

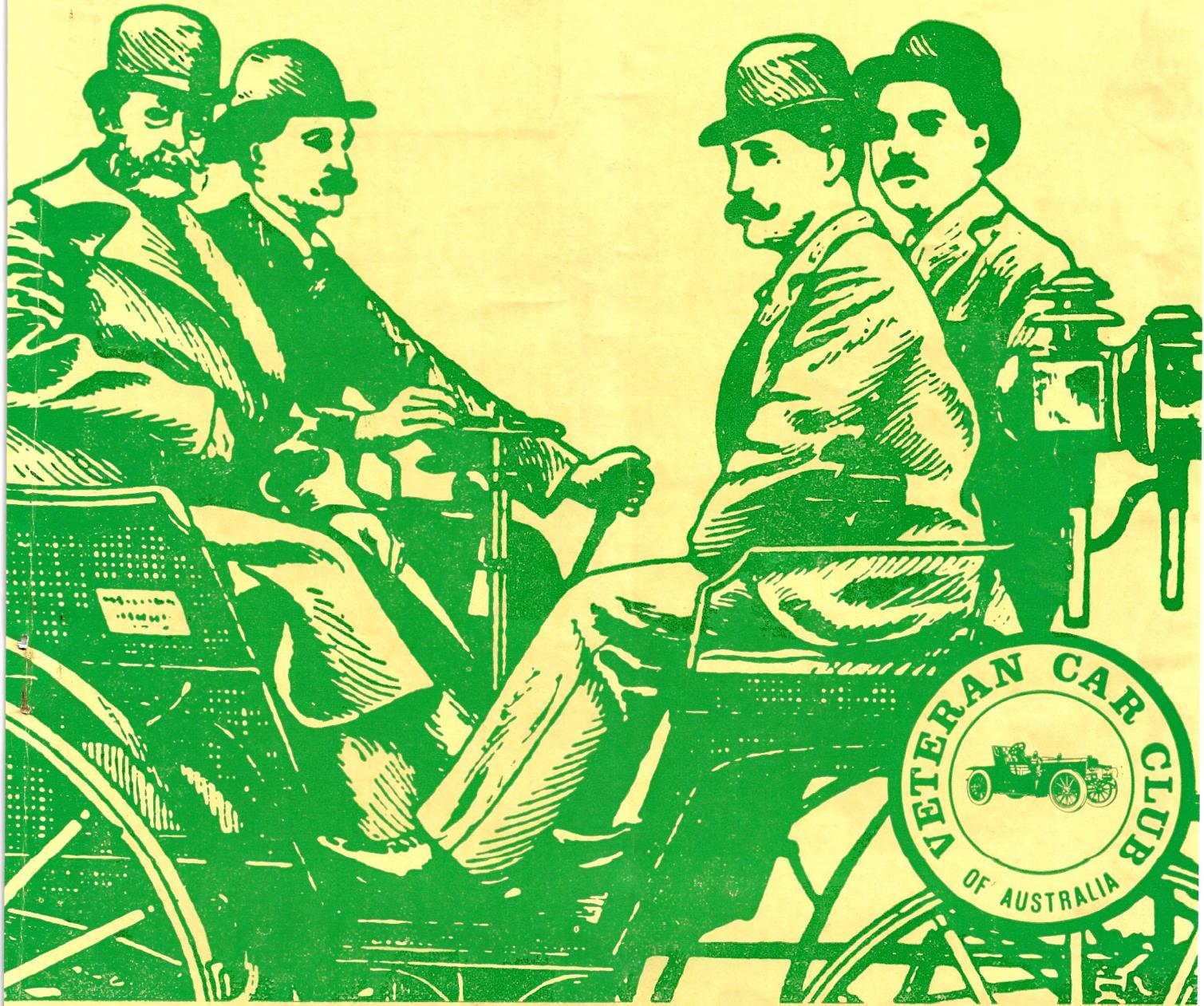
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

