

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

SPIT AND POLISH

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October, 1984 Vol. XXVI No. 4



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 XXVI No. 4

October 1984

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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,
25TH OCTOBER, 1984.

Editorial Comment

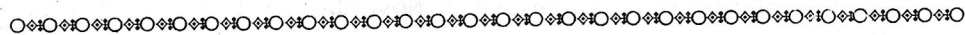


With so much rally activity over the past weeks, this October issue has a report on the 1 & 2 Cylinder Rally on Page 10, Ken Quarmby tells about Hupmohiling in Parkes on Page 15, Dick Tunbridge gives bouquets to 1 & 2 Cylinder Rally and Newcastle Week-end, while Belt Drive Burke keeps us up-to-date with "Brief But Important".

George Sevenoaks wrote from Seattle this month, where he had just attended a Rolls Royce Meet at Lancaster, some 56 miles out of Philadelphia. George says push bikes have right of way in Seattle but often do not "press their luck"!!

Remember to write those articles now for the last issue for 1984 next month.

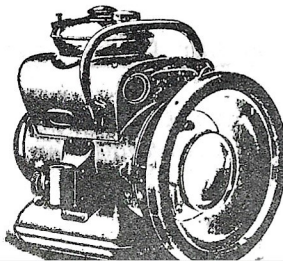
- SANDY ROBERTS



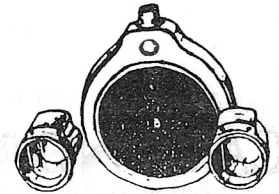
COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

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



President's Message



Being President of your club is a bittersweet affair because one minute you are high and the next you are disappointed.

For some time now your Committee has been concerned about the poor entries for the 1985 National Rally which was to be held in May next year, and finally we had to make a very sad decision to cancel the rally. The support for this rally was so poor that we were left with no alternative and subsequently we will be refunding all entry fees etc. in the near future. In its place we will be running the normal May Tour, probably up the North Coast, for those members who had planned to take some leave at this time.

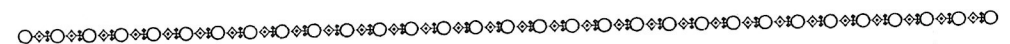
It was quite a shock to hear that Ken Moss had a relapse after an operation. But it is good to know he is now recovering at home under the constant care of Joan and is planning to use Allan Foy as his co-driver to Katoomba in February.

At this point no further major action has occurred on the building but we are hopeful that the roof will be on and windows in place within a few weeks. It never ceases to amaze me at the amount of time and effort that Neil Johnston puts into that project and it is difficult to show our appreciation.

The support for all our outings up to date has been excellent; we had a wonderful day Saturday, 13th October chasing trains to Hurstville.

I hope all club members and their friends will get behind Merryll Godfrey and turn out in force for the vintage movie spectacular on Sunday evening, 28th October at the Macquarie University Theatre.

- BOB BAXTER



CALENDAR OF EVENTS



1984

- Oct. 28 Sunday - FILM EVENING - MACQUARIE
UNIVERSITY THEATRETTE
- Nov. 3 & 4 Saturday and Sunday - INSPECTION DAYS
(Details Page 7)
- Nov. 11 FISHER'S GHOST TOUR (Details Page 6)
- Nov. 25 LIONS/ROTARY CHARITY DAY
Drivers - please contact Arthur
Garthon on 57.2740 at home, so that
numbers can be organised.
- Dec. 2 CHILDREN'S CHRISTMAS PARTY
- Dec. 7 CHRISTMAS DINNER - OATLANDS HOUSE

1985

- Feb. 2-3 BLUE MOUNTAINS TOUR

DIARY NOTE:

Children's Christmas Party - 2nd December
10.30 a.m. at Putney Park - a very pretty
spot overlooking the Parramatta River.
Please now contact Merryl Godfrey with
names of children you are bringing to meet
Father Christmas

' OLD TIMERS FILM FESTIVAL '

A surprise evening of old time movies

SUNDAY, OCTOBER 28TH - AT 7.00 P.M.

