

SPIT AND POLISH

The journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)



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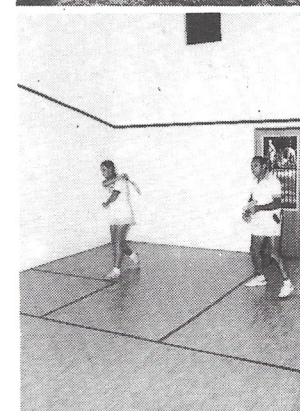
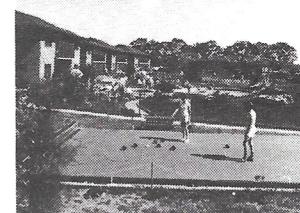


APRIL, 1987

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Weather is good at Port Macquarie, in fact, it is great all year round.

Tariff from \$390 p.w. (mid-year rate) for up to six people.

As there are 2 bedrooms and 2 bathrooms in each luxury apartment, perhaps you would like to share a holiday with your friends - share the cost and double the fun. Absolutely perfect for that mini Rally.

There is more to tell you about this wonderful resort and, as James Packard might have said in these circumstances.....

"Ask the family who has been there!"

Colour brochure available by telephoning Victor or Adele Jacobs - Sydney Office - (02) 922 2999

PATRON:
His Excellency
The Governor of N.S.W.
Air Marshal Sir James Anthony Rowland
KBE, DFC, AFC, K.St.J.



SPIT AND POLISH

Newsletter of the Veteran Car Club of Australia (N.S.W.)

Volume XXVIII No. 9

April 1987

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Other Veteran Car Clubs have permission to copy

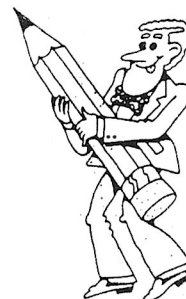
NEXT MEETING

The next meeting of the Veteran Car Club (N.S.W.) will be held on Thursday 28th May, 1987 at the Veteran Car Club Hall, 134 Queens Rd, Five Dock. The meeting will begin at 8pm and conclude with the showing of movie film from our Club archives (postponed from last meeting).

Cover Photo: Model 'N' Ford.
Photo supplied by George Roberts.
See Investigations and Dating.

EDITORIAL

April has been a very active month for the Club. Several events have taken place, including the Great Huff 'n Puff Tour and the Motor Club Show. By the time you receive this issue, the Charity Day will have passed but as I write, all I can think of for that is the weather as the rain pours down over Sydney town.



The Huff 'n Puff was billed by some as a race. Had it been a race, the cars would have lost comprehensively as they raced a locomotive of half their age. The turn-out for this event was very impressive, over thirty cars ranging from early veterans through to late vintage, most looking very well loved.

While the cars were able to keep pace with the train in the early stages out of Waterfall, the many traffic lights soon had us well behind. A fortuitous rail traffic problem at Sutherland put the cars ahead but an error in the directions and more traffic chaos gave the train a narrow win.

A member of the local amateur radio club travelled in the train and another (whose children I taught, small world) travelled in my car. Their "race" descriptions were relayed to the public in Hurstville to add to the air of excitement.

Once at Hurstville, the cars were placed on display. Unfortunately, members of the public were not willing to restrain their children from climbing on the cars and some adults even had such poor manners as to open the doors and honk the horns. I thought we had passed that point of public education at about the same time spitting in public was declared unacceptable.

In all, the day was enjoyed by both drivers and passengers. Well done, Arthur Garthon. I'm looking forward to next year's Hurstville Centenary, the hundredth anniversary of

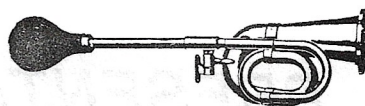
The Motor Club Show at Yennora Woolshed was a much larger affair than in previous years. For me, the whole tone was better than ever before with the commercialism much less in evidence. The presence of our Club for the first time was welcomed by the organisers and although neither our stand nor our magazine won an award, the exercise was very productive and worthwhile in other ways. The reaction from many members of the public was positive and sensible, with many people stopping to ask questions about the cars and engage in banter with our team of attendants. It is a pity that we ended up one car short since no trailer was available to collect it from Manly; the area we were allotted was capable of taking much more than the three little cars and the chassis.

Many people took photos and were willing to accept my assurances that the Maunsell De Dion was a restorable proposition. One lady asked me if Keith Wherry's Oldsmobile is horse drawn. A prize will be awarded by the Editor for the most suitable reply received before the May Committee Meeting.

