

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

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

Volume XXV11 No. 9

April 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,
APRIL 24, 1986.

Comment

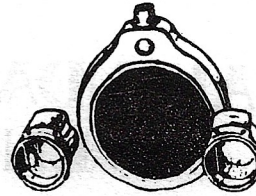


- SANDY ROBERTS

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

President's Message



The big event this month is our Annual Blue Mountains Rally for three days over Anzac Weekend. Let us hope that the weather is fine and a pleasant weekend is had by all who attend.

The Blue Mountains Rally will be followed with our tour to Merimbula by twelve cars from N.S.W. and eight or nine from Victoria.

There has been a great deal of voluntary work completed on the Clubrooms. The old house has all but disappeared, all the wall and floor tiling is complete and the carpentry work should be finished by now. The plumber has promised to complete most of his work by the end of this month and Cyril Stainbridge has the painting under control.

We have purchased a second hand "lot" of carpet and underfelt from Colonial Mutual Life Insurance Co. and we hope to be able to carpet the main hall and committee rooms where necessary. The effort to get all the carpet to our clubrooms was extraordinary and we can thank Don Steer, George King, Ron Cox, Bill McCarthy and George Roberts for an outstanding morning's work.

In all, this month's progress on the Hall was very satisfying.

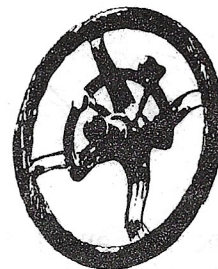
- BOB BAXTER
President

* * * * *

STOLEN !! From Albury in the last week of January.
Restored 1928 - 101 Indian Scout Motor Bike.
Ex-Victoria Police. Engine No. V41421P - Indian Red in colour

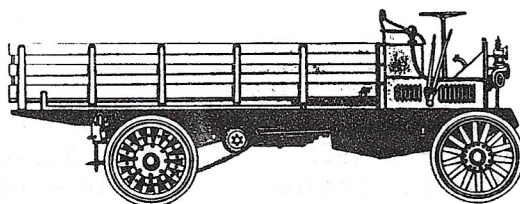
Please contact your nearest Police Station, or ring:
(060) 25.1574 or owner, FRANK SAGE on
(060) 25.2935

CALENDAR OF EVENTS



1986

- April 25/26/27 ANZAC LONG WEEKEND - BLUE MOUNTAINS
TOUR (Blackheath)
- May 10-17 RALLY TO MERIMBULA & HUB TOUR WITH
VICTORIAN CLUB
- May 18 Invitation Chevrolet Association Old
Car Family Picnic Day
(Details March SPIT & POLISH)
- May 31 (SATURDAY) PRESENTATION DINNER
- June 29 PICNIC RUN. (Details page 6)
- Sept. 14-19 THIRD NATIONAL 1 & 2 CYLINDER RALLY
- Oct. 12 (SUNDAY) 1986 British Display & Swap
Day - Hawkesbury Agricultural Showground.
(More details later.)



1912 Locomobile Model A 5-ton truck.



PRESENTATION NIGHT 1986

'Informal'

SATURDAY NIGHT, MAY 31, 1986

at

RON & EDNA COX'S

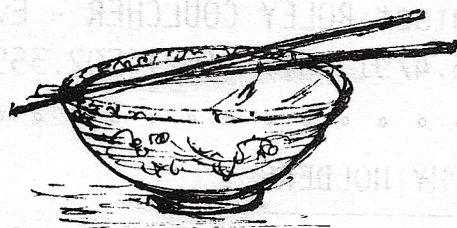
134 Homebush Road, Strathfield

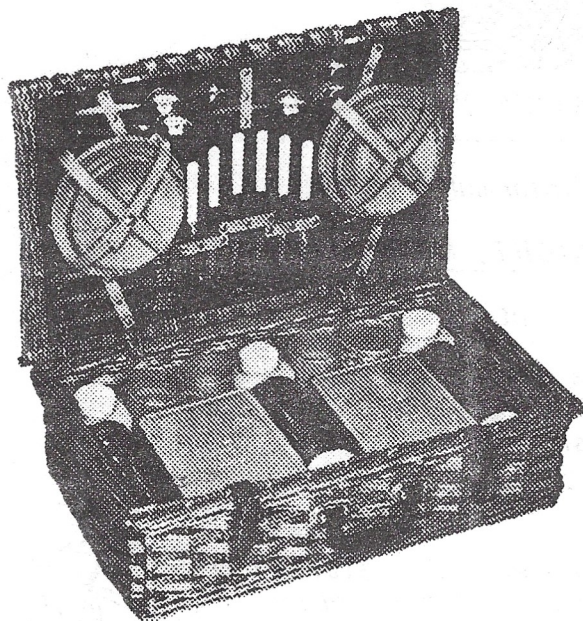
7.30 p.m.

