

SEPTEMBER/OCTOBER 2019

# THE ARMSTRONG SIDDELEY CAR CLUB THE SOUTHERN SPHINX



CARS OF CHARACTER-CELEBRATING 100 YEARS





## Behind the Wheel...

Hello AS friends,

Even though we are partway through Spring it seems that in many parts of Australia members and their families may be threatened by fire while in other areas storms are causing damage. I hope members and their families living in effected areas are taking all necessary precautions and keeping safe.

2020 Riverland Rally Preparations are advanced and you will read that we are confident of a very well attended event—don't miss out on the fun! Jenny has some information about the Post rally Tour to tempt those who may wish to extend their holiday into South Australia.

You will also read that both Jenny Marshall and Rowan Fitzpatricke have highlighted the need for us to find new owners for some Sad Sids Stuck in Sheds....a challenge in this our Centenary year and for our Club's upcoming 60th year!

Hugh Mc Minn has decided to spend much more time in his shed and has resigned as membership registrar. Our thanks to Hugh for his hard work. Fortunately Joseph Dagleish has been willing to step into the breach and take on this very important role. Please support him by ensuring your details are up to date

You will receive your membership renewal form soon. Please pay your subs as soon as you can, especially if you are on a conditional registration scheme which requires proof of club membership. There must be no excuses for getting that gorgeous car out of the garage!

I'm informed that the log book scheme has now become permanent in NSW, so members there can access this scheme. <https://www.rms.nsw.gov.au/roads/registration/get-nsw-registration/historic-vehicles/index.html>

As always we have some interesting reports of branch outings and some great technical information. A big thank you to all those who contributed to this magazine!

**Happy Reading! Barbara**

**Changes in Membership details - Please update your list.**



# Southern Sphinx

SEPTEMBER/OCTOBER 2019

Page	CONTENTS
2	DIARY DATES
3	Riverland Rally
4	Post Rally Tour
5-6	BOARD UPDATE Sleeping Beauties Siddeley Liberation
7-11	BRANCH UPDATES
12-14	UK Tour and Centenary Weekend - Peter Funnell
15	From the Archives: Sapphire Bonnett Catch
16	TECHNICAL: Repairing Smith's Clocks—Alex Elliott
18	Digital Tachometer in a Siddeley- Paul Gray
19	Restoring the Woodwork on a 234 - Ian Barnett
20	PRE WAR PASSION Making the Door Trims in a 20hp—Andrew Christophersen
21	1937 17hp Restoration Progress - Paul Heuer
22	SPHINX ON LINE & IN PRINT ASSA NEW ITEMS FOR SALE
23-24	CLASSIFIEDS

**Contributions, Suggestions and Amendments** should be sent to Barbara Pennington

### Deadlines for 2019/2020

**November/December—November 30th**

**January/February - January 30th 2020**

*The editor accepts no responsibility for the accuracy of information printed or for the safety of documented procedures. The editor reserves the right to edit all contributions to maintain an acceptable length and standard.*

## NEW & RETURNING MEMBERS

*A very warm welcome to you!*

Arnie Leitch

Katrina Doyle

Wim Van Herwegen

Gerasimos Kyriades

## EXPRESSIONS OF INTEREST

### TECHNICAL BOOKS, 1,2 & 3

These will be available to members soon on a USB. Discussion is taking place about the possibility of also publishing a hard copy volume containing all 3 books. Before this occurs we need to establish if there would be enough interest by members to purchase them.

If you are interested in a hard copy please contact Rowan Fitzpatricke as soon as possible [president@armstrongsiddeley.org.au](mailto:president@armstrongsiddeley.org.au)

**COVER PICTURE:** A lovely Sapphire photographed by Sandy Cameron while in UK  
**REAR COVER :** Great Ute owned by John Graham taken outside Government House during the Canberra Rally by Paul Heuer.



Please be aware that information in this publication is obtained from various sources, including amateurs. It may contain errors or omissions. Neither the editor nor the Armstrong Siddeley Car Club warrants that this information is accurate, nor that any technical procedures documented are effective and safe. Unless you have the required expertise, you should obtain independent expert advice before implementing these.

### REPAIR OF SMITH'S VINTAGE CLOCKS – ALEX ELLIOTT

My Typhoon has a 1949 Smith's electric mirror clock which hasn't been working for quite some time and I thought it would be great to get it working again. I eventually got it working better than ever and am sharing my experience for other people who might like to get their various Smith's clocks working again too.

The mirror clock in the Typhoon is shown below:



When I stripped the clock down I found the point that electricity flows through to control the movement of the wheel mechanism had burnt out, broken and showed some signs of melting.

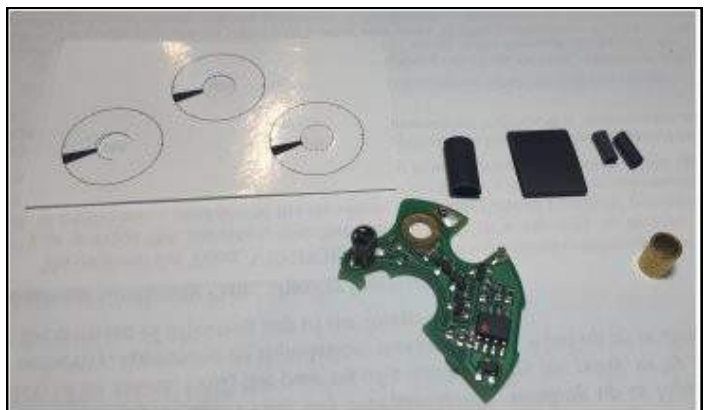


This issue is common to these types of clocks.

