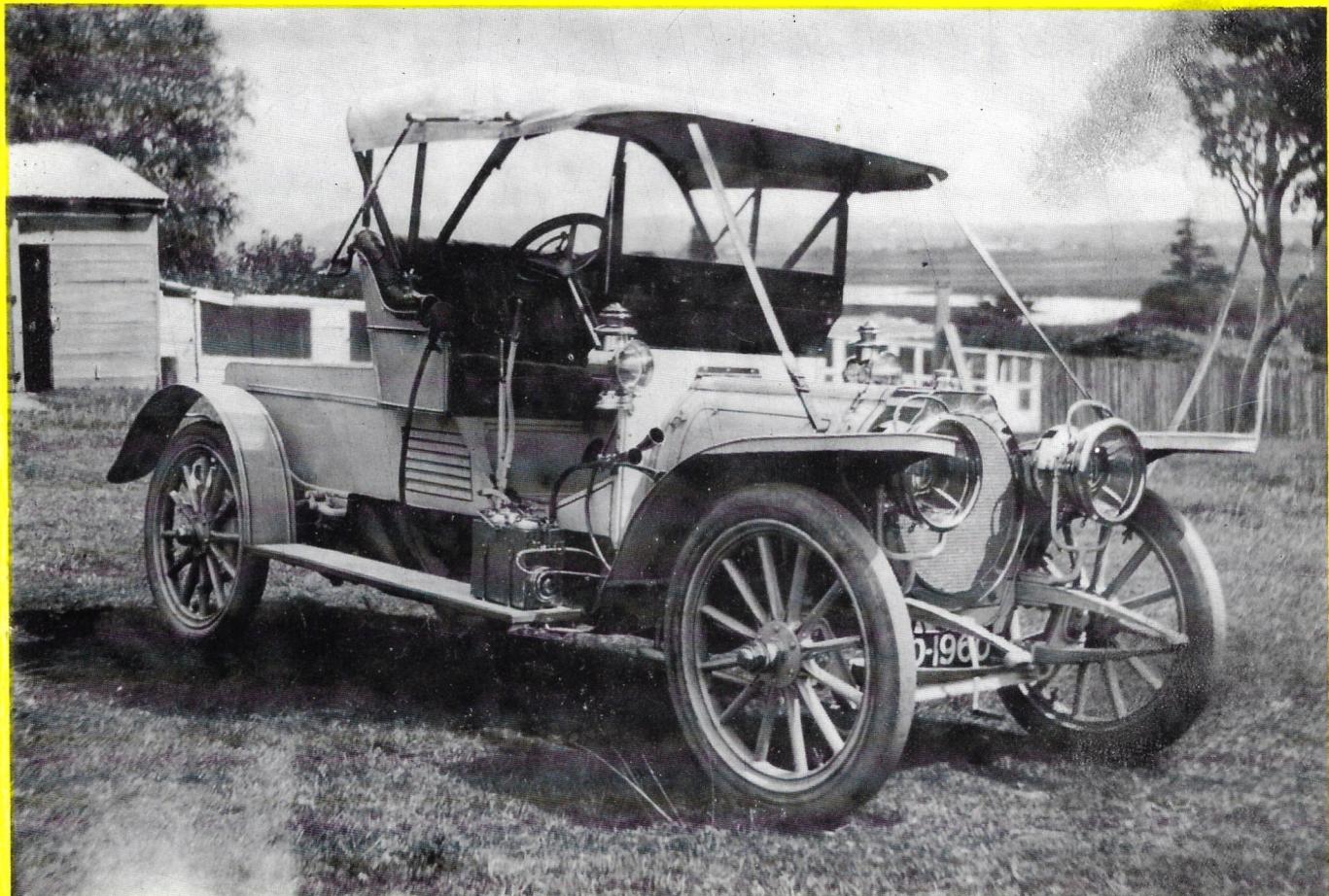


SPIT AND POLISH



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

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JULY 1989

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PATRON:
His Excellency
The Governor of N.S.W.



Volume XXIV No. 17

July 1989

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Other Veteran Car Clubs have permission to copy

NOTICE OF MONTHLY MEETINGS

Regular monthly meetings of the Association will be held at 8.00 p.m. at the Clubrooms on:

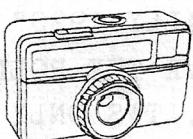
THURSDAY	JULY	27	1989
THURSDAY	AUGUST	24	1989 (A.G.M.)
THURSDAY	SEPTEMBER	28	1989

The business of the meetings will be:

- * to receive and act on reports from Committee and Management
- * to raise issues for the attention of Committee
- * to discuss matters relevant to the interests and activities of the Association

MICHAEL LOWE - HON. SECRETARY

COVER PHOTO:



1906 24/30 HP PORTHOS, WHICH WAS OWNED BY
MR ALEXANDER BROWN. SEE STORY INSIDE BY
JOHN HUGHES (NEWCASTLE MEMBER).

EDITORIAL



THE END OF THE FINANCIAL YEAR BRINGS IT'S EXTRA WORK TO ALL OF US, BUT AT LEAST IT HAS BEEN SUNNY LATELY TO MAKE US FEEL A LITTLE BETTER. LET'S HOPE THAT THE GOVERNMENT SPENDS A LITTLE OF OUR TAX DOLLARS ON THE ROADS WHICH ARE IN A SHOCKING STATE AFTER THE RAIN.

I RECEIVED A FEW LETTERS FROM COUNTRY MEMBERS. ONE FROM JIMMY SIMPSON AT BATHURST TAKING ME TO TASK FOR MAKING HIM "DEFACE" THE MAGAZINE WHEN HE WENT TO TEAR OUT THE SLIP TO PAY OUR HON. TREAS. SORRY JIM, THE TREASURER WAS PLEASED TO GET YOUR CHEQUE THOUGH.

FUNNY THINGS CAR CLUBS?

