

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

SPIT AND POLISH

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

Spit & Polish

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Volume XXIV No. 11

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Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the V.C.C.A. (N.S.W.)
will be held in the Clubrooms at 8.00 p.m. on THURSDAY,
23RD JUNE, 1983.

Editorial Comment

Well, time flies. Another Club year draws to a close.

In reflection, it has been a very sad year. We have lost several very good men - men who were our friends and fellow Club members; who were devoted to the restoration, preservation and driving of Veteran and Vintage cars.

In this same year, we have had the two largest Veteran and Vintage Car Auctions ever held in Australia and they will undoubtedly be the largest held in Australia this century.

It has also been a great year - a year of achievement. Our Club House has materialised from an ambitious dream to a brick and mortar reality. Although not complete yet, it is well on the way. No one can deny us the pride we take in this magnificent achievement. Thanks go to the members who helped in various ways to make it happen.

As you are aware, our next meeting is the A.G.M., which will start at 9.15pm, immediately after our monthly meeting.

Please get your nominations in as soon as possible.

I will not be seeking re-election, so I would like to take this opportunity to thank all those who contributed articles and those who helped in various ways. I have tried to make the magazine interesting and in keeping with our Club's objectives.

Please continue to send in your articles - remember, it is your magazine.

NORM WAKEHAM

President's Message

By the time you read this article, I would hope you have given some thought to the coming Annual General Meeting. It is a time when all members should give thought to what or who they feel could do a duty for the Club.

If you have not given any thought to that matter, could I ask you to give it some thought as to what you could do, or to whom you could talk to who would fulfil a position.

It is no good going to the meeting and having to coerce someone on the night into taking something, as it can only cause embarrassment to both parties.

BARRY THEW

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

SPIT & POLISH, 134 QUEENS ROAD, FIVE DOCK, 2046

WHO MAKXS THX CLUB A SUCCXSS?

Xvxn though my typewriter is an old model, it works quite well, except for one or two keys. It is true that the keys are forty-six keys that function well enough, but one key not working makes the difference.

Somxtimxs our club is somxwhat likx my typxwritxr - not all thx pxople. You may say to yoursxlf, "Wxll, I am only onx pxrson, I won't makx or brxak thx club." But it doxs makx a diffxrnxncx bxcausx a club to bx xffxctivx nxxds thx activx participation of xvry pxrson.

So thx nxxt timx you think that you arx not nxxdxd, rxmxmbxr my typxwritxr and say to yourslelf, "I'm a kxy pxrson in thx club and I am nxxdxd vxry much."

EVENTS CALENDAR1983

July 3 COMBINE DISPLAY DAY for Veteran and Vintage at Greens Motorcade
Anyone wishing to bring a partly restored Veteran or Vintage Car will also be very welcome.

July 17 RESTORATION RUN - see details

August 21 Run to EBENEZER
10.00am Start at Bull & Bush

October 1,2,3 VETERAN CAR CLUB of AUSTRALIA,
Newcastle Branch Tour - see elsewhere in Magazine for Details

1984

Mar. 18-25 Veteran Car Club of S.A. National Hub Rally

Mar. 31-Apr. 8 Veteran & Vintage Silver Anniversary Hub Rally, organised by the Antique & Classic Motor Club

* * * * *

SICK LIST

At the time of writing, BOB FORBES is in Bankstown Hospital. We wish him a speedy recovery and hope by the time you receive this issue, Bob will be home.

* * * * *

Brief but Important

Was the abandoned May Tour a sign of the times?

When organisers Adams and Newman called off the event, only four definite starters and a couple of may-be's had shown interest. George and Beatrice had mapped out the trip, booked the motels and found out where the best lunches could be had, but all in vain.

What went wrong you ask! Well, the OLD BRIGADE who traditionally run the Tour, were either out of town, or seeing the family off, or appointed to a higher position with a new boss; while the younger lot, if they still had a job, counted the available cash, weighed it against the expected cost of a week in country motels, meals and other expenses like petrol, and found they didn't balance. Others may have been recovering from other tours or illness. George and Bob called off the tour, but in the event of them being involved again, it would be a help to know if entrants prefer a progressive type tour or one in the style of a Hub, with the same digs for the week. Would there be any interest in a Camping Tour? Let's have your views on it.

