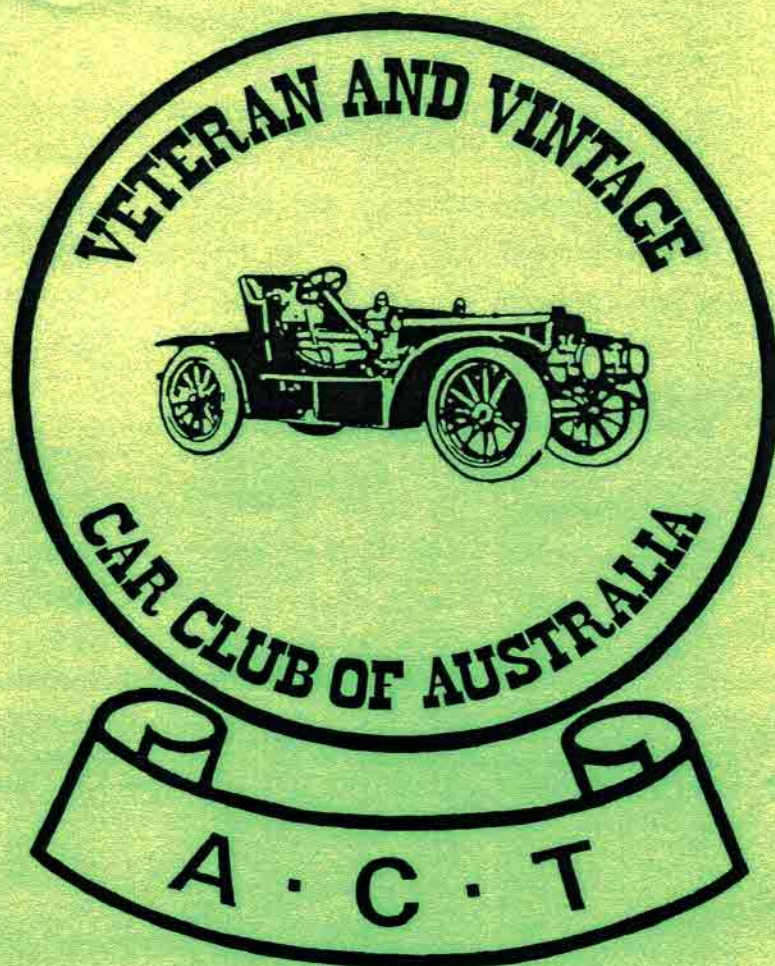


13 June 2002

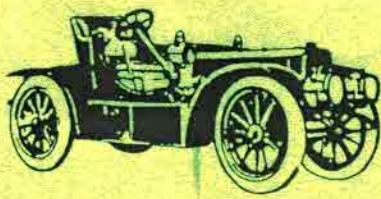
# THE EDWARDIAN

Dedicated to the Preservation & Restoration of Veteran & Vintage Vehicles



V·V·C·C·A - A·C·T  
**NEWSLETTER**

OFFICIAL JOURNAL OF THE VETERAN AND VINTAGE CAR CLUB OF  
AUSTRALIA ACT (INC)



# The VETERAN and VINTAGE CAR CLUB of AUSTRALIA - ACT Inc.

"DEDICATED TO THE PRESERVATION AND RESTORATION OF VETERAN AND VINTAGE VEHICLES"

Tarrant 1906

Please address all correspondence to:  
HON SECRETARY, P.O. BOX 3394, MANUKA ACT, 2603

Club's Website Address <http://www.geocities.com/vetvinact/>

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The Veteran and Vintage Car Club of Australia ACT (Inc) was formed as a non-profit club in 1961. Its members number about forty and they are dedicated to the restoration, preservation and use of Veteran and Vintage vehicles.

Veteran vehicles are those manufactured prior to 1 Jan 1919

Vintage vehicles are those manufactured prior to 1 Jan 1931

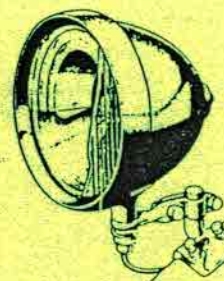
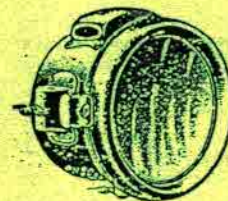
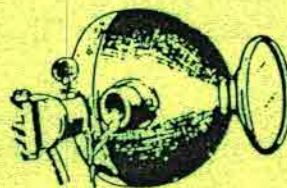
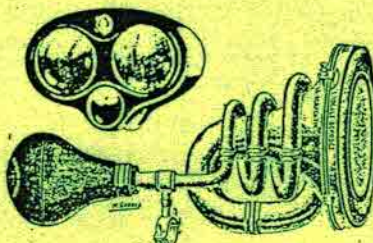


### MEETINGS HELD EVERY 3<sup>rd</sup> WEDNESDAY OF THE MONTH AT 8PM.

The Club meets at the Canberra Institute of Technology, Canberra Avenue, Fyshwick on the first floor of the School of Engineering (Admin). Access is from Mildura Street. Meetings are usually followed by a talk on some interesting theme, a film or other entertainment and then by supper. Visitors are always welcome at the club's meetings.

Copies of the Edwardian go out to each fully financial member. We also forward a copy of the magazine to other Clubs on a reciprocal basis, with the understanding that each of us may, if we desire, use any of the material in the other magazines, for the benefit of the respective Club members.

Membership Fees:- \$40 per year



## PRESIDENTS REPORT

As I attended the latest meeting of the Council of Car Clubs several topics were covered that we need to keep focused on;

1/ What options does the club explore then out Shannon's public liability cover ceases to operate after the 30th of August 2002? The Council is investigating a proposal that all clubs place their public liability in a single pool to get cover for each club. This idea is only one of the options being considered. Some Council members have taken insurance out with C.A.M.S. This could be an option worth exploring. One club felt it necessary to disband and donate their accumulated funds to charity and organise themselves as a social club. Each member would then take full responsibility for their car and those who travel in it. This would mean no displays or public use of vehicles for community or charity events as the cars would not be covered for public liability. Road User Services in Canberra require that cars on concessional rego. must be a member of a club that is an affiliate of the Council. This means these members would have to join another club.

2/ There was a full and frank at what level the Council should set affiliation fees for the next twelve months. Our club fees under this new proposed fee structure would raise five dollars to thirty dollars for the next twelve-month period. It was put to the vote about the proposed increase, the increase was felt unjustified by some, but the majority view for this increase was carried.