For a fine effort at short notice, congratulations Barry Thew and his team.

Jim Moule

CALENDAR OF EVENTS



MAY	15, 16, 17	"HAVACHAT" WEEKEND - RANELAGH HOUSE, ROBERTSON
	SATURDAY 30	PRESENTATION DINNER - VCCA CLUB ROOMS, FIVE DOCK
JUNE	SUNDAY 28	PICNIC RUN - RODD PARK, RUSSELL LEA TO GEORGES RIVER STATE RECREATION AREA (SEE BELOW)
JULY		RESTORATION MONTH & GARAGE CRAWL. DATE & OTHER DETAILS TO BE ADVISED.
AUGUST	SUNDAY 9	NAVIGATORS TOUR (DETAILS JUNE "SPIT & POLISH").
SEPTEMBER	SUNDAY 6	PRESIDENT'S TOUR (DETAILS JULY "SPIT & POLISH") 1 & 2 CYLINDER TOUR - BUNDANOON. FOR DETAILS: JOHN SIMMONS, 78.2663.
OCTOBER	3, 4, 5	NEWCASTLE BRANCH EVENT.
NOVEMBER		INSPECTION DAYS. DATE TO BE ADVISED.
DECEMBER		CHILDREN'S XMAS PARTY] DATES TO BE MEMBERS' XMAS PARTY] ADVISED
<u>1988</u>		
JANUARY		AUSTRALIA DAY LONG WEEKEND - CAMPOUT
APRIL		ANZAC DAY LONG WEEKEND - BLUE MTS. TOUR

"P - I - C - N - I - C

R - U - N"

SUNDAY, JUNE 28, '87

Short run from Rodd
Park, Russell Lea.
Start 10.00 a.m. to
Georges River
Recreation Area

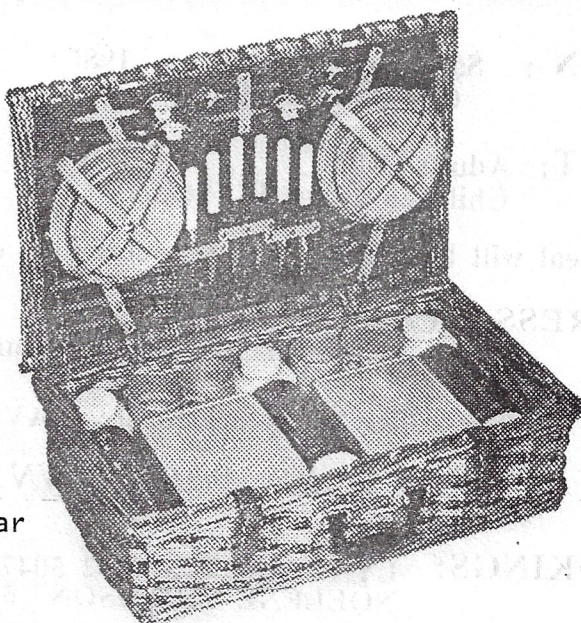
ENTRY FEE: \$2.00 per car

No questions -

No times -

No prizes -

Just a family day, so pack the picnic basket and come.



PRESENTATION NIGHT

SATURDAY 30th MAY, 1987.
CLUB ROOMS, 7.30 p.m. START

3 Course Meal, tea / coffee.

\$20 per head

B.Y.O. Drinks

Dress: Pre-1930 (optional)

BOOKINGS: NOELENE THOMSON 651 2247

LYN MARTIN 632 5047

By popular request

A FAMILY SQUARE DANCE!

Weather is of no worry as it will be held in the Main Hall
of the Club Rooms.

WHEN : Saturday 27th June, 1987
6.30 p.m. onwards

COST: Adults \$10
Children under 14 \$6

The meal will be a BBQ with tea, coffee or cordial provided. BYO other drinks.

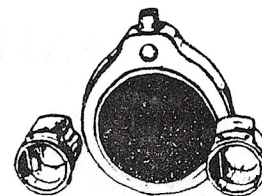
DRESS : Country / Western
Prizes for Best-dressed couple, best-dressed child, etc.

The caller is, as previously, DAVID GILROY.

MAKE YOUR OWN PARTY!

BOOKINGS: LYN MARTIN 632 5047
NOELENE THOMSON 651 2247

PRESIDENT'S MESSAGE



With only two months until our annual election of office-bearers, it is now time for members to start talking to each other and define those members who will take over your committee.