New member apparent, Chris Duncan, is working on Peter Adam's Argyll car of which he is to be custodian. Must have been a shock to the old bus, because it has been asleep in George's shed since its discovery in the Maitland district by Ray Thomas, after a tip-off from Ron Hepworth from research in old files by Bob Newman. Five people and the original owner have been involved so far, but at last work is under way. The interesting thing is her age, experts at the last meeting in Newcastle claiming 1907, other experts 1911 or 1914. The one thing certain is that she's over the age of consent! Chris is also helping Peter with the Armstrong W. ex Parker collection - not all Newcastle cars once belonged to Ray Thomas!

John Gorton's ability to organise and the generosity of his boss, Stan, resulted in a group of this Branch's members camping out near Clarence Town, over the Anzac weekend. I heard that Stan, who owns a riverside retreat, had intended

spending the weekend there, but, upon finding Gorto had invited his Car Club friends, he wisely decided to give it a miss. This is the second time the Club has benefited from the use of the estate. I heard Peter hamboned under the morning shower bucket, Katzenjamer Kids style -- next time comes 'Mama mit der tar und feathers'.

Only a little while to wait to see if I can walk again. I'm getting better, only fell off the crutches once, after falling off the motor cycle and breaking my leg. This is not the best way to get eight or nine weeks off work, but I can't win. Sat in the shed at the bench to do a little welding - & burnt a hole in my elastic stocking!

Moffat family's Studebaker is due on its first outing on Sunday, weather permitting, as there is no topping on the hood bows as yet. There are nice new black and white number plates on each end, tho'.

John Burke of late, spends all his weekend time restoring his 1932 Sunbeam motorcycle. In a stroke of luck from a tip from Reg Jones, he was able to pick up some of the missing parts from Norm Askew, who had owned the bike. Now it seems his time will be divided between the bike and a Veteran Buick, delivered to him yesterday by Doug Marr. By the time he restores the Buick, he should be conversant with the auto repair trade, in which he is presently an Army apprentice.

At the last local meeting, Nev observed that talk on Veteran cars was at a low content. "Vintage cars take more time than Veterans in our Meetings", so says Nev, "but this is better than the usual truck and tractor repairs, machinery overhaul or waste disposal. If I take the trouble to drive up here to a Meeting, I expect that meeting to be on Veteran cars". Nev, you are exactly right! Now, to do something positive about this, a run has been organised, go as you will, to take in the restorations at present under way in the sheds, or under houses, of Wilson, Riley, Duncan-Adams and Burke. If this in what we need, then another day should see inside the

emporiums of the south.

All we need, is a 30 hour day!

This should move the Meeting talk back in the right direction, as it is nice to know that the work you have been doing for the last Month of Mondays, is all wrong -- or that the part you just made could be had from someone, just for the asking.

Enough is Enough

Regards to all,

BELT DRIVE BURKE

* * * * *

COMING EVENTS - DETAILS

RESTORATION RUN - Sunday, 17th July:

1.00pm Mike Bendeich,
26 Reiby Drive, Demo of:
BAULKHAM HILLS. Assembling a Diff
Ph: 639.5897

2.30pm Les Johnson,
94 River Drive,
CHATSWOOD (LANE COVE).
Ph: 412.1836

3.30pm John Wards,
8 Devon St., Panel Forming
EPPING.
Ph: 86.3430 & Wheeling

PICNIC DAY, EBENEZER - Sunday, 21st August

Cars to Assemble at Bull & Bush Hotel,
at 10.00am, to proceed to Port Erringha
Camping & Picnic Ground, Ebenezer - More
details in July Spit & Polish

V.C.C.(N.S.W.), NEWCASTLE BRANCH 1983 TOUR - 1,2,3 October

Entry Forms are included in this Magazine.
The closing date for entries is 31st
August, 1983. For further information,
please contact:

B. Adams,
314 Warners Bay Road,
MT. HUTTON, 2290 (N'castle)
Ph: Bus. (049) 24.068
A.H. (049) 48.8140

SILVER ANNIVERSARY HUB RALLY - March 31 - April 8, 1984

For Veteran & Vintage Cars, this exciting event will have headquarters at Greens Motorcade Museum at Leppington, and will travel each day to areas in the outer south and west of Sydney, including Wallacia, Wollongong, the Blue Mountains and historic Windsor-Richmond.