3/ The Wheels Review was postponed until after Wheels 2003 was completed. In the current climate a review was thought necessary to examine after twenty years what changes, if any, need to take place.

Our next run is a BYO BBQ lunch at Orroral Valley on the 23<sup>rd</sup> June; hope you have an opportunity to take your car out if it's a nice winter day,

Happy Motoring,  
Gerard

### ☞ PLEASE NOTE!! ☛

\*\*\*\*\*

## June 16<sup>th</sup> Run to Orroral Valley now the 23<sup>rd</sup>!

Due to a clerical oversight this month's run is exactly one week later than previously advised. Meet in the car park on the south west side of the bridge at Tharwa from 10.15 am for morning tea - thence to Orroral Valley for a BYO BBQ lunch. Orroral Valley is a former space tracking station site approximately 30 Klm's South of Tharwa - all roads are sealed. We can also have a look at the old Orroral homestead nearby. There are BBQ areas, plenty of firewood and toilets - all we need is a sunny day with no wind! See you there.

\*\*\*\*\*

## SASSAFRAS WOOD WORKS COACHBUILDERS

Specialists in Wooden Bodies for  
Veteran, Vintage & Classic Motor Cars

Small repairs to complete bodies - free estimates

Works: 6/24 Endurance Avenue, Queanbeyan, NSW, 2620

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## ✂ EDITORIAL ✂

The following sad but true tale should be of interest to anyone contemplating importing car parts from overseas. Three weeks ago I received two separate items from New Zealand (Coincidentally they arrived at home on the same day). One of the items actually consisted of two separate parcels and contained new wooden wheels for the Maxwell. These arrived via Aust. Post. (sent from NZ on a Tues and arrived at my place the following Mon. morning) and the total charge from NZ to my door - A\$120. Very, very reasonable I thought. The other item however has been a real eye opener to me in so far as how costs can run away, and I hope never to repeat the sorry tale. I am only retelling it here so any member contemplating importing car parts can take heed. This second item is a complete gearbox to suit the Talbot. When packed with a couple of other minor Talbot items, the crate weighed a healthy 123 KG's. The owner lived approx. 140 KM's from Auckland. The quoted price for picking up from their door, delivery to Auckland airport, from thence via air to Sydney airport was A\$235. I was very happy with that amount. What I'm not so happy with is the costs once the thing hit Mascot. For a start one must appoint a Customs Agent to act on your behalf to receive the item at the airport. Listed here are some of the charges the invoice I received from my agent contained;- Duty/compile charges, Agency and attendance, Cartage, International Terminal fee, Airline documentation fee, Air cargo automation, quarantine fee and GST. You may well ask what the hell some of these charges are actually for, but when you're 300 Km's away and you just want to get the thing home with a minimum of fuss I just coughed up. Quarantine didn't like the fact that there was still remnants of oil adhering to the gears, so ordered it to be steam cleaned. My agent organised this, all at a healthy fee of course. Freshly cleaned it was then returned to Quarantine for a re inspection...which means double the charges of course. To cut an already long and frustrating story a little shorter, the costs at the Australian end have come to \$826! Keep in mind the b\*#%y thing only cost \$235 to get from a little town in central NZ to Sydney. Moral of the story - use the Postal system if you possibly can!

Gerard has mentioned the issue of public liability in his report this month. This is something that we are going to have to look at fairly urgently as I understand our policy runs out fairly soon. Only last week I received a letter from my old Qld. club who have already faced the same predicament. Their policy ran out on the 1<sup>st</sup> of June, so until something is sorted out, they have cancelled all runs of a charitable nature, ie, displays at fetes etc. The Queensland Combined Council is trying to organise a policy to cover all member clubs, much the same as our local Council is trying to do. Gerard mentions a local club that has decided to disband but points out they would still need to join another club to maintain their cheap rego. Can't fathom that one I'm afraid - sounds a bit Irish to me! I was fairly involved with the incorporation of my old club about 18 years ago. I recall that the main reason we became incorporated was so if the club was sued, the individual members couldn't be held financially responsible or ruined. In fact, under incorporation, the most the 'victim' could get was whatever assets the club owned - in our case about \$1500 and a clapped out Gestetner. I'm pretty sure the solicitor I was dealing with at the time said that the only reason we still needed to take out public liability was as a courtesy so if someone did sue the club, they could at least get something. I wonder if this is true and/or is still the case? If so, then maybe the situation isn't quite as bad as it seems. Maybe car clubs, or the Council, need to get current legal advice on the matter before blindly making knee jerk reactions such as disbanding or cancelling future engagements or going off and renewing a policy at a vast sum. All in all, a sad indictment of the times we live in.

My thanks to contributors this month, particularly the Quarmbys' for the story on their Nash.

Happy Restoring  
Rick

## The Rushmore Shaking Grate Generator

The Rushmore Shaking Grate Generator has been recognized for the past three years (1906-9) as being the only gas generator for automobile use constructed on scientific principles. In its present form it has been considerably simplified, but without change in its two important features, namely, the **Automatic Regulating Chamber** and the **Shaking Carbide Basket**, to which its well-known steadiness and perfect operation are due.

When properly handled this generator will give the following results :

1. It will separate from 85 to 95 per cent. of the lime from the carbide.
2. It will regulate the water feed automatically according to the gas pressure, regardless of the number of burners lighted.
3. It will not wet the lime.
4. It will not overheat.
5. It will supply gas faster without injury than any other generator made.
6. It will not waste carbide when the gas is shut off.

An automobile generator of the ordinary type operates by holding the carbide in a comparatively solid mass and feeding water to it, the rate of the feed being determined either by some wick stuffed into a small tube or by careful adjustment of an easily choked needle valve.

In neither case is the feed controlled by the amount of gas generated. The carbide is usually held in a comparatively solid mass.

The lime formed by the reaction with the water swells to a larger volume than the carbide upon which it forms an envelope retaining the heat, so that the acetylene is decomposed into tar vapors, which cause the sickly reddish light so often noticed and choke up the burners with tar.

As there are no means of ridding the carbide from the lime, there is formed in the center a small puddle when the car is standing or running over smooth roads.

When the engine is started or a rough piece of road is encountered, this puddle of water is scattered through the unconsumed carbide.

The result is a terrific rise in pressure which can be relieved only through the burners, and besides the loss of carbide there is danger of breaking the lens mirrors.

Such generators give only a dim sickly light on smooth roads when the driver wants to run at high speed, but on a bumpy section where he must run slowly and needs little light, his lamps flare up magnificently.