AT THE MONTHLY MEETING I WAS ALSO TAKEN TO TASK BY BARRY THEW REGARDING THE ITEM THAT JIM DIDN'T WANT TO TEAR OUT: ON THE BACK OF THE "TREASURER'S SLIP" WAS AN INVITATION TO COMPETE IN A RALLY WHICH CLASHED WITH MORPETH AND BARRY RECKONED WE SHOULDN'T PROMOTE COMPETITIVE EVENTS. MAYBE TWO WRONGS DO MAKE A RIGHT, AFTER ALL?

THE POSTIE ALSO BORE A LETTER FROM BILL SPRAGGON (ANOTHER FINE RENAULT DRIVER) WHO RECKONED THE TREASURER AMONGST OTHER THINGS SHOULDN'T HAVE PUT UP THE FEES, BUT ALSO SAID THAT HE USES "THE GRAPEVINE" TO FIND OUT WHAT GOES ON AT CLUB MEETINGS.

I GUESS THAT THAT MEANS WE COULD IMPROVE OUR COMMUNICATIONS THROUGH "SPIT & POLISH". AT THE LAST CLUB MEETING PRES. SANDY ASKED IF WE COULD HAVE A VOLUNTEER TO ASSIST THE HON. SEC. WITH MINUTE TAKING DURING THE MEETING, WHEN HE WAS BUSY DOING THINGS LIKE TALKING ETC., SO FAR NO VOLUNTEERS, BUT WOULDN'T IT BE A GREAT IDEA IF I PRECISED THESE AND PUT THEM IN THE MAG. SO OUR COUNTRY COUSINS COULD BE KEPT MORE UP TO DATE?

WE NEED SOMEONE WHO CAN SORT "THE WHEAT FROM THE BULLCHAF" AND WRITE CLEARLY IN NOTE FORM, MIKE & I CAN HANDLE THE REST. DON'T FORGET TO SEND YOUR ENTRY FOR MORPETH, UNFORTUNATELY I WON'T MAKE IT THIS YEAR, WHICH IS SAD AS IT IS A GREAT WEEKEND. I HAVE A COPY OF THE "FIRST ALL VETERAN NATIONAL RALLY 1990" ENTRY FORM IF ANYONE WANTS ONE.... I'M GOING TO DRIVE THE ROLLS ON THIS ONE AND HAVE STARTED PREPARATIONS ALREADY.. IT'S ONLY 14 MONTHS AWAY!

NICE CHATTING TO YOU, DON'T FORGET THIS IS YOUR MAGAZINE AND YOUR CONTRIBUTIONS ARE MOST WELCOME. CHEERS ED.

...President's Message ...



The Club year for 88/89 is nearing its close and in this issue you will find all relative information for the A.G.M. in August. Committee decided to include this in your magazine to save the high cost of separate postage. In order to allow adequate time in accordance with the rules this meant the July issue of "Spit and Polish".

Members, you should consider standing for committee, it is very rewarding to involve oneself in the running of our club, don't leave it for the proverbial "some one else".

John Wards, chaired the June Meeting, as I was victim of some nasty virus. Thank you John. I believe there was discussion about the 'Events Calendar" and the need for forward dates to allow planning for better attendance on events. This has actually been discussed at some length in committee and every endeavour will be made to print a more comprehensive 'calendar' in the magazine. One of the reasons the 'sub-committee' for the Blue Mountains Tour chose the second weekend in March to be the set allocated time for our 'premier event' was to assist with forward planning, so members know it is always held that weekend every year. Of course, the best way to keep up with what's going on is to attend the Regular Monthly Meetings but we are well aware that not all members, particularly our country friends can do this.

Some time ago the Club did print a separate events card and this is under consideration again, also. I am sure the 89/90 Events Chairman will make a comprehensive calendar a high priority.

Till the July Meeting

SANDY ROBERTS.

VALE

FROM W.A. COMES THE SAD NEWS THAT ERIC RICHARDS DIED ON 27th MAY. ERIC HAD NOT ENJOYED THE BEST OF HEALTH OVER RECENT MONTHS. ERIC WAS PAST PRESIDENT OF THE VETERAN CAR CLUB OF W.A. AND ALSO A PAST PRESIDENT OF THE VETERAN CAR CLUB OF AUSTRALIA. HE WAS THE ORGANISER OF THE PERTH LEG OF THE AUSTRALIAN BI - CENTENNIAL CASTROL WORLD RALLY.

NOTICE TO MEMBERS

The Annual General Meeting of the Association will commence at 9.00pm on Thursday, 24th August, 1989 at the club premises, 134 Queens Road, Five Dock.

Business Agenda

- To confirm the minutes of the 1988 Annual General Meeting
- To receive from Committee reports for 1988/89:
 - President
 - Treasurer
 - Secretary
- To elect for 1989/90 the office bearers of the association:
 - President
 - 2 Vice Presidents
 - Secretary
 - Treasurer
 - and - 5 Ordinary Committee Members
- To appoint an Honorary Auditor for 1989/90 - Mr. G.D. Stanford, F.C.A. retires and has consented to his re-appointment.
- To receive and consider the annual statement under Sec (26(6) of the Associations Incorporation Act 1984
- To confer honorary life membership
- To consider two special resolutions for alteration to Rule 3 requested by the required number of members

THE PROPOSED ALTERATIONS are:

Rule 3(2)(b). EXISTING: If the committee resolves to so submit the nomination it shall submit it to the next general meeting after the date of such resolution.

Proposal No. 1

If the committee resolves to so submit the nomination it shall publish details of the nomination in the club Magazine at least one month prior to the next general meeting and submit it to that general meeting.

Proposal No. 2

If the committee resolves to so submit the nomination it shall

- (i) Publish details of the nomination in the Club Magazine at least one month prior to the next general meeting
- (ii) Submit the nomination to a general meeting at which the nominated person must be present.

Please note - the Annual General meeting will be preceded by the regular monthly meeting which will commence at 8.00pm.

The attendance of office bearers and committee members for 1988/89 is as listed below during the period 1st September, 1988 to 6th July, 1989 there have been 9 regular and 11 committee meetings.

