

# The Vintage Voice



Newsletter 286 / June 2020

## SYDNEY ANTIQUE MACHINERY CLUB INC.

40A Racecourse Road,  
Clarendon, NSW, 2756

The next Committee Meeting is on Saturday 13<sup>th</sup> June, at 9:30am. PLEASE NOTE: only the ten designated members to attend.

ALL OTHER MEETINGS HAVE BEEN CANCELLED UNTIL FURTHER NOTICE, DUE TO THE NSW GOVERNMENT ADVICE AND LEGISLATION IN RELATION TO THE CURRENT CORONAVIRUS PANDEMIC.

## CONTENTS

**PAGE 1:** Aims of the Club

**PAGE 2:** From the Editor  
Club News

**PAGE 3:** Club Plate Registrar  
Bruce & McClure - IB

**PAGE 4:** Bruce & McClure - IB  
Shed Happenings – RI

**PAGE 5:** Shed Happenings - RI

**PAGE 6:** Shed Happenings - RI

**PAGE 7:** Merchandise Price List  
Events Calendar  
Classifieds for Classics

**PAGE 8:** SAMCI Office Bearers

## DEADLINE FOR ISSUE 287 WILL BE 25<sup>TH</sup> JUNE

**PLEASE NOTE: CHANGE IN EMAIL ADDRESS.** All correspondence must be emailed to the Editor, Courtney Peters, [samcieditor@gmail.com](mailto:samcieditor@gmail.com) by this date to be considered in the next edition. There is always a demand for articles.

## AIMS OF THE CLUB

1. To encourage the restoration, preservation and exhibition of antique machinery, including stationary engines and related machinery, tractors, vehicles, hobbies, models and collectables.
2. To provide opportunities for the interchange of information through regular meetings and publications.
3. To preserve technical data and general information associated with antique machinery, and assist educational institutions and museum organisations wherever possible.
4. To assist other groups with common interest in preserving, restoring and exhibiting the heritage of Australia
5. To extend to other collectors, their friends and all persons interested in antique machinery, the hospitality, privileges and conveniences enjoyed in connection with the Club.

## INSURANCE

SAMCI carries Public Liability and Personal Accident Insurance on behalf of ALL members when participating in events sanctioned by the Club. To ensure you are covered, your participation must be recorded in the attendance book on every occasion you are in the Club Grounds, and when at any outside event, on the Attendance Sheet, which will be carried by the Event Coordinator. This insurance does not apply when Club Registered Vehicles are being driven on public roads. Members using a Vehicle Logbook to record travel to and from an event must carry evidence of the sanctioning of the event in the form of a copy of minutes, newsletter, or registration form.

## ALL CORRESPONDENCE: FOR ALL CLUB INFORMATION, GO TO OUR WEBSITE:

The Secretary,  
Sydney Antique Machinery Club  
40A Racecourse Road,  
Clarendon, NSW 2756

[www.sydneyantiquemachineryclub.com](http://www.sydneyantiquemachineryclub.com)

## LIKE US ON FACEBOOK:

Sydney Antique Machinery Club



## FROM THE EDITOR

Hello all,

Please regularly send in articles, photographs and content to be included in the Newsletter (from events you attend, or anything you may find of interest), as for the past few issues, I have **struggled** to fill space in each Newsletter. There is **ALWAYS** a need for submissions and anything would be appreciated. **Remember, without submissions there is no Newsletter!** All content wishing to be included in the next month's Newsletter is to be emailed to the above email address **NO LATER** than the **25<sup>th</sup>** of each month, as I have to juggle the Newsletter in between my work and university priorities. Now that I have returned from overseas please direct all Newsletter related content back to me, via the Editor email address.

