(Cover Letter to club Secretary)

Submitted by (*Name Address and Club)*

Re: Robert Shannon Foundation Grant Application

Club Secretary:

Dear Sir or Madam,

Attached is my application for the Robert Shannon Foundation Grant offered to young restorers. Would you please consider if the club will support my application and if the club supports my application please complete the supporting statement and then submit this application to the *State Council*

Should my application be successful funds will be used to assist in the restoration of my 1914 Overland Model 79 for which, I would like to request a sum of $1000 to go towards getting the wheels for my Overland finished. In particular this money would be used to help pay for having wooden spokes and fellows made and fitted to my hubs and rims which I have been preparing over the last few months. My aim is to have the restoration completed by 2014 for my cars 100th birthday.

What I have undertaken of my restoration is described in the following items:
- Project description
- Project Log
- Portfolio of photographs
- List of expenditure

I thank you for your time in assessing my application and I look forward to your response.

Regards

(Applicant Name)

APPLICATION FORM

Applications must be submitted to Robert Shannon Foundation via applicant's club, through the club's State Council by **1 June**

Name of Applicant(s):_____
_____

Address:_____
City:_____
State: _____ Postcode:_____
Contact telephone:_____
Email: _____
Age(s):_____
Signature of Applicant:
_____
Signature of Parent or Guardian (if under 18 years of age)
_____

The following items should be included with this application:

- A brief overall description of the project.
- A logbook describing what work has been undertaken to date.
- A portfolio of photographs of work done or in progress. These photographs should show the individual(s) actually engaged in work on the vehicle.
- An itemised list of what has been spent on the project.
- Amount of funds requested and how these will be expended.

This application should be forwarded to the supporting vehicle club for endorsement and comments. The application must be received by the supporting club in time for them to submit it to the affiliated club's council by **1 May**.

Should my application be successful, funds will be used to assist in the restoration of my 1914 Overland Model 79 for which, I would like to request a sum of $1000 to go towards getting the wheels for my Overland finished. In particular this money would be used to help pay for having wooden spokes and fellows made and fitted to my hubs and rims which I have been preparing over the last few months. My aim is to have the restoration completed by 2014 for my cars 100th birthday.

Project Description:

For many years I have had a keen interest in veteran cars brought on by my father restoring a 1913 Napier, since then I had taken a liking to speedsters in particular. In mid-2008 it was suggested that if I wanted to restore a speedster that a 1914 Overland Model 79 would be ideal as they were sold new from the factory in a speedster body as an option. The first image in the attached photographs is off an original advertisement of my model of car.

Unfortunately I was unable to acquire a complete car to restore so began by doing things the hard way by collecting parts, however I have had the advantage of being able to obtain copies of factory blueprints from the Willys-Overland-Knight Registry (WOKR) in the USA.

Since 2008 I have come a long way with the restoration with the timber framing for the body almost complete, getting the engine running, restoring the brakes and gear change, making new clutch and brake pedals specific to the speedster and getting the hubs and rims ready for new wooden spokes and fellows.

I have been fortunate enough to have a father who runs his own machine shop from home and has taught me a lot about repair and manufacturing parts using the lathe and milling machine. This has been a great advantage in undertaking this restoration and I am proud to say that most parts made and reconditioned I have done myself with my father's guidance. I would also like to mention the great support and assistance given to me by members of the VCCAQ and other enthusiasts throughout Australia.

Most of what has been done to date towards my restoration is described in the project log along with pictures illustrating this work in the portfolio of photographs.

Project Log:

Mid 2008 – Start of project:
- Pair of correct side lights given to me by friend along with engine in pieces and other small parts. Chassis and rear axle located in Armidale NSW. Acquisition of instruments and small items via eBay and club swap meet. All very exciting, although a long way to go from here.

Late 2008:
- Wanted ad in Veteran Torque replied to for parts, resulting in trip to Tenterfield NSW to collect trailer load of parts as shown in the attached photographs.

Early 2009:
- Correct Splitdorf magneto, coil and pair of headlights brought from the USA.

- Trip to Armidale NSW to pick up chassis and rear axle – this chassis and rear axle are the ones being used in the restoration. Chassis stripped of all parts down to bare frame for restoration.

Mid to Late 2009:
- Factory drawings for body, toolbox, fuel tank, mud guards, foot pedals etc. acquired from WOKR. Complete engine minus accessories purchased from Tenterfield NSW. - Due to 2009 being my final year of university I was unable to find time to complete much hands on restoration work so mainly concentrated on acquiring parts to begin restoration the following year (2010).