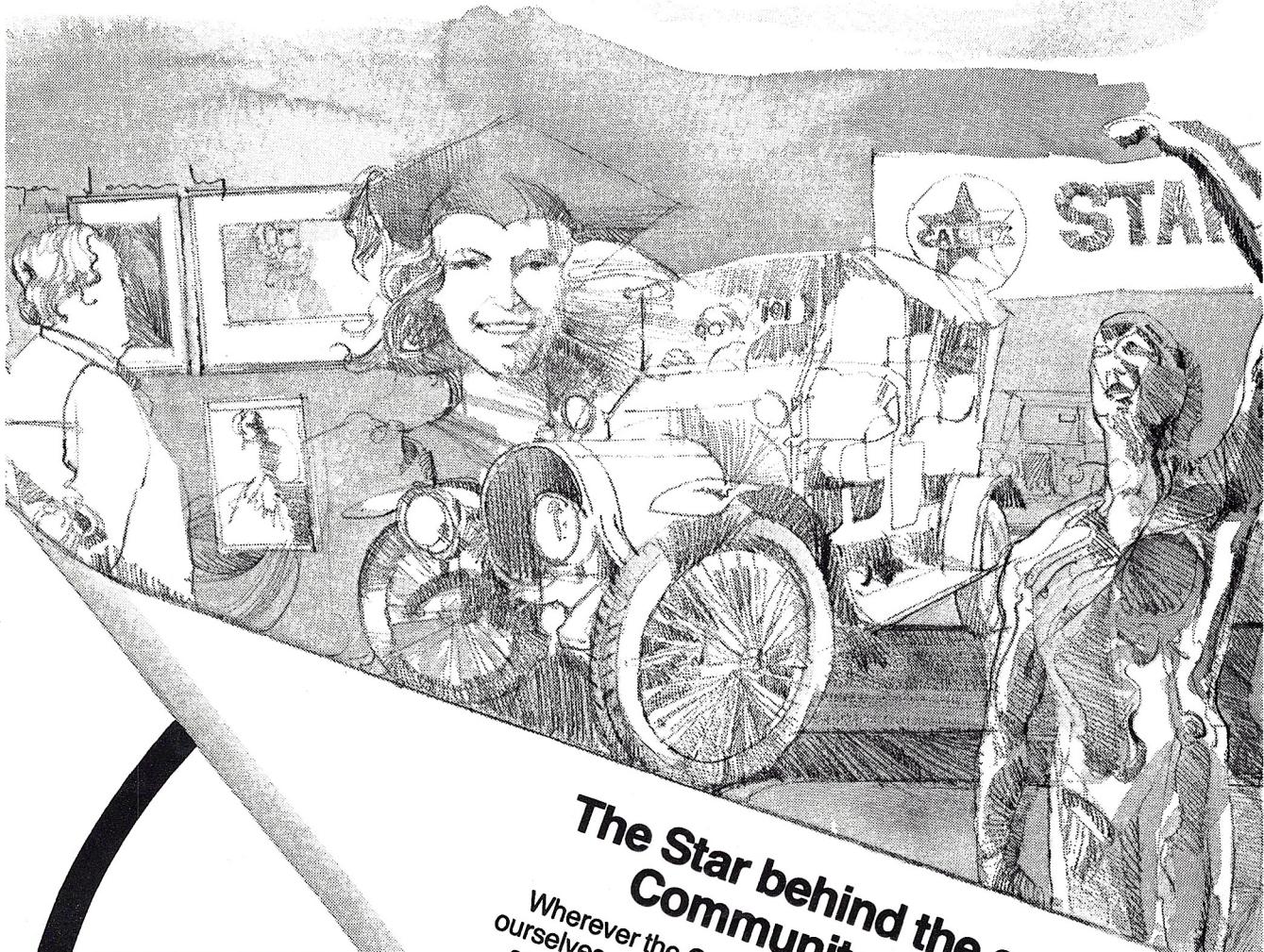
# SPIT AND POLISH

November 1980. Vol. XXII. No. 5.

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## **The Star behind the scene. Community Affairs.**

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# SPIT & POLISH



PATRON:

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Sir Roden Cutler, VC, KCMG, KCVO, CBE.

## NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

Vol. XXII No. 5

November 1980

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Other Veteran Car Clubs have permission to copy.	

The next meeting of the Veteran Car Club of Australia (NSW) will be the Monthly General Meeting, to be held in the Clubrooms at 8.00 p.m. on THURSDAY, 27TH NOVEMBER, 1980. Short talk by Jack Garwood.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD, FIVE DOCK. 2046.

THE PRESIDENT'S MESSAGEVeteran Values

Much as we have witnessed the ever-growing demand for Veteran Cars since the foundation of our club, the majority of owners enjoy the pleasures they bring through restoration and veteran motoring, while a minority see their potential in terms of a hedge against inflation. We have also witnessed or read of the auction sales that have brought about inflationary prices.

The liquidation sale of the entire contents of the Old Brickworks Museum at Yarralumla, A.C.T., was no exception.

A very large number of people attended, buyers and observers alike, the greatest interest being concentrated on the line-up of veteran and vintage vehicles.

Bidding for each of a total of seven veteran cars was brisk and for each sale the price reached exceeded the previously accepted value.