It is my clear intention not to stand as your President as I feel three years is enough and it is time for new ideas. To those members who are in doubt about taking on one of the office-bearer positions let me point out that there is a lot of satisfaction to be gained from the job when things go right and a lot of happiness from the friends and contacts you encounter within and outside the club.

Work on the clubrooms has progressed and with the help of Jim Campbell, Tom Crawford, Ron Gamble and Ron Cox we finally finished the drainage system. We did hope to have the car park levelled etc. but co-ordination of trucks, dozer and tips is proving difficult and we hope to have this completed by early May.

The car park is proving to be an urgent job as one of our tenant clubs met in the hall and there was a terrible storm between 6.30 p.m. and 8.30 p.m. in which over 50mm of rain fell. The car park was a quagmire and the hall was full of mud, making it a most uncomfortable meeting and a major cleaning problem.

- BOB BAXTER
President

FROM THE NEWS DESK

Staff reporter Vic Jacobs has expressed concern that Bill Spraggon is undergoing a change of character. Vic asked Bill to dinner recently and Bill arrived wearing a tie.

1 1 1 1 1 1 1

Bob Hobson is reported to have joined an amateur theatrical society. On the first night, someone said: "Break a leg" and he took him literally! Best wishes for a speedy recover, Bob. We hope Henrietta is being well cared for while you are laid up.

1 1 1 1 1 1 1

June is the month of the Annual General Meeting.

*Required: One Honorary Treasurer
One President, preferably with honour.*

All positions are declared vacant and a sign of a healthy club is eagerness on the part of members to take an active part in the running of the club by serving on Committee.

Think about it.

¶ ¶ ¶ ¶ ¶ ¶ ¶

SAFETY LIGHTS FOR VETERANS

PART I

I decided some time ago that hand signals were completely inadequate and having noted that drivers expect warning lights regardless of the age of the vehicle, I have made the following systems of flasher, hazard, stop and tail lights for the Vinot, Martini and Dodge. I felt that members contemplating similar modifications might appreciate how an amateur went about producing a workable system.

It did take quite a long time, becoming my major project for '86.

Some considerations at the outset which to me either limited or determined the design and style of the systems were:

1. Flashers, top lights, tail lights and hazard function were all necessary.
2. Neither the Vinot nor the Martini had any form of electrical circuits other than the magneto ignition system.
3. Self-cancelling switch devices were physically very difficult to fit and not practical.
4. Lights must incorporate a lens and globes must be of normal wattage for their respective purposes as almost all of our driving is in daylight.
5. Drivers expect to see warning lights in normal and clearly visible positions even on old vehicles.
6. Lights must harmonise as much as possible with the vehicles.
7. Round lights blended in more easily with the style of lights originally fitted to the cars.
8. A buzzer should be fitted into the flasher and hazard circuits because of the lack of a self-cancelling switch, and as the relatively high noise levels of our cars would obscure the normal indicator sound.
9. Two bright warning lights were necessary and should have different patterns of operation for the various light functions - flasher right or left and hazard.
10. A switch console must be functional, easily accessible and in a normal position close to or on the steering column.
11. It had to be easy to replace globes and they should be types that are readily available.
12. Existing chassis holes, bolts and brackets should be used as much as possible as the result looks less like an afterthought.
13. Brackets should harmonise with the ironwork on the vehicles.
14. Visible cables should have some type of armour or covering.
15. Stop lights were to be worked by both hand brake and foot brake on the Vinot and the Martini as the hand brake is the main working brake on both cars, while the Dodge, being quite a junior, only required connection to the foot brake.
16. Full earth return cables were necessary on the two timber body cars as poor earth connections are a nuisance; the Dodge, with an all-steel body, only required a partial earth return circuit.
17. Readily available components were practical and with a little effort could look the part.

With these considerations in mind the system for each car has taken the following form, although some minor variations are seen in the locations and styles of the components. The Dodge, being black iron 1916, already had its original style 12 volt electrics and a stop light fitted years ago.