		Comm. (11)	Reg. (9)	Total (20)
S. Roberts	President	11	7	18
T. Cook	V/President - Events	5	6	11
J. Wards	V/President - Public Relations	8	8	16
M. Lowe	Honorary Secretary	10	8	18
R. Lamond	Honorary Treasurer	9	5	14
R. Baxter	Committee - Building	10	7	17
M. Roberts	Committee - Inv. & Dat	9	7	16
N. Martin	Committee - Registrations	8	4	12
K. Edwards	Committee - Editor "S & P"	7	4	11
I. Streatfield	Committee - Events	7	7	14

NOMINATION FORM FOR 1989/90 COMMITTEE OF MANAGEMENT

Office Bearers	Nominee	Proposer	Seconder	Accepted
President				
Vice President				
Vice President				
Secretary				
Treasurer				
Committee Persons				
1.				
2.				
3.				
4.				
5.				

16.(1) Nominations of candidates for election as office-bearers of the association or as ordinary member of the committee:

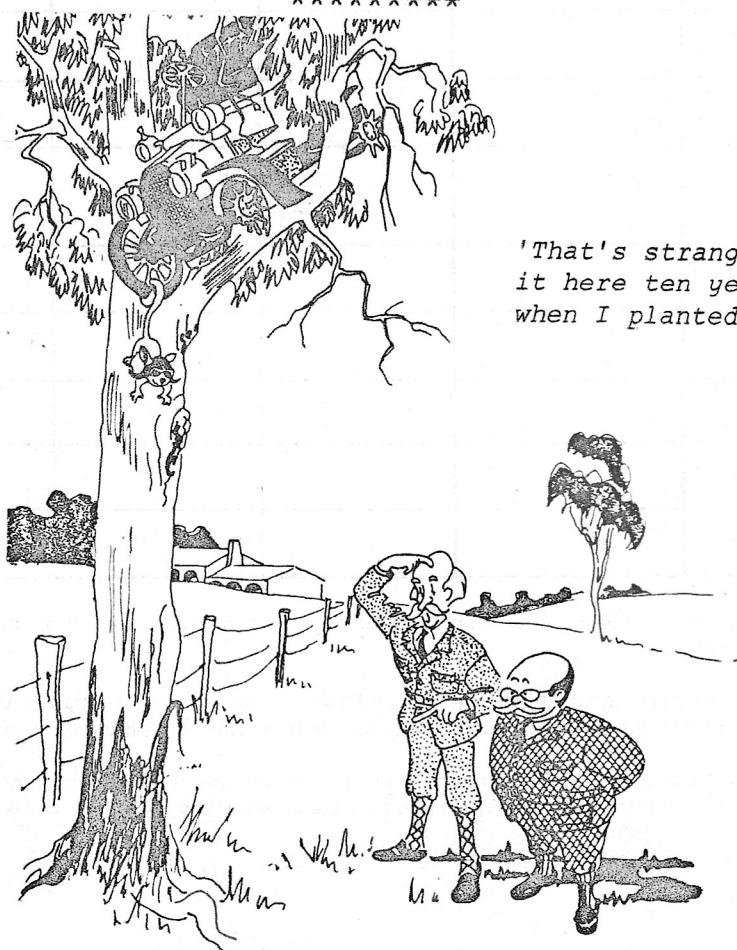
- (a) shall be made in writing signed by 2 ordinary members of the association and accompanied by the written consent of the candidate (which may be endorsed on the form of nomination); and
- (b) shall be delivered to the secretary of the association not less than 7 days before the date fixed for the holding of the annual general meeting at which the election is to take place

BITS & PEICES

THERE IS A FAIR BIT OF PLANNING GOING ON AT PRESENT IN ORDER TO GET A CALENDAR OF EVENTS SET UP WELL AHEAD: WE ARE GOING TO RUN ANOTHER JUNIOR ENCOURAGEMENT EVENT AGAIN THIS YEAR, BUT WOULD PREFER TO HOLD IT ON SEALED SURFACES RATHER THAN THE DIRT AND DUST EXPERIENCED LAST YEAR... ANYONE GOT ANY IDEAS FOR A VENUE? OTHERWISE WE WILL TRY WATERING THE DIRT TRACK A LITTLE.

THERE WILL ALSO BE A 1&2 CYLINDER EVENT BASED ON PORT MACQUARIE AND WHILST THIS IS STILL AT THE PLANNING STAGE ONE OF THE CHOICES OF ACCOMMODATION WILL BE "VACATION VILLAGE" THE RESORT THAT VIC JACOBS PUBLICISES IN THIS MAGAZINE. VIC HASN'T HAD MUCH RESPONSE TO HIS ADVERTISEMENT FROM CLUB MEMBERS SO SUPPORT HIM IF YOU CAN ON THIS RALLY. 24th MARCH 1990 IS LIKELY.

BARRY THEW IS AGAIN M.C. OF THE "CASTROL DISPLAY DAY" TO BE HELD ON 18th FEBRUARY 1990 AND WANTS SOME "OFFICIAL" TYPES TO DO SPECIFIC JOBS ON THAT DAY, SEE BARRY. HE ALSO WANTS SOME HELP WITH PUBLICITY, SO IF YOU HAVE ANY MEDIA CONTACTS WHO WILL "DO THE RIGHT THING" PLEASE LET HIM KNOW.



VETERAN OF THE MONTH

RENAULT 1908 2 CYLINDER MODEL AG.

This Renault has been in the V.C.C.A. for many years, first rallied by Jim & Iris Cooper and will be remembered by its slab sided vertical wooden planked green body, making its way to Katoomba at a steady pace year after year. It was present at the first National 1 & 2 Cylinder Rally at Albury and proved a steady reliable car.

As Jim rallied the larger Wolseley more in later years the Renault changed hands to Max Roberts in 1986 and attended the National 1 & 2 Cylinder Rally in Wangaratta in 1986 as well as local events.