Early 2010:
- Enough parts acquired to begin serious restoration work. Engine bought from Tenterfield NSW stripped down and cleaned up – bearings, pistons and cylinder bores found to be in exceptionally good condition for their age. Minor repair work was done to the front key way in the crank-shaft, two new gudgeon pin bushes and magneto drive bush machined by myself, new manifold studs installed.

Easter - Mid 2010:
- New oil pump made by copying a borrowed original, required castings of the pump base and fabricating a new pump body from brass.
- Engine re-assemble for trail running before full cosmetic restoration done. Failed attempts to get engine running, cylinders firing from fuel in priming cups but carburettor not taking.
- Restoration work on chassis begins – front cross member replaced by my father and myself, new holes drilled to re-locate gear change and side board brackets to speedster positions (this chassis was originally set up for the touring body).
- Work on new timber body frame begins as per the factory blueprints. Some drawings I redrew in AutoCAD so I could print off full size templates to get the correct shape of the cowl and seats.

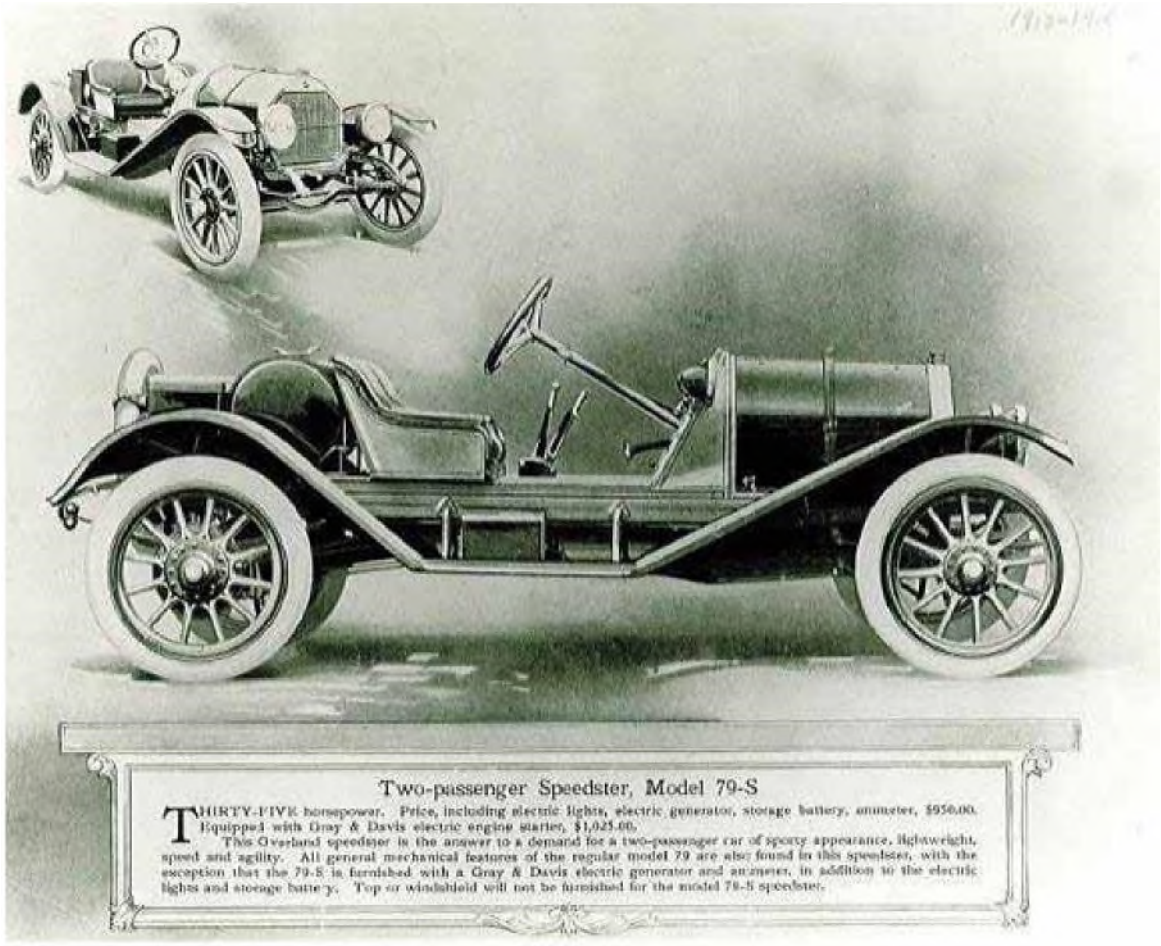
Mid-Late 2010:
- Original cork carburettor float replaced with new brass one – engine now running!!! Evidence of this can be found by searching ‘1914 Overland’ on YouTube and viewing the video: Starting 1914 Overland Model 79 engine.
- Work to get wheel hubs ready for new wood spokes and fellows, decision made to make 48 new hub bolts resulting in two weekends straight on the lathe and milling making new bolts as an exact copy of the dome headed originals.