Catered Chinese buffet meal - \$18.00 a head
including wine - B.Y.O. other

Bookings: Lyn Martin 632.5047
Noelene Thomson 651.2247

NOTE: Limited numbers - book early





"P - I - C - N - I - C
R - U - N"

SUNDAY, JUNE 29, '86

Short run from Rodd
Park, Russell Lea to
Georges River Reserve,
Picnic Point.

No questions -
No times -
No prizes -

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

.....

SPECIAL NOTICE - BLUE MOUNTAINS TOUR '86

Any entrants who have not received a sheet
advising Rally No., Start Time and Accommodation
details, please contact ROLEY COULCHER - Events
Director - (02) 546.4791 (H); (02) 502.3555 (W)

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ATTENTION 1985 TROPHY HOLDERS :

Could the following 1985 Trophy Winners please
endeavour to return the trophies to Roley Coulcher

<u>A.S.A.P.:</u> D. Wilson	R. Hart	K. Moss
P. Nissen	P. Hill	W. Spraggon
		W. Trollope

Letters to the Editor



Dear Editor,

I would like to comment on a section of Belt Drive Burke's column in SPIT AND POLISH last month.

I suppose you could class Roley and I as being guilty of 'packing our ports and not the veteran', but, sorry, we don't feel in the least bit guilty about it.

Many people have good reasons and good excuses for not travelling veteran, but surely that is up to the individual. Personally, after being involved in the organisation of quite a few events, I have been happy to see the arrival of non-veteran vehicles to boost the poor number of veteran arrivals.

At least these 'traitors' show interest in the club, and for someone to criticise them for attending outings - be they one day, one week or whatever - seems to be unwarranted.

If the attitude is to be: don't come without your veteran - it can only discourage people attending and leave some very disappointed events organisers.

- JAN COULCHER

Dear Sandy,

The article reprinted from "Cough and Splutter", February 1986 on page 14 of the March issue of SPIT AND POLISH indicates that a considerable amount of ignorance surrounds the introduction of U.L.P. on to the Australian markets.

It is my belief that the veteran car engine and car owner have little, if anything, to fear from unleaded fuel and its effects on the internal workings of the engine or its valve train.

Since leaded fuel was only introduced in the mid-1930's it would appear that our engines had performed quite satisfactorily on the fuel available to that time - "unleaded", or straight petrol and power kerosene.

Lead compounded petrols were required to cope with detonation (pinkings) commensurate with the increasing engine compression ratios and power without increasing the engine's capacity.

Following the use of leaded petrol, high combustion chamber and exhaust temperatures followed with had an adverse effect on engine valves and seats resulting in excessive wear and premature valve failure.

Due to the advances necessary in valve and valve seat materials as a result of the addition of lead, most of our engines would have better valves than they had when new, this being brought about by the replacement of these items over the course of time.

Provided the mechanical components are in reasonable condition and the correct adjustments are maintained, I do not believe we have anything to fear from the introduction of unleaded petrol.

- CARL F. BLIM, M.A.I.M.E.
M.S.A.E.

* * * * *

FIRST PAN-PACIFIC RALLY, CHRISTCHURCH, N.Z. FEB./MAR. 1986

Three weeks before, organise Air Tickets. Two weeks before, organise Air Freight for the car. One week before, better do a little work on the car so as to have a trouble-free rally.

Indications are that there are over seven-hundred-and-fifty entrants but a day or so before the Rally's Sunday Official Welcome, a Warrant of Fitness and Registration are necessary. This latter always confuses a small Post Office, but soon on our way and whilst waiting for officialdom to grind on, find a nice 2 g. Castrol Tin at a second-hand shop nearby. No need to waste time!

Saturday is set aside to get Rally Packs and one starts to see dozens of enthusiasts but on Sunday, the seven-hundred-and-fifty line up on the grassed centre of the Addington Raceway whilst the official welcome is beamed towards the grandstand but the centre-dwellers only hear the clapping.

