

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

SPIT AND POLISH

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January, 1986 Vol. XXVII No. 6





PATRON:

His Excellency,
The Governor of N.S.W.,
Air Marshal

Sir James Anthony Rowland,
KBE, DFC, AFC, K.St.J.

Spit & Polish

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

Volume XXVII No. 6

JANUARY 1986

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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,
JANUARY 23, 1986.

Editorial

Comment



The year 1986 is with us and I hope among those New Year Resolutions are thoughts such as writing an article for SPIT AND POLISH and attending our club meetings and events.

Already the Events Calendar is full of interesting veteran motoring outings for this year and details for those in January and February, plus the Veteran and Vintage Display Day appear in this issue.

Also featured is a letter to the Editor, the promised 'Don'ts from an Oldsmobile Instruction Book' continued from November/December, the latest in spark plugs for 1906, notes on 'Some Royal Motorists' and an article on Renault 1899.

The Advertisements section is well patronised this month and makes interesting reading if buying or selling.

Enjoy your New Year magazine.

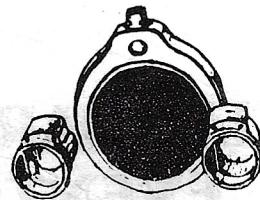
- SANDY ROBERTS

COPY REQUIRED BY FIRST THURSDAY OF MONTH

Address all correspondence to:

SPIT & POLISH, 134 QUEENS ROAD, FIVE DOCK 2016

President's Message



We certainly had a feast of events and outings to attend during late November and early December. Victor Jacobs and Arthur Garthon and their respective Lions and Rotary Clubs, along with the Royal Motor Boat Club, organised an excellent day out for over 140 children from various Homes around Sydney. The day out culminated with a boat trip around Sydney Harbour on some very luxurious craft and was enjoyed by all the children and adults who attended.

Noelene Thomson and Lynette Martin organised two very successful outings, the first being the Children's Christmas Party on Snapper Island and our Annual Christmas Dinner which was held at the home of Bob and Elizabeth Hobson. Both outings were fully booked and were outstanding functions. The Christmas Dinner was a delightful evening with about 80 attending, along with good food, good weather, great company and perfect hosts. Thank you very much Elizabeth and Bob for all your work in making the night so successful.

After a couple of weeks sightseeing in Tasmania with Anne I am now rejuvenated to start a new year club activity. Along with George King and Ron Cox and assisted by Jim Moule we had a clean-up of the new clubrooms, then cut in the floor on the mezzanine level store-room and made up the dais or stage for the small hall. It all sounds easy but I can assure you there were a couple of sore backs after two days of hard work.

It is hoped that we will complete a lot of the finishing work during the next four weeks.

- BOB BAXTER
President

CALENDAR OF EVENTS



1986

January 22 (WEDNESDAY NIGHT) CHAUFFERING VISITING AMERICANS, Regent Hotel to Opera House. Details Joe Quattrochi (B) 666.5464, (H) 666.6107

January 26 (SUNDAY) AUSTRALIA DAY FESTIVAL (Details page 5)

February 9 VCCA INVITATION CHAMPAGNE & CHICKEN BREAKFAST 7.00 a.m. Causeway, Audley (Details page 5)

February 22 AUSSIE/WESTERN NIGHT (Details page 6)

March 16 VETERAN & VINTAGE DISPLAY DAY Gledswood Winery, Old Hume Highway, Catherine Fields. (Details page 7)

March 23 CLUB AUCTION DAY

April 25/26/27 ANZAC LONG WEEKEND - BLUE MOUNTAINS TOUR (Blackheath)

May 10-17 RALLY TO MERIMBULA & HUB TOUR WITH VICTORIAN CLUB (Entry Form in centre of magazine)

Sept. 14-19 THIRD NATIONAL 1 & 2 CYLINDER RALLY - WANGARATTA

AUSTRALIA DAY FESTIVALSUNDAY, JANUARY 26, 1986

The organiser of this event has given extensive donations to help our clubroom, so it would be showing our appreciation if a good showing of cars participated.