To produce a constant flow of gas without waste of carbide two principal things are needed :—

The supply of water to the carbide must be governed automatically by the gas pressure; and to accomplish this the carbide itself must be instantly freed from the lime dust formed upon it.

These two objects are attained in the Rushmore Generator by means of the patented Automatic Regulating Chamber and the Shaking Grate or Carbide Basket.

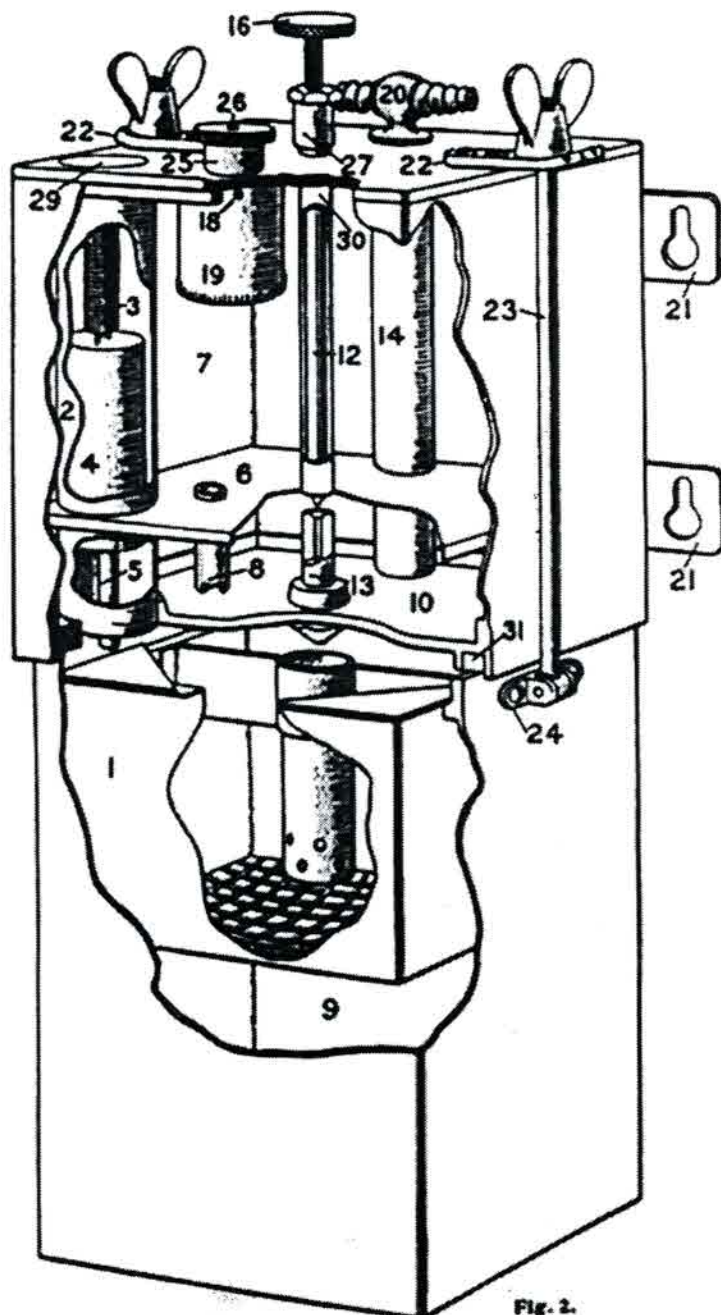


Fig. 2.

The Rushmore Shaking Grate Generator - Cont.

The Automatic Regulating Chamber operates on the principle illustrated in Figs. 3 and 4. These show a vessel with a water tank 1, an intermediate chamber 2, and a bottom chamber 3, with an outlet 4. Water poured into 1 will run down through The tube 5 and overflow the standpipe 6. If there is only atmospheric pressure in 3, the water will run down freely, as there is nothing to hold it back. If, however, 3 contains calcium carbide, the first few drops of water reaching the carbide will generate gas, whose pressure, communicated to the chamber 2, will force a portion of the water back to the tank, so that the water levels in 1 and 2 will take about the positions shown. The "head" of the water is then exactly equal to the gas pressure in 2 and 3. If a gas burner 7 be connected to 4, the pressure in 3 will gradually diminish till the water again overflows 6, and the process is repeated. This chamber 2 is the Automatic Regulating Chamber of the Rushmore generator, and so long as carbide remains it performs its functions in the manner indicated, permitting no water to fall upon the carbide till the gas pressure has dropped below the normal "head" of about four inches of water, which is the proper working pressure for the burners.

The shaking carbide basket is simply a square or round basket, suspended by its upper edge at two opposite points, and jarred constantly by a lead weight suspended from a spring. This weight (not shown in the illustrations) is kept in motion by the slight vertical movement of the car when running, and by striking the carbide basket it gives the whole mass of carbide a sharp shock and the wire grate forming the bottom of the latter a slight horizontal motion, resembling that of a common ash sifter, which is found to be a complete preventive of the caking and clogging of the carbide experienced with other forms of generator. Cheap commercial lump carbide is used, giving the largest yield of gas per pound.

In Fig. 2 is shown the manner in which the principle of the Automatic Regulating Chamber is applied in the actual generator. The carbide is contained in a swinging basket 1, through the bottom of which the lime dust sifts out when the basket is shaken. To give access to the carbide basket the generator is made in two parts, which are connected by a joint made gas-tight by a rubber gasket 31. The water valve 16 is provided to shut off the flow of water to the generating chamber when the bottom half is detached for recharging.

Instead of taking the gas out from the side of the generator it is carried up through pipe 14, which passes with gas-tight connections through the regulating chamber and tank, and is filled with curled hair, which acts as a filter to prevent lime dust from being carried into the gas pipe. As this large tube is surrounded by water, the gas is effectually cooled.

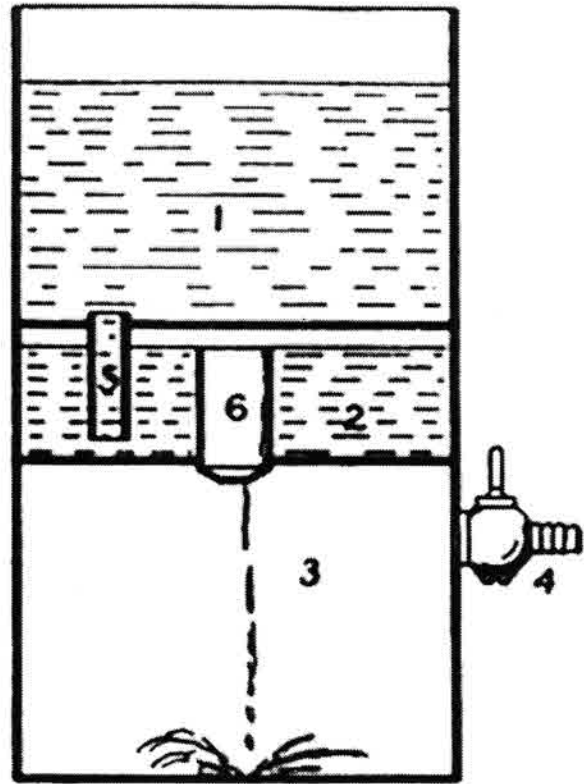


Fig. 3.