This AG Model has engine number 3654 Car number 13364 with a 91 inch wheel base and 54 inch track. When it came to repair the original dashboard that had disintergrated around the steering support, the body was lifted off and found to be very heavy and suffering from many years of work. So a decision was made, with 9 months in hand before the South Australian National 1 & 2 Cylinder Rally, to renew the complete body with a light aluminium skinned tourer, a little wider, a lot shorter and much lighter, with flared guards at front and upswept rear guards. A basket was added at the rear to use up the total chassis length. Giving yourself a tight deadline sure gets you going. The design had to be kept simple but included a washbasin folded under the front passenger's seat opening out to the side, as found in steam train carriages many years ago. Very French.

The car is now painted navy blue with black leather, climbs hills a little better and I hope will give many years of enjoyment.

MAX ROBERTS.

WELCOME TO NEW MEMBERS

PETER T. SWAN - 1912 AUSTIN (FULL MEMBERSHIP)

ANTONY C. DAVIES - 1910-11 FORD TORPEDO.

WE HOPE TO SEE YOU AT FUTURE EVENTS.

EVENTS CALENDAR 1989

AUGUST 13th NAVIGATORS RUN.....10.00AM QUEEN ELIZABETH PARK BROUGHTON ST., CONCORD.

SEPTEMBER 24th JUNIOR ENCOURAGEMENT DAY....VENUE T.B.A.

SEPTEMBER 30th, OCTOBER 1st, 2nd....MORPETH.

OCTOBER 21st to 24th1 & 2 CYLINDER RALLY BATHURST.

OCTOBER 28th & 29th..... INVITATION VICTORIAN BALLARAT RALLY

NOVEMBER 4th & 5TH.....REGO INSPECTION DAYS.

NOVEMBER 12th..... STILL TO BE FINALISED.

1990

JANUARY 7th..... TASMANIAN 1 & 2 CYLINDER RALLY.

FEBRUARY 4th..... BREAKFAST RUN

FEBRUARY 18th..... CASTROL DISPLAY DAY

MARCH 11th & 12th..... ANNUAL BLUE MOUNTAINS RALLY.

MARCH 25th +..... 1 & 2 CYLINDER RALLY PORT MACQUARIE.

APRIL TBA VIC JACOBS DAY.

SEPTEMBER 20th to 26th..... ALL VETERAN RALLY WARWICK.

SEPTEMBER 29th & 30th.....MORPETH

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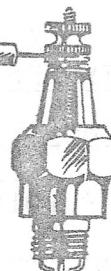
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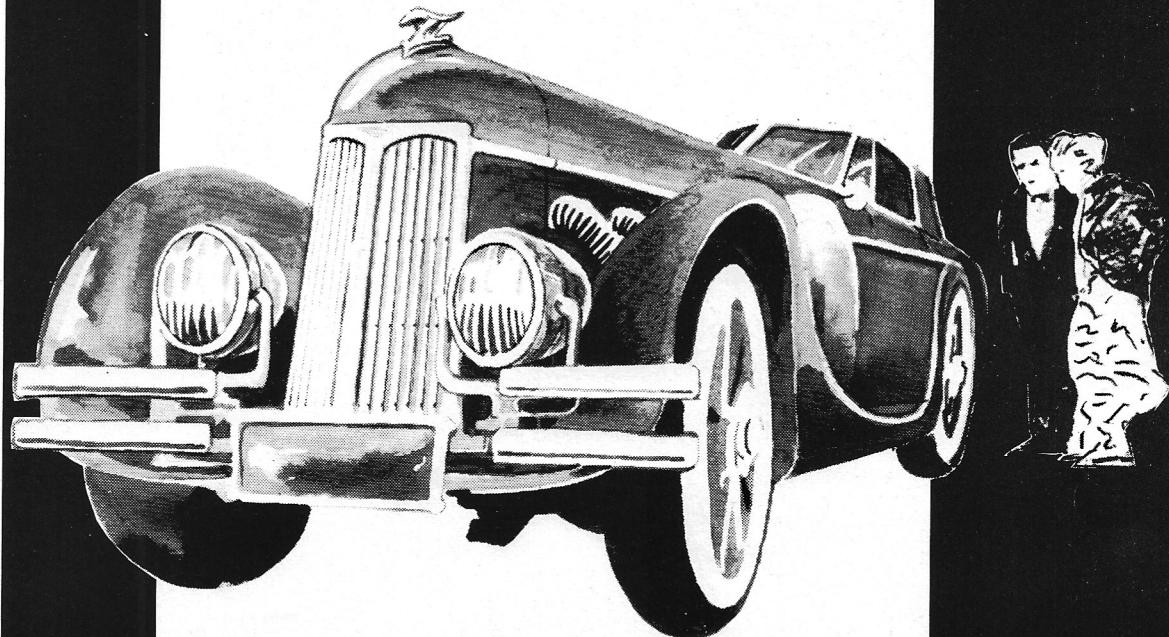
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LETTER TO THE EDITOR

PHOTO ON FRONT COVER

'Phone: (049) 32.5692

"Old Farm",
 Owl Pen Lane,
 Farley,
 Via Maitland, 2320.
 22nd May, 1989.

Dear Keith,

The story on the enclosed photograph is:

A 1906 24/30 hp PORTHOS, which was owned by Mr Alexander Brown, whose address was "Cumberland Hall", East Maitland. This car was bought new in London by Mr Brown, and he brought it home to Australia the following year. In the photograph the car is still carrying it's English number plate, however with the introduction of the N.S.W. Motor Traffic Act in 1909, this car's registration number became 1,496.

A keen motorist, Mr Brown purchased his first car, (A De Dion), in 1904. 1911 registration records show that he owned three cars. These were the PORTHOS, a 25 hp TALBOT, (Reg. No. 1,174), and a 20 hp HUPMOBILE, (Reg. No. 8,946). I have photographs of all of these cars. 1918 registration records show that Mr Brown still owned the above mentioned ^{at that time}, and that he had added a 32 hp HUPMOBILE to his "stable".

PORTHOS cars were built in Ballancourt, Paris between 1906 and 1909. As well as four-cylinder cars, they also built six-cylinder models, and at least one eight-cylinder racing car. The company was re-formed in 1912, but only lingered on until 1914, when presumably they switched to munitions or armaments work. They were not related to the PROTOS, which was made in Berlin, Germany.