ORMOND SCHOOL

DUFFY AVENUE, THORNLEIGH

Cars required from 3.00 to 6.00 p.m.

Contact:

JOE QUATTROCHI

B. 666.5464

H. 666.6107

V.V.C.A. BREAKFAST RUN - SUNDAY, FEBRUARY 9, 1986

V.C.C.A. has been invited to attend this outing.

Venue: 7.00 a.m. at the Causeway, Audley, in the National Park.

There will be a short run, approx. 1 hour's duration, with a choice of 2 routes and return to the Causeway for a Champagne and Chicken Breakfast.

Cost of Breakfast:	Adults	\$4.00
	Children (under 12)	\$2.00

Advise ROLY COULCHER - 546.4791 by January 31, 1986

Fund-Raising Social for Building Fund

WESTERN NIGHT B-B-Q

(Including special attractions)

for Members and Friends
(make up your own group)

DATE: SATURDAY, FEBRUARY 22, 1986

TIME: 6.00 p.m.

PLACE: 8 DAVEY ROAD, DURAL

COST: \$25.00 per Family
\$10.00 a Single(Wine and soft drinks included -
B.Y.O. other drinks)

BRING: Own table and chairs

BOOKINGS:

Lyn Martin - 632.5047

Noeline Thomson - 651.2247



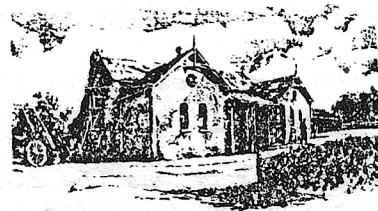


4TH ANNUAL VETERAN & VINTAGE
DISPLAY DAY

SUNDAY, MARCH 16, 1986



AT "HISTORIC GLEDSWOOD"
 Hume Highway, Catherine Fields
 Gates open 8.00 a.m.



Display area will be open to all
 vehicles manufactured prior to
 January 1, 1931

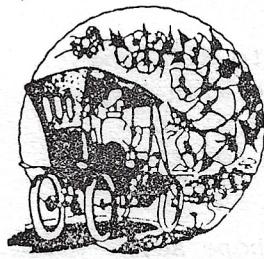
ADMISSION TO GROUNDS: \$3.00 per vehicle

TROPHIES will be presented for:

1. Most Appealing Car
2. Most Appealing Vintage Car
3. Most Appealing Motor Cycle

N.B.

- (A) Post-1930 vehicles will not be admitted to
 to the display area
- (B) All tender vehicles will be marshalled to
 suitable area outside the display area



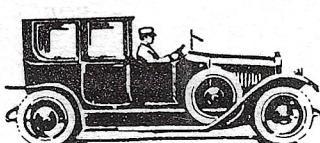
ALSO:

- * Light refreshments
 available
- * Dining Room
- * Sheep-shearing and
 Herding
- * Hay Rides



This event is being organised jointly by the Veteran
 Car Club of Australia (NSW) and the Vintage Vehicle Club
 of Australia, 1919-1930.

Further information: Bob Baxter 522.9661
 Ben Bronk 624.8224



XMAS PARTY - DECEMBER 7, 1985

Several weeks ago these two ladies called on us. They had an idea for this year's Xmas Party - our home. The look of apprehension on our faces, which later turned to admiration for these two tireless thinkers.

As the time drew closer to December 7, Bob and I were just as excited as these two ladies.

Our new garage was the dining room for the evening. Weather being very kind to us for the pre-dinner drinks in the courtyard, what better way to celebrate the completion of the garage than with club members, who have the same interest - Veteran Motoring. Maybe next year some weird and wonderful machine will emerge?

A delicious three-course dinner was served in between the drawing of the Lucky Door Prize, won by Peter Martin, and the raffle won by Mrs. Vawser. A very special guest arrived during the evening (Santa Claus) and to add to the enjoyment he gave each guest a Xmas Surprise; some were lucky.

Our President Bob Baxter conveyed Xmas Wishes to all, and made a presentation to Robyn and Peter Wards to wish them well in their move to Tamworth. Bob and I were given a lovely potted plant for the small part we took for the evening.