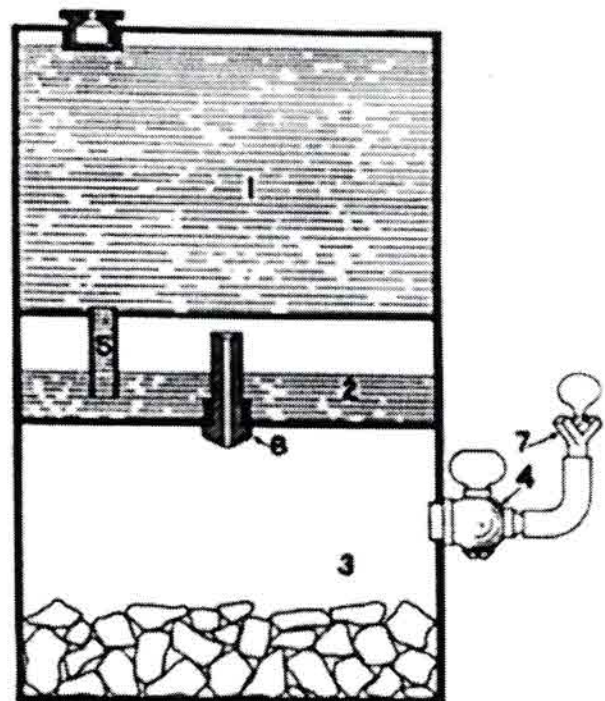


Fig. 4.

## ❧ Club Members Vehicle ❧

### *1927 Nash Advanced Six Formal Sedan*

*Owners:- Evan and Tracey Quarmby and Family*

The Nash range for 1927 consisted of three models which were all extremely well engineered and manufactured. The smallest was the 'Light Six' sidevalve, then the 'Special Six' overhead valve, and finally the 'Advanced Six' which was the biggest car that Nash had built to date. All vehicles has full pressure lubrication, 7 bearing crankshafts, and many advanced features. Charlie Nash insisted that all of his vehicles from the outset of his company were 'built up to a standard - not down to a price', a motto which was adopted by the Company. To facilitate this, he acquired many different manufacturing companies who made parts for the Nash so that he could guarantee quality, including Seamans Bodies who were a large body manufacturing empire.

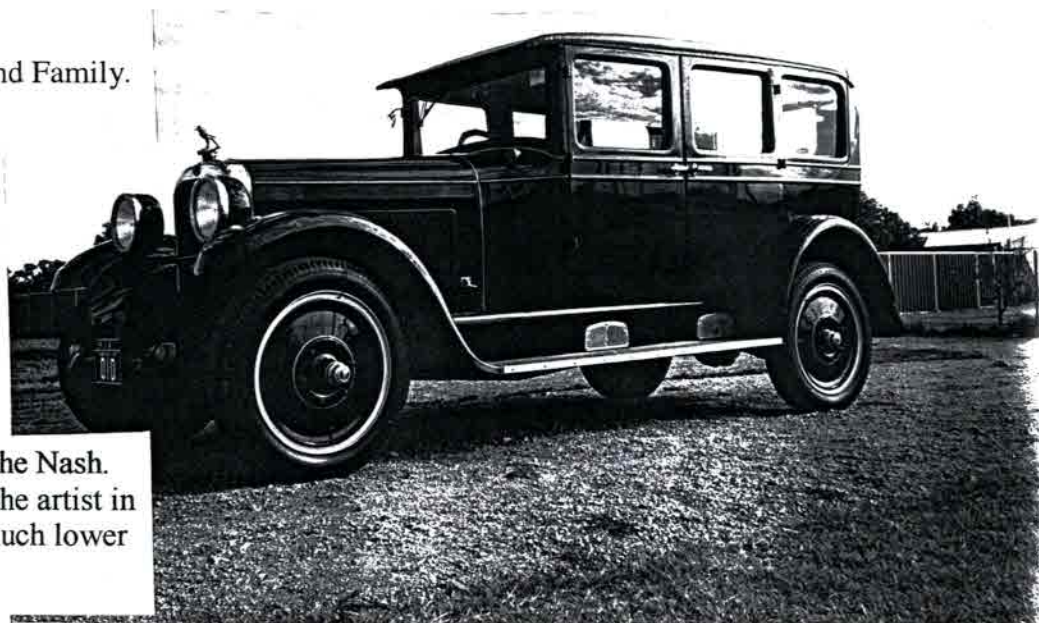
The 1927 line of vehicles were still fitted with the traditional single ignition set up, and it was not until 1929 that Nash went to 'twin ignition'. The '27s had 21" disc wheels as standard as Charlie knew that these were the most robust wheel and would give service forever without the need for repair. The Advanced six has massive 18" brakes on the front and rear which are very effective, and the steering was specifically designed to be light and useable. The Advanced six was built as the luxury model, and is very refined in its all round driveability, quietness and reliability.

Our advanced six spent all of its life in Sydney, until we purchased it in 1995 and headed west to Parkes where I was stationed at the time. The vehicle has travelled 98000 miles and still retains all of the original timber in the bodywork which is very sound. The body is a fully imported Seamans body, which is in the five passenger configuration. It was painted and upholstered in about 1968 in preparation for the 1970 international rally, and has been very well maintained by the owners since. It has been rallied extensively without any major problems, including a 4500km round trip from Western NSW to Tasmania and return, cruising effortlessly at 45mph.

Although I am open-car mad, I have to admit that wind-up windows are a very nice option, especially now that we have been through a couple of Canberra winters!

Unfortunately, priorities change, and we are now looking forward to restoring our 1916 Mitchell Racer, and as we all know, this takes some financing. (Interestingly, Mitchell was one of the companies that Nash bought out to expand manufacturing operations in about 1922.). As a result the Nash is regrettably 'for sale' at the moment to allow for restoration of the big Veteran.