Flasher Lights

Right and left, front and rear are Hella 2137 each mounted in an individual 20 gauge steel shell made by wiring the long edge of a 10" x 1 $\frac{1}{4}$ " strip, rolling it into a circle and welding in a dished back itself made over an old ball bearing cup. The 2137 light is mounted in the resulting cup, protruding sufficiently to give side visibility. Brass dome nuts have disguised the two Phillips head screws which hold the lens and a whitworth centre bolt replacing the original allows the whole light unit to be mounted directly to a spade type bracket with a $\frac{1}{4}$ " dome nut. Some flexible steel tubing of about 3/8" OD with a washer brazed on one end as a stop housed the cables to the lights. REPCO branches stock most of the Hella range while RADCOFLEX at Seven Hills has the flexible conduit.

Stop/Tail Lights

Two Hella 2389 for each car were mounted in similar shells to the flasher lights. At the rear, flasher and stop/tail lights were mounted level with and close to each other for right and left. The original kerosene lights are still in place, do work and can light the number plate if necessary.

Steering Column Switch and Warning Light Assembly

This was mounted across the column close to and just under the steering wheel in a convenient position. The unit incorporated a Hella 4206 switch and built-in indicator lamp, two Hella 2700 pilot lamps for right and left and a small brass DPDT toggle switch for the hazard circuit available as catalogue SI216 from Dick Smith Electronics. The housing was from 2" x 2" square steel tube about 5 $\frac{1}{2}$ " long mounted astride the column with a brass strap and with the pilot lamps facing the driver. The switches are on brass plates at either end, flasher on the right and hazard on the left. A length of brass tube parallel to the steering column brought the cables to the unit on the Vinot while $\frac{1}{2}$ " flexible tube (painted) was used on the Dodge. Small brass bolts hold the end plates to the unit and allowed removal of the switches for wiring. All connections were soldered, using a small Scope iron, as I have yet to be convinced of the success of crimping. I did transfer the horn button to the left side of this unit on the Dodge.

Main Flasher, Buzzer and Fuse Unit

The Vinot has a steel box about 6" x 4" x 3" under the driver, the Martini has a similar box in a tool locker under the seat and the Dodge has a 5" x 5" plate under the dash on or in which are mounted the following:

1. A tridon model HD13 electronic flasher unit sitting in a 1 $\frac{1}{4}$ " spring tool clip. These units operate efficiently with a variety of loads and are ideal for the hazard circuit as well. REPCO stocks the HD13.
2. A Hella 6021 buzzer also mounted in a 1 $\frac{1}{4}$ " tool clip. The noise makes it psychologically self-cancelling.
3. Two Utilux fuse holders.
4. A length of Barrier Strip terminals, H6708 from Dick Smith.
5. Three small brass switches, English made and available very reasonably from Ron Ferguson for master switch, tail light and spare. The Dodge did not require these switches.

Stop Light Switch Assemblies

A separate Hella 4560 mechanical switch was used for each operating brake function connected via the spring and clip to a suitable lever or brake rod. That brass chain often found in a very small building on old premises is useful here.

Battery Box

A battery box is mounted on the left side running board of both the Vinot and the Martini with 4mm cables in flexible conduit and battery clips for connection to a standard 12V 11 plate battery. Longer rallies would require a battery charger as neither vehicle has a generator. The North East starter/generator on the Dodge is quite able to cope with charging needed. Brass hinges and handles are not difficult to find with Chippendale Restorations at Rozelle being one location for real brass.

Wiring

I used both 3mm and 4mm auto cable and have endeavoured to use standard colours (green - flashers etc.). I have found old wiring harnesses a useful source for colour trace cables which I connected at least to the steering column switch unit where a complex pattern of wiring is located in a small space. Where colour trace cables were not practical or necessary I used tags for marking, soldered all joins and used hot shrink tubing to insulate. Dick Smith shops stock the resin-core solder and Scope irons. Wiring really has no mysteries if one remembers to complete circuits logically and keep correct polarity. I have always preferred to use Utilux tags and connectors with clips (e.g. H906) attaching cable to the body under side or chassis. Electrical wholesalers are a good source for this hardware, whilst the Vintage Wiring Harness people at Baulkham Hills are extremely obliging and reasonable. No doubt old style cotton covered wire could be used if available. I did use some on the Martini firewall where it matched the magneto cutout switch wiring.

I remain completely convinced that a safety lighting system is essential and although I have not fitted headlights, I have included switches and provision for connecting them. The extra current would obviously cause problems and would require a generator.

For those not wishing to alter the originality of a vehicle by putting on lights, I can only say that the safety factors far outweigh the difficulties and disadvantages. Anything that can minimise rear end collisions must have a value and few people under 40 know what hand signals are anyway.