The scope of entrants can be appreciated from the early entrants in the 'Blue' Group, 1895 Benz with the newly-knighted Sir Len Southward in command and at No. 4 the Renault Charabanc, Angelique, from Auckland, then the 1902 Crestmobile with its similarly coloured transporter. A WW.I Fiat Lorry with many later commercials and several dozen motor-cycles, together with the hundred of Vintage tourers where probably was displayed more rolls of hood material than had been assembled for years.

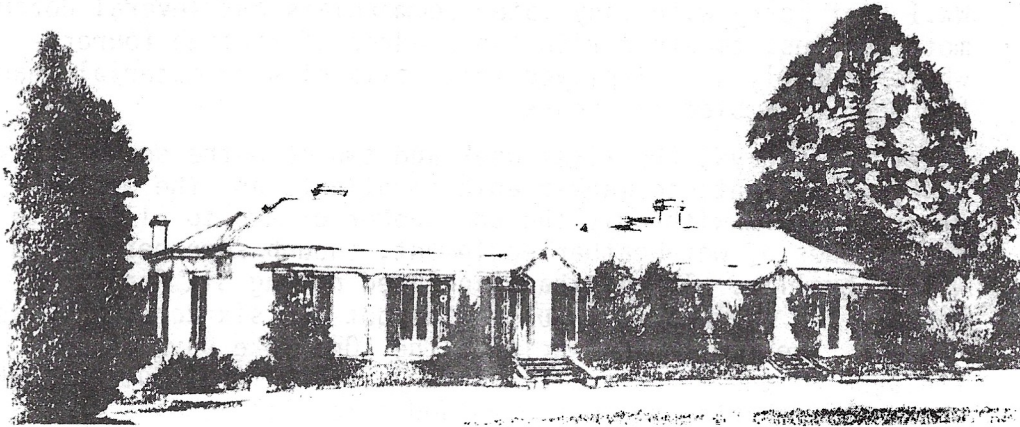
Three Rally days, the first week and two more the second week took all entrants to many scenic highlights and the weather generally warm with only the odd shower or two to illustrate the virtues of wet-weather equipment, though some persevered with a brollie. The Gymkhana included naming Six Radiator Mascots and at least one Australian got the six correct (alas, not I). The first week included the 'One Make Day' which finished at the excellent Canterbury Clubrooms at Cutler Park where their Parts Shed was open and a few little bits and pieces were purchased.

Some hundreds of miles were travelled and a small car was of some help as petrol is now almost a N.Z. dollar a litre and this must have led me to run out of petrol three times, twice on the first run to Akaroa, very long jumps between pumps, and the last time in Cathedral Square under the eyes of a Wellington Rally pair who insisted on photographing the event. One blocked jet and two broken spokes concluded the problems.

Thanks must go to the organisers for a splendid Rally and excellent catering on the final day, to many friends in New Zealand and that country's fine airline who looked after the car with great care after leaving the car at Christchurch Airport and flying up to Auckland and Tauranga for a few days before the trip home and no problem at all with the hot towels!

- PAUL W. BUTLER

* * * * *

VETERAN & VINTAGE DISPLAY DAYMARCH 17, 1986*Gledswood Camden*

Gledswood Winery, originally a land grant in 1810 to Gabriel Huon de Kerillian, proved to be a delightful venue for our Annual Display Day. The weather was fine and 118 veteran and vintage cars and 3 motor cycles attended.

Of course the main attraction was to see all the cars, including two recent restoration - Terry Cook's De Dion Bouton and John Ward's Benz - and have a chat with the owners. One member, George King, brought his magnificent 58 key Ruth and Sohn Organ for us all to listen to and enjoy. This organ was built in the Black Forest at Walkirch where they made from 1842 till 1900 as barrel organs. George's model was converted at about 1900 to a key frame to accommodate book music and is now electric powered, not man powered. The music certainly added tremendous atmosphere and drew the crowds when it was playing.

There were plenty of activities for all - sheep shearing displays - horse rides - tour of Gledswood homestead - wine-tasting and even a bushranger re-enactment. In between doing all this we found time to have some lunch.