Late 2010:
- Nuts for wheel hub bolts made. Chassis prepped to be sent off to get rails straightened and some holes filled – chassis now ready for sandblasting. - Work on the brakes begins – new inner and outer shafts are required due to the originals being seized by rust and the cams being over worn.
- Most of the frame for the body is now complete – ready for woodwork to be painted and sealed before panelling begins.
- New brass engine nuts made to hold on water and inlet manifolds as well as sump and cylinder pots.

Early 2011:

- Rear axle brake mechanisms finished new inner and outer shafts made as well as new brake shoe pivots, all linkage pins replaced with new ones. Brakes now ready for new drums and linings.
- New pedal pads cast from aluminium then machined and dressed.
- Clutch and brake pedal factory drawings redrawn in AutoCAD. Drawings files then used to have the pedals laser cut from 10mm mild steel plate. Bosses for the pedal pivots were then welded in and machined and the pedals dressed using an angle grinder and linisher.
- New side plate for gear change mechanism machined on milling machine from 10mm aluminium plate. Gear change mechanism primed and assemble ready to bolt to chassis.
- Front and rear hubs reconditioned, with front hubs being modified to take new bearings and seals, rear hubs tapers are cleaned and keys opened up. Rims sent off to get sand blasted. Wheel hardware is now ready to have new wooden spokes and fellows made.

Portfolio of Photographs:



An original factory advertisement

Local flora and fauna at Tenterfield – The find.

Back home in Queensland the parts collection bought from Tenterfield NSW.

Trailer unloaded eagerly pulling bits apart.

Posing with second chassis bought from Armidale NSW, this is the one being used in the restoration as it is in better condition than the Tenterfield one.

Engine bought from Tenterfield NSW.

Cylinder pots taken off, cleaned up and new manifold studs installed.

New oil pump casting

Oil pump casting after machining with oil pump mechanism.

A trial mock up

Engine now re-assembled being lowered into the unused chassis.

Engine assembled and ready to run, well almost .....

New handmade nuts and bolts for engine – all made as copies of originals to get the right hex sizes.

Start of the body, checking to make sure the base fits the chassis.

Bodywork progressing: Trial assembly of dash and cowl with seat bases.

Making a template for the seat contours.

First layer of plywood in position for lamination of the back of the seats.

Body frame almost finished and ready for panelling.

All the woodwork for the body I have done myself, under my flat in Brisbane. The overall dimensions are as per factory blueprints.

Doing some turning on the lathe for ignition and throttle control gear blanks.

Back axle with rebuilt brake mechanisms.

Brake shoes and external brake bands (note new brake cam and pins).

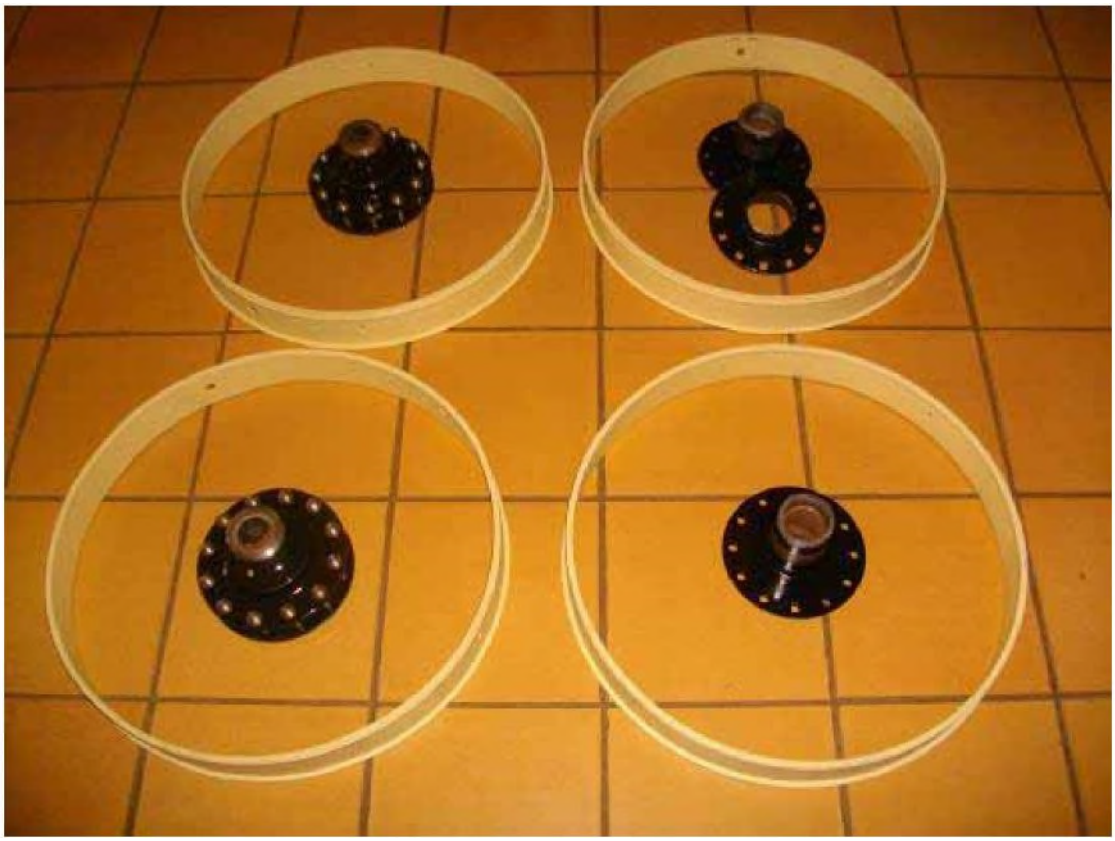
Rust damaged front cross member needing replacement.