Stay inside and wash your hands,

Courtney Peters,

SAMCI Newsletter Editor

<https://www.health.nsw.gov.au/Infectious/diseases/Pages/coronavirus.aspx>

## CLUB NEWS – IAN BROWNING

### CANCELLATION OF “CLARENDON CLASSIC” RALLY

With the slight relaxation of meeting rules your Committee was able to hold a restricted meeting on Saturday, 16 May, when we decided, reluctantly, to cancel the “Clarendon Classic” for this year, 2020. We resolved, if the rules are further relaxed, to have a closed event for just Club members either on the dates when the “Clarendon Classic” would have been held, or later on perhaps combined with a Christmas social. All members keep this in mind – we will keep you informed through the newsletters.

### LARGE RALLY BADGE

We have established a series of Large Rally Badges over the last two years. These have proven very popular, so much so that only a few of the 2019 ones remain available. Your Committee decided to continue the series, even without an actual rally, so we will be having manufactured a limited number for 2020 for those who are collectors. Contact Margaret: 0421 349 297 or [mba82919@optusnet.com.au](mailto:mba82919@optusnet.com.au) to register your interest in obtaining one before they are all gone. The cost remains \$25.00 each.

## MEMBERSHIP RENEWALS

**All Members are invited to renew their Membership for the 2020-2021 period, all renewals will be accepted with or without the need for credits.**

**All renewals must be by Email or mail, payments to be made via Direct Debit, cheque or Money Order.**

**The Club mail-box will be cleared by the Membership Secretary on Fridays commencing, 3rd April 2020.**

### FROM THE CLUB PLATE REGISTRAR – IAN BROWNING

**STILL NO MEETINGS:** There are some new ways of processing paperwork within the club and for renewal using email for those able to. See the IMPORTANT NOTICE below.

**REGISTRATION RENEWALS:** We can of course continue the arrangements below as in the last newsletter.

**1. HVS:** Please forward paperwork to me by mail only. This may be ordinary post (a DL envelope is OK). A priority paid envelope does not guarantee faster delivery as a recent example took 4 days to get from Grose Wold to me. Please include a prepaid envelope for return of the paperwork to you.

The items required are:

- Registration renewal certificate,
- Completed “Historic Vehicle Declaration” (RMS form 1259) Fill in left hand side only,
- Pink Slip, or for tractors a completed “Vehicle Suitable for Safe Use Declaration” (RMS form 1245).

If you need the forms, print them from the RMS website, or use the links on the Club's website.

I must have the original Declaration form, but you may send copies of the others if you wish.

Please note that the Pink Slip must be the paper type. The Electronic Pink Slip cannot be used for historic vehicles.

I will stamp and return the paperwork as quickly as possible and retain copies where required.

**2. CVS:** Please contact me before sending me the paperwork.

**NEW REGISTRATIONS:** Please contact me by phone to arrange new registrations.

**IMPORTANT NOTICE:** It is now possible to arrange renewal by email, avoiding the need to use the postal service or attend a Service NSW Office, using either of the two methods as follows:

1. After receipt of the stamped and signed Declaration Form from me, scan the three documents: Renewal notice, Declaration form and Pink Slip (or Safe Use Declaration for tractors) into a PDF file - use a resolution of 200dpi. This may be a single file or 3 or 4 separate ones, or,

2. Access the forms on-line. Type in directly onto the form all the necessary details, then 'save as' to a file name of your choice. This can be used each year, avoiding having to fill in the forms each time. Email this to me along with scans of the other documents, and I will return the stamped and signed form by email. This and your other scans can be sent as follows.

**Note:** When you scan the Pink Slip, make sure the brake test printout attached is not obscuring any important information, or else remove it and scan it separately.

**Email as attachments to:** transactions.parkes@service.nsw.gov.au.

In your email, use the subject "**Registration Renewal**" and use the following wording or similar:

To whom it may concern,

Attached please find the supporting documents for on-line renewal of registration of Historic Vehicle, Registration Number XXXXXX.\*

I seek renewal of registration and issue of 60-day logbook.

My contact details are:

Your Name\*

Postal address\*

Mobile: xxxx xxx xxx\*

Email: yyyyy@zzzz\*

Regards,

Your Name\*

**Enter your personal information in places marked \*  
(Don't forget to attach the document/s).**

You will receive a phone call from the processing office at Parkes requesting your credit card details for payment, and they will post to your address the Registration Certificate and Logbook. I have tested the process myself for a tractor, and found it worked perfectly well.

