average age of 35, without large corporate support, and the location is in the middle of Kenworth country!

The young organizers, David Willis, Tim Daws, and John Laffan are passionate owners, with David being better known for his Mack F model COE collection – the biggest in the country.

Tim is a second generation Mack collector, with his family restoring and owning the oldest Australian delivered Bulldog – a 1923 AC.

John can also claim fame to have a special Mack – the most powerful B61 in the country. He skillfully repowered his B61T with a 320hp tip turbine Thermodyne – a big effort to get a lot of aftercooler plumbing under the hood of the B model.

In some ways, the event’s success is hardly surprising, given such passion and the following that the Bulldog brand enjoys ‘Downunder’. Mack has been selling trucks in Australia for 99 years and has had a local assembly operation for 55 years.

However, Australia is a tough country to make and sell trucks – currently nearly every global truck manufacturer offers their product here - 15 heavy-duty brands at the last count! Annually, only about 10,000 heavy (Class B) trucks are sold – which is a very small number in a country roughly the same size as the 48 contiguous states of the USA. The slice of heavy truck sales pie is often very small. Truck manufacturing in Australia, like the USA, has quite a regional structure. Only four brands are now made locally; Mack and Volvo build in Brisbane, in the northern state of Queensland, while Kenworth and Iveco assemble in Victoria, which means that over the years, Mack and Kenworth have enjoyed their strongest success in their home states. So this means that the Bulldog breed is something special, and rare in the southernmost part of the country.

This situation also added to the strong determination of the attending Mack owners to make the gathering memorable. One owner made a 2,700 mile round trip to attend – he was certainly on a mission to ensure that his recently rejuvenated E9-500 powered Value-Liner was going to be enjoyed by all! I suspect the long drive would also have been equally enjoyable in such a fine Bulldog. Another interesting aspect of the Muster was the wide variety of truck models on show. Over its 55 years, Mack has produced some uniquely Australian models, or has highly adapted some US models to suit local road conditions and regulations. A good selection of nearly every major model was at the Muster.

Prior to local manufacture, all Macks were fully imported by a range of means. WW2 saw a lot of military models arrive, and as a legacy, a number of EH and NRs were on display. The oldest Bulldog at the Muster was the Daws’ 1923 AC. Originally imported as a Vacuum Oil fuel tanker, the truck was later used as a logger and then a winch truck before finally being abandoned in a Victorian forest. Its rescue and preservation is a real credit to its owner - a lot of Bulldog tenacity was needed to resurrect this very worn dog.

The Muster was focused on the F COE model – a range that has not received anywhere near the same preservation attention as its hooded (B and R model) contemporaries. It was pleasing to see 11 F COE models on the field, which included two of the oldest examples in the country. These 1965 F609Ts have consecutive chassis numbers and were together for the first time in 53 years. Just prior to the Muster, the oldest complete F model in the country was recovered for preservation. This 1963 F607T is sure to be a star attraction at the 2020 Muster. Added to the blunt-fronted Bulldogs attending were some tidy Cruise-Liners and Ultra-Liners. An Australian Mack event would not be complete without a good number of Super-Liners on parade. The Aussie Mack fans love its bold appearance and the distinct ‘bop-bop’ exhaust note of the 16.4 litre V8 Mack E9 engine.

The Muster crowd were thrilled with the suitably loud and shiny examples as they arrived and departed. There was no doubt that a Super-Liner is the Mack to own – 25 working and restored examples made it to the event! In all of its many varieties, the R model range was the most plentiful at the Muster with 31 on parade. In its 30 years of local production, R models made a big impact with all sort of transport operations – Maxidyne-powered R models were once everywhere! One of the last variations was the extremely popular locally developed Value-Liner series. It was based on the RB model but was also available with a Mack E9 500 ... so it was something special. Talking special models, the Muster attendees were treated to a newly restored Mack Jr., making its first public debut. The REO based pick-up was never sold in Australia so seeing such a unique, well-

preserved ‘pup’ was a rare sight. Another rare big Bulldog on display was a freshly restored B87SX. There were only four B87s imported into Australia and this heavy haulage unit was a great example of this tough type.