Regards,  
Evan and Tracey Quarmby and Family.



The Quarmby Nash

Over – A period advert for the Nash. Note the artistic licence by the artist in depicting the Nash with a much lower profile than it really had.

# NASH

Leads the World in Motor Car Value



Portraying the Advanced Six *Special* Sedan

## There's a World of Style in this Charming Nash

Motor car fashion now inclines strongly toward the low-swung, French-type profile.

Here it is, at its best, in the smart Advanced Six *Special* Sedan by Nash.

Wherever charming people park their cars, look for this new Nash type. Its expressive beauty will compel your eye, no matter what other cars are there.

It is built for people who are hard to please. Like costly furniture, it is upholstered in exquisite Mohair Velvet. Door panels, window mouldings and instrument board are done in rich walnut finish to harmonize tastefully with the real walnut

Drive this Nash, and you will like it even more. It has, for power, the Nash 6-cylinder, 7-bearing motor—with a power-flow of fascinating smoothness and quietness at any speed.

And it has the Nash type of steering mechanism—easier, faster, never tiring. Just a *slight* turn of the Nash steering wheel when you turn a corner.

And Nash 4-wheel brakes! A more efficient and safer type. Their action is *two-way*—internal expanding, front—external contracting, rear.

The style, efficiency and very moderate price of the Advanced Six *Special* Sedan have quickly made it a preferred investment in the field of family cars.



## Shop Class

### GETTING THE FRONT END RIGHT

by David S. Webber

Every so often I get asked a question that is difficult to answer without defining certain terms. Before I get into the technical details, however, we need to check tire pressures making sure they are equal, right to left.

Next, jack up the front end and see how true the wheels roll, looking for radial and side-to-side run-out. Check for even tread wear at the same time.

Static balance can be checked by rotating the wheel by hand and then letting it coast to a stop. If, after stopping, it starts to turn in the opposite direction, it is out of balance. Correct this problem by adding stick-on weights.

Now, let's get on with the terms.

Spindles are the stub axles that the front wheels revolve on.

King pins are the pivots that allow the wheels to turn left or right.

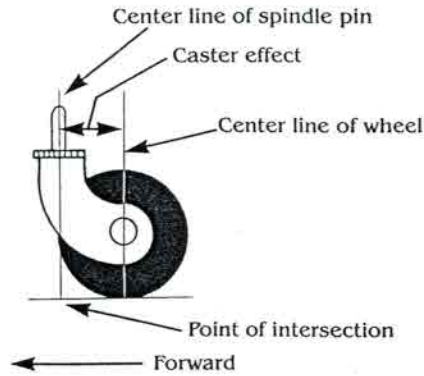
The steering arm protrudes backward or forward from each spindle at the king pin.

The tie rod connects across between the steering arms so the wheels will steer in the same direction.

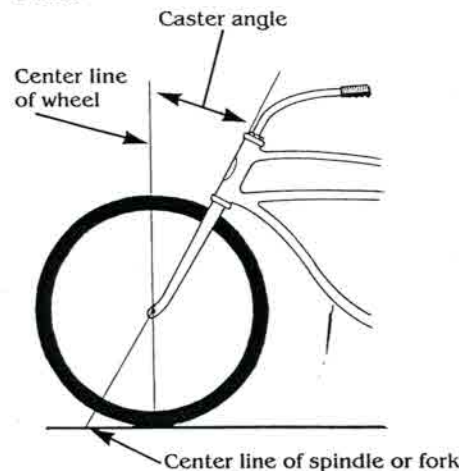
The drag link connects a steering arm to the pitman arm (not all cars have one) at the steering box.

The steering box is the gearbox that changes steering wheel rotation to the back and forth motion of the pitman arm.

Steering geometry includes caster angle, king-pin inclination, camber angle and point of intersection. We will define each of these in terms of how they relate to the overall picture.

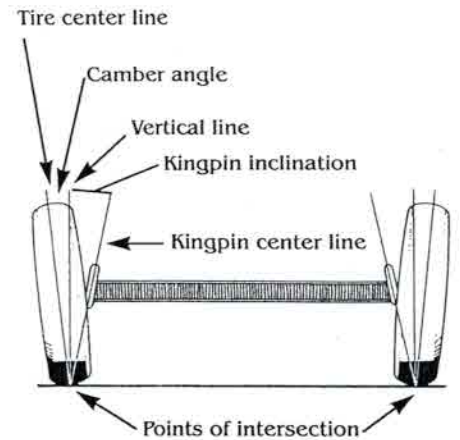


To understand caster, think about the swinging wheels (casters) on a chair or shopping cart. The caster wheels always pivot around to be behind their vertical pivot pin. Caster is what makes our car's steering return to center or mid-point after a turn.



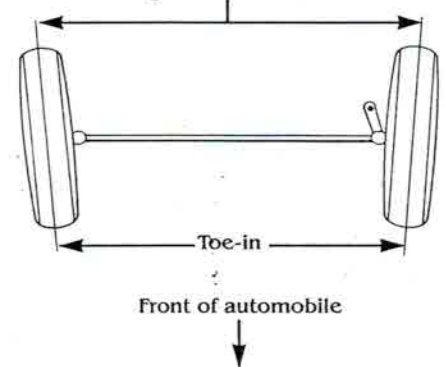
The ideal situation is to have the extended center line of the king pin intersect the road surface slightly ahead of the center of the patch where the tire contacts the road. That is done by tilting the top of the king pin (or the whole front axle) rearward. If the king pin is positioned so that its point of intersection is behind the front wheel, we have negative caster instead of positive caster. The wheel will be unstable and will go from side to side to try to get behind the king pin.

Here's another problem manufacturers had to solve: With the king pin inboard of the wheel, the tires will move forward or backward in a little arc when the steering wheel is turned, making it hard to turn the steering wheel when the car is not in motion (such as parking). The tires will fight each other. The solution was to move the point of intersection to the side so it would fall within the tire contact patch. Otherwise, the tire contact patch will try to get behind that point of intersection (remember caster?).



Some manufacturers inclined the king pin to the side to move the point of intersection outward. Most tilted the end of the wheel spindle downward, which made the top of the wheel tilt outward and of course made the bottom of the wheel move inward under the king pin. That sideways tilt of the wheel is called camber.