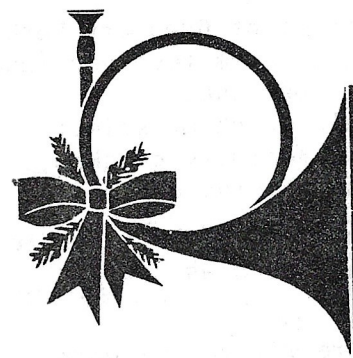
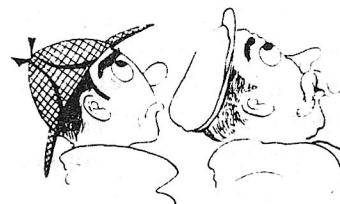
P.G. PRICE MACQUARIE UNIVERSITY THEATRETTE. Afterwards a
light supper will be served in an ante room. Good family
fun night.

TICKETS: \$6 adults
\$3 children

BOOKINGS & TICKETS: MERRYL GODFREY, 85.6924

DON'T MISS OUT

Bring your friends - help support our Club Building
Fund. BUY YOUR TICKETS AT NEXT MEETING.



CHRISTMAS DINNER

DATE: FRIDAY, 7TH DECEMBER, 1984

TIME: 7.00 P.M. SHARP

PLACE: OATLANDS HOUSE, DUNDAS

COST: \$20 A HEAD, PLUS DRINKS

A delightful room has been booked just for V.C.C.A. (N.S.W.)
members and a smorgasbord dinner arranged to celebrate the
festive season.

Please confirm your bookings by payment now, as there are
only a few places left:

MERRYL GODFREY
30 RYEDALE ROAD, DENISTONE. 2114
'Phon.: 85.6924

N E X T E V E N TFishers Ghost Tour 1984Sunday, 11th November

The tour this year will take the form of a scenic drive in the morning, to include a morning tea stop, and an historic visit.

Morning tea will be provided.

The tour will commence at Seddon Park near Glenfield railway station, and your friendly U.B.D. or Gregory's will direct you to this point. The departure time is planned for approx. 9.30 a.m.

After the morning run, the cars will arrive at Bradbury Park in Campbelltown at approx. 1.00 p.m. at an area reserved (and roped off) by the Festival Committee for our use.

Participants may choose to bring a picnic lunch or select from the gourmet delights of Macdonalds, Kentucky chicken, Pizza Hut, or seafoods, all within close walking distance.

The cars will be secure for the afternoon, to allow crews to enjoy some of the available entertainment such as:

- * A pony club gymkhana
- * A swim at the swimming centre within the park
- * A carnival on the oval (later in afternoon)
- * An art display at the Civic Centre just four blocks away
- * A good rest and yarn

Departure time for home will be optional.

JOAN, DOROTHY, KEN & NEIL

Honorary Organisers

INSPECTION DAYS FOR REGISTRATION

Registration of Veteran vehicles on club plates falls due 31st December. Inspection days for obtaining pink slips has been set for:

SATURDAY	3RD NOVEMBER	1.00 p.m. to 4.00 p.m.
SUNDAY	4TH NOVEMBER	8.30 a.m. to 12.00 noon

at 25 Regatta Road, Five Dock.

Please present your vehicle to club's inspection officers, first having made sure there are no defects likely to affect the safe operation of the vehicle.

If you require registration for 1985 and are unable to attend inspection day, please make the necessary payments before 1st December, so that bulk registrations can be completed.

<u>Charges for 1985:</u>	D.M.T.	\$20.00
	G.I.O. 3rd Party	26.00
	Hatton Lyne 3rd Party	
	Property	8.50
	Club levy	2.00
		<hr/>
		\$56.50

Those not requiring registration for 1985 are advised to hand back their plates for the Secretary or Registration Officer.

