



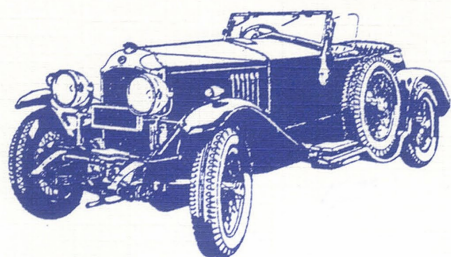
Canberra Chapter Newsletter

May 2012

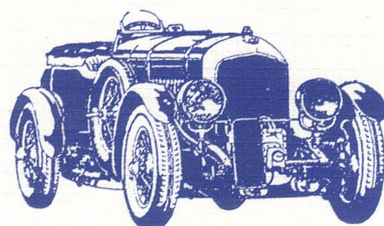
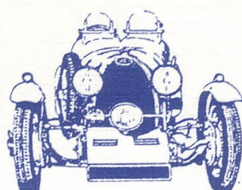
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Massive turnout for breakfast at the Diplomat



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This month in the first of a two part series, our guest writer, Frank Wetton, tells us how to clean our vintage radiators...

All radiators will eventually become inefficient at cooling the radiator water so that overheating becomes progressively worse, which becomes noticeable on long climbs of steep hills.

The contaminants that build up over time include oil from leaking head gaskets, boiler scale from hard water and residues from radiator sealers such as Barrs Leaks.

Types of radiator cores.

i Vertical tubes with thousands of wires protruding like a bottle brush (Crossley and Old Leyland Buses).

ii Horizontal circular tubes flared on the ends to round, square or hexagonal shape and nested together and dipped in a solder bath to hold together. (Bugatti, Alvis, Bentley, and most vintage era European cars. These are called honeycomb cores.

iii Serck type cores are made of vertical strips of copper in a wavy pattern and distorted to form a water space when they are assembled and dipped in a solder bath. (30's Riley and many American cars) These can easily be mistaken for the honeycomb type which they were designed to simulate but at much lower cost due to the reduced metal content.

iv Modern type cores up to the 90's comprise vertical tubes between an upper and lower header tanks and with many thin brass or copper horizontal strips, pierced to fit over the tubes, which conduct the heat away and form a large surface area to transfer the heat to the air.

v Since the 90's many cores have been used, often of aluminium and with glued on header tanks and often with a horizontal water flow.

Header tanks are now commonly plastic. These are short life, throw away types and beyond our interest.

Cleaning these cores.

To clean types i. and iv., remove the top and bottom tanks and push steel rods through the tubes to remove the gunk. Clean everything extremely well and tin the joining surfaces before re-assembling by soldering. Using a jig to replicate the original locations will avoid any misalignment problems after re-assembly.

Types ii. and iii require a chemical clean or complete replacement if money is no object.

Chemical cleaning.

There are specialist firms who can do this, but it is expensive and they are often reluctant to deal with vintage radiators as removing the gunk usually exposes some leaks, previously sealed. Handling requires much care to avoid new dints, which are not easy to repair as these radiators are very difficult to dissemble.

First buy a large plastic tank from your favourite hardware store and find several bricks to keep the radiator off the bottom and above the liquid line.

Buy a small pump which can handle acids and oil or salvage one from an old washing machine. Marine bilge pumps are excellent as they are made to operate in salt water and oil slush. They are 12 volt usually but can be run off a battery charger, rather than a car battery continually being recharged.

Flush with a solvent to remove the oily residues, but choose a solvent which is non-flammable or with high

flash point. Mineral Turps could be used as a last resort, but definitely not petrol or meths.

Next flush with a non-foaming strong detergent, such as is used in dishwashers as this will get rid of any residual oily contamination. Hot water is better than cold for this. About one hour flushing should do the job well enough.