Mr Brown's brother also owned several interesting cars. His address was "Segenhoe", 50 Wolfe St; Newcastle, and in 1911 he owned a 20/30 hp SIDDELEY (Reg'n. no. 1,794), and a 1909 40/50 hp ROLLS-ROYCE (Reg'n. no. 2,158). By 1913 he had also bought a 20 hp VAUXHALL (Reg'n No. 8,331).

Regards,

John Hughes.

PHOTO PAGE (reading down):

Final lunch, Blue Mountains Rally
 Happy table at the Presentation Dinner
 President Sandy presenting the Wards
 with trophy for best 6 Cylinder

A COUNTRY TRIP WITH A DE DION CAR - From Newcastle to Moree

A TEST AGAINST A TRICYCLE.

The great motor racing events in France and Germany earlier this century, which electrified the world, on account of the wonderful speed results achieved, then turned general attention to the question of the utility of the motor car.

Australians, at that time, while noting with attention, the extraordinary performances which the motors achieved in France, were naturally more closely interested in the work they were able to do in Australia, where conditions were certainly different, and not nearly so favourable to the cars.

Therefore, a few particulars about the country trip on a $4\frac{1}{2}$ -horsepower De Dion Voiturette, undertaken by Mr. W. J. Elliott, Mr. M. Foy and the writer, will hopefully be interesting. The trip sketched out was from Newcastle to Moree, a distance of 311 miles. As the roads between the two towns traversed all kinds of country, mountain, valley and black soil plain, it was felt that the test of the car would be a heavy one, and that this fact would render the results all the more interesting. The car was imported for a Moree medical practitioner, and our experiences with the car on the trip were such as to demonstrate beyond a doubt was eminently fitted for such work. (i.e. travelling the country around Moree)

We made a start from Newcastle at 4 o'clock one Friday afternoon. A steady rain was falling as we set out, and the roads were heavily coated with slush and mud. In wet weather the road from Newcastle to Maitland was one of the worst in the colony, it having a clayey surface that clogs, and sudden dips into quagmires were frequent. In spite of the bad state of the road, the car made excellent running and never faltered even in the thickest of mud or the sharpest of the pinches. Only occasionally it showed signs of heavy pulling and then, on throwing on the low-speed gear, it settled down to solid work and fitted through in great style, racing away the moment the wheels felt hard ground. For 100 miles our representative rode a $2\frac{1}{4}$ h.p. De Dion tricycle, with the object of testing the speed and hill-climbing capacity of the car to the utmost. It should be explained that in England and France at the time, where the surface of the roads for the most part are superb, the tricycles, when capably handled, had been found to do much harder work than any of the smaller powered cars, however, there were no grounds to make the comparisons on Australian roads. The test resulted in favor of the car, the only places in which the tricycle could keep the car behind were on average roads, which were just rough enough to prevent the car being driven at its top, but over which he raced, putting up with the bumps and the vibration in return for the exciting speed. The De Dion tricycles of this power are capable, on good roads, of 30 miles an hour, but, in spite of this circumstance, the car, in a six miles race over good roads a little south of Scone, ran the tricycle absolutely to a standstill. It must be admitted that

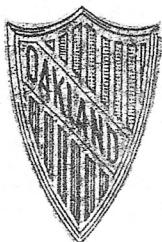
Mr. Elliott got more pace out of the Voiturette than the writer saw accomplished with similar machines in England or France, but with the spark accelerator right forward, a full charge of oil, a beautiful mixture, and the tricycle driving at its top, very close to a two-minute clip, the car gradually crept up. Our representative sat still, going at top speed. The car came closer and its driver began to toot his horn for the writer to pull off to the side. They do that always to try and bustle, the leader. But the tricycle kept its slight advantage for another half-mile, and if there had been any natives around there at the moment, they would have been considerably surprised, "again I heard Elliott's 'toot toot'" (writes our representative). A hurried look half over my shoulder showed a glimpse of the car's radiator. It was right on me, and must have been travelling faster than its manufacturer ever intended it to.

Was I slowing, and the Voiturette quickening, I could hear its engine beats, and it was pulling magnificently. I tried to get a little more speed by renewing the petrol in the carburettor, but in the flash of a second, before I could get the air-tap back the necessary distance to meet the new mixture conditions, the engine slowed a few beats and Elliott, seeing his advantage, was alongside me with one wheel on the grass. I had to give him room, while still feeling for my mixture, I saw the car shoot by, and knew the tricycle was beaten. I put the front wheel between the two rear wheels of the car, and began to eat dust. The car was throwing up a long, white cloud. I hoped to run her down and seize a favorable opportunity to repass, for the tricycle had picked up again, and was now holding its own. But the car kept going, and after another mile in which, owing to the dust, I only caught occasional glimpses of the car as we tore along, I saw the car eventually creep away. The tricycle engine faltered, gave a few spasmodic kicks, and threatened to stop. The spark lever came back and the engine picked up slightly on a slower speed, but presently she faltered again, and stopped dead. The engine had run hot. The car was out of sight, and run the tricycle absolutely to a standstill.

The tricycle soon cooled sufficiently for me to resume at a 17-mile an hour pace, but the test was sufficient. The car was too good for the tricycle. We sent the small machine back by rail from Murrurundi, and I became a passenger in the car. The tricycle was responsible for the trip being a good deal delayed on one or two occasions, but this was the fault of the careless adjustment, and not of the machine, which, when travelling, maintained an excellent rate of speed, and only retired from the contest because the car was more than a match for it.

In the next article I will give some particulars of the performance of the De Dion Voiturette on the ranges, and on the blacksoil plains. The result of the tour, so far as I went, was to demonstrate beyond doubt the reliability, speed and the ease of manipulation of the car.