First Outright Prize is Airfares and Accommodation for two in New Zealand. Entries will be limited to 200.

Entry Form available from the Rally Director, Bruce Cole, 13 Gammell St., Rydalmer (Ph: 638.1229) or from Norm Wakeham.

DID YOU KNOW ? ? ?

As early as 1897, at least three Australian-built cars were on the roads. One of these, the THOMPSON, in 1900 completed the first long-distance race in the country, going from Bathurst to Melbourne in 56 hours 36 minutes.

* * * * *

DON ROBERTS MEMORIAL RALLY, IPSWICH, Qld.

As a prelude to the DON ROBERTS MEMORIAL RALLY, held Sunday, 15th May, 1983, the Veteran Car Club of Australia (Q) wrote to Don's widow "Cherrie" and to myself, stating their wish to honour their late member in this manner and seeking our accord.

Resulting from this initial approach, the V.C.C.A.(Q) issued a bulletin to members of veteran, vintage and historic vehicle clubs in the Ipswich-Brisbane area, inviting their participation in a one-day rally to commence from Ipswich, with a morning-tea stop at Lowood and lunch at Rosewood, on mostly lightly-trafficked roads, before returning to the starting point for dispersal.

Fifty-six cars attended the rally, coming from as far afield as Toowoomba, Terranora Lakes (NSW) and Nambour, while a further invitation to me to drive Don's 1915 Model 'T' Ford was accepted, accompanied by Cherrie, two of my grandchildren and Don's schooldays pal, Walter Griffith, now a resident of Brussels, Belgium. My sister Ivy, son and daughter-in-law, Bruce and Bronwyn attended in another vehicle.

Before commencement, President (Phil Fletcher) spoke to the assembly of Don's long involvement in the old-car movement, of his participation in most National and in both Australian International rallies, which made him well-known to many enthusiasts and concluded by presenting to both Cherrie and to myself separately, a momento to commemorate the event, inscribed, "IN MEMORIAM, DON ROBERTS, FOUNDATION MEMBER, LIFE MEMBER, PAST PRESIDENT, V.C.C.A. (Q)" - "Presented to GEORGE ROBERTS by V.C.C.A. (Q)".

Rain which had deluged southern Queensland for days before and after the event, held off and allowed for pleasant motoring, 'as one member voiced', through the countryside and surroundings in an area Don himself would have chosen.

GEORGE A. ROBERTS

JACK HILL

Seeing not very much mention of the sad passing of Veteran member Jack Hill, I have taken it upon myself to tell out-of-town members just a little of the deeds of this quiet, gentle, shy mechanical wizard.

Bill Sanderson arrived at the start of the 1979 Silver Anniversary Rally from the Gold Coast, in his Sunbeam - with his maltese cross in the universal joint completely shot. This is at the Start! - Jack turns back to his factory and makes a new one! At 5.00pm on the same day, Bill and Jack are on the road and catch the field that night. Just one of the many such feats!

He built the roof trusses for the new Club F.O.C. The Club only paid for the steel and I think there is a story of the front doors too, of which I am sure most of us know - Jack wouldn't tell you though.

When I was in the thick of building my own factory, he would amble up to me and say, "I am not trying to pry into your business, but are you OK? Do you need anything?"

No, mate, we're right, thanks."

"Like hell you are! I will send Carl and Porky around and put that beam in for the buzz bar."

I am only one of so many to be on the receiving end of his generosity. But not another word from him - thank him and he would be off like a shot. He just did not have time to wait for such things as compliments.

He had a dry sense of humour, loved to get me into trouble with Joan and often succeeded. I think Chris Sultana copped a lot of ribbing from him too.

He loved cars, books, swap meets, doing good turns for his friends and his family dearly. I am glad I was a friend of this quiet, shy, decent bloke.

I think his motto was, "The Minimum Amount of Fuss". Those who knew Jack well, will always remember him.

BUILDING A MOTOR BODY FROM A PHOTOGRAPH

On occasions when it is not possible to actually measure a motor body that it is desired to re-create, it is quite straightforward to obtain the dimensions which will allow an accurate reproduction of the shape and form required.