The cars offered, and bids accepted, were as follows:-

1906	De Dion Bouton Coupe, 8 h.p., 1 cyl., Engine No. 20443, Dating Certificate No. 52. Restored by Len Masser.	\$13,000
1907	Renault Roadster, 8 h.p., 2 cyl., Ser. No. 8788. Unrestored.	\$10,000
1910	Humber Landaulette, 12 h.p., 4 cyl., Engine No. 8035, Dating Certificate No. 3. Restored by Albie Frost.	\$13,500
1912	F/N Tourer, Type 1600, 12 h.p., 4 cyl., Ser. No. 1497, Dating Certificate No. 13. Restored by Tiny Barlow and Frank Craze.	\$21,000
1912	Napier Colonial Tourer, 15 h.p., 4 cyl., Ser. No. 16326. Restored by Colin Parker.	\$13,500
1913	Hupmobile Roadster, Model 32, 4 cyl. Restored by Garth Fisher.	\$14,500
1915	Ford Model 'T' Wagonette, Engine No. C23563. A hybrid car, fitted with wire-wheels and rear axle from a 1927 model.	\$12,000

An unconfirmed report had five of the seven veterans being exported to England, excluding only the Renault and Hupmobile, while it is known that Mr. Holmes Acourt from Western Australia was represented and Mr. Dick Smith of Sydney was there in person.

Whether a new price level has been set by this sale is yet to be determined. Only time will tell.

- GEORGE A. ROBERTS

\* \* \* \* \*

# OPINION

## EDITORIAL

### NATIONAL 1 & 2 CYLINDER RALLY

The idea for this rally has been around for many years and on receipt of a letter from a member to the Committee, application was made to the Federal Body for permission to organise it on a national basis.

Having received the necessary permission, the Committee asked Max Roberts if he would be prepared to be the Rally Director, which he gladly accepted.

Now with all large rallies I feel you have three basic requirements to be successful:

- (1) Capable Rally Director (which we have),
- (2) A team of capable and rational-thinking people to plan and organise the rally (this team is being formed now),
- (3) Last, but probably more important than all, is entries from you, the members.

At present there are ten (10) entries. Now I know and you know that there are quite a few cars sitting in garages completely restored which could be finished long before the rally is under way. The objective of the Editorial is to try to motivate members with these particular type of cars who feel most rallies cater for the BIG CAR and prefer to stay at home and miss out on the good times to come out and enjoy themselves on this rally.

Should you not have the time to come out yourself but would like your car to be in the first National Rally, I believe the organisers could find a capable and trustworthy person to look after and care for your car on this rally, failing this the editorial department would be honoured to take part.

- Editor.

\* \* \* \* \*

## MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.) HELD AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK, ON THURSDAY, 23RD OCTOBER, 1980.

Meeting opened at 8.20 p.m.

PRESENT: 66 members, 8 visitors.

VISITORS: Peter Jones, Murray Childs, Dulcie Atwood, Bill Seward, R.G. Talbot, R. Thornton.

APOLOGIES: Jim Lewis, Esme Lewis, George Gillot, Barry Pearce, Bruce Knight, Jack Dance, Jack Godfrey.

MINUTES OF PREVIOUS MEETING: Read, moved, accepted by Bob Petersen. Seconded Bob Baxter. CARRIED.

TREASURER'S REPORT: Moved, accepted as read, Reg Jones. Seconded Len Sheen. CARRIED.

ARISING: Nil.

CORRESPONDENCE: Received:  
Agenda for CVVTMC Special Meeting on 24/11/80.  
Advice from Secretary of VCCA (Victoria) re office-bearers.  
Advice from George Giltrap re the completion of a service directory.  
Minutes of the Newcastle Branch Meeting, 14/10/80.  
Catalogue from P.L. Pickles, Auctioneer, for Canberra Brickworks Auction.  
Change of address from George Harris.  
Change of address from Jamie Roberts, Junior Member.  
Letter from Michael Maher, M.P., advising of his efforts to set up a meeting with the Premier or one of his officers re our request for a cultural grant.  
Advice from the Premier's secretary, agreeing to a meeting with VCCA (N.S.W.) representatives.  
Request for cars for a wedding on 24/1/81.

ARISING: Nil.

NEW MEMBERS: Applications received from R.G. Talbot and A.J. Garland.  
L.J. Seach accepted as an Associate Member.

INVESTIGATION & DATING: No investigations during the month.

SOCIAL EVENTS: Next outing is Inspection Day.  
Sheet handed out re camp-out weekend and Xmas Party.

(Cont'd. on P.5....)

Minutes 23/10/80 (Cont'd.)

SOCIAL EVENTS (CONT'D.) Jack Godfrey - North Richmond Rotary - cars required 16th November, Fishers Ghost outing. 30th November, Vic Jacobs' Day. John Gorton presented Ben Bronk with trophy for Outright Winner of Newcastle Rally. 6th March 1982 - One and Two Cylinder Rally.