On the Saturday night, many of the Muster mob attended a celebration dinner. The fans were treated to an historical presentation by two of the production management people from the original Mack assembly plant in Brisbane. The local Mack assembly operation started in a few aircraft hangers in 1963 and by the early ‘70s, there was a full production operation established. The Mack fans were treated to a great review of ‘how it was done in the early days’. Mack also provided an update on the more recent developments - so there was a lot of Mack moments being shared that night.

It was reported that the event was the largest ever held in the town, but as one keen fan said, ...”look out 2020 when the Mack Muster returns”!

### **George Taylor Store – Antique and Rare Motorcycle Collection**

Eldred J. recently made the trip down to Warrnambool, Grassmere Junction, and had a good look through the George Taylor store motorcycle collection.

This collection is open to the public on Wednesdays from 8am to 5pm and also on Saturday from 9am to 12pm.

They have over 100 vintage and rare motorcycles on display from Moto Guzzi, Ducati, DKW, Terro, Alcyon and Honda to name just a few. Some look like they have never been used and some are desperately in need of restoration. There is even a 1907 FN motorcycle and a Messerschmitt car on display. The motorcycles are displayed on the mezzanine level and also nestled on racks among the shop’s stock. The store itself is the sort of place which many people could happily spend ages just browsing around. Anything you might possibly want is probably for sale there – odd sized nuts and bolts, second hand office furniture, rural supplies, and much, much more. George Taylor’s store is also a hardware and disposals store and it is truly unique, and well worth a visit.

Entry to the collection is free and it is located only 10 minutes drive north of Warrnambool, on the Hopkins Highway.

### **Loxton Historical Village**

Mike and I spent the day strolling through, and looking back in time, at the Loxton Historical Village. This was a great place that told the stories of the region’s early settlers and their families and they had over 45 recreated buildings and exhibits, situated on the banks of the mighty Murray River. All of the buildings and displays have been relocated or built on site, with most replicating original constructions from Loxton’s pioneering days. They had thousands of historical items, vintage machinery, and vehicles all set up as a little village. The village consisted of a church, school, homes, general stores, blacksmiths, shearing shed, community hall, etc. The majority of the buildings had audio commentary which gave details of what we were looking at, the history of the building, what the building was used for, how the business of the building operated and what and how the items in that trade were used. It was a real ‘wow’ factor to see so many historical items in each building. The local garage shop housed three old Dennis fire engines, along with a vintage ‘Case’ car, which I didn’t know existed.

The village museum opens from Tuesday – Sunday from 11am to 3pm.

We were even able to use our recently acquired ‘Seniors Card’ to reduce the admission fee.

### **Case Car**

If you see a Case car in your lifetime, consider yourself lucky. The cars were built by J.I. Case Threshing Machine Company of Racine, Wisconsin, USA. The car manufacturing concern started life in 1895, when Andrew J Pierce built his first car under the banner of the Pierce Engine Company. Later cars were known as Pierce Racines, which was completely unconnected to Pierce Arrow Car Company.

The J.I. Case Threshing Company got involved with the company when Pierce was looking to expand. Financing was provided by executives and stockholders of J.I. Case, and some possibly through the Case company itself. When debt and expenses spun out of control, Case found itself the owner of a car company. By 1910, some later Pierce Racine cars were emblazoned with “CASE” emblems on the radiator grills. By 1911, all cars featured the Case name.

Case served the farming community in manufacturing tractors, and as such, felt it had a leg up on its competition, especially among farmers who were familiar with the products. With 8,000 dealers and agents around the country, (USA) the idea was strong. The price, however, wasn’t; in 1922, a Case Model W listed for \$2,250 US. A Ford Model T could be had for the princely sum of \$300 US. You do the math and figure out which car a farmer would buy.

In total, Case produced about 27,000 cars in its 16 year run. Not a low total, but consider that in January of 1924 alone, Ford sold more cars in a week than Case built in its entire history. There are about 100 Case cars left in existence, and the Case collectors know where they are.