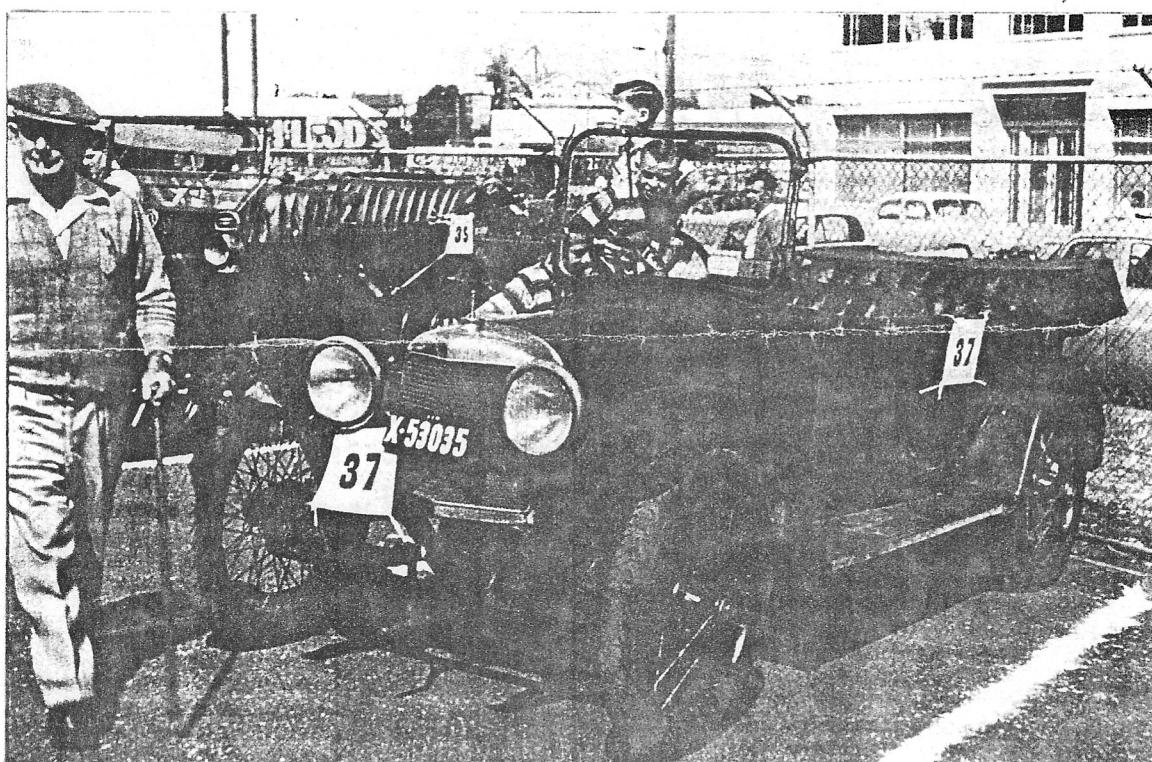
LETTER TO THE EDITOR



49 Rembrandt Drive
Merewether Heights 2291
12 July 1989

To Keith Edwards
"Editor" SPIT & POLISH

Dear Keith,



The above photo was taken of my Oakland by member Sandy Holmes at the Blue Mountains 1957 Rally when the car was in original unrestored condition. Remembering this was 32 years ago, could anyone identify the gentleman on the left who is sporting some kind of identification badge.

Last Sunday saw the Hunter Region Club short rally from Maitland Park to historic Paterson Park where after lunch participants were treated to a guided tour of the 1926 Railway "Motorail" and the antique sleep "pullman" coach housed there. Those attending were Neville Preston, Neryl Adams, Marney and Ray Thomas, Lyn and John(O rganiser) Hughes, Lorraine and Martin Sorensen.

It has been brought to my notice by a very observant member, that my article "May issue" of the 1959 Rally photographs should read 1960. The Daimler, entry No.10 however does not appear on the Official Club entry form as these are photographs of the first official Newcastle Tour undertaken by the Club. Entry No.10 officially was Honary Life Member Jack Garwoods 1912 Renault.

Martin Sorensen

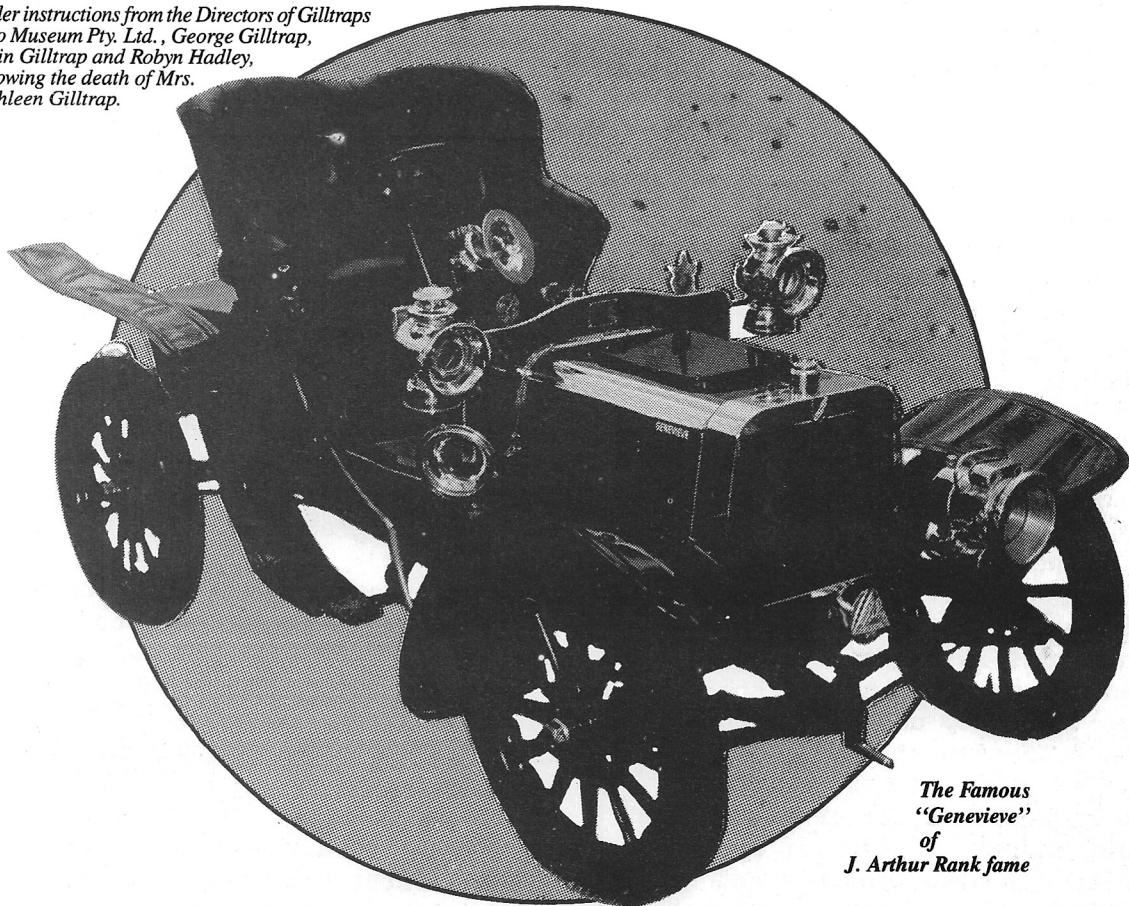
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WIRE WHEELS