BUILDING, PLANNING & DEVELOPMENT New survey being carried out re moving building 2 feet forward to miss sewer line. Drawings being prepared by Club Architect, Bill Burrows.

COMMITTEE: Nil.

BUILDING MAINTENANCE: Nil.

PROPERTY FINANCE COMMITTEE: Nil.

PUBLIC AFFAIRS: Next Procession - Parramatta, 1/11/80. Peter Jones, Author, Motor Cycle Restorer - here to present club with Book No. 1 and to give a short talk.

CALTEX LIAISON OFFICER: Nil.

MAGAZINE "SPIT AND POLISH": Will now be a letter press operation. There is plenty of information to publish.

REGISTRATION OFFICER - PERMITS TO MOVE: Advised of registration days.

REGISTRAR: Nil.

LIBRARIAN: Nil.

CVVTMC: Last meeting chaired by Vice-President, Jennifer Tweedie. John Jacobs resigned as President. Hastings Auto Restorer Club seeking affiliation. Canterbury Raceway Day - profit \$983.00. Ron Nyman expressed his concern of non-interest in judging pool meeting. Letter has been sent to Malcolm Johns requesting his advice on the Council's affiliation with other interstate bodies.

(Cont'd. on P.6....)

Minutes 23/10/80 (Cont'd.)

CVVTMC Motion moved by Bill Maunsell, seconded Barry Thew.  
(CONT'D.) Motion, Delegate's report from CVVTMC to cover items of interest only to VCCA.

INSURANCE: Nil.

PHOTOGRAPHY: Our photographer to become engaged.

GENERAL BUSINESS: President asked Peter Jones and Murray Childs to address the meeting and a short talk was given.

Author and Publishers presented the VCCA (NSW) with Book No. 1 through the Rally Director, Max Roberts.

Meeting closed at 9.55 p.m.

\* \* \* \* \*

ROSTER ALTERATIONS:

New Member:

SEACH, Leonard John (Associate Member)  
9 Donaldson Street,  
Curlewis. 2378 No. 732

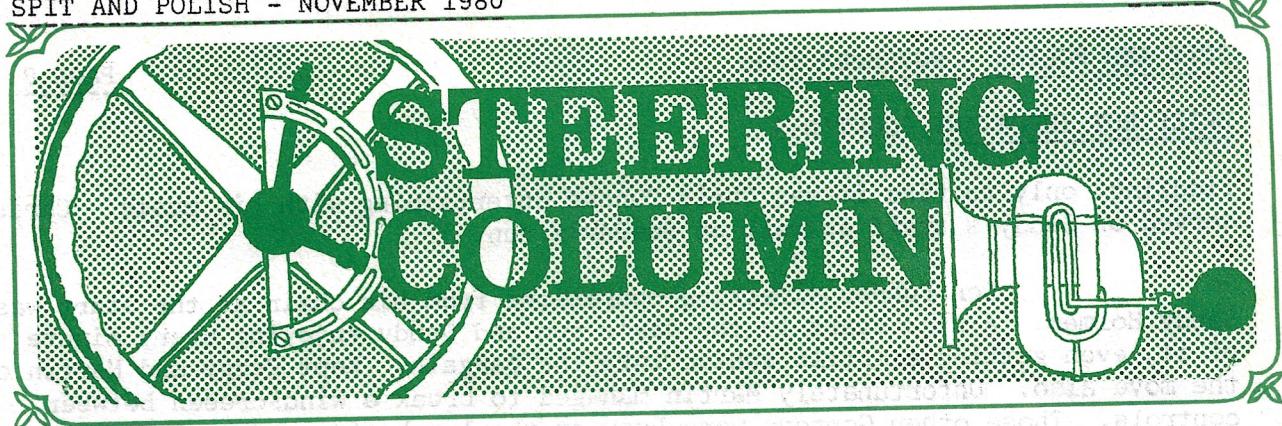
Changes of Address:

BAGNALL, Philip T.,  
13/124 The Grand Parade,  
Brighton-le-Sands. No. 700

HARRIS, George,  
C/- Hunter Valley Markets,  
3 Hillcrest Road,  
Pennant Hills. 2120 No. 608

ROBERTS, J.T. (Jamie),  
C/- K.R. Harris,  
1048 Anzac Parade,  
Maroubra. 2035 No. 715J

\* \* \* \* \*



A certain member on the recent camping weekend reversed his car into position forgetting that a trailer was attached and now knows how the Mercedes Bends.

Another member from just out of town borrowed a trailer only to have it leave his care to visit a doctor. Resultant expense of the consultation, \$50.00 for cutting down prized tree!!

