

SPIT AND POLISH

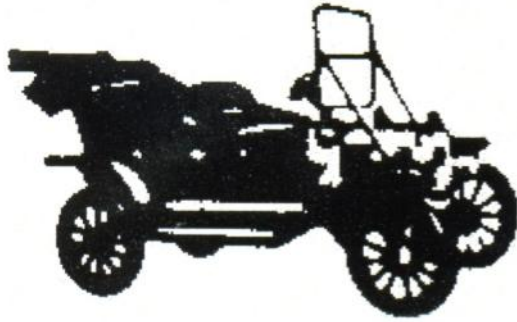
PATRON: HER EXCELLENCY PROFESSOR MARIE BASHIR AC CVO
GOVERNOR OF NEW SOUTH WALES

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



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SPIT AND POLISH

WEB PAGE: www.vccansw.org

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All letters, advertisements, articles are to be sent to "The Editor Spit & Polish" preferably by

Email: spitandpolish@vccansw.org or by **Mail:** 18 Byron St. Wyong, NSW 2259

Articles to be received by the **First Wednesday** of the month.

Cover Photo:-

*Max Burke's 1916 Hupmobile Model N
At the lunch stop at the Park in Mulbring,
on the Newcastle Branch monthly run in April 2012*

Committee of Management

OFFICE BEARERS:

		HOME	BUSINESS FACSIMILIE
PRESIDENT	Wilga Coutts	4861 7356 Email: president@vccansw.org	
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	Max Roberts	6545 3410	6545 1045 6545 1687
	Malcolm Garthon	Mob: 0417 676 912	
	Peter Adams	Mob: 0418 680 263	
	Neville Preston	4352 1533	
	Peter Martin	9632 8930	Mob: 0418 865 235

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SECRETARY	Graeme Newman	4392 1035	Mob: 0412 138 063 Email: kazngra@bigpond.com
MaSH CHAIRMAN	Max Boardman	4655 8510	Mob: 0428 301 031 Mob: 0468 831 757 Email: gillandgreg@bigpond.com
SECRETARY	Kevin Boardman	4654 5499	
LEGAL ADVISOR	Andrew Aitken	8987 0000	8987 0077

VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) Inc.

134 Queens Road, Five Dock, 2046

**PATRON: HER EXCELLENCY, PROFESSOR MARIE BASHIR AC CVO
GOVERNOR OF NEW SOUTH WALES**

President's Report - May 2012

Dear Members,

Where has the last month gone, after all the excitement of the return of the "Across Australia Expedition" the rest of April was positively bland. However on the last weekend Euan took our Renault out to Dubbo to participate in the celebration of 150 years of Policing in N.S.W. Dubbo's first motor vehicle was a 1911 Renault, which I'm sure looked very different to our little runabout, but organizers wanted to show the advance in motor technology through the years. Euan was amazed at the extent and depth of the celebration and the interest shown by the hundreds of people who attended the exhibition.

May promises a number of choices, the Western Tour which starts on May 6 and then our Brunch Run on May 20th, both these events will be over by the time this edition reaches you.

At the May Meeting David McCredie will bring his 1912 Maxwell in to show us, this little car has just completed the "Across Australia Expedition" so we can look forward to an interesting presentation. Also, keep in mind the July meeting when Bob Lamond is planning to show a presentation of the Rally in full and hopefully the DVD.

In June, we are again invited to join the Bike enthusiasts on their Marayalya Run and don't forget June long weekend in Singleton, details and entry form in the March edition .

As we head toward the middle of the year and the fast approaching AGM I ask you to consider your place in our Club. The committee are desperate for some new members, the Secretary has completed his 3 year term as has the Treasurer, other committee members have also served more than their term, 6 committee members travel in excess of 100 km. to meetings, we need some help! If you feel you could help please speak to any committee member privately.

Best wishes for safe & happy motoring,

Wilga.



Robert Fordham's Renault at the April meeting

(Unfortunately I took the photo before Robert had fitted the lights - Editor)

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of MONTHLY MEETING held on Thursday 26th April 2012

ATTENDANCE

Committee 8 Member's Family 2 Visitors 1 Members 30 Apologies 6

MEETING OPENED AT: 8.10 pm

PRESIDENT'S OPENING REMARKS

President, Wilga Coutts, opened the meeting, welcoming all members. Wilga also welcomed visitor, David Walker.