GETTING THINGS STRAIGHT

If your wire wheels (adjustable-type) are starting to closely resemble a potato chip in shape, and your car rides like a miniature roller coaster, then its time to give those pretty but delicate wire wheels a look; chances are that they are in need of attention if they haven't been attended to for years.

Most commonly, at least on the older cars, wire wheels will be afflicted by a number of problems which will require the wheels to be completely stripped down and respoked. Bent rims and wornout hubs are not unknown, and if your wheels are so afflicted, it may be cheaper in the long run to replace (if possible) rather than repair, especially if the wheel in question needs respoking.

When faced with a wheel which has rotten spokes but a good hub and rim as is usually the case, a complete respoking is in order. The best method of removing the bad spokes is to cut them out, using bolt cutters (be sure to save at least one sample each of both the long and short spokes). After obtaining the correct number and type of spokes and nipples, place the rim and hub on a flat surface, with the valve stem hole in the 6 o'clock position facing up. Always us the valve stem hole as a starting point, and lace two of the short inner spokes through the hub and rim, tightening the nipples just enough so that they won't fall off.

Go through the same procedure 180deg opposite the first two spokes, then repeat at 90deg on either side of these spokes. You may find that a little penetrating oil on both spoke and nipple threads helps things along at this point. At this stage you will have two spokes at each of these four points: 6 o'clock, 9 o'clock, 12 o'clock and 3 o'clock.

Next install all of the other short inner spokes, then repeat this procedure with the long outer spokes. When all of the spokes are installed begin tightening all the nipples evenly, a little bit at a time, until there is just a slight bit of play in all the spokes, and the amount of spoke threads showing is fairly uniform throughout. If your spoke length is correct this method will centre the hub fairly well so that the next step the actual aligning or trueing, can begin. At this stage of the game it would be wise to check the amount of rim/hub offset, again if the spoke lenght is correct, the offset should be close to original. A good idea before dismantling your wheels is to make a note of the offset, or better yet, keep one wheel intact so that you can check your work against it as the respoking progresses.

Jacking up your car and mounting a wheel on one of the front hubs (make sure it spins freely) will allow you to true your wheels like the pros. Trueing is more or less a trial and error operation, so allow yourself plenty of time.

After mounting a wheel on a free-spinning front hub, set up a pointer (screwdriver, punch etc) on a jack stand or block and spin the wheel. Move the pointer in as close as possible, until it barely touches the tire seating area on the inside of the rim. A piece of chalk taped to the pointer will be useful at this point, as it will mark the high spot on the rim. Radial (up and down) and lateral (sideways) motion will be present to a greater or lesser degree, depending on your luck, however, the one to correct first will be the radial out-of-truth. This is done by adjusting the inner spokes first (loosen any outer spokes that prevent the rim from moving in the direction in which you want to go) so that you shift the rim over from the high spot to the low

spot; loosening the spokes along the low area will achieve the desired result. Constant checking using the pointer is a must at all times. When the radial out-of-truth is starting to come under control, the lateral wobble can be tackled by adjusting the long outer spokes. From here on it is a matter of alternating between the inner and outer spokes (do not over tension any spokes at this point) until the radial and lateral run-out is within the 0-1/16" tolerance. Disregard the dip in the rim where it is welded together when checking this tolerance. Then tighten all of the spoke nipples until the tension is even on all of them - this is checked by "twanging" them with your trusty spoke wrench. They should all ring at a fairly uniform pitch with no "thunks" among them, as a "thunk" would indicate a loose spoke.

A few other tips which may prove helpful to the tyro wheelwright are sandblast (or metal strip) and fill and prime the rims/hubs after the spokes are cut out, always use rim tape to cover the spoke nipples (cut off any excess spoke) and when you paint, mask off the wheel hub splines (if present), otherwise you will have a devil of a time mounting the wheels.

If only a few spokes are loose, and the wheel is free from radial and lateral run-out or wobble (check this by spinning the wheel on a front hub) merely tighten the loose spokes. This may be checked by tapping each spoke with your spoke wrench to see if they "ring" at the same pitch. Use a wrench specially made for tightening spokes.

5TH NATIONAL 1 & 2 CYLINDER RALLY
7th - 13th January, 1990

P. O. Box 380,
 WYNYARD. 7325
TASMANIA.

Dear V.C.C.A. Members,

Just a reminder to 1 and 2 Cylinder Owners that we have bookings still available, however T.T. Line advise that we must confirm bookings by mid September. While entries do not close till 31st October, 1988 it is not much help if we cannot get you on the boat. Also we have a 10% discount for the Rally fare on the Abel Tasman, so it is an added bonus to book early.

We have an excellent week planned for you and if required we will store your car in Devonport while you stay on tour in Tasmania. Your modern car and trailer will be stored in Melbourne while you are in Tasmania, courtesy George Hetrel of V.C.C.A. Victoria, but more on that later. Meanwhile please get that entry in now to ensure that you will make it.