- BOB MCCARTHY

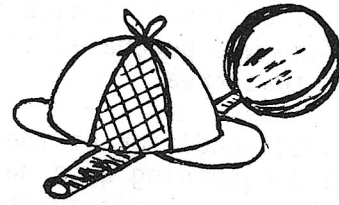
(To be continued).



"You're not the only one with a constant whining noise under the bonnet, mate."

The Dating Certificates issued for the following veteran vehicles were announced at the February 1987 meeting:

1. 1913 A/C "SOCIABLE", 1 cylinder, 5-6 h.p.
Chassis No. 1575, Engine No. 645
Owner: Bob Trevan, Lismore. N.S.W.



One of the first vehicles collected by the late George Gilltrip, when living in New Zealand, this car was shipped to the Gold Coast, Queensland, as an exhibit in his museum of automobiles, established at Coolangatta.

The present owner purchased the car at the museum sale of several years past and has since fully restored it.

The A/C Sociable's unique design originated from a commercial three-wheeler known at the WELLER and was developed by John Weller to become the AUTOCARRIER (hence the initials A/C).

They first appeared in 1908 and were made up to W.W.I, while sales records confirm that this car, NO. 1575, was delivered in October 1913.

Aiming at a market price below 100 Pounds, it is interesting to note that in an advertisement in the 'Light Car & Cyclecar' for 29th October, 1913 the A/C Sociable was quoted at 75 Pounds (or fully equipped 84 Pounds, 17 Shillings) whilst the A/C 10 hp, four wheel Cyclecar was then priced at 165 Pounds and it's lighter counterpart, "known as the A/C 100 Pounds", when fully equipped cost 109 Pounds, 15 Shillings.

Tiller-steered from a bench seat, it is air and fan cooled, rear mounted, single cylinder engine, powers a single rear wheel by chain and sprocket drive.

2. 1906 FORD, Model 'N', 4 cylinder, 17.92 h.p. Roadster
Car No. 132, Engine No. 132
Owner: Bob Trevan, Lismore. N.S.W.

Ford's first four cylinder car was the Model 'B', which was both heavy and expensive, but with the introduction of the Model 'N', the New York Sun newspaper of 17th January, 1906 described the Ford Runabout exhibited at the Armory Show annual exhibition of automobiles as a sensation. Henry Ford announced that he was offering a four cylinder car at \$500.00 and would manufacture these runabouts for the 1906 season.

The total of all cars manufactured for 1906, in both the Detroit, U.S.A., and Walkerville, Canada, plants was 1599 vehicles, comprising the Models 'C' 2 cylinder, 'K' 6 cylinder and 'N' 4 cylinder, of which the latter eclipsed all sales and the major portion of this production.

The Models 'R', 'S' and 'S' Roadster that followed were in fact Model 'Ns' in deluxe trim and the 'S' and 'S' Roadster were, by 1908, to eclipse Model 'N' sales.

Although the Model 'N' had an open flywheel and transmission, "the former mounted in front of the engine and providing an inbuilt cooling fan", many of its design features may be seen in the Model 'T'.

This car is believed to have been the first of any make seen in the Braidwood district and was purchased from Davies & Fehon, Sydney, by the pioneer Williams family of that area.

The corroded condition of the original aluminium crankcase necessitated the casting and machining of a new replacement, using the original as a pattern - a major task and a credit to the resourcefulness of Bob Trevan in the restoration and preservation of this vehicle.

It is appropriate that this month's cover picture illustrates the first Model 'N' ford imported into Australia. It became the property of Mr. E.H. Scales, Shirley Road, Wollstonecraft and before being passed in on a new early Model 'T', was registered No. 101.

- GEORGE A. ROBERTS
Research Historian

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NEWCASTLE PAGE

FROM THE VETERAN CAR DRIVING ENTHUSIASTS

We had a very pleasing roll-up to our last outing to 'Wybaleena', the home of Rob and Dianne Wilson and family; we thank them for their hospitality. I'm told it was a very enjoyable day, although I was one of the few regulars not to make the outing.

Those attending:

George Admas
Max Burke
Max Burke, Jnr
Chris Duncan
Doug Marr
Don Moffat
Bob Newman
Neville Preston
Martin Sorenson
Ray Thomas

Studebaker
Hupmobile
Carbine JAP
Paige
Sunbeam
Studebaker
Talbot
Talbot
Oakland
Renault

Our new chairman has begun a membership drive with the addition of Michael John Duncan, born on 29th March, 1987, weighing in at 3 kg in the Argyll corner. Congratulations Chris and Carol. Both mother and baby are fine.