Mrs. Testoni, from Gledswood, chauffeured by our President Bob Baxter in his Calthorpe, was driven up and down the lines of vehicles and chose the 3 most appealing in their categories. The winners were:

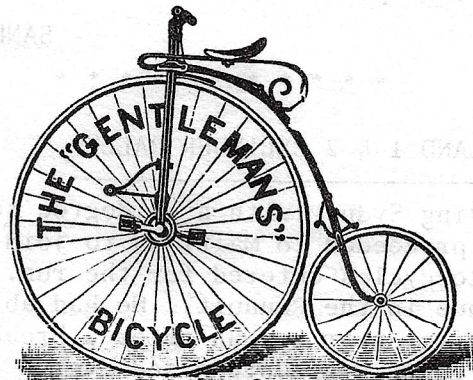
Most Appealing Veteran Car	Jim Moule's 1912 Rover
Most Appealing Vintage Car	Jack Godfrey's 1926 20 h.p. Rolls Royce
Most Appealing Motorbike	Bob Mayround's 1924 Douglas

After the winners received their trophies, the raffle of a silver tea service was drawn and won by F. Alamay.

All too soon cars started leaving to wend their ways homeward, taking their commemorative plaques as a reminder of the 4th Annual Veteran and Vintage Display Day.

Well done to the organisers and officials.

- SANDY ROBERTS



"AUCTION DAY"

Sounds of "all finished and done - sold to number....?" came from the clubrooms on Sunday, March 23, 1986 as Jim Redman, assisted by Arthur Garthon, ran our Club Auction.

This was the first function to be held in the main hall of our new building and even though not yet completed, showed the value of having our own larger premises.

Bob McCarthy, our Treasurer, with Bill McCarthy and Fay Mitchell, looked after the cash side and George King and John Corby did a great job of identifying and displaying each lot.

There was a lunch break and our social secretaries - Lyn and Noelene - turned on sausage sandwiches and refreshments.

It was noted that sankey wheels were definitely not popular yet some other items were keenly contested.

I, like many others, took things to sell and help clear a space in the garage - but, yes, I bought something - to fill that cleared space.

- SANDY ROBERTS

* * * * *

MAITLAND 1 & 2 CYLINDER RALLY

Saturday, leaving Sydney with a 28 degree temperature at 6.00 a.m., we proceeded to Maitland to join up with the 6 cars and 2 motorcycles entered for the run. Spraggo made a grand entrance in the Renault. He had abandoned the modern and trailer near Karuah after a breakdown. Retrieval and repair were organised over a BBQ lunch, after which we set off in what seemed to be a 50 mph, scorching, hot wind, which played havoc with the straight line abilities of the cars.

A 50 km round trip was achieved with success by all but the New Hudson m/c, which ingloriously ended up on the trailer for the first time in 16 years. A rowdy, but enjoyable dinner followed by some very tipsy comet-searching capped the day.

Sunday was much cooler and, accompanied by John Riley in his veteran, we set off for Clarendetown for morning tea. Unfortunately, the De Dion succumbed and had to be trailered back, but the rest made it to Tenambit safely, if somewhat slowly, where we were joined by some Novocastrians in their larger vets. After lunch, we left whilst the cars and cycle strutted their stuff in front of the local T.V. cameras.

In all, a great weekend with the Most Embarrassed prize being won by Ann Simmons when she was lapping the motel carpark on her newly acquired vet. m/c. Taking people avoidance action, she remembered the valve lifter and forgot the brake. Just missed wiping out one utility!

Get Fit Award went to Don Liddle for his uphill walks during his ride with Max and Sandy Roberts in the Renault. He now knows the cost of a ride in a 1 or 2 cyl. car!

Well done, John and Ann, two people who suit actions to words with their veteran motoring.

- JAN & ROLEY COULCHER

* * * * *

C O N G R A T U L A T I O N S TO TERRY COOK AND BOB PETERSEN FOR THEIR RECENTLY-RESTORED AND REGISTERED CARS. TERRY'S 1914 DE DION BOUTON AND BOB'S 1911 HOTCHKISS ARE TWO CARS WHICH HAVE BEEN BEAUTIFULLY RESTORED WITH ORIGINALITY AND AUTHENTICITY IN MIND.

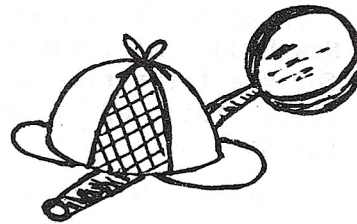
- DICK TUNBRIDGE

INSPECTION OFFICER

P.S. BOUQUET ALSO TO JOHN WARDS ON A FINE RESTORATION ON HIS BENZ.