It seemed everyone had an enjoyable time. We hope so, because of the hard work that Lyn and Noelene put into it, not forgetting their families. They are truly an asset to the Club and after all that is what the Club is all about, enjoyment and participation.

Thank you one and all for taking part, and Happy Veteran Motoring for 1986.



- BOB & ELIZABETH HOBSON

CLUB NUMBER PLATES

Some members are holding club plates in their possession that have had the permit-to-move expire. This is not permitted by the rules so please return these plates and avoid the Committee's obvious next move.

Pack them in a post office padded bag and sent to:

00.5 Registration Officer
00.542 251 Regatta Road THOMAS JATOT
00.585 FIVE DOCK 2046
00.585 - MAX ROBERTS

LETTER TO THE EDITOR

Dear Sandy,

Just a few words of caution to club members planning to have any panel restoration work done professionally on their cars.

I recently had some alterations carried out to a bonnet by a Western Suburbs' business (who shall remain nameless) and the initial quote of \$250 rose to nearly \$600 when completed.



Episodes such as this are rather upsetting when one is restoring a car on a limited budget, as most of us are these days.

eees.sse 2803AL 31

It makes me wonder just how many major restorations we will see completed in years to come, due to the very high cost of labour now prevalent in the professional restorers' trade whose services many of us require during a restoration.

- MARTIN McCARTHY

VEHICLE REGISTRATION

Good to see 100 registrations paid before Christmas. Still a few inspections to be completed but it looks like the cars will be out again in 1986.

This year D.M.T. Charge includes 3rd Party Insurance

at a cost of	\$45.00
Club Levy	<u>2.00</u>
TOTAL PAYMENT FOR REGISTRATION \$47.00	
New Registrations attract a further, once only plate fee	<u>25.00</u>
NEW REGISTRATION, 1ST YEAR	\$72.00

INSURANCE: 3rd Party Property or Full Comprehensive Insurance is necessary to satisfy the club's rules. This year it is your responsibility to arrange your own cover with any company you choose and inform the club of Policy No.

G.I.O. do have low premiums for Full Comprehensive. Contact Peter Hilan, G.I.O. Domestic Division, 50 Clarence Street, Sydney, or 'phone direct 268.3774.

Hatton Lyne & Associates, 922.6055, offer low-priced 3rd Party Property.

Further information on Insurance, contact:

VIC JACOBS 922.2999

For Registration, contact:

MAX ROBERTS 817.4052

* * * * *

ANNUAL BLUE MOUNTAINS TOURAPRIL 25-27, 1986

REMINDER: Entries for the above tour close on January 31, 1986

If you haven't already got your entry in, do so now, as this promises to be a Blue Mountains Tour with a difference - very relaxed motoring over a three-day weekend.

All accommodation at the Redleaf Lodge Motel has now been taken up, but there is still plenty of room at the Blackheath Motel.

Entry forms plus cheque may be handed to the Events Director at the next meeting, or mailed.

LIST OF ENTRIES:

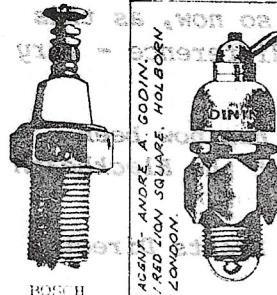
01	Cliff Ward	1918 Dodge	23	Alan Rowe	1913 Buick
02	Terry Cook	1914 De Dion Bouton	24	Malcolm Johns	1904 Speedwell
03	Jack Godfrey	1914 T Ford	25	Jim Weir	1912 Rolls R.
04	John Simmons	1902 Napoleon	26	Peter Wards	1916 Hupmobile
05	George King	1909 F L	27	Bob Baxter	1912 Calthorpe
06	Bill McCarty	1913 Vinot & Deguinard	28	Dick Tunbridge	1917 T Ford
07	Max Vormister	1918 Dodge	29	Bill Burrows	1913 Hispano Suiza
08	Peter Martin	1912 T Ford	30	Ken Quarmby	1913 Hupmobile
09	Max Chapman	1913 Wolseley	31	Jim Redman	1913 Rolls R.
10	Bill Trollope	1912 Renault	32	Peter Nissen	1915 Cadillac
11	John Wards	1916 Benz	33	Bryan Inder	1903 Oldsmobile
12	Neville Preston	1913 Talbot	34	Geoff. Simmons	1909 Delage
13	Reg Jones	1908 Clement Bayard	35	Barry Thew	1916 Hupmobile
14	Max Roberts	1916 T Ford	36	Rob. McCarthy	1916 Dodge
15	Sandra Roberts	1912 Austin	37	Doug Pearce	1911 Benz
16	Keith Carden	1914 Clement Bayard	38	Don Liddle	1912 New Hudson M/C
17	Michael Bendeich	1913 Chalmers	39	Bill Sewart	1917 Harley Davidson M/C
18	Barry Garth	1915 T Ford	40	Barry Pearce	1911 T Ford
19	John Corby	1918 Cadillac	41	Don Steer	1914 Wolseley
20	Jeff Vanstone	1908 Metallurgique	42	Ken Gardiner	1913 Austin
21	George Roberts	1912 Calthorpe Minor	43	Bob Hobson	1912 T Ford
22	Victor Jacobs	1913 T Ford	IF YOUR ENTRY IS NOT HERE, ADVISE ROLY COULCHER -		
					546.4791

1906



6801 The B.B. SPARKING PLUG. To 2000000 revs per min. not less than 10/- each.

Extra stout porcelain, practically unbreakable. Price 2/- each.



BOSCH

The "Repato" Plug, similar to illustration, with fine porcelain insulator. Price 1/-



The "Gloworm" Sparking Plug. For Aeromobiles, Motor Magneto, etc. Price 1/- each. Every Plug sold guaranteed. Price 1/-

PRESTED PLUG.

The Plug that's different from all others. Splendidly Made. Unaffected by oil or soot. Always Reliable. Practically indestructible. Many of the greatest buyers use it exclusively. Samples sent post free 2s. 6d. each. There are many other useful units in the Prested Ignition system.



Price 1/-
each.
ENGLAND

USING PORCELAINS.

THE NEW SPARKING PLUG.
Mica Insulation, porcelain
Heads.

The Crown Plug. BREECH-BLOCK PLUGS.

Price,

10/-

each.

Just the
Plug you
are look-
ing for.

The Plug is constructed on the prin-
ciple of the breech block of a gun,
only a sixth of a turn being required
to close it firmly.

The top portion of the plug can be
disconnected very quickly. The plug,
as will be seen, is not threaded
right round, but is divided into three
portions, leaving three plain spaces
between them, which have a level coinci-
ding with the bottom of the threads
of the screwed portion.

The inside of the base is treated in a
similar manner, so that it will be seen
that plug can slide down into base.
By turning the small lever about a
sixth of a turn the threads on plug
will engage with the internal screw-like
portion, and lock up tight like an or-
dinairy screw. Turning the lever back
will immediately release it again.

A quickly detachable wire terminal is
also incorporated, and this slips
under the top of the plug, a spring
clip holding it in position.

Guaranteed.
Money returned
if not satisfied.

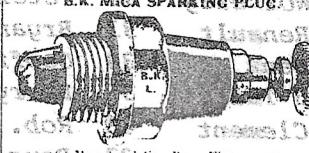
BLAMB BROS & GARNETT, LTD.

85, Shaftesbury Avenue, London, W.C.1.



B.K. Special Sparking
Plugs.

B.K. MICA SPARKING PLUG.



B.K. BRAND IS SOLD BY
BRANSON, KENT & CO. LTD.

LONDON

THE HOLBORN
PLUG.

Price 1/-
each.

THE DAVID SPARK
INTENSIFIER.

Price 1/-
each.

THE DAVID SPARK
INTENSIFIER.

Price 1/-
each.

THE DAVID SPARK
INTENSIFIER.

Price 1/-
each.