**AFTER PAYMENT- NOTE THIS IS A CHANGE OF PROCEDURE:** There is no need to send me the registration certificate. I will take a copy when you send the paperwork for stamping, and I will check that you have renewed on-line afterwards. However, until the Club decides otherwise, I still need a copy of your insurance showing it has been paid.

**Contact details: (these are also on the club website)**

Ian Browning

Address: 33 Cobah Road, Arcadia NSW 2159

Email: ihandib@bigpond.com **\*NOTE THIS IS A NEW EMAIL ADDRESS**

Mobile: 0419 435 475.

**FURTHER COMMENT:** I know all the above complicates matters for me and for you, the vehicle owners. It is becoming clear that the Authorities want to move to an all-digital system, and these are first steps towards that goal. Take the digital drivers' license, and the proposed move to digital logbooks for transport drivers, as examples. Our Club's By-laws cannot possibly keep up with all these changes either – Ian Browning.

**BRUCE & McCLURE ENGINE – IAN BROWNING**

This article compliments Ron Irving's restoration of an identical engine, Serial Number 266, the next number after mine.

In the early 1980's my father agisted his trotting horses at a farm at West Dapto, not far south of Wollongong, NSW. Knowing my interest in engines, he suggested I check out an engine on the property, which turned out to be this Bruce & McClure, a make that was unknown to me at the time. The shed in which it was located had fallen down around it, with just its exhaust sticking up out of the debris giving its presence away.

Dad negotiated a price of \$25.00 on my behalf and I went down with trailer in tow to collect it. It had driven a milking machine, cream separator and chaff cutter, and it was found to be seized, the

muffler partly rusted away, and only steel bands attached to timber representing the fuel tank. It had a non-original Lucas RS1 magneto. It is the original water tank, and even its crank handle was located.

My research revealed some of the history of the company, and I was able to obtain from their successors, Owens, quite a bit of material. This engine is about 3HP (not marked) and Serial Number 265, and was made in Warrnambool, Victoria between 1910 and 1920. Castings are believed to be made in Geelong. It turns out they made quite a few variants, including 2-cylinder ones, and there is the excellent Lee Family Engine Collection featuring around 100 locally made engines, adjacent to the Warrnambool Cheese World Museum.

My engine proved very easy to bring back to life, and all original components were used. I made a replacement muffler casing from gal downpipe using the original end-castings, and a friend gave me a more appropriate magneto. The fuel tank perched on top of the cooling tank is a bit weird, but it just happened to be on hand.

It features a kerosene style inlet manifold, so the engine was clearly designed to run on kero fuel after warming up on petrol. It features the ubiquitous Schebler Carburetor used on so many smaller marine and stationary engines of the era.

Set upon a rudimentary transport, I sometimes take it to shows where it will chug away happily all day, sometimes driving a water pump. I have to remember to take a hose, as that tank holds many buckets of water!

Bruce & McClure engines are quite uncommon in this part of Australia, but turn up frequently at rallies in Victoria and South Australia, as one would expect. It is a very nice old engine and even in its working clothes attracts much favourable comment.

- Article and photographs by Ian Browning.



*Note heavy single flywheel and 2 belt pulleys.*



*There is provision for a plunger style water pump.*



*It has quite a slender cylinder barrel like early Listers.*



*On display at St. Ives Show.*

## **SHED HAPPENINGS – BRUCE & McCLURE – RON IRVING**

I bought this engine the same time as I bought the Anderson I wrote about the month before last.

Ian Browning has also written a story on his, No 265, so you are being treated to a B & M double dose.

My No 266 was bought from a deceased estate so nothing is known of the working history.

I had a USA trip planned with some New Zealand engine collectors I had met over a few years at our Clarendon Classic, so I had been motivated to get the NZ Anderson restored before I left but not so much with this one. It is however a very interesting engine and an interesting project.