Any further enquiries to Francis Ransley, Phone 004 42 2400, Business and Home.

Francis Ransley,
RALLY DIRECTOR.

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

No. 76

DEVIOUS DUO

1. If two typists can type two pages in two minutes, how many typists will it take to type eighteen pages in six minutes?
2. Which of the following is least like the others?
 - (a) poem, (b) novel, (c) painting, (d) statue, (e) flower.

Solution to No. 75

SWAP PLACES

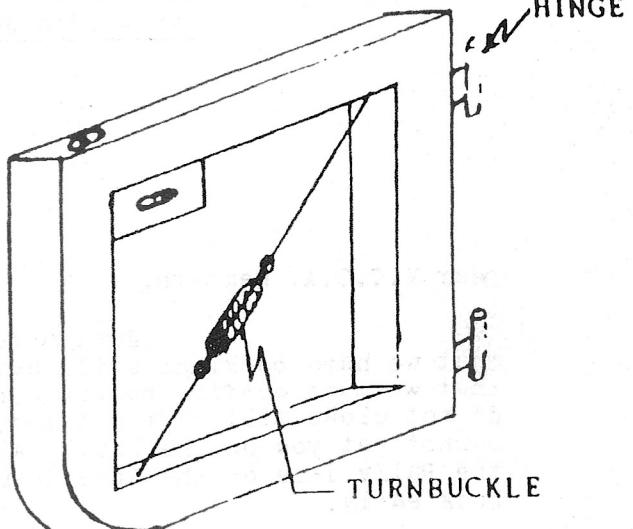
The towns are BENDIGO (a well-known SWAP place!) and MILDURA.

* * * * *

One of several problems was the outboard lower corners of the doors. When the doors were closed these corners protruded out from the body around an inch. The problem could not be corrected by adjusting the hinges and removal of the panel on the inside of the door showed that all door frame joints were quite tight. This problem is fairly common with old cars having bodies that curve inward near the sill. Although the best solution is to re-glue and refasten the door frame joints, this approach looked more involved than I cared to get. Consequently I tried pulling the corners in with a wire and turnbuckle - and it worked just fine. After removing the inside upholstery I placed a screw eye on the inside of the bottom piece of the door wood framing at the outboard corner with the eye as close to the metal skin as possible. Then I placed a second screw eye at the diagonally opposite corner (hinged side) with the eye as close to the inside of the door frame - as far away from the metal skin as possible. I then ran a heavy multi-strand wire (the type used to hang heavy pictures and mirrors) between the lower eye, and a turnbuckle, and connected the other end of the turnbuckle to the other eye with more wire. I turned the turnbuckle until the corner was pulled in against the body. Before replacing the upholstery, I locked the turnbuckle from vibrating loose with safety wire.

The wire and turnbuckle are completely hidden. However, they do restrict the space in the pocket on the inside of the door panel. The car body looks better now and it certainly was an easy fix.

DOOR ADJUSTMENT (From Coffs
Splutter)



FOR SALE & WANTED

FOR SALE

TALBOT 1916, MECHANICALLY FULLY RESTORED. ORIGINAL MELBOURNE BODY. HOWIE LEATHER HIDES. DUNLOP CORD TYRES. READY FOR FINAL FINISHING. \$38,000.00. S. BEESTON PHONE (07) 395 6931.

FOR SALE

1910 2 CYLINDER RENAULT. \$22,000.00. BILL MAUNSELL - PHONE (02) 32 2379.

FOR SALE

ROLLER CHAIN THREE-QUARTER IN PITCH X 7/16 INS WIDE AND THREE-QUARTER INCH PITCH X $\frac{1}{2}$ IN WIDE IN ASSORTED LENGTHS AND NEW. SMALL DONATION TO CLUB FUNDS. REG JONES - PHONE (02) 759 5685.

SWAP

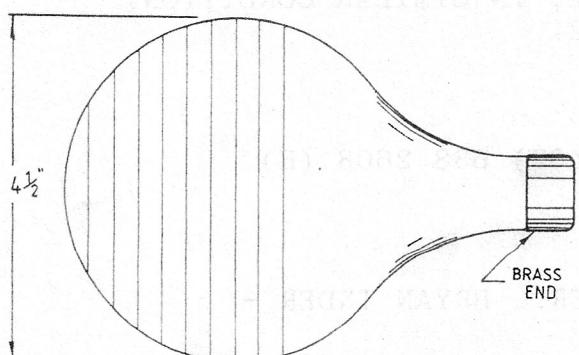
FIVE 880 X 120 BE SANKEY WHEELS IN GOOD CONDITION FOR FIVE 815 X 105 BE SANKEY WHEELS. PHONE MEL POPE - (02) 227 1443 (B) (02) 521 2821 (H).

FOR SALE

ONE PAIR BRASS 1912 CADILLAC ELECTRIC HEADLAMPS - \$600.00. ALVAN HAWKES PHONE - (07) 844 1727.

FOR SALE - ALL STATES - CLUB STOCK.

HORN BULBS (large) 4 $\frac{1}{2}$ " - with brass ferrule. \$27 plus Packing and Postage, Victoria \$2.10, Interstate \$2.30.



RUBBER BULBS FOR BRASS HORMS (NEW)
IN "CLUB STOCK"

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Glen Waverley. 3150
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30 x 3½ B. E. RIMS AND ONE 815 x 105 B.E. SANKEY TYPE
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COLIN DANIELS PHONE - (03) 583 5592.

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STUB AXLE AND HUB FOR AX RENAULT AND TO SWAP RENAULT AG
BONNET IN GOOD ORDER FOR AN AX BONNET IN SIMILAR CONDITION.
ALAN CARPENTER PHONE - (071) 453 852.

WANTED ALL STATES

1915 T FORD ROADSTER - BARRY GARTH (02) 638 2608 (H)

WANTED

JAMES FLOOD BOOK NO 2 VERY KEEN BUYER. BRYAN INDER -
PHONE - (02) 489 7172 (H)

VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.
134 QUEENS RD, FIVE DOCK 2046

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