Next make up a solution of citric acid of about one kilo per bucket (5litres) of water and flush the radiator with this for about a week in serious cases. Citric acid used to be known as sherbet in my youth. It is available most easily from home brew suppliers. It attacks the calcium boiler scale, but very slowly and has almost no effect on the common metals used in radiators. It is normal for nothing seeming to happen for a couple of days.

The final step in cleaning is to flush a weak solution of an alkali through the radiator 5 minutes at most, but use the rest of the alkali to neutralise the citric acid sludge before disposing of it in the drain - it is actual better in the drain than orange juice when neutralised. It is neutralised when the fizzing stops. Soda ash is a weak alkali and very cheap from pool supply shops. A very thin film of copper may show up on exposed parts where splashed with the acid-solution, but a good metal polish will whip this off while the german silver is being restored to its former glory.

Next time I will tell you how to seal any leaks exposed and how to replace damaged core tubes. Watch this space!

2012 Alpine Rally

There were 42 New South Welsh cars entered in the rally and 46 from Victoria. So far as the Canberra chapter was concerned, there were Tim and Katie Friend in their neat Beetleback 12/50, John and Fran Higham in their impeccable polished aluminium Ducksback 12/50, Peter and Marie Hoskin in their beautiful AC, Peter Makeham and Geoff Nickols in Peter's unusual Lambda, and self in Bristol. As well, Vic and Warwick Nicholson in their ubiquitous 30-98 could be counted as honorary Canberra cars, as they turn up at so many of our events.

The Sydney contingent stayed at Goulburn on their way south, and next day visited Tidbinbilla Space Tracking Station in the ACT, where they had lunch. The Highams and I travelled directly from Bungendore to Cooma in convoy, and I must say it's a very pleasant drive. This Cooma stop was NSW cars only, as the Victorians were still *en route*. I think we were the first customers to check in at the motel. However, presently Linton Morris arrived in his Bentley—this car was originally equipped with an engine of a mere 6½ litres, but now enjoys one of 8 litres, which gives its voice a more purposeful growl, and leads perhaps to a dipsomaniacal thirst. Mind you, it was by no means the only Bentley: there were six others belonging to Corn Stalks before we linked up with the Gum Suckers, who brought the total to seventeen (this was the number entered—I didn't actually count them on the ground). The second most numerous marque was Vauxhall, at fourteen entered (7 NSW, 7 Vic); none of the remaining 57 made it into double figures. The oldest car by a country mile was Peter Adams's 1912 FN.

On the following day (Saturday), we had a delightful run via Adaminaby and Cabramurra to Tumut, via the Snowy Mountains Highway. I travelled in convoy with Edward and Maggie Snape in their Morgan 4/4; this relieved me of the necessity to indulge in the questionable practice of driving and navigating simultaneously. This road goes up and up and up, then down and down and down, then up and up and up, and so on. At Adaminaby we visited the Snowy Scheme Museum, where we were shewn an excellent film recording the remarkable history of the scheme in considerable detail. About 16 km further on,

we entered the Kosciuszko National Park, and started to notice the tall red poles marking both sides of the road. A turn-off took us past the 1614 metre Mount Selwyn (and its snow-fields and ski-lift) to Cabramurra, where we first met the Victorians; one saw many areas along this deviation that had suffered badly in bush-fires (and perhaps some kind of die-back?), but always with young trees growing.

We drove back to the highway from Cabramurra and headed due north, presently coming to the lengthy and very steep western slopes of the National Park which took us down to Lake Talbingo, which is the largest dam in the Snowy Scheme. And so to Tumut, which is where we teamed up with the Victorians.