On behalf of the four or five members who attend the Blue Mountains weekend from the north (about 30% of our vehicles) a move away from the Katoomba region would be a backward step. The Central Coast is most definitely not the answer if an alternative venue were to be considered, besides the V.C.C. of G.B. journey to Brighton each year. Every weekend the Gosford area is visited by thousands from the metropolitan area, which our local road system is unable to handle. If our members don't like driving in suburban traffic, they'll have no hope in the more popular parts of the Central Coast. Besides, it's a great drive up the Mountains via the 'Hawkesbury-Panorama' or 'The Old Bathurst Road'.

The gearbox on the Studebaker (Uncle George's) has been overhauled for the mountainous journey to Guyra, which is to be the 'high' point of our Easter tour. George assures us gear changing will no longer be a problem. The 'water injecting' cylinder block on our roadster has been replaced. The Charity Run on Sunday proved it is running well again.

Remember: keep the October Long Weekend free and you can participate in the most enjoyable weekend of veteran motoring available, all on traffic-free rural roads. The 1 and 2 cylinder folk love the area.

Although a few of us won't be at the next Sydney meeting, I can assure you we will be having a great time ----- Veteran Motoring!

Regards,

GRAEME NEWMAN

.....

LETTER TO THE EDITOR

Dear Jim:

I have enclosed a letter which I received from my passenger on the DODGE on the "Fund-Raiser" journey from Mrs. Macquarie's Chair to the Wentworth Hotel last February. We apparently had at least one satisfied customer and may be of interest to all the club members.

Yours sincerely,

KEITH MCCREA

"Dear Keith,

Sorry it has taken so long but I just wanted to pen you a note to thank you for that lovely trip to the Sheraton Wentworth.

It was a treat indeed for me to ride in your lovely car and to see all the others.

It is very generous of you to give your time and effort to such a function and I really enjoyed it. Thank you.

Sincerely,

ELAINE CHAMPION"

FOR SALE & WANTED

Original Veteran Car Advertisements (1909-1913)

A limited number of advertisements - suitable to be framed - for vehicles as listed hereunder. These are originals (not reproductions) which have been laminated for protection. Prices vary in accordance with condition but most are between \$8.00 and \$10.00.

Chalmers
Delage
Detroit Electric
Haynes
Henry
Mack
Maxwell
Mitchell
Oakland
Ohio Electric
Overland

Rambler
Stevens-Duryea
Thomas Flyer
R C-H
Franklin
International
Hudson
Waverley Electric
Packard
Cole
Reeves

FRED BURLEY (02) 644 6381

FOR SALE 1914 DE DION BOUTON V8 TOURER
Recently restored. (02) 888-7927
(All States please copy)

FOR SALE 1913 HUPMOBILE TOURER
Complete car with all steel body, wheels, tyres, lamps and hood frame. Requires full restoration. Price \$5,500

BRUCE TUDGEY, Gunnedah
(067) 420 848

FOR SALE BY TENDER

FRANKLIN TOURER 1916, 6 cyl.
Air-cooled left-hand drive. Unrestored. 99% complete.

BARCLAY WILSON (042) 291 674

FOR SALE Original oil gauge to suit a vintage SCAT.

TERRY COOK
2 Lorna Ave., North Ryde
(02) 888 7927

FOR SALE

CIRCA 1917 DODGE front axle and wheels with straight side rims are looking for a home.

GREG DALEY

13 Mulwala Place, Frenchs Forest
(02) 451 8354

FOR SALE

TWO 21" SANKY WHEELS to suit a Vintage Austin 12 (Six bolts).

BOB NEWMAN

10 Saturday Street, Wyongah
(043) 927 274

FOR SALE

TWO DODGE wood spoked wheels with front hubs, hub caps and 500 x 21 tyres and rims. Good condition \$40.00.

PRESTOLITE Acetylene Cylinder and gauge - 5" diameter x 20" long.