### **New members**

We have recently accepted four new members to our club.

**Alex Gobbo**, is the younger brother of our already members Fabian and Alain.

Alex comes from up Numurkah way and has an interest in the old tractors.

**Allan, Denise and Harley Hee** come from Wyuna and they have an interest in vintage engines.

If you see an unfamiliar face about the club, please introduce yourself and make our newcomers feel welcome.

### **Grant Success**

Many thanks to Margot and Ross N and Jane E-F for successfully applying for and getting us a grant for \$5,000 to spend on sun shade. The money for the grant has now been paid into our account. Jane has already started shopping and has purchased some gazebos but she still has money left to shop for side walls for the gazebos. These gazebos will be very handy as sun shade or rain shades at our rally, as well as at any other club function or outside rally attended. Even Frank appreciates a cover over his head on rainy days at Rochester.

There is a lot of paper work and brain power to be done in applying for these grants and our club is extremely grateful for the initiative that these people have done in searching for what we can apply for. I know that they are still on the lookout for anything else that we can obtain through grants. Tables and chairs to go under the gazebos is something else that we may be able to get funding for, and who knows, maybe there is even a grant out there for air conditioning/heating for club rooms.

### **Condolences**

I would like to offer our condolences to Lindsay Orr and his family on the recent passing of his father, Thomas Orr. Thomas was formerly from Lancaster.

### **Membership Fees Due**

A reminder to all members that your membership fees are now due for renewal. Your 2017/2018 insurance card became out of date at the end of July, so if you wish to attend any rally, you will need your new insurance card.

You can either mail your membership fees to KVE&MRG P.O.Box 855 Kyabram 3619, Direct credit it to the Bendigo Bank (see below for details), or bring your fees along to the next meeting.

### **Direct Credit Membership renewals**

Our memberships are now due for renewal.

Some of our members have previously enquired about paying for their membership by direct credit.

After speaking to the Bendigo Bank about the availability of this, we have been told that it can be done.

If you would like to pay for your membership via direct credit, please email me your membership form to me at [thomobarb@bigpond.com](mailto:thomobarb@bigpond.com) and then complete the direct credit to:-

Bendigo Bank -

BSB: 633 - 000

Account No.: 111145652

Account name: Kyabram Vintage Engine & Machinery Restoration Group

Reference: your surname

Please remember to reference your name so that we know who the money has come from.

### **Just for Fun**

#### **The Irish Painter**

A painter by the name of Murphy, while not a brilliant scholar, was a gifted portrait artist.

Over a short number of years, his fame grew and soon people from all over Ireland were coming to the town of Miltown Malbay, in County Clare, to get him to paint their likenesses.

One day, a beautiful young English woman arrived at his house in a stretch limo and asked if he would paint her in the nude.

This being the first time anyone had made such a request, he was a bit perturbed, particularly when the woman told him that money was no object; and in fact, she was willing to pay up to £10,000.

Not wanting to get into any marital strife, he asked her to wait while he went into the house to confer with Mary, his wife. They talked much about the Rightness and Wrongness of it. It was hard to make the decision but finally his wife agreed, on one condition.

In a few minutes he returned.

"T'would be me pleasure to paint yer portrait, missus," he said "The wife says it's okay. I'll paint you in the nude all right, but I have to at least leave me socks on, so I have a place to wipe me brushes."

### **Did You Know**

#### **Australian Innovations**

1838 - Pre paid postage stamp - Colonial Postmaster General of NSW, James Raymond, introduced the world's first pre-paid postage system.

1851 - Refrigeration – James Harrison invented a practical refrigeration system for the brewing and meat-packing industry.

1858 - Australian Rules Football- Tom Will & Henry Harrison wrote the first ten rules of Australian Rules Football and became the first people in the world to codify a kicking-ball game. These rules predate those of rugby, Soccer and Gridiron.

1874 - Technology – Louis Brennan invented the torpedo.

1889 - Arthur James Arnot patented the world's first electric drill.