- MAX ROBERTS

* * * * *

MEMBERSHIP UPDATE:

NEW MEMBER: William John Bishop No. 788 (A)
"Boonderoo", Park River Close, Mulgoa. 2750

CHANGE OF ADDRESS:

Daryl Swaine
4/196 Macquarie Street, Windsor. 2756

GET-TOGETHER, NEW CLUBHOUSE - NOVEMBER 3 & 4, 1984LADIES:

YOUR MEN - WITH YOUR CO-OPERATION AND SUPPORT - HAVE, "OVER THE PAST COUPLE OF YEARS", DONE A STERLING EFFORT, STARTING FROM GRASS ROOTS, BY VOLUNTARY LABOUR AND INCENTIVE THROUGH CONTRIBUTION IN ALL ITS FORMS, TO BRING OUR NEW CLUBHOUSE TO ALMOST THE LOCK-UP STAGE OF CONSTRUCTION.

NOW IT IS YOUR TURN TO VIEW THEIR HANDIWORK AND TO APPRECIATE THEIR EFFORTS.

ON SATURDAY AFTERNOON AND SUNDAY MORNING, NOVEMBER 3RD AND 4TH RESPECTIVELY (INSPECTION DAYS FOR PERMITS-TO-MOVE AT MAX ROBERTS' PREMISES, REGATTA ROAD, FIVE DOCK) IT IS PROPOSED THAT THE LADIES AND THEIR MEN CONGREGATE ACROSS THE ROAD TO INSPECT THE NEW BUILDING AND ENJOY A NATTER OVER A CUP OF TEA OR COFFEE.

REMEMBER, NOVEMBER 3RD AND 4TH, LADIES. IT IS EVERY BIT AS MUCH YOUR CLUBHOUSE, FOR WITHOUT YOUR SUPPORT THIS PROJECT - THE LARGEST UNDERTAKING IN CLUB'S HISTORY - WOULD NOT HAVE TRANSPIRED. PLEASE JOIN US IN THIS GET-TOGETHER UNDER THE NEW ROOF.

GEO. A. ROBERTS

CHAIRMAN BUILDING COMMITTEE

"GOOD NEWS" : New membership roster will be available at the next meeting for members to take home.

"NAVIGATORS TOUR"

A very sunny but brisk Sunday, 9th September, saw 12 Veterans gather at Brighton to face the task ahead.

What started out as a leisurely 18km run for some people and ended as a 24km run for others, traced the northern shore of the Georges River toward Oatley Park.

It is surprising how fast some people think their cars can go as most cars arrived late to enjoy barbecues and picnic lunches.

Thank you for your support --- hoping everyone had a great day,

- MAL GARTHON

* * * * *

OCTOBER MEETING ENTERTAINMENT

RESIDENT EXPERT ON "SPARKS" - MAX CHAPMAN - HAS "VOLUNTEERED" TO GIVE CLUB MEMBERS AN ENTERTAINING AND INFORMATIVE TALK ON THE SUBJECT OF MAGNETOS, AT THE OCTOBER MEETING.

* * * * *

CONGRATULATIONS

Bill and Reta East, on being great grandparents with great grandson Scott,

AND Norm and Marion Wakeham have a first grandchild - a girl - Kelly Lee.

GET WELL

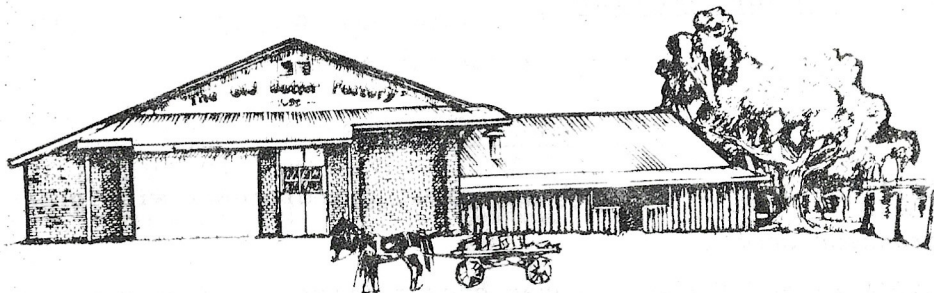
We hope Ken Moss continues to recover from his operation.
We hope he will be "backfiring" on all fours.