One proviso is that the wheelbase of the chassis which carries the desired body, shall be very close to the chassis which is to be used, with the determined dimensions. The reason for this will be explained later.

A clear black and white photograph of the desired body, and this should be of a three-quarter side view with some frontal details and a similar view of the back, would be a bonus and would confirm some dimensions from the first, and more important, view. An equally clear enlargement(s) is required with good detail and contrast, so as to allow pertinent points to be traced onto clean tracing or butter paper.

These major points would, for example, be the height of mudguard crown, top and bottom of windscreen pillars, roof or hood height, window corners, door widths, etc. When a tracing of the body shape is made, presuming that the photograph used has not distorted the original outline and that original proportions remain, then a perspective drawing of the body is obtained and any book on Descriptive Geometry will show how to obtain a perspective from plans/elevations and by working in reverse, a side and front elevation can be obtained. Any student of Technical Drawing could probably assist.

Once having the side elevation to any scale, it is equally simple to enlarge or reduce this, so as the wheelbases will co-incide and at that stage, a scaled elevation will be accomplished. A front elevation might also be obtained but this might more be dictated by chassis width, though a three-quarter front view will allow more accurate dimensions. Similarly, a rear view will show rear lights, waist line, trunks, etc.

A useful scale to employ appears to be one-eighth full size which allows a foolscap sheet to contain most body lengths. One caution is to avoid artist's impressions, as used in some advertising brochures, as shapes are frequently distorted.

This method of obtaining dimension through a photograph was used recently in the reconstruction of a small commercial, the photo used being of a well-known example and certain curves, which were considered important, were easily determined from a series of points on the curve. When an advertising block of the same body was set-up in the manner described, a discrepancy of some 4" was found in the windscreen pillar overall height.

* * * * *

M - I - N - D - S - T - R - E - T - C - H - E - R

SOLUTION to No. 19

PEDAL POWER

There were 23 Bicycles (and 19 Tricycles).

NO. 20

ARE YOU AWAKE?

Can you rearrange the following letters to make a simple word?

E E E E L L N P S S S S S
* * * * *

A man called on a lawyer and said he wanted to appeal against a parking fine.

"How much were you fined?" asked the lawyer.

"A hundred dollars."

"What? A hundred dollars for a parking infringement? Ridiculous! Up to twenty dollars or so according to where and how you parked and for how long - but a hundred ... Where were you parked to score a fine like that?"

"On top of another car."

Letters to the Editor

Dear Sir,

Mid-March this year, I had a note from Mr. Len Southward of Wellington, New Zealand, who would be known to many enthusiasts for his work in establishing the Southward Trust and its fine Museum complex at Paraparaumu, North of Wellington.

He mentioned the acquisition of several vehicles from the Parker Collection Sale at Colac, Victoria last year and one was the Phanomobile. I have been fortunate in acquiring two photographs taken by my late uncle in German New Guinea after its annexation by Australia early in World War 1, and I hope to send copies to New Zealand, showing such a vehicle chauffeur driven!

He sought help in contacting a Mr. John McMillan who he understood operated a Service Station in the Dee Why area, but on that trip, he could not locate him. Some reader may be able to help with information which I could then pass on. Apparently, Mr. McMillan was connected with the building of a GVANG steam car in recent years and Mr. G. van Grechen was traced to a Coogee house, but had recently moved.

Any reader who might be able to help Len, could write to him direct or I could pass it on by contacting me on telephone (02) 399.3786.

PAUL W. BUTLER,
1 Darley Rd., RANDWICK NSW 2031

Dear Editor,

As an amateur, I embarked upon a Veteran Car with some trepidation. Shelagh and I wanted to enjoy the association with nostalgia and driving a piece of history - but what I didn't know was that this, at times, is a Love/Hate relationship.

We purchased our 1913 Overland ("Grannie") in running order, with some body work to finish off. We then enjoyed the hand painting, upholstery, etc. that makes a Vehicle look Good.

I gradually learned to make 'The Beast', sorry "Grannie" do the right things - learned how heartbreaking cranking the engine can be when troubles occur - how bad the brakes are, in fact non-existent in wet weather - what a performance gear changing can be. However, all of this is par for the course. Then my Real education began.