PREVIOUS MINUTES

MATTERS ARISING - Nil

Minutes Accepted

Moved: Graham Weekes Seconded: Lyn Martin.

INWARDS CORRESPONDENCE

Flyers Received –

Muscle car events Eastern Creek 2/8/12, Wings over Illawarra 6/5/12, request for ex-police vehicles Dubbo 27/29 April 2012, Valley Heights Loco Museum, Shannons Eastern Creek , Fx/Fj Nationals 28-31 /12/12, National Heritage Day 20/5/12, Aust motorlife Museum.

Other Club Publications

Brass Notes (2), VCCA (WA) , Cough & Splutter, Veteran Torque, Small Torque, Edwardian, Veteran car in SA, Veteran CC of NZ(2), Newsletter ACMC, Broken Spoke.

Other Invoice Magazine Printing, Bank Sts, Various chqs for advertising, Invitation Maraylya Day 3/6/12, Invitation to Tramway Museum, Email Bob Lamond of Financials of “Across Australia” Rally, CMC Minutes Thank you letter from Manno Men's Shed re donation of Trailer.

OUTWARDS

Thank you ltrs to Pilbara Iron, NSW Governor and VCCA WA for assistance with “across Australia” Rally. Get well card Don Grant.

Correspondence Accepted

Moved George Gillott Seconded Bob Hobson

TREASURER'S REPORT

Cheque account balance.	\$ 4,513.08
Rally account balance	\$ 5,003.13
Term Deposit No1	\$10,855.68
Term Deposit No 2	\$10,000.00

Moved: Keith Carden Seconded: Max Boardman..

MAGAZINE

Neville Preston requested more articles

EVENTS

Brunch Run of May 20th start 9.30 am at Maraylya Park.

After show of hands agreed to attend Tramway Museum invitation on 29th July

PERMIT TO MOVE

1 new rego and 2 movements.

LIBRARY

Nothing Further

DATING

Nothing further

MEMBERSHIP

Nothing further

CMC

Total Funds \$95,530. Four new Clubs to be voted on at next meeting. National heritage day 20th May.

HALL

Nothing further.

WEB SITE

President congratulated Peter Weir on his handling of the website for the “across Australia” rally.

GENERAL BUSINESS

“Across Australia” rally collected approx \$10,000 divided between McGrath Foundation and Prostate Cancer research.

John Wards thanked the Club for donation of the Old Club Trailer to the Manno Men’s Shed.

Question from the floor as to why it was taking so long to rent the small Hall, and in reply President explained that there was a surplus of properties for rent in the area. The Club had had a number of approaches which have not come to fruition. President added that perhaps it was a sign of the economic times.

Robert Fordham gave an excellent talk of his acquisition of his 1908 Renault which he had bought to the meeting. Robert outlined his wrestles to get the car ready for its first outing and acknowledged the help he had had from other members.

After drawing the raffle, Ron Hattersley gave a short talk on some newly acquired antiques.

Meeting Closed 9.25 p m

Wilga Coutts
President

Greg Roberts
Vice President.

MAY MEETING

David McCredie has kindly agreed to bring his Maxwell to the May meeting. David has just completed the “Across Australia” Expedition and will give a talk on the Maxwell and the highs and lows of his journey.

Events Calendar - Club Events

MAY 2012

- 24th Committee meeting starting at 6.45pm
24th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

JUNE 2012

- 3rd **VMCC Maraylya Day**
9th - 11th **June Long Weekend - Singleton.** *Entry Form in March Spit and Polish*
12th Forum Sydney Club Rooms
19th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba
28th Committee meeting starting at 6.45pm
28th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

JULY 2012

- 10th Forum Sydney Club Rooms
17th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba
26th Committee meeting starting at 6.45pm
26th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
29th **Invitation Event to the Tramway Museum, Loftus.** *Details to follow*

AUGUST 2012

- 5th **Navigator's Day.** *Details to follow.*
11th - 12th **MaSH Ramble Weekend.** *Details to follow*
14th Forum Sydney Club Rooms
19th **Eastern Creek Classic**
21st Newcastle Branch Meeting at Westlakes Mining Museum, Teralba
23rd Committee meeting starting at 6.45pm
23rd Monthly Club Meeting and **AGM** at Club Rooms, Fivedock at 8pm