Congratulations to Mike and Denise Bendeich on their recent addition, a daughter, Suzanne; with this addition they now have 3 chalmers, 1 veteran Chalmer, plus 2 juniors to grow up into chalmers.

A short note on those that do not read this magazine, to show you what happens. One member, on wanting his car inspected, checked his magazine for time and place. Unfortunately the issue he checked was 12 months old: result, he missed out.

BRIEF BUT IMPORTANT

October long weekend at Morpeth is all over for another year and I hope that all who attended are spared to return next year when another weekend of the same calibre will be experienced as work on the '81 tour has started already.

Just a little drama on Sat. arvo. As I was fitting the exhaust pipe to the Hup., 'phone rings and Geo. Adams enquired how long I might be as I am to lead the afternoon run. I had to plead innocent but I understand the run went off O.K. under the guidance of Peter and Bob.

Met up with some friends outside the lodgings on Saturday and while we were exchanging a few tales noted a great improvement in Peter's

(Cont'd. on P.8....)

BRIEF BUT IMPORTANT (CONT'D.)

fiddling, only to find it was Chris Duncan entertaining with his music. Chris served on Sandy's staff as well on Sunday's run.

Der Fuhrer directing operations from his chair at the start was Sandy Holmes. A nice start to the day's run and Sandy enjoying every minute of it, even getting a little suntan into the bargain. Kept Peggy and Martin on the move also. Unfortunately Martin managed to break a windscreen between controls. Those other Gortons were busy at the lunch stop and our thanks go to all those people behind the scenes.

Still a little cool for twilight runs but a 8 o'clock Saturday we set out after R.J. Newman into the darkness through Hinton and Largs out through the cabbage and spinach until we were all thoroughly lost. Our guide managed to return us to Morpeth for supper. Someone said "just like Darby and Joan" but I didn't say that, Alma, although it's not very often we motor without the family who were all on the fire engine for Sunday's run.

Notice the difference in the lights. Jack Dance lit up the Talbot and showed us the tree tops, while Geo. Roberts must navigate like a bat as the lights turn on but the light won't penetrate the headlight glasses, the ultimate in anti-glare. Nev's sidelights are all twinkles but the best of all is the Thomas's Ford. When idling the beam is all wrinkly and orange but when he revs. her up it straightens out and shines white.

Hotter for Sunday's run. The little Reo lost its water but was able to continue after repairs at the weir to its water tank. The Garford fire engine was enjoying its first major run for years under the command of John Gorton and a full crew, including Judy Thew and the boys. I'm told the clutch gave in on the return run on Monday. I recall Geo. Adams got a flat tyre with it on one run and its fitted with solids.

Took a ride with Howard Hughes in his Ford car. Joan and Uncle Nev. sat in the back but Alma declined - she was the smart one. I had a crash course at the sewage farm and nearly ended up in it. Managed the traffic onto the road O.K. and got to the top of the hill but when we got to the gate the despicable thing planted its feet and the steering went backwards or something, to the amusement of Howard and Nev. who were hysterical with laughter. I took it in top as Howard ordered but still hit the gatepost and bent the radius rod. We straightened it on the tankstand and took it back down the hill to try again with Howard at the wheel. Well, it almost did the same thing again. If they won't obey their own master, what chance a stranger? I now agree Fords should be kept in the shed where they can cause no trouble.

QUESTION OF THE RALLY: What has Ray Thomas got that I haven't?

All letters marked private to Audrey Moffat.

Regards to all,

BELT DRIVE BURKE

Letter to the Editor

'Dear Sir,

One hears from time to time overseas of rare models being discovered but only during the last few weeks (and as a direct result of my Austin Seven Rally in Centennial Park) a friend returning his Austin to its abode was informed by a passer-by: "We've a body like that at home."

It has turned out to be, in fact, a 1913 Bebe Peugot body and guards and now the search is on by my friend (and a prospective member) to have a look at the chassis and engine for such a car so that he will know what he is looking for.

Interstate clubs might please republish this note and any photos and details would be welcomed - payment for photos and postage will be guaranteed. Please help an unusual veteran back onto the road.

-PAUL W. BUTLER.

NOVEMBER MEETING - ENTERTAINMENT

Jack Garwood (Member No. 6) has kindly offered to attend our meeting to give a short talk on the early members and their cars, and the early rallies.

This will be followed by a silent film of an early Katoomba Rally, taken by Jack.

This should be an interesting presentation and we thank Jack for his offer.

APOLOGY:

To Don Campbell whose name was erroneously omitted from October SPIT AND POLISH as having attended the Baulkham Hills Shire Council Orange Blossom Procession.