"Grannie" always had a habit of boiling - I did everything - studied Dykes - studied 1913/1915 Motor Manuals, all of which totally disagreed on how severe or otherwise one should scourge the Radiator - sought advice on how many ways one could be cursed by overheating:-

1. Retarded Engine
2. Restriction in Pipes
3. Bad Carburation
4. Brakes
5. Fan Belt

not to mention Dirty Radiator.

The list went on for ever. Naturally, my good friend Lyndon Benham said "Don't take any notice, these veterans all boil."

So, I persevered and every outing, especially hilly ones, became a tussle to reach the top of the hill before I boiled too badly. I cleaned the Radiator internally so often, it's a wonder anything remained.

Oh, and what sorrow to spend all that time cleaning brass to arrive at the meeting place with radiator sickness all over the brass work.

Then, my cum-uppance arrived - labouring up a hill, the engine started missing badly. I struggled to the top to find water pouring through the carby and exhaust. No. 3 had gone. "Grannie's" engine has 4 singly cast cylinders which are in themselves water jacketed. No. 3 had a crack across the top of the combustion chamber. Fortunately piston/rod etc. were in good order. So I set about seeking advice on welding. One helpful engineer quite genuinely quoted one price if unsuccessful and another, higher, price if successful - this indicates how specialised and tricky such work is.

I know now that there is such a specialist in Sydney, but in the meantime, I chased all over New South Wales, by 'phone, to find a replacement cylinder. This was after talking to Ben Bronk on the pros and cons of repair verses replacement.

Finally, and with great pleasure, I spoke to David Crisp (Mr. Overland) who very kindly offered to help. So, Shelagh and I took off for Breadalbane near Goulburn, where we spent eight interesting hours with David, looking at his collection and thoroughly enjoying his company. We made a 'swap' and I brought away two cylinder barrels. These turned out to be standard 4" bore, so after boring out to suit my aluminium pistons (approx. 40th oversize) we were able to slip the barrel back over the piston, without having to take piston or rod off.

So, with Alan Garland in charge of dis-assembling and assembling, "Grannie" once again drove well.

One instance of the education that we acquired, is in our Schebler L Carburetter. These are an auxiliary air valve carby and for months, I adjusted it completely wrongly. Again, it took a study of the Dykes to fathom out what was correct. The interesting fact that emerges is that modern mechanics are at just as much a loss as we are in working on these ancient machines.

Alan finally adjusted the tappets at a Pre-Katoomba 1983 and off we went thinking, Gee, we got "Grannie" together just in time.

"Grannie" ran well all the way during the 'Blue Mountains Rally' - sure the radiator boiled consistently, but she ran well - after all, we know that a hot engine runs efficiently!!!

Rather sorrowfully, it was on the Sunday morning at Katoomba that we made the decision to re-core the radiator in order to stop future problems - then on our way back to Koolewong, passing through Baulkham Hills, we blew the top out of the combustion chamber in No. 4.

This time, when we stripped the barrel, we found that the piston rod was twisted 15°. So, here's ole mug amateur again, wishing he'd decided on any other hobby but this, and Shelagh saying "But that doesn't look too bad, dear."

Anyway, when this barrel was bored, we found that rust had penetrated deeply and fine pits could be seen - this however was not disastrous. The piston rod was an enigma.

Strangely, no one in to-day's modern car world wants to straighten piston rods - it just isn't done (at Gosford anyway), so, once again to my good friend, David Crisp.

We met at the Bargo Swap Meet, and the first thing David gave to me was an envelope containing 2 band-aids. He said, quote, "These are for any further trouble you have." Anyway, I returned from Bargo with 3 piston rods. After selecting one, I hacksawed off sufficient of the small end to accommodate a lesser space inside the piston and was about to take the piston for honing out the bronze bush to accommodate my larger gudgeon size when, horrow of horrows, I noticed it wasn't dead straight!! I finally found one of the three that was straight and had this honed and lined up correctly.

Then, Alan Garland and I started to fit the rod to the crankshaft - well, wouldn't you think that slipper bearings from the original rod put into the replacement with the same part number would fit??? Wouldn't you?