I don't know when it was made but a company advert from 1914 did not include Geelong which is cast on my crankcase door. Mine has 4 HP cast into the magneto drive pinion cover. This engine was not quite as tight to dismantle but almost so. It was almost all salvageable needing only 2 valves replaced plus some nuts, studs etc. The fitted magneto was free to turn but dead and of the wrong period. The spare supplied with it was seized solid but appropriate, so I did a deal with Brian Grey (Maggyman) and he fixed the BTH in exchange for the Lucas and a reasonable fee at the same time as he did the one for the Anderson. The exhaust outlet, manifold and pipe were blocked with carbon except for a passage about 3/8" diameter so it had run rich on low load for a long time.

The crankcase is horizontally split through the white metal main bearings so that running clearance is dependent on gasket thickness. It was a little more than I like so I assembled with a thinner gasket using a

silicone gasket material and tightened the bolts gently until the clearance, measured by a dial gauge, was appropriate. The type I use dries firm so the following day, I then applied the normal bolt tightness and checked the clearance was still good.

I had bought a few engine valves in the vendor's area at the last classic and fortunately two suited with only 1/2" to cut off the stem and re-drill for the cotter and 1/8" to grind off the diameter. I also lapped the seats and they bedded in nicely.

There is an air breather in the magneto pinion cover which probably would have held a steel ball but it was rusted solid and had to be driven out as rust. I usually avoid re-design, but these engines are messy so in this instance I made a light weight poppet to suit a spring from a pen and made a vented retainer which I hope looks right. The single flywheel has a boss with a groove in it to form an oil slinger inside the bearing housing which has a gallery to return the oil to the sump. I made a similar boss/spacer for the other side in the hope of being leak free. I always was an optimist.

When I disassembled the carburettor I found that at some stage the engine had fallen over and landed on the carburettor inlet valve. This is not an unusual occurrence as it is top heavy, so I am on the lookout for a 1" horizontal Schebler Model D. I set out to repair it and made a jig to fit inside the damaged bowl and provide a fulcrum from which to lever the dent out and also spread the load over the throat and the opposite side.

The cast brass bowl proved remarkably strong but with a 2-foot tyre lever plus a 3 foot pipe the inlet valve was vertical again and the bowl lip was close enough to file round after I had silver soldered the cracks. I am still looking for a replacement but, in the meantime, it is running. Ian Browning had given me a bowl with similar damage for me to practice the repair with.

The engine is restored to existing clean rust externally and I had a cooling tank which was originally used with a 2 1/2 HP Kelly & Lewis KDB I bought in 1996 which was much too big for it which I thought would suit here. I made a transporter to my usual pattern and painted the wheels and axles and varnished the timber as I lack the shed space or temperament to make a fake old one. I prefer to let anyone see what is original and what is not so the fuel tank made by John Gilbert (The Tank Man) also is still shiny.

The engine was made with a long crankshaft extension both sides and I had some wooden pulleys on hand which came from the workshop driven by an engine I bought years ago so they look period. The crank handle that came with it didn't fit so I also made one to my usual pattern with a piece of shaft mounted on the transporter to store it.

There is a 3/8"BSW hole about an inch above the crankcase drain pipe which I took to be the level plug as it looked about right but it is difficult to see where the oil level is but I filled up to the level hole. Lubrication is dependent on the big end scoop throwing oil onto everything else.

The engine started without any drama and with carburettor and governor adjustments was soon running very smoothly. The mess from both flywheels throwing oil was unbelievable. Two months later the lawn has still to recover. I found that with the crankcase cover and level plug both removed I could see the oil level in relation to the scoop by looking through the "level" plug. I dropped the oil level down a little. The engine has a drip oiler feeding the bottom of the cylinder which will keep it replenished.

The Anderson, Sunshine and Glasgow all rely on a similar system and with them I run 3 drips a minute until they start to smoke and then turn the oiler off until the smoke stops.