SECOND NATIONAL 1 & 2 CYLINDER RALLY FOR VETERAN VEHICLES
PORT MACQUARIE 15TH-22ND SEPTEMBER 1984

Suddenly the township of Port Macquarie became aware of an increasing number of veteran cars driving around the streets and by Sunday afternoon, when a full parade of all the entrants to a Civic Reception was staged - the word was out - the Second National 1 & 2 Cylinder Rally was under way.

Rally packs issued and welcomes heard, entrants were keen to be at the start of the first day's non-competitive run to Wauchope and Timbertown, round trip of 45kms. The rain dampened no one's enthusiasm and the delicious bar-b-que was held under cover at Timbertown.

Next day, sun shining, saw the competitive tour and everyone assembled again at the Park and off to Telegraph Point via route unknown, until the starter, Rally Director Bill Maunsell gave out the sheet of instructions (65 kms total distance). It was a delightful run inland with a detour around Telegraph Point to lunch at "The Old Butter Factory", which was served in the dairy shed, decorated with farm implements and artefacts of the bygone era. We dined on roast beef and hot vegetables, plenty of desserts, and everyone was starting to realise we were on a gourmet rally as well as a veteran car rally.



Wednesday was a free day however; in the evening our caterer turned on a magnificent smorgasbord dinner at the Civic Centre.

Thursday's run was a "test of hills" for the little cars, as the route took us to Lake Cathie, 50 kms round trip and

another delicious bar-b-que. Here we also met an interesting group of cyclists from Canada. They called themselves senior citizens, as everyone was aged 55 and over, and they were cycling from Cairns to Adelaide, 80 kms a day, rest day every 7th day, seeing Australia with 2 tender vehicles carrying the camping equipment.

Friday was a "test of skills" and all cars met at Stewart Park at 9 a.m. for the gymkhana. This was a great day - everyone gave the events a try and much laughter and good fun was had by all. I think Max Chapman should be congratulated on the diversity of the events. Lunch again was served while we were at Stewart Park, then back to get ready for the final dinner and presentations.

The winners announced were:

<u>Veteran Cars</u>			
Concours	1903 Oldsmobile	Eric Rainsford	S.A.
Competitive Section	1910 Brush	Ross Marshall	N.S.W.
Gymkhana	1907 Clement Bayard	Bob Howie	S.A.
Outright Winner	1907 Alldays & Onions	John Jones	Qld.
<u>Motor Cycles</u>			
Concours	1911 Indian	R. Gould	Qld.
Competitive Section	1911 Excelsior	Mike Morgan	N.S.W.
Gymkhana	1916 Reading Standard	Noel Bird	N.S.W.
Outright Winner	1917 Harley Davidson	Bill Sewart	N.S.W.

Later in the evening Vic Jacobs showed a video movie he had taken so we could relive some of the week's events.

The rally was over and Saturday saw the departures. The officials had worked hard - Jan and Roly Coulcher had taken many photographs and everyone had a photograph of their car as a souvenir, Alan and Madge Blythe had helped several cars in trouble and trailered them back to their motels, the

Chapmans and Tunbridges tested the drivers' skills at the gymkhana and judged the concours and Brett Eisenhauer assisted also, Stan Rumble had organised the day runs and Bill Maunsell headed the team as Rally Director, with Mal Garthon as Treasurer. One rally medal has been taken back to each interstate club competing, for their archives.

Now we 1 and 2 cylinder enthusiasts look forward to the Third 1 and 2 Cylinder National Rally in 1986.

- SANDY ROBERTS

1 & 2 CYLINDER CAR & MOTOR CYCLE RALLY
PORT MACQUARIE - 16-21 SEPTEMBER, 1984

LIST OF ENTRANTS:

1	D. Partington	Qld	1904 Rambler
2	M. Roberts	NSW	1904 Vauxhall
3	I. Tilbrook	SA	1909 I.H.C.
4	L. Clarke	SA	1903 Humber
5	J. Wolfgang	NSW	1906 Darracq
6	I. McEachern	NSW	1910 I.H.C.
7	J. Simmons	NSW	1902 Napoleon
8	W. Sydes	Vic	1904 Minerva
9	E. Rainsford	SA	1903 Oldsmobile
10	L. Vinall	SA	1904 De Dion
11	F. Hack	Qld	1904 Minerva
12	P. Kerr	WA	1903 De Dion
13	G. Cowie	NSW	1906 Cadillac
14	R. Gould	Qld	1911 Indian M/Cycle
15	D. Steer	NSW	1906 Renault
17	R. Howie	SA	1907 Clement Bayard
19	J. Jones	Qld	1907 Alldays & Onions
21	M. Morgan	NSW	1917 Excelsior M/Cycle
23	J. Eisenhauer	NSW	1904 Ford
24	G. Simmons	NSW	1904 De Dion
25	W. Sewart	NSW	1917 Harley Davidson M/C
26	W. Spraggon	NSW	1908 Renault
27	E. Sims	Qld	1905 Reo
28	S. Rumble	NSW	1905 Reo
29	D. Liddle	NSW	1912 New Hudson M/Cycle
30	M. McKenzie	NSW	1913 Renault

31	L. Vinen	Vic	1914 Perry
33	M. Garthon	NSW	1905 Rover
34	W. Orde	Vic	1903 Orient
35	N. Holbrook	Vic	1903 Oldsmobile
36	A. & W. Maunsell	NSW	1903 De Dion
37	C. Drake	Vic	1911 Swift
38	R. Marshall	NSW	1910 Brush
39	N. Ferguson	Vic	1911 Alldays & Onions
40	G. Jarrett	Vic	1912 L.M.
41	N. Bird	NSW	1916 Reading Standard M/C
42	White	Vic	Hupmobile Cycle Car

Officials: Roly & Jan Coulcher; Alan & Madge Blythe
Max & Jean Chapman; Dick & Norma Tunbridge
Brett Eisenhauer; Jim & Mary Andersen
Keith & Jean Carden; Bill Maunsell

Caterers: Dick Crow & Ted

#

"SEPTEMBER RALLY BOUQUETS"

In September my wife and I had the pleasure of attending the 1 & 2 Cylinder Rally at Port Macquarie.

Dorothy and Don Steer very kindly had Jean and Max Chapman and Norma and I stay with them at their time-share unit at Vic Jacob's magnificent Vacation Village.

The rally itself was an overwhelming success. The distances travelled each day were just right for the early veteran cars and motor cycles. Full credit must go to the Organising Committee to have a week-long hub rally go so well - in fact it was a week to remember.

From Port Macquarie we six and others, including Bill Spraggon, set off and drove to the Newcastle Rally at Morpeth. This rally also was a wonderful experience, being held on the long weekend.

Full credit, here, to George Adams, John Gorton and their committee for all the organising and the very beautiful run to Paterson on the Saturday and the Sunday tour around the Hunter Valley.

The hospitality of the Newcastle Club came out in many ways, just one example being Don Steer's 1908 Renault developed a carburettor problem which we could not rectify with our limited tool kit so 4 of the young chaps from the Newcastle Club dismantled the ailing carburettor, took it to their workshop, where they had compressed air etc., and very soon had the trouble corrected. The Renault now goes better than ever and Dot and Don were able to participate in the tours.

Mike Bendeich was there with family and new arrival, and in the evenings he showed slides of his overseas European tour. Also, on Presentation Night two very accomplished lads from the Newcastle Club entertained us with their delightful music.

A good few days was had by all and many thanks again to our Newcastle hosts.

- DICK TUNBRIDGE

Brief but Important

ON THE HOME FRONT.....

George and Mrs. A. motored to Lismore to rally with the locals and try out the new Adams' tyres: result both excellent.

Chris and Carol are now Mr. and Mrs. Duncan and a happier wedding we've never seen. All those kilts reminded me that on a visit to an auto jumble in Scotland recently, Doug Marr observed a local in his kilt sorting through some items on the ground. All sorts of things were on display.

John Riley now has the upholstery finished in the Austro Whatsis to the exacting Riley standard. Trouble is the oil leak at the end of the motor is making it slippery. Would someone advise how to keep the oil in, or send more oil, rail to Maitland, as the train goes through his back yard.