Well, I did!!

We thought the rod should fall under its own weight after fitting but this one wouldn't, so we made additional shims, assembled everything and, the next morning, I had the most copy-book big end knock!

So, Reginald pulled the engine down once again!! Studied Dykes once again!! into the 'wee small hours' - threw away the additional shims, tightened the cap so that it was still possible to turn the engine freely on the crank-handle, re-assembled the engine - and it now runs beautifully.

One rather funny thing - I thought I'd see just how difficult it was to straighten the twisted piston rod. I took a big adjustable and looked for a piece of pipe to exert leverage. I couldn't find the pipe so I thought I'd try using the adjustable only. Would you believe it was dead easy? They are quite soft, malleable iron!

I won't bore you for much longer but after all this, we took the radiator for re-coring. On the job itself I will not comment, only to say the core now functions well, but the cheque was wet when I handed it over.

Now, would you believe it - "Grannie's" engine is too
-----y cold.

In finishing, as an amateur, I could not have accomplished any of the above without my friends in motoring - Alan Garland, Lyn Benham, David Crisp and countless others who proffered help and advice so unselfishly.

Regards,

REG THORNTON

THE LOUDEST NOISE KNOWN TO MAN IS THE FIRST RATTLE
IN HIS RESTORED VETERAN CAR

* * * * *

Advertisements

AVAILABLE - Prefer exchange Enamelled Signs:

Vintage Reno tubular radiator

Veteran Minerva Model PP gearbox

Vintage Fiat 501, 503 Radiator, windscreen

Veteran Hupmobile 2 speed (small) gearbox

FOR SALE - Various odd new tyres 17,18,19,20

Douglas 1926

AJS 1926,

Harley Davidson 1926

50 magnitos

Various Vintage Lucas and CAV lamps

1910 Austin Instruction Book

Contact: P. Butler, 1 Darley Rd., RANDWICK, 2031 (SAE)

WANTED -

Original Austin 7 Oil Button

Early Tasmanian & W,A, Number Plates

Contact: P. Butler, 1 Darley Rd, Randwick, 2031 (SAE)

WANTED -

1913-1915 CALCOTT parts, particularly engine parts. All states please.

20 H.P. ROLLS-RPYCE parts

Brass Acetylene Headlights - any one will help complete a set. "SMITHS" London, "GOLDENLYTE", "DEITZ". Bodies 6" diam. approx.

Contact: N. Wakeham, 64A Pellisier Rd, Putney, 2112 (02) 80.2269

WANTED - For 1905 MODEL Z DE DION - BOUTON
Set Lucas 726 Side & Tail lights
(if not Lucas then any brand will
do but must be spade mounting)
Set hub caps for front & rear wheels
Grease gun
Bulb horn
Albert Llfebvre Fils Grease cups,
nos. 1, 2, 3
Any De Dion-Bouton spares

For 1912 STAR 15 HP
4 Hubcaps
Radiator fan and bracket
Bonnet
Pair headlight brackets
Pair side light brackets
3 Steel Sankey wheels to suit 815
x 105 tyres
Any information on 15 HP STAR cars,
parts book, owners manual, any
photographs, if you have originals
but do not want to part with them,
photocopies will do. Any STAR parts,
large or small, most welcome.
Steering column and steering wheel

Contact: R. Forbes, 537 Chapel Rd., Bankstown, 2200
(02) 70-2098

WANTED - YOUR ROSTER DETAILS - LAST CHANCE !!

WANTED - ARTICLES FOR YOUR MAGAZINE

* * * * *

FOR SALE - 1916 6 Cyl. ROADSTER - restored but no hood - original hand book, spares, etc.

Contact: J. Featherstone (non-member), 66 Francis St.,
CARLTON, 2218

\$ 14,000.00

FOR SALE - 1918 E45 TOURER unrestored - most parts available - new Tub - guards - bonnet - battery box - honeycomb radiator. Completely dismantled. With 1920 Tourer parts car that could be restored.

Contact: E.J. Hoy (non-member), R.M.B. 764A,
New Winton Rd, TAMWORTH, 2340

The Pair \$ 4,000.00



"Lovely quiet run . . . you wouldn't know
she was moving . . ."