The Harland pumps performance was tested driving with the smaller pulley to see how it went but the flywheel side still leaked. On opening the crankcase, lifting the whole engine clear of the base I found I had been too generous with my gasket sealer as the slinger has collected what had oozed from the gasket, rolling it into a ball which then went on to block the bearing drain gallery. I had also used the same sealer to plug the inner end of the crankshaft keyway. At the time of the VV deadline it is all re-assembled but I have a few little jobs, like fixing the drip oiler which leaks before I do my next/final test run.

- Article and photographs by Ron Irving.



*Where will I put it?*



*The bowl was already bent when I was unloading the engine at home.*



*An extra magneto came with it, but it was locked solid.*



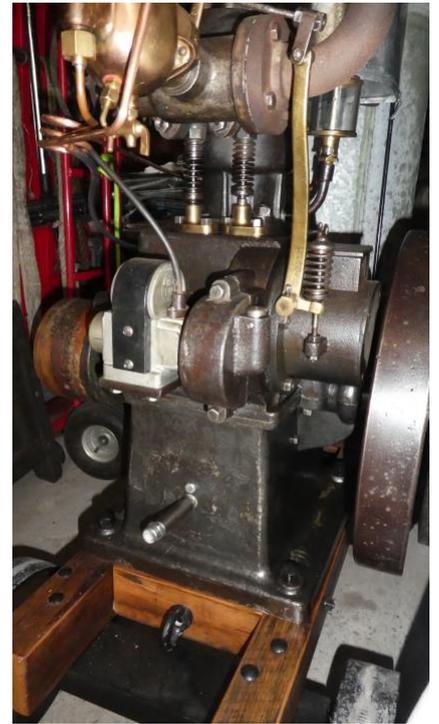
*It had a cast iron pulley with a wide steel strap riveted on for running a fast and loose belt.*



*The governor is enclosed but it still needs hand lubrication.*



*The magneto drive gear cover marked 4 HP.*



*Drain and Level plugs and the air breather on the magneto pinion cover.*



*The repaired carburetor.*

[www.sydneyanthemachineryclub.com](http://www.sydneyanthemachineryclub.com)



*Carburetor repair jig with the practice body for both straightening and silver soldering.*



*The engine driving the 3" Harland pump featured in the last issue.*

## SYDNEY ANTIQUE MACHINERY CLUB INC. MERCHANDISE PRICE LIST

ITEM DESCRIPTION	PRICE
LANYARD, with plastic sleeve	\$5.00
LANYARD, (plain)	\$4.00
TORCH, LED with KEYRING	\$4.00
BADGE, LAPEL, SAMCI LOGO	\$10.00
KEYRING, SAMCI LOGO	\$10.00
CAP, CLUB	\$16.00
HAT, CLUB (floppy brim) – gold conrod or red Barlow engine	\$16.00
JACKET, CORE MICROFLEECE LINED	\$65.00
BADGE, LARGE 2018 RALLY (a few left)	\$25.00
PATCHES, ROUND - gold conrod or red Barlow engine	\$10.00
MUG, 2018 RALLY SOUVENIR	\$10.00
MUG, 2017 RALLY SOUVENIR (a few left)	\$10.00
SHIRTS, CHAMBRAY – Long sleeved	\$45.00
SHIRTS, CHAMBRAY – Short sleeved	\$42.00
SHIRTS, POLO – light blue, dark royal, navy	\$30.00
NOTEBOOKS	\$2.50
PENS	\$1.00
FLAG, SAMCI, 600 X 1200mm	\$75.00
6 Lead Light Torches	\$6.00

### EVENTS CALENDAR

DATES	CLUB, FUNCTION AND CONTACT	LOCATION
8th August, 2020	Golden Oldies Truck, Tractor & Quilt Show. <b>CANCELLED</b>	Dubbo Showground, Dubbo, NSW
19th – 20th September, 2020	Clarendon Classic <b>CANCELLED</b>	
2nd – 4th October, 2020	NHMA National Tractor Trek	Wedderburn
9th – 11th April, 2021	NHMA National Rally	AREC Field Day Site, Mudgee, NSW
18th – 19th September, 2021	Clarendon Classic	Hawkesbury Showground, Clarendon, NSW

### CLASSIFIEDS FOR CLASSICS



#### OASIS RUNS

The Oasis Runs are held on the first Tuesday of each month and the contact is Geoff McHardy who can be reached on 0412 796 592 or email [geoff@nisch.org](mailto:geoff@nisch.org). The Oasis Runs are sanctioned for members.