PUBLIC AFFAIRS REPORTPARRAMATTA FOUNDATION DAY PROCESSION -  
Saturday, November 1st

The following members attended:

Don Campbell and family

1917 Dodge

Jim Simpson

1908 B.S.A.

Ken Quarmby

1913 Hupmobile

Mike Bendeich

1913 Chalmers

Jack Dance and Fred Burger

1911 Talbot

Our club was awarded 1st Prize in the Veteran and Vintage Section. No Hard Luck Trophy was awarded, but if so, no doubt the recipient would be Don Campbell whose car suffered a loss of air in one tyre and a flat spare to boot. A frantic effort was made by all participating members to change the tubes in record time.

Many thanks for your attendance.

- MEL POPE

SPECIAL OFFER

The October meeting saw the presentation to our club of Book No. 1, being a limited edition of "A Classic Age of Motoring" by Peter Jones.

This book was a pictorial record of the 1978 International Rally.

We have a catalogue of books from the publishers Child and Henry Publishing Pty. Ltd. and underlist books available and of interest to our club members:

Classic Age of Motoring	\$49.50
Classics of the Road	\$ 7.95
Encyclopedia of American Aircraft	\$15.95
Encyclopedia of American Automobiles	\$11.95
Story of the Fire Engine	\$ 3.95
The Golden Age of Great Cars	\$11.95
History of Clocks and Watches	\$35.00
History of Furniture	\$35.00
History of Motor Cycling	\$14.00
History of Motor Racing	\$21.00
History of Ships	\$15.95

The above books are heavily discounted and are available from Child and Henry Publishing Pty. Ltd., 27 King Street, Hornsby, 2077, 'phone 476.4655. Contact: Mr. Murray Child. (A donation will be forthcoming to the club from each book sold.) A small postage fee is applicable.

FORTHCOMING PUBLIC AFFAIRS EVENT:

SYDNEY CITY COUNCIL FESTIVAL OF SYDNEY PARADE

DATE: SATURDAY, 24TH JANUARY, 1981. (Long Weekend)

TIME: Departure 12.30 p.m.

ASSEMBLY: 12.00 p.m. Art Gallery Road, Domain.

THEME: 80th Anniversary of Federation.

This year the route will be shortened and will travel from the Domain into Macquarie, Hunter, Pitt, Bathurst, Park and College Streets and then return to the Domain.

In the absence of the December Meeting, we feel it necessary to advise of this event early.

As the Festival Committee must know accurate numbers of participants, would you please advise as soon as possible.

Contact: MEL POPE  
521.2821 (H)  
237.8222 (B)

EVENTS COMMITTEE REPORT

Summary on Family Campout held at East's Beach Caravan Park, Kiama, 7th, 8th, 9th November.

Five members and their families attended the outing, which proved a friendly and relaxing weekend.

Heavy rain on Saturday night and Sunday morning added colour to the weekend.

We were relieved to see that Noelene's tent hadn't floated down the creek after the heavy downpour.

The return journey to Sydney was as interesting as a mini rally by a visit to the blowhole (with rain) then around to the fishing trawlers.

Next and after an interesting stopover at the home of Cyril and Penny Stanbridge, complete with goodies for the sweet tooth with coffee and tea, which was enjoyed by all, was topped off by a walk over Cyril and Penny's

(Cont'd. on P.12.....)

Events Committee Report (Cont'd.)

newly acquired acres of tree-covered land at the foot of Bulli Pass.

After leaving their home we watched with amazement the effortless movement of the hang-gliders at Stanwell Park.

Members who attended:

<u>Roly and Jan Coulcher</u>	Tent	
<u>Peter &amp; Robyn Wards</u>	Tent	With children Elizabeth & Danielle
<u>Noelene Thomson</u>	Tent	With children Yvonne and Angus
<u>Reg &amp; Olive Jones</u>	Kombi	With grandchild Trent
<u>Nana and Pop Martin</u>	Van	
<u>Granny and Pop Godfrey</u>	R.R.	(Day Visitor)
<u>Neil and Lynette Martin</u>	Van	Peter, Joanne, Lindsay, Ryan.

DON'T FORGET JANUARY 10TH - SATURDAY -

## LADIES' DRIVE AND BARBECUE

Venue: Nepean Gorge to be changed.

(New venue to be organised.)

More information in December SPIT AND POLISH

\* \* \* \* \*

FIRST NATIONAL 1 AND 2 CYLINDER RALLY

The "First National 1 and 2 Cylinder Rally" to be organised by the V.C.C.A. will be held at Albury from 6th March, 1982 until 13th March, 1982. This will bring together many cars and cycles not normally seen on National or International rallies as the event will take into account the speed capability of 1 and 2 cylinder vehicles of the Veteran period.