FOR MOTOR CYCLE.
New Pattern 1/3 each
Ditto, Super quality mark "B.K." 1/4 each

FOR MOTOR CARS.
Ditto, new De Dion 1/3 each
Ditto, Super quality mark "B.K." 1/3 each
Ditto, ditto, extra special in Box
wood case 2/- each
Bosse and Miel Sparking Plugs 4/- each

FOR MOTOR CARS.
Ditto, new De Dion 1/3 each
Ditto, Super quality mark "B.K." 1/3 each
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Ditto, ditto, extra special in Box
wood case 2/- each
Bosse and Miel Sparking Plugs 4/- each

THE FAMOUS "POIGNON"
SPARKING PLUG.

Price 1/-
each.

THE FAMOUS "POIGNON"
SPARKING PLUG.

HINTS AND DON'TS

from an Oldsmobile

Instruction Book

(Continued from

November/December 1985

issue of SPIT & POLISH)

DON'TS

Don't take anybody's word for it that your tanks have plenty of gasoline and water and your oil cup plenty of oil. They may be guessing.

Don't do anything to your motor without a good reason or without knowing just what you are doing.

Don't imagine that your motor runs well on equal parts of water and gasoline. It's a mistake.

An office on wheels—the

OLDSMOBILE

¶ The practical everyday utility—a valuable factor in modern business—takes the "drags" out of life—saves time—eliminates distance, winter or summer all roads and weather conditions alike to the Oldsmobile. Starts from seat. New carburetor, giving more power with less fuel consumption. Hub brake controlled by foot lever. Convenient steering device. Two speeds forward and reverse. The car for the busy man of affairs, and equally serviceable to every member of the family. Why experiment? Buy a practical success.

Oldsmobile Standard Runabout, \$650
Oldsmobile Touring Runabout, 750
Oldsmobile Light Tonneau Car, 950

¶ All prices f. o. b. factory. Address Dept. H.

OLDS MOTOR WORKS, - Detroit, U. S. A.

Member of Association of Licensed Automobile Manufacturers.

Drawing copyrighted, 1904, by Brownell & Humphrey

Don't forget to feed lubricating oil to your motor when you start nor fail to turn it off when you stop. Lack of oil may ruin your cylinder; too much will cause you trouble in sooty plugs and leaky valves.

Don't pull the cylinder head off because your spark seems weak or your rear axle runs hard.

Don't make improvements without writing the factory. We all know about many of those improvements and can advise you.

Don't think your motor is losing power when clutch bands need tightening or something is out of adjustment.

Don't drive your "Oldsmobile" 100 miles the first day. You would not drive a green horse 10 miles till you were acquainted with him. Do you know more about a gasoline motor than you do about a horse?

(Continued on Page 14.....)

Don't delude yourself into thinking we are building these motors like a barber's razor - "just to sell". We couldn't have sold one in a thousand years and much less 5,000 in one year, if it hadn't been demonstrated to be a practical success.

Don't confess you are less intelligent than hundreds of people who are driving "Oldsmobiles" JUST LIKE YOURS. We only make one kind - the motor that motes.

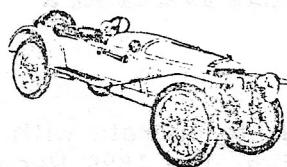
* * * * *

SOME ROYAL MOTORISTS

- ¶ The first 'royal' motorist was the Prince of Wales, later King Edward VII, who was driven in a Serpollet steam car belonging to Gaston Menier, the chocolate manufacturer, at Bad Hamburg in the summer of 1893. Other drives in other cars followed at intervals, and the Prince of Wales bought his first motor car, an English Daimler, in 1899. He was taught to drive by the second Lord Montagu of Beaulieu but was never an active motorist. However Edward VIII did drive a car regularly.
- ¶ One of the first motor cars to be imported into Russia was a De Dietrick (Amédee Bollee design) which the Tsaritsa Alexandra bought in 1898. By 1901 the Imperial family had several cars and in 1902 Adolphe Kegresse, their motor engineer, made one of them into the world's first practicable "caterpillar" or tracked vehicle to meet the Tsar's wish to be able to use a car in snow.
- ¶ The once-fashionable curvaceous 'Roi des Belges' or 'tulip phaeton' body style was named after Leopold II of the Belgians. Perhaps the credit for it should really go to Cleo de Meroe, the King's 'amie intime' who was present when the King was discussing with the importer (in her apartment) what kind of body to have on his new 1901 Mercedes. Mlle de Meroe placed two prettily-curved, deep-buttoned, small easy chairs side by side and suggested that the seating of the new car should be shaped to correspond. The design was

carried out by Rothschild et Cie, the famous Paris firm of coachbuilders.