DATING & INVESTIGATION

Vehicles dated, and for which Dating Certificates were announced at the March 1986 meeting, are as follows:



1. 1909 DELAGE, Type 'F', One Cyl.,
9 hp Roadster, Engine NO. 25210
Owner: Geoffrey Simmons, Georges Hall, N.S.W.

Two significant features identify this vehicle as of 1909 manufacture, viz., dimension of the piston stroke and foot pedal design. The type 'F', one cylinder Delage was current through 1909-1910, initially with a piston stroke of 120mm, increasing to 130mm for 1909 and reverting to 120mm for 1910, while the clutch and brake pedal design differed with each production year.

Delage one cylinder cars, from their type 'A' in 1905, through to the type 'U' in 1911, used de Dion Bouton engines, with the exception of their Grand Prix voiturettes for 1908, which employed Thoms and Lucas engines, modified by Guyot and Causan to produce 28cv at 280 rpm, from bore and stroke dimensions 100 x 160mm and a capacity of 1430cc, whereas the capacity of the type 'F' is 1018cc.

Geoffrey has carried out an excellent restoration and returned to the road a very interesting vehicle that had been regarded by many as a composite, which seemed destined to confinement and dereliction in some obscure shed, whereas all major components are from the original vehicle, other than the radiator, which is a Simmons reconstruction to gill-tube and Delage specifications.

Just another vehicle to swell the numbers in the one and two cylinder class for future rallies.

2. 1912 GREGOIRE, Type 70/4, 4 cylinder, 14/16 hp Roadster
Car No. 5514, Engine No. 1676
Owner: John Hancock, Millswood, South Australia.

This dating application was received from the late Jim Bishop, signed 6/4/84, who died the following month and

subsequently the car was purchased from the estate by the current owner, John Hancock.

Research of the technical specifications, to determine the year of manufacture, has led to consideration of all known models of the type from 1908 through 1913, due to a non-standard piston stroke dimension of 120mm, in lieu of 110mm, as specified for the 14/16 hp car. In all other specifications and detailed chassis layout, it is in accord with the Gregoire 1912 catalogue and the vehicle carries a brass identification plate, stamped, type 70/4.

Gregoire had prior experience and produced a six cylinder model, type listed as the 70/6, as early as 1910, with identical bore and stroke dimensions to this car, viz.: 80 x 120mm and your Dating Committee is of the opinion that it is a special purpose vehicle produced in 1912, a feature not uncommon to European manufacturers of the era.

The recorded history of this car will show that its early life was on "Nortec Station", a property that lies between Blanchetown and Morgan, on the River Murray in South Australia, while a photograph, taken about 1930, depicts the vehicle as a station utility being driven by Mr. Hanka (the original owner) on the property. Transferred to Adelaide in the 1950s, it has been through several hands, receiving partial restoration. As an entry into the 1988 International Bicentennial Rally, photographs from John Hancock show that the vehicle is nearing completion and should be a starter.

3. 1910 ROLLS-ROYCE, Silver Ghost, Six Cyl., 40/50 hp
Roi-de-Belges, Car No. 1404, Engine No. 1404
Owner: Ian Irwin, Canberra, A.C.T.

This car has a well gazetted early history and Rolls-Royce records confirm its manufacture, 14th December, 1910, although how and by whom it reach Australia is, as yet, unknown.

It was produced to the order of Lord Montagu of Beaulieu, fitted with a Roi-de-Belges body by Barkers of London and registered No. AA 19. However it should be recalled that this is the actual car in which Charles Sykes travelled

with Lord Montague, when he conceived the Spirit of Ecstasy and was the first Rolls-Royce to be adorned with the Flying Lady mascot that "in different forms" is known to enthusiasts worldwide and has served R/R as its emblem ever since.

Eleanor Thornton, model for the Spirit of Ecstasy and secretary to Lord Montagu, is depicted in motoring journals of the period, posed on the running board of Car No. 1404, with the mascot itself displayed above the radiator.

From 1915 through 1919 the car served in India under Lord Montagu's ownership but on its return to England, was sold and had several U.K. owners between 1920 and 1925. Thereafter R/R records cease.

In the 1930s the car was dismantled in Griffith, the chassis frame, rear and front axles used for a triler and the engine and gear box taken to Queensland.

All major components have now been reunited and a new body, built to the original Barker specifications, will eventually complete a worthy restoration.