If your Veteran is mobile or well on the way towards being so, make it a date to be at Albury on 6th March, 1982.

(## See To register for an entry form, send \$10.00 to:

Page 13) Max Roberts, Rally Director,  
25 Regatta Rd., FIVE DOCK. 2046

NAME: ..... PHONE: .....

ADDRESS: .....

VEHICLE: ..... DATE.....

FIRST NATIONAL 1 and 2 CYLINDER RALLY:

## \$10.00 refundable if entry not finalised by 1st September, 1981.

\* \* \* \* \*

FAMILY CHRISTMAS PARTY

6TH DECEMBER, 1980

All adults and children coming to the Christmas Party are requested to notify:

NEIL MARTIN on 632.5047  
or PETER WARDS on 871.3871

This is the last chance you will have to book. If your name is not down, you will not be catered for.

This should be a relaxing informal get-together in the cool surroundings of rural Dural, with compliments of Noelene Thomson.

Please bring your own picnic table and chairs. Money to be in by 27/11/80 (November meeting night).

CHILDREN'S PARTY STARTS: 5.00 p.m.

SANTA CLAUS COMES: 6.30 p.m.

ADULTS GET-TOGETHER: 7.00 p.m.

VENUE: Noelene Thomson's home,  
Lot 14, Davey Rd., Round Corner, Dural.

Please hand the following details to Neil Martin or Peter Wards at the November meeting, or mail immediately to:

Neil Martin,  
45 Railway Street, Guildford. 2161

I will be attending the Children's Christmas Party on Saturday, 6/12/80 with:

..... Children Under 11 at No Charge

..... Children 11-15 at \$1.50 ea.

I will be attending the Adults' Christmas Party with: 0.00 ea.

..... Adults at \$7.00 ea. ....

Enclosed is total amount due: \$

Name of member: .....

ENTRY FORMS AND ACCOMMODATION FORMS FOR THE ANNUAL BLUE MOUNTAINS RALLY ARE INCLUDED IN THIS ISSUE ON A LOOSE BLUE SHEET.

DATES: SATURDAY 7TH/SUNDAY 8TH MARCH 1981.

ENTRIES CLOSE: 22ND JANUARY, 1981.

Please forward Entry and Accommodation Forms, together with cheque, to:

The Rally Director,  
Neil Martin,  
45 Railway Street,  
GUILDFORD. 2161.

All enquiries: Neil Martin 632.5047  
Peter Wards 871.3871  
Frank Nissen 498.1238 (Accommodation).

\* \* \* \* \*

TECHNICAL:

SCREW THREADS

A knowledge of screw threads is perhaps not essential for the maintenance and repair of motor vehicles, but it does help.

It is of assistance if one can identify the usual threads met with on English and American cars. Continental and Japanese cars usually employ metric diameters and pitches and will not be considered in this article.

American vehicles may be assumed to use the United States Standard threads. This design is very similar to the British Whitworth series, except for a slight difference in angle (Whit. 55 deg. USS60DEG.) and has a flat on the crest and root whereas the Whitworth thread is rounded top and bottom.

From 1/4" to 3/4" in diameter the threads per inch on Whitworth and N.C. (National Coarse) series the Whitworth is 12 TPI and the N.C., 13. (Use substitute below.) Whilst the Whitworth thread has one pitch only for each diameter, the United States Standard employs three pitches for each size - coarse (N.C.), Fine (N.F. or U.N.F. of S.A.E.) and Extra Fine (U.F.F.).

The U.F.F. (extra fine) is seldom used but a typical use is with Hudson rear axle nuts from 1934 to 1954.

(Cont'd. on P.15.....

Screw Threads (Cont'd.)

Fine threads allow of greater pressure being applied with a given torque application, and in the example mentioned, the object is to drive the taper in the hub, tightly on to the axle.

It will be found that N.C. and Whitworth nuts and bolts in the size range mentioned and with the exception quoted, will interchange. This is not good practice, however, and should not be employed except in an emergency, or when the application is not of vital importance.

As explained previously, American cars use the National Coarse or Fine series of threads. The coarse series (resembling Whitworth) is principally used for stud fixings in aluminium and cast-iron and often manifold nuts, studs and bolts and general purpose application. In passing, it may be mentioned that tapped holes in softer materials such as cast-iron, aluminium, or die castings, are usually performed with a coarse series tap (or Whitworth in the case of most English cars) because of the comparative low strength and/or crumbly nature of the material. Summing up, in the case of U.S. vehicles, we may assume that, with few exceptions, the National Fine and the National Coarse series standard threads are used.