This distance greater than it is at the front



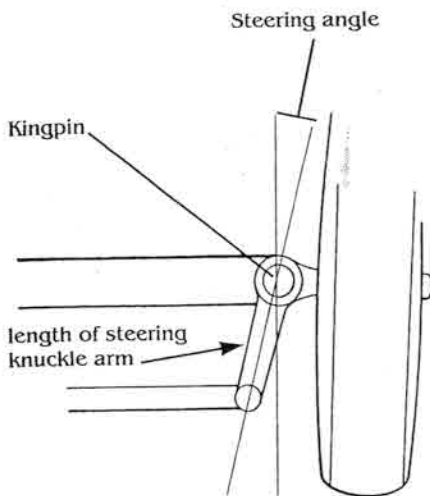
Wheels may be tipped in or out at the top. Tipped out is positive camber. And, yes, tipped in is negative camber. {See "Self-Propelled Vehicles" by James E. Homans for examples of ingenious solutions that did not survive...Ed.}

Camber, king-pin inclination and caster are all related.

Here's a list of some steering problems:

Toe-in means the front wheels are closer together at the front than at the back. Toe-in is needed but sometimes (due to poor adjustments or loose nuts and bolts) we end up with toe-out.

Adjust the tie rod to get some toe-in so that, as we travel down the highway, the friction of the tire will allow the front wheels to track in parallel. Too much toe-in will cause excessive tire wear.



Steering knuckle arm design to create toe-out on turns.

Toe-in must be adjusted with the wheels straight ahead, and should be measured at the same point on the tires front and back (by rolling the car forward) so that wheel run-out doesn't affect the measurement.

The wheels must be straight ahead to set toe-in because they do not turn equally when you turn the steering wheel. Look at the diagram. The right wheel is at 20 degrees and the left wheel is at an angle of 23 degrees when this particular car is turning left. The left wheel has to be at a larger angle because it is closer to the center point of the turn and has to turn sharper. The steering linkage does this for you, usually because the steering arms are not at right angles to the wheel spindles, but point inward (if the tie rod is behind the axle) quite a lot.

Were the wheels turned right, the left wheel should stop at 20 degrees and the right should show 23 degrees. Thus, we show toe-out and caster angle.

Here are some items (units) to check:

Looseness: Any free play at the steering wheel in excess of 1½" should be checked out for looseness. Check the pitman arm, steering-gearbox bushings, king pin bearings, tie-rod ends and the drag link. Also check that the steering box is securely bolted to the frame.

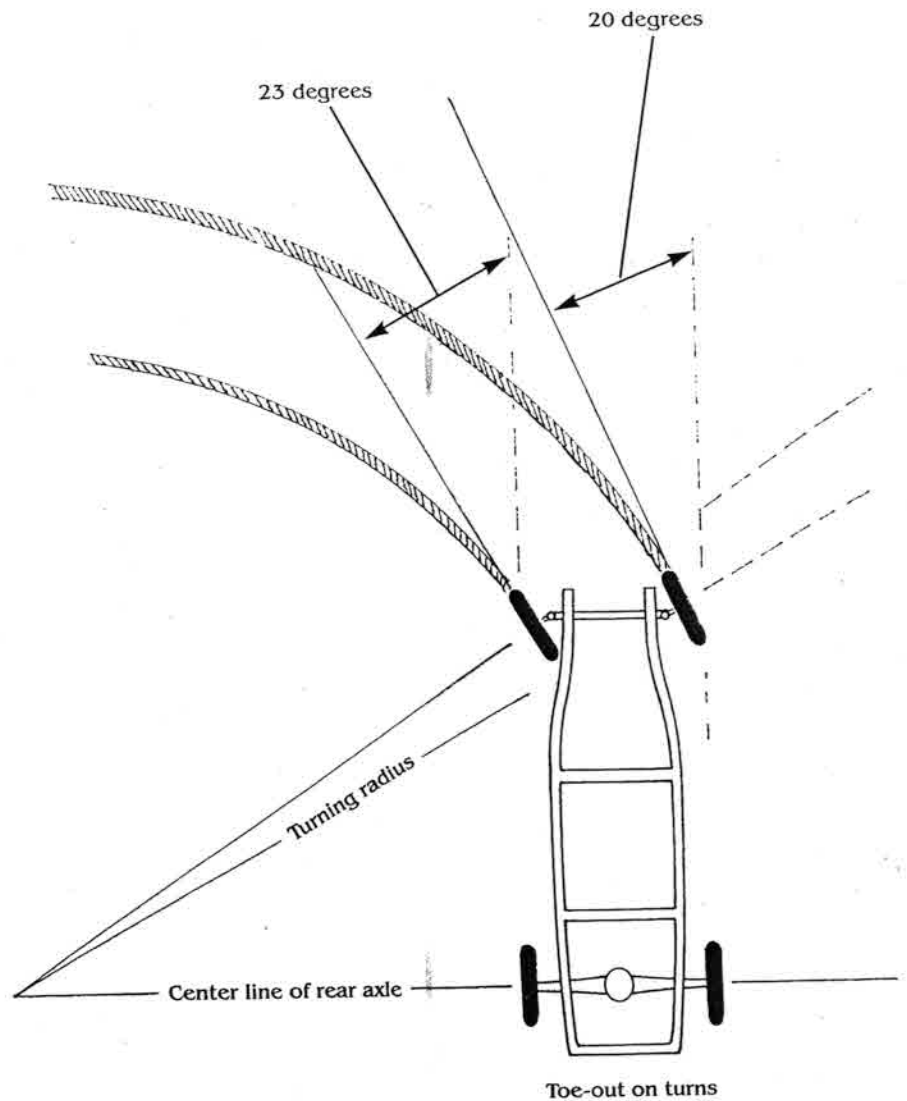
Roadshock: When driving the car, be sure that all the steering components from the hub to the rim of the wheel are in alignment.

Shimmy: Tire pressure, loose parts anywhere in steering assembly and caster angle (on some vehicles) are the main causes.

Tracking can be measured on a flat floor. Be sure the front and rear wheels follow each other or get somebody with a good eye to follow you down a straight stretch of road far enough behind to be able to see both front and rear wheels. This takes a little doing but it can be done!

Brakes: Be sure they don't pull to the right or left. □

Illustrations are not only not to scale, but exaggerated in places to make a point.

