

Event of the Month

Sunday 11th. October—Inspection of Leppington Pastoral Company, followed by lunch at the home of Frank and Veronica Sultana. BYO morning tea, tables, cutlery and drinks for lunch. Food will be supplied. Frank will put a television set in his garage for those who need to watch the Bathurst races. Meet at 9.00am at the Liverpool Regional Museum (corner Hume Highway and Congressional Drive, Liverpool) for a 9.30am departure. Further details from Kim Russell on 9997 1168.

Swap Meets

25 October – Crookwell Swap Meet from 6.00am—4832 1988 or 02 4832 2153. On site camping available at \$15 per night-hot showers.

15 November— Silverwater Swap Meet, from 6.00am—0419 587 983.

18 October— Parkes Antique Motor Clubs 15th Annual Swap Meet, Parkes Showground. Contact Hedley Nicholson 02 6862 2105.

Would you like to have your 'Vintage Torque' sent to you via email? Please let us know and it will be done.

The Annual Tour reports will appear with next month's 'Vintage Torque'.

Information on mechanical tips for running cars, any useful information, interesting web sites that members may look at, etc., is wanted. Send details to Ian Neuss at info@VintageVehicleClubAustralia.com — Check the Club's new website, at <http://www.VintageVehicleClubAustralia.com> and report any problems /additions required.

George Roberts OAM passed away on 24th September. He was Foundation Member number 10 of our Club and was a most knowledgeable historian on the subjects of cars and aeroplanes, as anyone who has heard him speak would know. In 1936 he became the 50th employee of Qantas where he remained until retirement, carrying on from then up until now as an historian. At 99 he was still thinking of our club, offering information to assist us on our annual tour. George was a true gentleman and will be sadly missed by all who came in contact with him. Our deepest sympathy is extended to his family. Thanks to Alan Eager for this information.

EDITORIAL CONTACT

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PUBLISHING DEADLINE

All contributions to "Vintage Torque" are required by the 15th of the month preceding the publication. All members are invited to contribute. Do you have a story about the restoration of your car?

CHANGE OF ADDRESS

Should your mailing address change, notify the secretary so that your copy of "Vintage Torque" will find you.
VVCA 134 Queens Road
FIVEDOCK NSW 2046

“Vintage Torque”

October 2009

OFFICIAL NEWSLETTER OF

Vintage Vehicle Club of Australia 1919-1930 Inc

DEDICATED TO THE PRESERVATION AND RESTORATION OF VINTAGE VEHICLES



NOTICE OF NEXT GENERAL MEETINGS

Thursday 1st. October, 2009, at 8.00pm
Thursday 5th. November, 2009, at 8.00pm

NEXT COMMITTEE MEETING Monday 26 October 2009, at 8.00pm

Web Address: <http://www.vintagevehicleclubaustralia.com>

Postal Address Hon. Secretary, VVCA, 134 Queens Road Fivedock NSW 2046

COMING EVENTS

17 October (Saturday) Granny Smith Festival, Eastwood. Parade starts at 9.30am, assembly from 8.30am.

15 November—Fishers Ghost run.

6 December—Run to Watts Beach—Reeds Flat and Audley.

Get your entries in for Motorfest as soon as possible.

At the next meeting (1st. October) John Cook will bring in his motor car badge and radiator cap collection.

CORRECT RUNNING-IN PROCEDURE

1. Set the valve clearances, and ignition timing as accurately as possible before starting engine.
2. Start engine and set throttle to an engine speed of approximately 25 m.p.h. until engine reaches normal temperature. **DO NOT ALLOW ENGINE TO IDLE!** Fast idle speed ensures adequate lubrication for pistons, rings and cylinders. When operating temperature is reached retighten cylinder head bolts, recheck valve clearances and ignition timing.

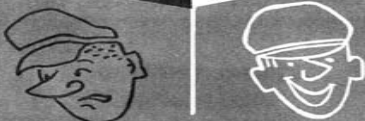
BEDDING-IN PROCEDURE

The new rings should be "bedded in" before vehicle is handed over to the owner. This is very quickly achieved on the road by accelerating in top gear at full throttle from 30 to 50 m.p.h. several times. This procedure ensures quick ring seating by applying full gas loads at rubbing speeds sufficiently low to eliminate the danger of local scuffing.

Prolonged life and adequate oil control depend to a large degree on careful engine assembly, accurate tuning and proper driving procedures.
THE ENGINE MUST NOT BE LUGGED. If possible place on light duty for first 50 miles.

TAKE THE RIGHT ROAD ...

WRONG RIGHT



HOW TO INSTALL PISTON RINGS

EVERY STEP COUNTS...
WATCH THEM!
PLEASE READ INSTRUCTIONS
INSIDE CAREFULLY.

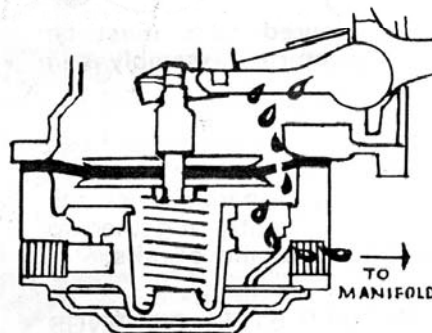


EXCESSIVE OIL CONSUMPTION ?

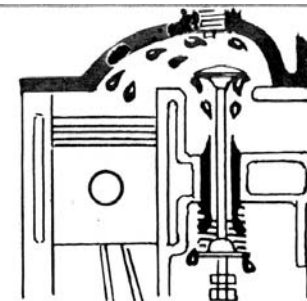
Common sources of heavy oil consumption which NO NEW RING SET can correct are —



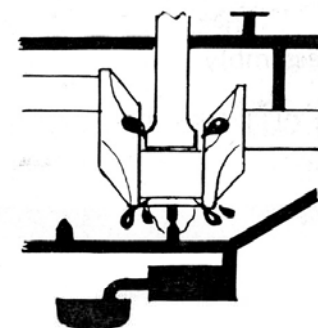
1. Oil **LEAKS** through gaskets or seals.
2. Oil leakage from clogged crankcase **VENTILATING SYSTEM**.



3. Oil drawn into induction manifold through cracked **VACUUM PUMP DIAPHRAGM**.



4. Oil induced into Combustion chamber through **VALVE GUIDES** due to wear, ineffective seals or poor drain back.



5. Excess oil throw-off from **BEARINGS** with abnormally large clearances and "flooding" the piston assembly.

These aspects should be checked as a routine part of fitting new rings, however, in the event of unsatisfactory oil economy after fitting rings, the above five points should be checked before suspecting the new rings.

ADVISE THE OWNER

1. "DRIVE NORMALLY" but avoid sustained high speed during 1st 200 miles."
2. "Do not allow engine to lug at low speed in top gear."