SEPTEMBER 2012

- 11th Forum Sydney Club Rooms
18th Newcastle Branch Meeting **No meeting to be held do to the National Rally, Ipswich**
12th - 19th **National Rally Ipswich**
27th Committee meeting starting at 6.45pm
27th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

National Rallies

SEPTEMBER 2012

- 12th - 19th **NATIONAL VETERAN RALLY** hosted by the Veteran Car Club of Australia (Queensland) Inc.
To be held at Ipswich. Tour Chairman Trevor Farnell (07) 3200 3432 or
Email; trevorfarnell@bigpond.com.au
Entry Forms can be downloaded from their Web Site: www.vccaq.org

MARCH 2013

10th - 15th **SHANNONS NATIONAL 1 & 2 Cylinder** Veteran and Centenary of Canberra Tour
To based at the Canberra motor Village. Rally Director Rick McDonough, Ph (02) 6293 1533 (ah) or
Email: rick@netspeed.com.au or
Rally Secretary Roger Gottlob Ph (02) 6241 3169 (ah) Email: rogerandgillian@grapevine.com.au
Please call after 7.30pm Canberra time. *Expression of Interest Form March Spit and Polish*

SEPTEMBER 2013

15th - 20th **NATIONAL VETERAN RALLY** hosted by the Veteran Car Club of Australia (Vic) Inc.
To be held at Shepparton. Kevin Quigley, Tour Secretary, 55 Daly Street, Brunswick West. Vic 3451
E-mail: kwquigley@aapt.net.au *Expression of Interest Form March Spit and Polish*

OCTOBER 2014

19th - 24th 2014 **NATIONAL VETERAN RALLY** hosted by the veteran Car Club of WA (Inc)
To be held in the Kalgoorlie - Boulder area Western Australia
Correspondence to Committee:
Secretary John Wood Email: wood1941@bigpond.com 7 Eleanor Court CRAIGIE WA 6025
Chairman Harry Pyle Email: hdpyle@bigpond.net.au
Expression of Interest Form February 2012 Spit and Polish

Swap Meetings

JUNE 2012

17th Gosford Swap Meet. Showground Road, Gosford. Open and undercover sites, no booking necessary.
Entry \$3, children free, sites \$15. No dogs allowed. No camping. Gates open 6am.
Contacts: Bev (02) 4367 6066 or Frank (02) 4392 2270

JULY 2012

15th Liverpool Super Swap. Run by the Chrysler Restorers Club of Australia Inc, to be held at Fairfield
City Showground, Smithfield Rd, Prairiewood. gates open 6am, entry \$3 per adult, \$20 swap site,
camping fee Saturday night \$10.
Contact: Col (02) 4729 0482 or Rick (02) 9520 5497

Application for Membership

Robert William Duffy
3 Bombira Avenue
Mudgee NSW 2850
1905 Black Runabout
Nominated: Russell A Holden
Seconded: Robert Hobson

Voting for the above applications for membership will take place at the Monthly Meeting
on the 24th May 2012

Coming Events

JUNE LONG WEEKEND TOUR

9th - 10th - 11th

SINGLETON

Start at the home of Max and Joan Burke

Plenty of parking for trailers

Enjoy morning tea before the start of the run

Enjoy driving your Veteran on quiet Country roads

Book your own accommodation at Singleton

Entry Form with Motel details - *Page 18 March Spit & Polish*

Any queries contact John Burke Ph: 4991 1806

The tour will be accommodated at the

Country Motor Inn

Singleton.

(02) 6572 2388

Dinner Bed & B/Fast packages

Veteran Rally - Maraylya - 3rd June 2012

Once again the VMCC is running a Veteran Only day, starting at Maraylya at 10 a.m. & we would again welcome your participation. We would also appreciate if you could pass on an invitation to any other interested people.

The Rally will start at the Park, Boundary Rd, Maraylya. There is a nice area for children to play & plenty of parking.

Entry Form on Page 20

Editorial

Thanks to the members for the articles they have supplied for this edition of **YOUR** Spit and Polish. A report from David on his trip Across Australia and a report from Abbey on the Newcastle Branch outing were most welcome. A newsletter from the MaSH Branch and a few articles also from Max which all helps to fill the magazine.