New front cross member fabricated from bits of old chassis’s tacked in place

Pulling a front hub apart.

New hub nuts and bolts – Unfortunately these cannot be bought in this size so new ones were made from scratch.

Hubs rebuilt and cleaned up ready for painting.



Rims and hubs ready for new wood spokes and fellows.
Any funds received will go to making the wood spokes and fellows.

Laser cut clutch and brake pedals along with pedal pad castings. I redrew the factory drawings of these in AutoCAD and had them laser cut from 10mm mild steel plate.

Machining the special radial groves for the clutch pedal adjustment.

Aforementioned pedals after being finished and shaped with angle grinder. These pedals are particularly special as their shape is specific to the speedster model, making originals almost impossible to find.

Machining the back out of the gear change side cover plate.

New gear change side cover plate on the left, a borrowed original one that was copied on the right.

Rebuilt gear change and hand brake mechanism with new aluminium side plate.

List of Expenditure:

Parts collection bought from Tenterfield NSW. Collection included chassis with steering box, gear change and brake distribution mechanism attached. Working Gray and Davis starter motor, crank case, cylinder pots, crank shafts, cam shafts, gear box, 2 x radiator cores, torque tubes, drive shafts, external brake bands, front mud guards and other misc parts.	$2000
Chassis and rear axle from Armidale NSW	$500
Complete engine bar accessories from Tenterfield NSW	$800
2 x Splitdorf Model A magnetos bought off eBay	$400
Splitdorf ignition coil switch bought off eBay	$180
Stewart speedometer	$70
Gray and Davis amp gauges	$200
Oil sight gauge found at club swap meet	$10
Saxon Mfg Co. electric headlights bought off eBay	$200
Gray and Davis generator	$150
Wood working tools and materials for timber body frame	$800
Rims and lock rims bought from USA	$1200
Inlet manifold	$70
Schebler Model R carburettor	$120
Brass carburettor float to replace original cork one	$30
Oil pump casting and gears	$120
Foot pedal pad castings	$80
Ignition and throttle control lever castings	$150
Clutch and brake pedal laser cutting	$200
Front hub plate laser cutting	$165
Materials for steering column, rear axle shafts, gear box side plate and brake shafts	$300
Front and rear wheel bearings	$300
Diff centre and universal joint	$120
Straightening of chassis and holes repaired and filled	$100
Front axle	$200
Total	**$8465**

(**TO BE COMPLETED BY THE AFFILIATED SUPPORTING CLUB)**
Name of Supporting Club:

_____

Address:_____
City:_____
State: _____Postcode:_____
Contact Name:_____
Contact tel/email: _____
Signature: _____

Please provide some brief comments regarding your support for this application, and the involvement of the individual(s) in the club: (attached additional pages if required)

Member name has been an active member of our club for x years his interested in the old vehicle movement started when .....
Member name has been involved in this project for x years. He has (describe the work he has undertaken on the project or the activity the member is doing or planning to do

Comment on any other aspects about the member and how the members activity will contribute to the movement

Provide any other supporting statements the club considers will assist the applicant

The Supporting Club should forward the application form, documentation and its recommendation to the State Council, in time for the state council to consider the application at its May meeting.

(**TO BE COMPLETED BY SUPPORTING COUNCIL)** Name of Supporting Council:

Contact Name:__ _____
Contact Ph/email:_____
Signature:_____
When completed, this form and all supporting documentation should be forward by the Supporting State Council to:
Robert Shannon Foundation
PO Box 28
Cobden, Victoria 3266
By **1 June**