- GEORGE ROBERTS
Research Historian

* * * * *

"VALE"

Associate member, Bob Paddle, passed away last month - one of the most regular attenders at our monthly club meetings. His presence will be sadly missed. Condolences to his family.

* * * * *

"REGISTRATIONS"

The Registrations Officer wishes to thank those members who have returned outstanding plates or released plates from 'hold'.

The balance of members with plates on hold will receive their account as per the General Meeting's direction forthwith.

- MAX ROBERTS

CORRECTING BODY FAULTS

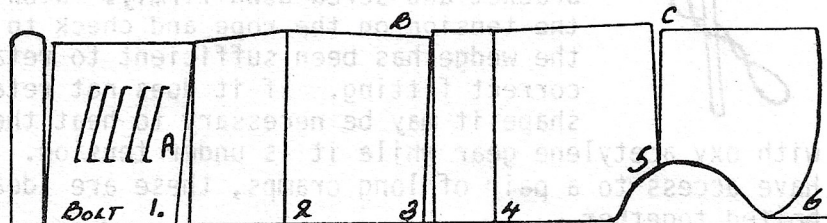
The following notes come from VINTAGE DRIVER, the newsletter of the Vintage Drivers Club of Victoria and appeared in their October 1985 issue under the heading of "TALKING ABOUT CORRECTING TOURER BODY FAULTS" with Len Elliott. Reprinted with acknowledgement.

Does your door rub on the sill, or are there wedge-shaped gaps between door and pillar or bonnet and cowl? Does the belt mould on the door line up with mould on the pillar? Not to worry, as these problems are commonplace on the tourer body as it gets older.

The maker positioned five body bolts along each side and the addition or reduction of packers between the chassis rail and the body rail at the bolt position, raises or lowers a specific section. Packers are usually hardwood, but pieces of brake lining are ideal substitutes. Bore a $\frac{1}{2}$ " hole in the centre of a $1\frac{1}{2}$ " square of material and cut a slot in one side so it can be changed without removing the bolt.

Most makes have a number one at the firewall and adjustments at this point should set the side of the bonnet parallel with the valance or chassis rail cover if the packers under the radiator are correct.

Number two bolt is near the front door pillar of the rear of the cowl, number three is forward of the centre pillar, number four is just past centre and number five beside the rear post. Some large bodies such as seven passenger styles may have a sixth bolt at the rear of the tub.



Condition A - Pack bolt one or lower radiator.

B - Pack bolt two to lift door (don't pack hinge)

C - Pack bolt three or reduce four.

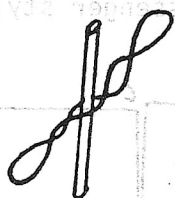
D - Pack bolts three and four.

A little experimenting will soon give you the hang of it, but to check whether a packing increase or a reduction is necessary to correct a condition, loosen the bolt nearest the fault, and with a tyre lever placed between the chassis and body rail,

lever upwards. If it makes the condition worse, replace the packer with a thinner one or increase the packing at the next bolt. It is not advisable to use rubber as a packer as the flexing of the body during driving will alter the settings.

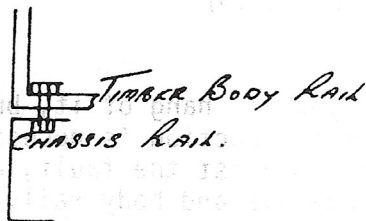
Just as many of us get a 'middle-aged spread' so do tourer bodies and I call this complaint 'tub spread'. Check the bottoms of the rear doors and if the lock side is proud of the tub panel, you have the disease. I have seen metal straps and threaded rods fitted diagonally to doors, in an effort to 'take out the warp'. I have yet to see a warped door, and boy, have I seen some doors! The primary cause is the hood bows over the years force the top of the body outwards and the top of the door strikes the pillar first, preventing the lower portion from lining up.