Amongst them, I was delighted to see some old friends from Flaxton in southern Queensland, Des and Edna Donnan, as well as, *inter alia*, Peter Hipkins and Peter Latreille (both in 30-98s), John Shellard (Bugatti Type 57) and Richard Stanley (Type 23). After we'd all booked in to our various motels, we repaired to Bila Park on the Tumut River, where we were treated by David Stuart to happy hour drinks dispensed (as usual) from what appears to be a steel cabin trunk (called The Vauxhall Inn) at the rear of his 23-60. This was an ideal area in which to hold such a function, and gave everyone the chance to look at everyone else's cars, and there were some wonderful ones to see. Outstanding were a late 'thirties Delage, with coachwork that I was told was a copy a Figoni et Falaschi body, and an ex-New Zealand Sunbeam owned by John Fitzpatrick (the chap who bought my second Type 23 Bugatti) that is powered by a Sunbeam Maori aircraft engine of 12¼ litres.

These engines were produced late in the Great War, and in Mark II form (which I imagine this one is), Wikipedia says they produced 260 brake horsepower at 2000 revs; two of them were installed in Handley Page O/400 heavy bombers, and they found favour with other aircraft manufacturers as well. A V12, each row of cylinders is equipped with a pair of camshafts, and there are four valves in each cylinder. The engine is a thing of beauty, with lots of polished aluminium, and it's evidently one of only three remaining in existence.

Another notable car was a Vauxhall 23-60 owned by a young man from Queensland called James Stephenson. Earlier this year, he drove in a rally from London to Cape Town, and I understand that he's also driven it from Beijing to Paris. It's a rather scruffy car, but is obviously in pretty sound mechanical shape; it may be that he allows the level of scruffiness to build up with each new long-distance event. Check your Oxford Dictionary—you may find that scruff is a synonym for an extreme form of patina.

On Sunday, we drove to Junee—this time, I went in convoy with the Dillons in their Frazer Nash; it was interesting doing this, because their car is crab-tracked (with a solid rear axle, going round a corner causes the rear tyres to scrub, so the shorter the axle the less the scrubbing), and this means that, seen from the rear, all four wheel nuts are frequently visible at one time. Seen from slightly to one side, it looks as though the car must have been in an accident that caused the chassis to lozenge. In Junee, we visited the fascinating Roundhouse Museum of railway vehicles—these are on rails radiating from a turntable, so that any one of them can, without difficulty, be taken out of the museum for use or display elsewhere. One of the carriages we looked at was equipped with a men's shower at one end and a women's shower at the other. The woodwork and upholstery in many of the carriages were of a very high standard, even in Third Class ones. We didn't go to the liquorice factory, but quite a few people did.

On the way back, we drove through Gundagai and called at the Tourist Information Centre to look at the Marble Masterpiece. This is a quite remarkable model of a clock tower and forecourt built of nearly 21 000 pieces of Australian marble by a local chap called Frank Rusconi over a period of 28 years, finishing in 1938. There is also a replica of the high altar of Ste Marie's Cathedral in Paris. The height of kitsch you may feel, but undoubtedly made with great skill and perseverance. We got back in time to attend the happy hour drinks in the park, and this was followed by an excellent break-up meal to cap a most enjoyable rally.

DH Pearse, Bungendore



On the road



On the road again...



Richard Stanley's Bugatti and bee mascot



NSW Contingent at Cooma



John Lawson's Delage



John Fitzpatrick's Sunbeam

Points Scores for 2012

The 2012 points

score is continuing

and will be maintained until the end of the scoring season on 31 October. To the end of April, the top scorers were as follows:

John Phillips	34	Ian Phillips	16	Paul Doherty	8	Paul Gudder	2
Andrew Riley	33	John Higham	14	Ian Kenny	6	Ian Irwin	2
Richard Calver	30	Peter Markham	14	Alastair Kinloch	6	Peter Jones	2
John Clarke	22	Rob Baker	12	Brian Lockwood	6	Jim Kennedy	2
Graham Moore	19	David Clarke	12	John Rudd	6	Murray McDonogh	2
Mike Shanahan	18	Ray Gulson	12	Bev Bates	4	Bryan Purcell	2
David Pearse	17	Peter Hoskin	12	Arne Schimmelfeder	4	Peter Skinner	2



più italiana