¶¶ The young King Alfonso XIII of Spain was an enthusiastic motorist with a taste for fast cars which he drove skilfully. He patronised and encouraged the Hispano-Suiza factory, and one of the most famous pre-1914 sporting cars is known as the Alfonso-Hispano in his honour. It is a production version of the 'small' four-cylinder car, designed by Marc Birkigt, which won the 1910 Coupe de l'Auto race for light cars at an average speed of 55.6 mph. Voiturette racing had been dominated previously by single-cylinder cars, and the four-cylinder Hispano-Suiza set a new trend in light car design.



HISPANO SUIZA
ALFONSO XIII

¶¶ Pius XII was the first Pope to use a motor car regularly, Pius X was presented with an Itala as early as 1909, but refused to ride in it.

* * * * *

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

Solution to No. 46

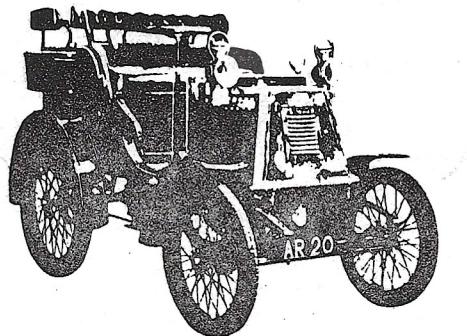
Street Trees

As there are nine trees there must be eight spaces. At an average length of 50 metres, the total is therefore 400 metres. But three of the spaces take 180 metres so the remaining five cover 220 metres, or 44 metres each.

No. 47

Rope Trick

An Indian ropeclimber was hanging from one end of a rope that had been passed over a large pulley some distance above him. An iron ball, that exactly equalled his weight, was tied to the other end of the rope. As he started to climb the rope, what did the iron ball do? Did it move up, or down, or stay where it was?



RENAULT

RENAULT 1899

The first production car to operate with a drive shaft rather than a chain drive, the 1899 Renault was one of the most reliable cars of its day. This reliability was convincingly demonstrated when two 1899 Renaults made their debut in the Paris-Trouville road race.

The Renaults, much smaller and lighter than their competitors, looked too fragile to survive the rugged race. In those years, races were a gruelling test for the cars entered in them. The unpaved roads and the gaping potholes, which often were hidden by cars raising blinding clouds of dust, frequently broke the axles of speeding cars. Yet, much to the surprise of onlookers, the first two cars to cross the finish line were the Renaults.

Although the car was the first product of the Renault Brothers' Auto Company, it was designed and engineered by Louis Renault. The most mechanically-minded of the Renault brothers, Louis, started tinkering with engines when he was very young. His father, a well-to-do industrialist, resented the time his son spent "fiddling about" with machines, yet he gave Louis a petrol-powered engine. Louis was only 14 at the time, and for the rest of his life, cars and engines were all that mattered to him.

In 1889, when he was 21, he built a gearbox with one reverse and three forward gears. With his brother Marcel's financial backing, he coupled the gearbox to an early De Dion Bouton engine and produced his first car.

Louis developed a drive shaft which transferred power to the rear axle, thus eliminating the often complicated arrangement of belt and chain drive used in other cars of the time. Sceptics dismissed his car as underpowered, due to its modest 13/4 horsepower engine. But it soon attracted a following and became known affectionately as the "Baby" Renault. Louis had planned to sell the rights to his gearbox and rear axle to motor manufacturers, but instead he found himself accepting orders for the car from admiring friends. He committed himself to deliver 12 cars and, on March 21, 1899, he formed a company with his brothers to let production started.