Body bolt number five usually passes through the foot of the metal bracket which is screwed to the body rail and the door post. Loosen bolt number five and the screws in the base then attach a 'Spanish windlass'. Take a piece of rope slightly longer than double the width of the body and pass it round the bolts on each side of the tub where the bows are hinged, then tie the ends together. You now have a large loop and pass a broom handle or something similar through it and commence 'winding' it up. Be careful, as tremendous pressure is exerted, so check frequently. When the door is

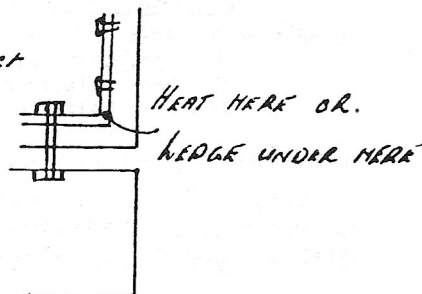


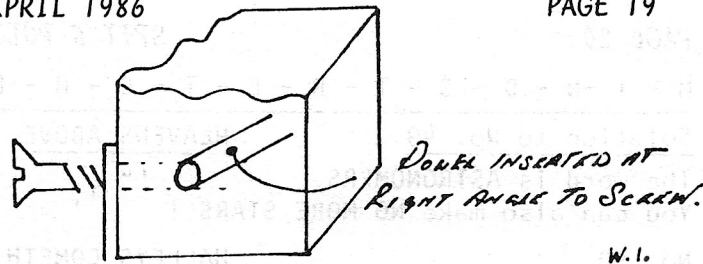
fitting correctly apply a little more pressure and slip a wedge under the outer edge of the bracket and screw down firmly. Slowly release the tension on the rope and check to see if the wedge has been sufficient to retain the correct fitting. If it does not retain the shape it may be necessary to heat the bracket

with oxy acetylene gear while it is under tension. If you have access to a pair of long cramps, these are ideal when bolted together.



REAR Door Post
BRACKET.





Loose screws can also be a problem just as such as a tight or 'frozen' one can. If it is not feasible to put a larger size screw in the hole, try this. Bore a hole at right angles to the screw hole so it intersects with the screw hole. Drive in a dowel so that screw thread will grip into the long grain of the dowel. This method is also used if you want to put a screw into the end grain of a post. When removing any screw it is always good practice to attempt to tighten it before trying to unscrew it, as this will 'break away' any rust. I always rub my screws across a piece of soap or candle before I drive them in, as this not only makes it easier to get it in, but also the removal. Sometimes a wood screw can be loosened by pressing a large hot soldering iron against the head. Most wood screw problems could be avoided if the right size and shape of driver tip was used! The tip must fit snugly in the screw slot and in the case of slotted screws, the driver tip should not be tapered as this tends to force the tip out of the slot. (See drawing).

It is only an optical illusion which makes a screw look tapered; it is in fact parallel. Not all screws are slotted, and the two main types seen today are 'Phillips' (introduced about 1938, so don't use them on your vintage!) and Posidrive. The screwdriver tip for both these look the same, but are not. A Phillips driver will only fit Phillips, whereas Posidrive will fit both. How do we tell the difference? Easy note (in fact anything is easy when you know how) by the colour of the handle. Stanley advise me that all Phillips headed drivers made by them have a GREEN handle and Posidrive models are BLUE. See, I told you it was easy. I have a set of tips that fit on the end of my socket and it is amazing how much power can be transmitted. They also fit the ratchet for those hard-to-get-at places.

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

Solution to No. 49HEAVENS ABOVE

The word is ASTRONOMERS.

You can also make NO MORE STARS !

No. 50HALLEYS COMETH !

Halley's Comet follows a path that brings it close to Earth about once every 76 years. In the 20th Century it has visited twice, in 1910 and 1986, but it visited only once in each of the two previous centuries (1835, 1758).

Over the past 2,000 years, how many times has Halley's Comet returned more than once within the same century?

.....

Advertisements



FOR SALE: 1910 OVERLAND TOURER. Superb restoration red and black, rear mother-in-law seats! Stunning looks - runs well. \$12,500
IAN WALTON - 451.0320 (H); 234.1910 (B)

FOR SALE - ALL STATES: The Sporting Car Club's Motoring History Books. Compiled by George Brooks. Latest Book No. 8 - "Motor Car Portraits 1902-1916". \$5.00 each plus postage. See your Club Secretary for details, or:
JOHN WIEN SMITH, C/- Sporting Car Club of S.A.
 260 Portrush Road, Beulah Park. S.A. 5067
 (08) 31.6922

FOR SALE: 1909 CLEMENT BAYARD 4 Seater Tourer. Fully restored to original specifications. Currently unregistered but in excellent running condition. Many spares available, including motor, steering, front axles, gearbox. Price \$17,800
GARY DIBLEY, 674.3225

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