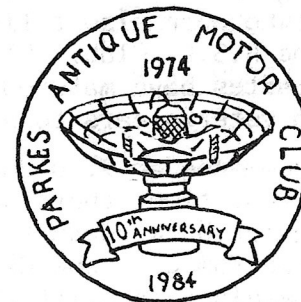
Howard Hughes now has a touring body, lost a bit off the top and put on a bit round the middle, built by an un-named craftsman to a factory recipe in finest timbers and aluminium, so if you see Howard's old body on somebody else, be forewarned, it's not his any more.

Bob Newman finally found out why none of his friends would go to a recent swap meet with him.....all had dodgy excuses. The real reason was we were all going to an anniversary party - his and Alma's 25th.

Regards to all,

- BELT DRIVE BURKE

PARKES ANTIQUE MOTOR CLUB
20TH ANNIVERSARY RALLY
SEPTEMBER 29TH & 30TH 1984



Friendly hospitality was the key ingredient throughout the long weekend of most enjoyable veteran, vintage and classic motoring in the beautiful rolling countryside around Parkes.

In staging their 10th Anniversary Rally, the Parkes Antique Motor Club invited the Hupmobile Club to join on the occasion of its second national rally.

Rally entries totalled 46 cars, including 16 Hupmobiles which came from South Australia, Victoria, New South Wales and Queensland.

An informal get-together come registration session on the Saturday morning provided the forum for renewal of old acquaintances, and the beginning of new friendships, and set the scene for the weekend.

Plenty of hot coffee and bickies provided by the host club dispelled any morning chills, as the friendly good cheer of rally director Alan Payne filled us in on what was to come.

After lunch, a short run took us to the Radio Telescope and then back to town via some back roads. Some scattering of the herd ensued during this exercise when the lead bull disappeared, and other knowledgeable drivers declared "follow me mate" and led individual groups of cars down what they insisted was the road to success. I don't know if this was planned, but the run was the more enjoyable for it. A member of a group passing us in the other direction avowed that he "knew he should never have followed a bloody Chev. - the road's washed out down there mate."

On Saturday night we joined some of the 120 pilots of ancient motor bikes (who were also rallying in the area) in a social dinner at the R.S.L. Club. Pleased to see Len Masser present, his tastes have matured somewhat with the passage of years from veteran cars to a Nimbus motor cycle.

Sunday's run was to commence at 9.30 but as the faithful had not all assembled at that time, there was a little delay. The run took us via quiet back roads to the historic Eugowra Rocks where the famous Frank Gardiner, Ben Hall robbery occurred. The place is stiff with atmosphere, and an excellent account of the event was delivered by the present property owner.

On then to a first-class lunch at Eugowra Showground, where the cars were assembled in a semi-circle, and created a most spectacular display. The return trip to Parkes toured via Cudal, and Manildra, and resulted in a run distance of about 120 miles for the day.

Sunday night brought the presentation dinner at "Gracelands" and again the organisation, friendship and hospitality were outstanding. Hup owners were delighted that Barry Thew's car took out the prize for the most appealing veteran.

Monday morning saw us on the road for home early, and reasonably bright with the Hup seeming to enjoy the whole exercise. I am pleased to report no problems either on the drive up on Friday (except for the freezing weather) or on the return trip - yes we did need low gear up Victoria Pass.

We covered over 1000km in the Hub on the weekend. Many thanks to the kind folk of the Parkes Antique Motor Club for a most memorable weekend which will always be remembered as one of the best.

- KEN, JOAN & EVAN QUARMBY

1913 Hupmobile

P.S. One of the Hupmobiles from Queensland sought political asylum in N.S.W. and this was readily granted.

* * *

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

Solution to No. 33

WHAT WORD?

The word is PNEUMONIA.

No. 34

WHAT PAGE?

I was reading a 900-page book the other night when I realised that ONE-SIXTEENTH of the pages I had already read exactly equalled ONE-HALF of those to come.

What page was I up to?

* * *

DUNLOP IN AUSTRALIA

In 1889 Mr. Malcolmsen arrived in Australia from England with a Dunlop pneumatic tyre. This impressed E.W. Rudd, a cycle shop owner of Melbourne, who not only placed an order for six pneumatic-shod bicycles, but also travelled to England and received the appointment to sell Dunlop tyres in Australia on commission. In 1899 an Australian company was formed as the Dunlop Pneumatic Tyre Company of Australasia Limited, to buy out the English company's interests.