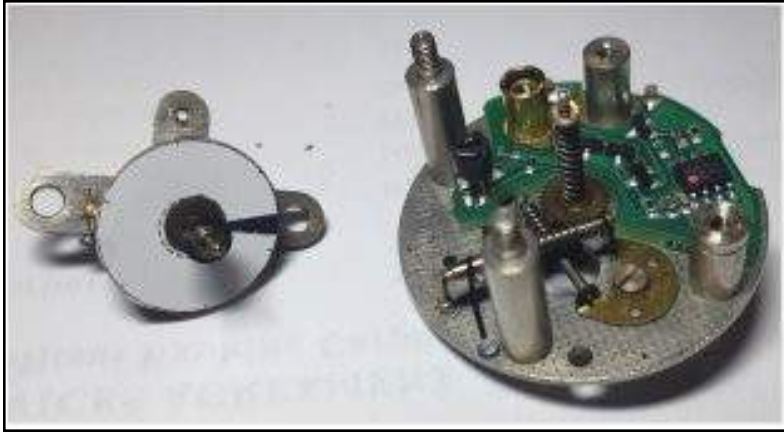
After a bit of research looking for replacement parts I came across a company in the UK that produces an electronic circuit board specifically for these clocks. The circuit board replaces the specific burnt-out part.

The circuit board is produced by company called Clocks4Classics (<https://www.clocks4classics.com>) and comes as a kit:

The company also supplies clock oil so it's the perfect opportunity to give the clock a good clean and oiling. The complete kit with oil costs around £59.00 (about \$108 Australian).



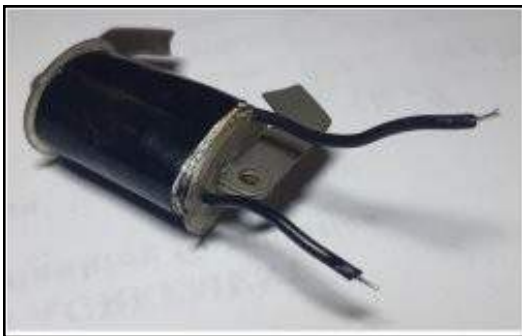
The circuit board fits perfectly onto the frame of the clock and is designed to work with the existing voltage. The white circles with the black stripe are stickers that are cut out and stuck to the underside of the wheel. The black stripe is detected by an infrared reader on the circuit board that detects the position of the wheel.



There are a few different circuit boards available for different model clocks. The website shows all the models of vehicles and clocks repair kits are available for.

Complete fitting instructions and videos can be found on the Clocks4Classics website.

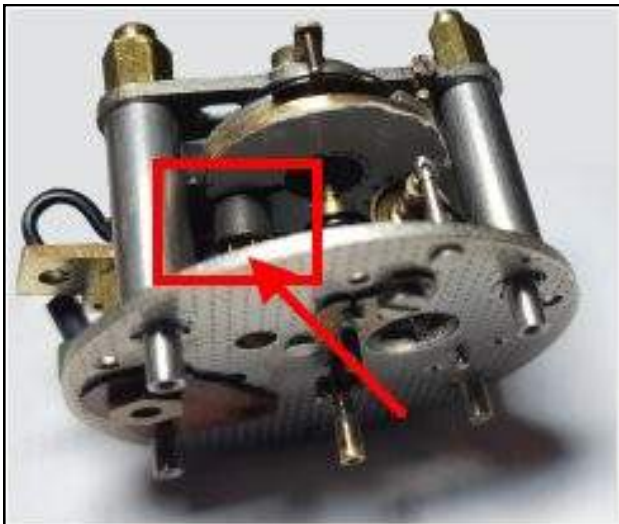
The wires from the solenoid are cut from their original connections and the end of the wires stripped. When the solenoid is placed back into the clock they are connected directly into the circuit board.



I took the opportunity to remove the old electrical tape around the solenoid and put new tape on it – beware though when doing this not to break the wiring under the tape.

**So how does it work?**

Current flows through the circuit board and the infrared reader detects the position of the black stripe on the sticker under the wheel.



This enables the circuit board to control the current to the solenoid which in turn controls the spinning of the wheel which then drives the clock.

The clock has now been completely put back together and literally works better than before.

If anyone has any questions about this or would like some assistance with getting their clocks running again feel free to get in contact with me.

**SAPPHIRE FRONT GUARDS—BRIAN WATT**

Sapphire front guards/wings are held on with 5/16" bsf nuts and bolts. Fitting and removing the bolts can be a two person job. If you are restoring a car you may have to remove and replace the guards several times to get the gaps right and to line up panels so the bolts can become a significant hold up. If you are paying a panel beater to do this work it will become very expensive.

One means of addressing the issue is to spot weld 5/16" bsf caged nuts to the inner guard so removing and re attaching the guard becomes a one person job.

Morrisminorparts.com Part number FIX207K