A small shop was set up on the family estate at Billancourt on the outskirts of Paris, and under Louis's close supervision, the 1899 Renault was born; it incorporated the mechanical features pioneered in the "Baby" Renault. By the end of the year 100 workers were on the payroll and 71 cars were produced.

For publicity, Louis and Marcel entered the Renault in races. Lined up next to their larger, more powerful competitors, the Renaults may have looked outclassed, but their performance belied their appearance. Although their engines were small, the Renaults were so lightweight that they could compete with more powerful, but heavier cars.

They not only established the historic line of Renault cars, but they also strongly influenced the course of future car design.

(Article from 'The Old Timer', October 1985, Gunnedah V.V.C.)

* * * * *

From 'Veteran Torque'

HOOD BOWS

To make hood bows, it is a simple job to make an elementary steamer in which to steam hardwood from which the bows will be made.

If the hood bow to be made required a piece of hardwood 1" x 1" x 40" long, then a piece of 2" steel pipe 4' long would suffice. Screw a pipe cap on one end using a sealant.

For the other end you will require some means of reducing the pressure to zero. Use a bell reducing socket and bush until you have a hole of small enough diameter into which to fit a 30 lb. p.s.i. relief valve.

Fill the pipe one quarter full (12") and place the piece of wood in. Screw on the bell reducer and relief valve so that it is air tight.

Next step is to light a fire long enough to heat all the pipe. (Perhaps the BBQ should be big enough). Some aluminium foil over the top will help to retain the heat. Charcoal or heat beads will last approx. two to three hours, after which the pressure can be released on the valve. Only after all pressure has been released should the bell reducer be removed.

The hardwood should be very soft and flexible and the best place to form them is on the body using G clamps to hold the bow in shape.

Leave the bows dry for a couple of days until they regain the original strength and hardness.

* * * * *

Advertisements



FOR SALE: 1906 4-CYL. RENAULT 4 seater body, restoration started - reasonably complete with spares. Will negotiate. Asking price \$4,500

MILES FELSTEAD - 960.2143

WANTED: MODEL 20 HUPMOBILE MOTOR, especially crankshaft. KINGSTON 4 CYL MAGNETO. RUDGE WHITWORTH WHEEL SPANNER to suit large hub on 1911 VAUXHALL. I.D. of spanner is 123 mm (4-7/8"). Also required: ZENITH CARBY, 36 mm or Witte & Poppe 30 mm.

MARTIN McCARTHY, 17 Cynthia Ave., Castle Hill.
634.1360

FOR SALE: 1911/12 SCAT 15 H.P. 4 CYL. Restored except for body and upholstery. Mechanically complete; new tyres. \$10,000

BASIL MONCKTON
Holbrook(060) 362.222

FOR SALE: CAR TRAILER DUAL TORQUE AXLES. Over-riding brakes, spare wheel and jockey wheel and ramps. Registered - \$750.00

GEORGE KING - 522.7108

WANTED: "BOSCH" DUEL IGNITION COIL AND SWITCH and a "BOSCH" TYPE DU4 or ZU4 DUAL MAGNETO, to fit a 1914 MODEL 4CBX TALBOT
JOHN HUGHES - (049) 37.4646

FOR SALE: "ALIT" PETROL VACUUM TANK - "Made in Torino" Italy - for ITALIA. Good condition, \$20.00.

R. TUNBRIDGE - 449.3753

WANTED, PLEASE: For 1914/15 "T" FORD
Front spring; mudguard brackets;
bonnet; firewall/scuttle; windscreens
pillars; front hub for wire wheel
(Vintage)

I have numerous "T" bits for swaps if required.

BILL MAUNSELL - (H) 32.2379
(B) 929.7422

FOR SALE: 1912 WILLYS OVERLAND MODEL 59T.
Fully restored. \$17,5000 o.n.o.

L. O'CRAKE - (H) 30.1172
(B) 300.9160

FOR SALE: 1912 OVERLAND T60 TOURER
Fully restored. Royal blue and black.
Black all-leather upholstery.
Proven rally car - sale due to illness.
\$18,000

JOHN ANDREW
C/- Garry Coxon, Richmond. N.S.W.
(045) 71.1878