## SYDNEY ANTIQUE MACHINERY CLUB INC. OFFICE BEARERS 2019/2020

PRESIDENT:	Tim Brodie (TEMPORARY)	0419 279 562 tbro6634@bigpond.net.au
VICE PRESIDENT:	Jim Bew	4579 7184 or 0418 659 771 bewco@bigpond.com
TREASURER:	Margaret Barrett	9686 9719 or 0421 349 297 mba82919@optusnet.com.au
CLUB SECRETARY:	Ron Irving	9631 5647 or 0401 554 970 ronangeo1@bigpond.com
MEMBERSHIP SECRETARY:	Morrie Barrett	0429 495 003 morriebarrett@optusnet.com.au
MINUTE SECRETARY:	<b>VACANT</b>	
PUBLIC OFFICER:	Gayle Miller	4572 8436 or 0416 172 024 gaylenemiller2@gmail.com
CLUB PLATE REGISTRAR:	Ian Browning	9653 1692 or 0419 435 475 ihandib@bigpond.com
MAJOR EVENTS CO-ORDINATOR:	Steven Muscat	0418 453 203 steven3grace@bigpond.com.au
CATERING CO-ORDINATORS:	Tim Brodie Paul Taylor	0419 279 562 0405 697 367
CATERING ASSISTANTS:	Denise Brown, Gayle Miller, Alison White	
NEWSLETTER EDITOR:	Courtney Peters	samcieditor@gmail.com
ORDINARY COMMITTEE MEMBERS:	Darren Mitchell Warwick Fotheringham Ray Galdes Meik Groger Russell White Charlie Vella Josh Vella	0416 290 890 0411 441 771 0419 636 483 0401 675 438 4572 5562 0400 171 956
LADIES SUB-COMMITTEE:	Barbara Scanes & Gayle Miller	4579 6858
JUNIOR GROUP MENTORS:	Marie Warby & Darren Mitchell	
SAFETY COMMITTEE CHAIRPERSON:	Peter Coco	0408 659 723
SAFETY OFFICERS:	Ron Irving & Peter Woodmore (Engines), Nick Ripa & Scott Quanttromani (Tractors/Tractor Pull), Steve Brown & Steve Penza (Cars/Trucks), Nigel Hely (Steam), Paul Manton (other i.e. Vendors).	
MODEL & HOBBY CHAIRPERSON:	Bob Williamson	0402 068 289 bucklecoupe@hotmail.com
VEHICLE ASSESSMENT SUB-COMMITTEE:	Morrie Barrett, Steve Brown, Ian Browning & Austin Vella	
FIRST AID OFFICERS:	Peter Bradshaw, Tim Brodie, Ray Galdes, , Gayle Miller, Ernie Mollenhauer, Courtney Peters, Charlie Vella & Josh Vella	
CLUB GROUNDS KEEPERS:	Peter Bradshaw, Ian Dillon, John Miller & Charlie Vella	
NEWSLETTER MAIL-OUT:	Leigh Taylor	0402 641 511 ducky1377@hotmail.com
PUBLICITY OFFICER:	Marie Warby	0428 253 178
AUDIT SUB-COMMITTEE:	Denise Brown, Georgie Irving & Barbara Scanes	
ASSET REGISTER:	Tim Brodie & Margaret Barrett	
WEB MASTER/FACEBOOK:	Tim Brodie	tbro6634@bigpond.net.au
PUBLIC ADDRESS:	Marie Warby	4578 5492

Revised 04.06.2020