BRITISH SCREW THREADS

Sir Joseph Whitworth is credited with designing the first thread for the purpose of establishing a standard. Up to that time manufacturers devised their own threads, which, of course excluded any hope of interchangeability. The Whitworth thread has one pitch only for any given diameter, but its angle of 55 deg. is used on other British Standard threads, which differ widely in pitch to the Whitworth Standard. The British Standard Fine thread (B.S.F.) is a widely used thread form and in pitch is about midway between Whitworth and U.S. National Fine Threads. It is a good general purpose thread and is often used for tapping the softer materials. The B.S.F. thread is less used today than previously because a number of British manufacturers now employ the U.S. Standard threads.

There is quite a number of other British Standard thread forms and pitches e.g. British Association Fine thread, used on small diameters, and mostly employed on electrical and instrument work, British Standard Pipe thread, used for water pipework, (B.S.P.) Brass Thread, used on thin gauge tubing mainly, and being 26 threads per inch on all diameters. Other special thread standards are used for electrical conduit and there is a form known as the Admiralty Thread.

A set of thread gauges may be procured at a modest cost, and with a known diameter and the aid of the gauges, all the threads described may be identified.

An extremely handy tool for rectifying burred or damaged threads, is known as a thread file. This is a square section of tool steel possibly 8" x 5/8" and with file teeth of varying pitches cut on it, usually of eight in number. With the aid of a thread file such instances of axle threads damaged by removal of hubs, can be simply rectified in situ.

A FINGER IN THE DYKE'S

Being a random selection of useful hints and suggestions from Dyke's Automobile and Gasoline Engine Encyclopedia (Ninth Edition, 1919).

A GOOD PLACE TO CARRY CHAINS: A shallow box fastened under the bootboards of the tonneau, having several half-inch holes in the bottom, makes a good place for tyre chains. Put them in with the mud on, and as it dries it will shake off the chains and through the holes.

QUICK TYRE DESTRUCTION: A good way to spoil a tyre casing quickly is to start your car with a lunge, and stop it with a sudden application of the brakes.

SIZE OF INNER TUBES: Some manufacturers of inner tubes economize in material by making the tube smaller than it should be for the casing which it is to fill. An inner tube should fill the casing without being distended more than a very little. I find that as a rule the so-called "over-size" tubes, such as 33 x 4 are best for use in casings 32 x 3½.

WHY IS A BLOW OUT? When outside wear or inside break in the fabric due to bruises produces a comparatively weak place in a casing, the inside pressure causes a bulge in the location of the weak spot, and this part is then exposed to more wear in travel than the sound parts of the casing. Of course the blow-out quickly follows. Strong inter-liners prevent this bulging, making a slight depression at the worn spot in place of a bulge, and thus preventing excessive wear on the weak portion of the casing.

\* \* \* \* \*

A D V E R T I S E M E N T S

WANTED: Small complete 2-cylinder Veteran. AX Renault or Clement Bayard style.

- RON COX  
134 Homebush Road,  
Strathfield.  
(02) 642.2885

FOR SALE: 1905 Pope Tribune for sale as is. \$4,000, no offers.

Also for sale: Trailer to suit above, including winch and brakes. \$300.

- JAN COULCHER  
(02) 546.4791 (H)

WANTED: One only 4.00 x 19 Nitto Tyre (I have three only). Needed desperately to complete a restoration.

- BOB OR BILL MC CARTHY  
(02) 798.6941

(Cont'd. on Page 17.....)

ADVERTISEMENTS (CONT'D.)

INTERSTATE CLUBS AND ALL MEMBERS: Please refer to Letter to the Editor (on Page 9) re any photos for details for 1913 Bebe Peugot.

Payment for photos and postage guaranteed.

Contact:

- PAUL W. BUTLER

(02) 399.3786

WANTED (ALL STATES): Restored Veteran British or European chassis requiring construction of new body to complete restoration.

To find suitable chassis contact JOHN RILEY, Red House, 102 Red House, 102  
Rosebrook Road, Bolwarra, N.S.W. 2320  
(049) 30.1519 (H)  
(049) 69.0588 (B)

AVAILABLE: TALBOT 1912, 15 h.p. M.B. Mechanically restored complete rolling chassis with all instruments. New 815 x 105 tyres with spare engine, gearbox, front axle and other parts. \$4,000.

John Parberry, Cochrane's Lane, Hurstbridge, Vic.  
(03) 718.2357

AVAILABLE: FORD Model T brass radiator, fair condition. Also NAPIER 1911, 4 cylinder, 15 h.p., complete less body; some restoration commenced. Complete with 4/815 x 105 tyres on rare wooden spoke wheels.

- IAN HEYME,  
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(Cont'd. on P.18.....)

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