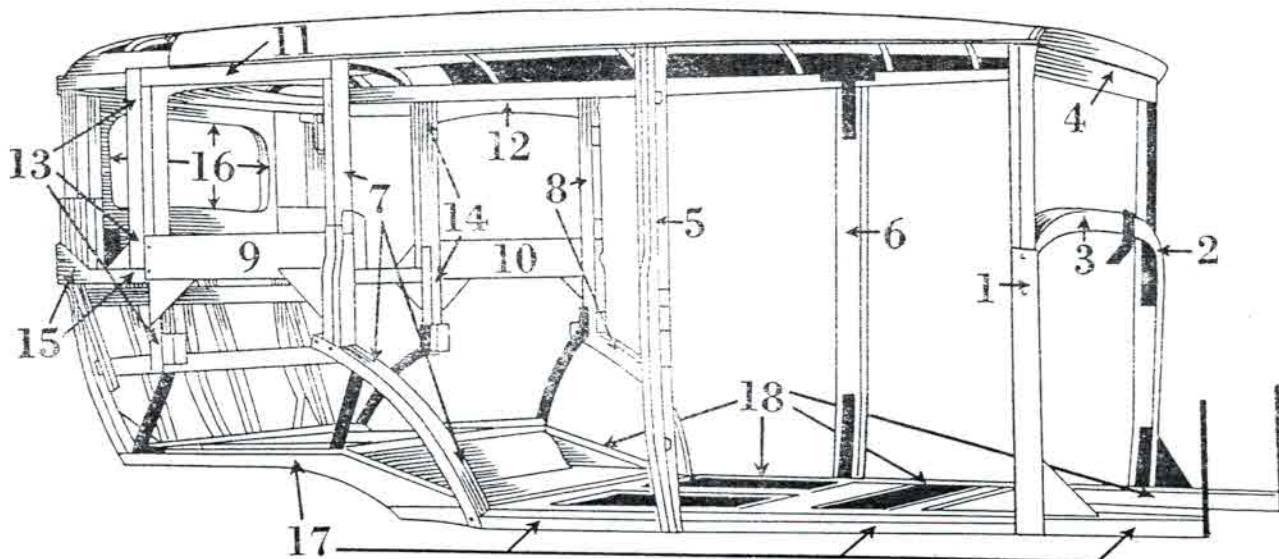


## Proper Names of Wood and Metal Panel Parts

The body framework is constructed similarly to the framework of a house. The foundation (the body sills) is assembled first. Upon this is erected a super-structure, consisting of rear, center and front pillars, the front body assembly, back body assembly and lastly the roof assembly. Braces are used wherever necessary.

The wooden members receive the maximum amount of protection from the elements by means of metal panels and roof covering that form the shell or outer

covering of the body. Generally when woodwork repairs are to be made it is necessary to either loosen or remove some portion of the metal paneling. On roof repairs the covering must be loosened or removed. In some instances it will be found necessary to also remove a certain amount of trim work. Information on trim removal is given in a subsequent chapter. The illustrations following give the correct name of each wood part and each metal panel, respectively. These should be memorized.



*Illustration No. 1*

### 7-Passenger Sedan

- |   |  |
|---|--|
| 1. Front Body Hinge Pillar Assembly—Right | 10. Rear Quarter Belt Bar—Left         |
| 2. Front Body Hinge Pillar Assembly—Left  | 11. Rear Quarter Header Bar—Right      |
| 3. Windshield Lower Cross Bar             | 12. Rear Quarter Header Bar—Left       |
| 4. Windshield Header Bar                  | 13. Rear Quarter Pillar Assembly—Right |
| 5. Center Body Lock Pillar Assembly—Right | 14. Rear Quarter Pillar Assembly—Left  |
| 6. Center Body Lock Pillar Assembly—Left  | 15. Rear Belt Rail Assembly            |
| 7. Rear Body Hinge Pillar Assembly—Right  | 16. Back Window Frame Assembly         |
| 8. Rear Body Hinge Pillar Assembly—Left   | 17. Main Side Sill Assembly—Right      |
| 9. Rear Quarter Belt Bar—Right            | 18. Main Side Sill Assembly—Left       |



## Standard Screw

(Submitted by Roy Wheeler)

Unless you're the handy practical type, you probably don't handle a screw very often. You can think of a screw as a cylindrical rod with a continuous spiral thread on the outside, and which is used either to hold things together, or to modify a force or a motion. You probably don't appreciate, when you buy a small packet of identical screws at the hardware shop, that the standard screw made our modern technological society possible - not because it holds things together, but because it forced us to adopt Standards.

It's reckoned that the Greeks had invented the screw back in the 5th century BC. By the 1st century BC, the Greeks and Romans were using screw presses to press clothes, olives and wine. The Romans invented the first screws for going into wood. These wood screws were bronze or silver. They made the threads by filing them, or by soldering a wire that had been wound in a spiral. But the screw was lost with the fall of the Roman Empire.

The first written reference to a screw is in the early 1400's. In the late 1400's, John Guttenberg used screws to hold his famous printing press together. And apparently nobody noticed Leonardo Da Vinci's designs from around the same time (the late 1400's) for machines that could cut screws, because the first such machines were built in 1568 by a French mathematician, Jaques Besson.

The first nuts and bolts appeared in the middle 1400's. The bolts were just screws with straight sides and a blunt end. The nuts were hand-made, and very crude. When a match was found between a nut and a bolt, they were kept together until they were applied in a industrious manner.

And this was the problem that William Sellers tried to solve, when he stood up on the 21st of April, 1864, in the lecture hall of the Franklin Institute in Philadelphia. Sellers was one of the finest machinists and tool builders of the day. Back then, the machine tool industry was like Silicon Valley is today - a driving force of the most modern technology of the day. Sellers called his talk, "On a Uniform Standard of Screw Threads". He complained that American nuts, bolts and screws were all individually made by hand, and that they still had to be hand-matched until a fit was found. A bolt or machine screw made in one machine shop would not fit a nut made in another machine shop.

Sure, on the other side of the Atlantic in England, a certain Joseph Whitworth had proposed a standard screw, and indeed, the Woolwich Arsenal had been using his Whitworth Screws since 1841 - about 23 years before Sellers called for a standard for screws.

But Sellers didn't like the shape of the thread of the Whitworth Screw. Each turn of the Whitworth thread looked like a little pyramid, but with the angle at the top of the pyramid being 55°, and the actual top of the pyramid being carefully rounded. It took "three kinds of cutters and two kinds of lathe" to make a Whitworth Screw. Sellers proposed that the thread pyramid should have an angle of 60° (which is easy to make and measure because it is one of the angles of an equilateral triangle). He also proposed that the top of the pyramid be flattened, which is much easier to make than a fancy rounded top. He claimed that his thread would need just one cutter and one lathe - and so be easier, quicker and most importantly, cheaper, to make.

By 1883, the American railroads were the largest corporations in the USA - and practically all of them were using his screw thread. This forced all the suppliers to those railroads to also use his new screw thread.