DICK TUNBRIDGE

80 Woodbury Road East, St. Ives
(02) 449 3753

FOR SALE

1 brand new Dunlop 820 x 120 B/E

1913 Hupmobile Dash Panel

T Ford Tail Light (Round)

4 Tubed Aermore Exhaust Whistle

Various 1 cyl magnetos

1 Bosch DU2 magneto

Pair of large Lucas kero fonts and burners

Running board luggage rack

Fold up brass foot rest

Various veteran windscreen pillar sets

Various headlight burners

Some stationary engine carbys

Schebler Carby suit Inter Buggy

PETER MICHAELS

(02) 546 3672

WANTED (ALL STATES)

Motor 1912-1913 BUICK with oil reservoir on front left side of crankcase in any condition. This is total loss oiling system motor with bore and stroke of 4". Also require clutch and gearbox and torque tube and gear change levers for the above model 30/31 1912/13. Any leads appreciated and any literature on the above would be a great help.

JIM BELL

Vasse W.A. 6282

(097) 554 033 OR:

JOHN MILTON

21 Harvey Terrace, Glenelg Nth, S.A.

(08) 295 2633

WANTED (ALL STATES)

BUICK TORQUE TUBE 1914 TOURER and also TORQUE TUBE for 1915 4 CYL. BUICK, both tube/outer tubes overall about 40" long. 1914 has 6.875 in. dia. housing to diff. mounting flange and the 1915 is smaller at 5.875 in. dia. flange for bolting to diff. housing. Also require cowl for 1915 4 cyl. Buick 58.5" over bonnet support flange in chassis to chassis measurement.

JIM BELL
Vasse W.A. 6282
(097) 554 033

WANTED (ALL STATES)

Brass kero tail lamp in good condition, 'MAGNALITE' brand, H & B model with font held by front and rear press buttons will do, not twist-on type. Can swap for other parts, including magnetos, lights etc., or cash purchase.

RAY ALLAN
47 Pring Street, Hendra, Brisbane.
(07) 268 2233

WANTED (ALL STATES)

Urgently, to complete restoration 1909 E.M.F.
A complete differential, i.e. gear box and diff., combined, including brake drums.

A complete set of inner and outer brake gear to suit 22-24 Indian Chief Motor Cycle and also a Princess sidecar or parts of same.

Any parts to suit 1908 12 hp Berliet.

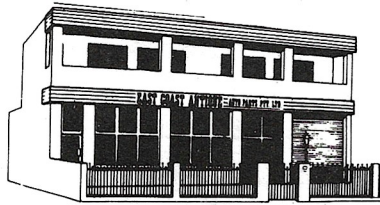
K. CAULLEY
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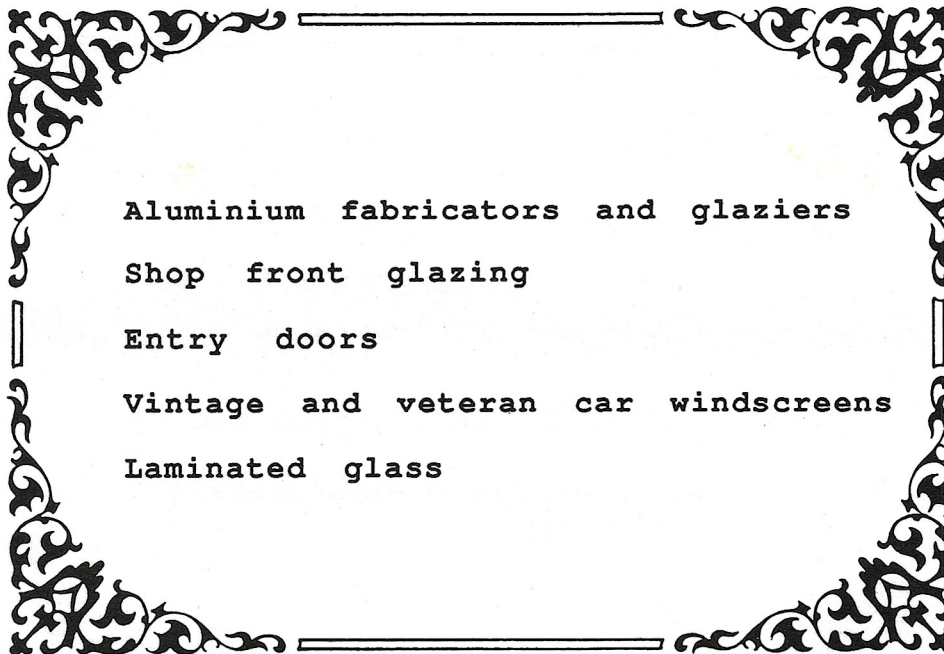
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