Originally Dunlop had made up bicycle tyres from English components but in 1901 a factory started operation in South Melbourne manufacturing bicycle and motor tyres. Through heavy advertising and promotion, including reliability trials, Dunlop continued to expand and succeed.

In 1929 they merged with two major competitors, and with the strength of the combined group they were able not only to combat the difficult years of the Depression, but to afford a design and development division allowing the production of tyres suitable for difficult local conditions.

The strength also allowed the continuing production of a huge range of tyres which was particularly essential in the years after World War I when Australians were still driving cars dating back to the early 1920's.



8.95 x 135

500 - 23
440 - 23
440 - 19

- Ed.

EXTRACT FROM " HOLDERNESS MOTORISTS GUIDE "
JANUARY 1915.

COMPARATIVE TYRE SIZES.

in millimetres and inches.

millimetres.	inches.	millimetres	inches.
650 x 65	26 x 2.5	840 x 105	33 x 4.25
700 x 65	28 x 2.5	875 x 105	34 x 4.25
750 x 65	29 x 2.5	910 x 105	36 x 4.25
		915 x 105	36 x 4.25
650 x 70	26 x 2.75		
700 x 70	28 x 2.75	815 x 110	32 x 4.25
750 x 70	29 x 2.75	840 x 110	33 x 4.25
		875 x 110	34 x 4.25
700 x 75	28 x 3	910 x 110	36 x 4.25
750 x 75	29 x 3	915 x 110	36 x 4.25
800 x 75	31 x 3		
		815 x 115	32 x 4.5
700 x 80	28 x 3.25	840 x 115	33 x 4.5
750 x 80	29 x 3.25	875 x 115	34 x 4.5
800 x 80	31 x 3.25	910 x 115	36 x 4.5
		915 x 115	36 x 4.5
700 x 85	28 x 3.25		
750 x 85	29 x 3.25	815 x 120	32 x 4.75
800 x 85	31 x 3.25	820 x 120	32 x 4.75
		850 x 120	33 x 4.75
710 x 90	28 x 3.5	875 x 120	34 x 4.75
760 x 90	30 x 3.5	880 x 120	35 x 4.75
810 x 90	32 x 3.5	915 x 120	36 x 4.75
840 x 90	33 x 3.5	920 x 120	36 x 4.75
870 x 90	34 x 3.5	1020 x 120	40 x 4.75
910 x 90	36 x 3.5		
		920 x 125	36 x 5
760 x 95	30 x 3.75		
810 x 95	32 x 3.75	880 x 130	35 x 5
840 x 95	33 x 3.75	920 x 130	36 x 5
870 x 95	34 x 3.75		
910 x 95	36 x 3.75	820 x 135	32 x 5.25
		880 x 135	35 x 5.25

COMPARATIVE TYRE SIZES (CONT'D.)

millimetres.	inches.	millimetres	inches.
760 x 100	30 x 4	895 x 135	35 x 5.25
810 x 100	32 x 4	920 x 135	36 x 5.25
870 x 100	32 x 4	935 x 135	37 x 5.25
910 x 100	36 x 4		
		935 x 140	37 x 5.25
760 x 105	30 x 4.25		
765 x 105	30 x 4.25	935 x 145	37 x 5.75
810 x 105	32 x 4.25		
815 x 105	32 x 4.25	1000 x 150	39 x 6

NOTE : It is impossible to give the exact equivalent of millimetres in inches without using small fractions, hence the figures stated above are only approximate.

Advertisements



WANTED: 1 OR 2 CYL. VETERAN to restore or enough bits to to start - any make or condition - good home assured.

MC CARTHY FAMILY - (02) 798.6941 - BILL
(02) 960.2520 - Bob

FOR SALE: WILLYS KNIGHT - 7-Seater Tourer. Excellent condition & Engine. Best restoration. Very good tourer. Only one known in Australia. \$18,000 o.n.o.
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