The final victory of the American thread over the competing Whitworth thread happened because of World War II. In the northern winter of 1941-42, the German tanks of the Panzer Division battled the tanks of the British 8th Army in Africa. On both sides, the tanks broke down as bolts and screws wore out and loosened. American factories sent tonnes of bolts and screws to the battlefield - but they didn't fit the British tanks. So for the rest of the war, the American factories had to run two separate lines - one for British screw threads and one for American screw threads. Everybody agreed that having screws that didn't match was a very stupid reason to lose a war, so in 1948, the British agreed to use the Sellers Thread, which by then was already being called "US Standard".

So from a little speech on the 21st of April, 1864, about trying to make nuts fit bolts, today, we have over 800,000 different Standards used on our planet. They cover everything from petrol to paper, from bra cups to batteries, from alcohol to milk, and even internationally franchised fast-food hamburgers.

Maybe in the clamour for standardisation of everything, perhaps a screw has come loose...

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How good's your tow bar?

## Events Calendar

- |        |   |
|--------|---|
| Jun 23 | Run to Orroral Valley (see front page detail)                       |
| Jul 17 | Club Meeting  |
| Jul 21 | Club run to be decided  |
| Jul 21 | Chrysler Restorers Club Liverpool Super Swap, Fairfield Showground. |

## Minutes of the Veteran and Vintage Car Club

Date 15 May 2002  
Present As per the book.  
Apologies As per the book  
Welcome Bob Courtney has a number of motorcycles and a 1929 Triumph Sport Car

Minutes for the previous meeting – Moved Rick McDonough and Seconded David Robinson

### Correspondence in:

Cannon  
Council of Car Clubs  
Chev Bowtie Club  
Pro Engines  
The Association of Veteran Car Clubs

Correspondence out: George Atherton re Chev Magazines  
The Association of veteran Car Clubs

Treasurer, Accounts approved for payment  
Cannon \$33.00  
Rick McDonough postage \$200  
Moved Michael O'Toole, Seconded David Robinson

Coming events  
23 June 2002 Club run to Orroral Valley.

Meeting activities  
Brendan Marsh of Shannons.

Librarian Ok

Editor Ok

Inspection Officers – Rob gave a report on his visit to MVR concerning problems experienced with registering Veteran Vehicles.

Meeting closed 8.35 pm

## FOR SALE / WANTED

Due either to few newsletters being received last meeting or them disappearing on the night the following two adverts are the only ones I know are current.

**For Sale** – 1926 Rugby Coach. Unrestored but complete. \$2000. Byron Bramwell 0407 192955

**For Sale** – 1927 NASH Advanced Six Formal Sedan. Fully imported 'Seamans Body', 98000 original miles, older restoration. Has recently rallied through Tasmania and western NSW with 100% reliability. Large and impressive quality American sedan in very original condition. Heaps of spare parts including six wire wheels which need repair. 3 owners. Currently on ACT Club Plates. The perfect car for Canberra winter rallying! Asking \$16500 negotiable.  
Evan Quarmby (02) 6284 7147 (mob) 0410 596530



A certain amount of individuality was allowed in men's clothes at this time, although formal occasions called for formal wear. Dinner jackets were still thought unsuitable for anything but the theatre or suppers at home. For receptions, the opera or ballet and for private dances suits with tails were considered essential. They were worn with starched white shirts and waistcoats, white bow ties and mother-of-pearl or jewelled links and studs. A white scarf might be worn and a black, silk top hat. A young man without a hat was thought to be "erratic". Bowlers had taken over from the top hat for general town wear, though a trilby looked better with a lounge suit, and cloth caps or boaters were worn for sport.

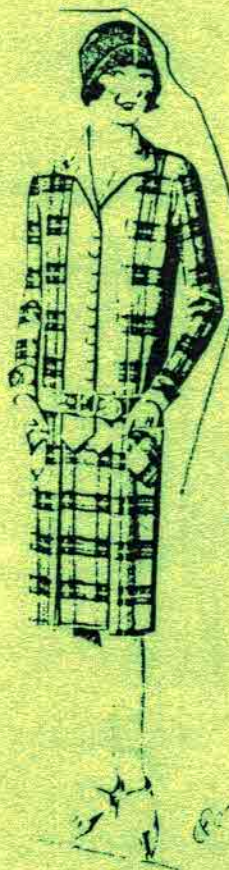
Probably the most extreme male fashion craze was that of "Oxford bags", trousers with immensely wide legs, cut so baggy that the turn-ups used to trail in the mud. The bags were usually made of pale grey flannel, or beige. Oxford bags were often worn with brightly coloured pullovers, for example, scarlet pullover, a gold tie and fur gauntlets.

#### JEWELLERY AND ACCESSORIES

In addition to the long "flapper" necklaces that went with the short dresses, women wore bracelets-sometimes as many as six at a time. Cloche hats were ornamented with brooches. Wrist watches were still thought slightly "cissy" for men, and most men used a pocket watch, carried in the waistcoat.



PAG.

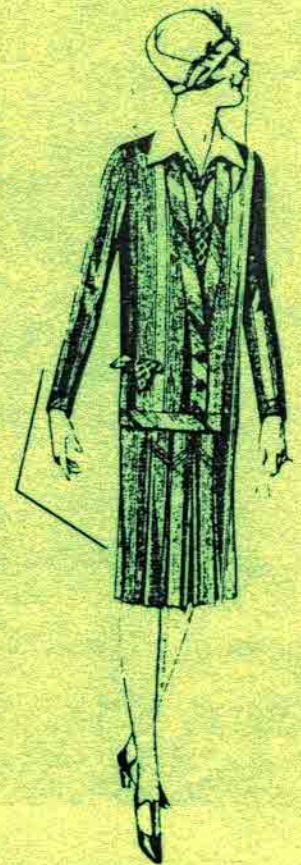


#### COSMETICS

Painting the face had been considered improper for many years and was confined to actresses and ladies of easy virtue-often thought to be the same thing. The newly emancipated girls of the Twenties had no time for such nonsense. Face creams were starting to be worn on faces. In addition to these, lipsticks, powders and tonics for the skin were used. Oxblood was a favourite colour for lipstick, a very daring girls varnished their nails in the same colour.

#### SHOES

Men's shoes branched out a little from the very plain styles. Young men took to wearing two-tone shoes. Women's shoes were highly styled. "Louis" heels and straps across the instep were a common feature. Shoes were usually made of soft leather for daytime, though silk or brocade might be used for evening.



(P. my 1927)

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