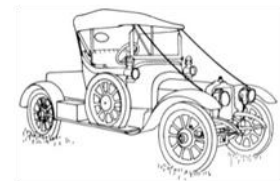
I am now running short on backup articles and would appreciate some input. Articles that I can use when things are quiet would be most welcome.

Just remember a short article can be made into a page presentation with a couple of photos as I have stated before.

Remember this is **“YOUR MAGAZINE”**.

Enjoy your Veteran motoring

Nev Preston



Across Australia by 1912 Maxwell

David McCredie

In March 2012 a group of enthusiasts drove their one and two cylinder 100 year old cars and bikes 4,100 kms from Perth to Sydney to re-enact the 100th anniversary of the first West to East crossing of Australia by a car in 1912. That car was a 1909 Brush driven by Syd Ferguson and navigated by Francis Birtles. Details of this event can be found at http://www.vccansw.org/2012/vcca_2012.htm .

After learning of this event I bought the 1912 Maxwell so I could participate. It had been cosmetically restored and I carried out an extensive mechanical restoration over the next 3 years.

This is the story of our experiences as entrant no.6 in what was really a test of endurance more than a typical car rally.



The Maxwell on the Nullarbor Plain

My mate Don Carr “volunteered” as co driver for the trip and we left Sydney on the 7th March, trailering the Maxwell, free camping all the way to Perth, arriving six days later. The solar showers we purchased before leaving proved most useful. It was a long drive, made longer by a 400 km detour after Broken Hill via Wentworth, due to a bridge at Cockburn being closed. We helped to pass the time on the way over with “Audio Books” playing through the CD player.

When we unloaded the Maxwell in Perth it would

not start and the top gear clutch would not engage, not a good start. The car had been fine when we left. We spent the day getting it running.

Day one was a display in Perth and when we unloaded the Maxwell it started but did not have enough power to drive up the slight rise to the display area. We spent the rest of the day re-checking all possibilities. We missed the start the next day and spent the morning testing and re-wiring all of the ignition system including replacement of the coil, condenser, spark plugs and re-gapping the points. After that it seemed OK so we loaded up and took off after the field of cars driving the last 20 kms into York. It was not running well. We stayed behind in York and worked on it for many hours then again took off after the field with the car in the trailer while the other entrants drove in the cold and rain. Our problems continued and in Kalgoorlie we “struck gold” in the form of Geoff Paynter, his workshop and his mate Alex Gallo who worked with us all day. We rechecked everything, fuel supply, ignition and when some of the other entrants arrived we carried out a number of suggestions but it still did not run well. The next morning we discovered that we may not have been getting the points correctly gapped due to the way the timer is mounted so we rectified that and it again seemed to be OK.

We loaded up and took off after the field of cars. The car continued to underperform then after travelling for about 30 kms from the morning start in Norseman it suddenly came alive. From grinding up the small hills in low gear it took them in top gear with ease. It was extraordinary. "Maybe it's not a morning car" Don suggested. We shared the driving and marvelled at the change in the car that despite all our earlier efforts seemed to have fixed itself! Next day it was back to its previous worst. Struggling to drive in top gear on a level road. Don was driving and he called me on the CB. I lifted the bonnet and when I undid one of the rear bonnet clips the engine sped up, I pressed down on the bonnet and it slowed down. The RHS spark plug was shorting on the bonnet!! After that we left the rear bonnet clip undone and the car pulled strongly for the rest of the trip. This however does not explain why the car repeatedly failed to perform on test with the bonnet removed.

After that we ran well except that the diff became very noisy and we removed the pinion and attempted to adjust the meshing with the crown wheel but it made little improvement. A few nights later while talking over dinner with Neil Martin he suggested that we tighten the trunnions around the rear axle as he had observed that the axle was winding up badly on start up and probably doing the same under load. We did that and it made a big improvement. We continued to be concerned with the diff noise and we again removed the pinion. We were trying to find something we could use to mark the teeth to check how they were meshing when Lyn Martin suggested lip stick and gave us an old tube. It was an excellent method. We spent the "rest day" shimmying the crown wheel and pinion in and out. The result of all of this was still not good due in part to the design of the Maxwell diff which I believe leaves a lot to be desired.

We continued to drive with an irritating whine from the diff, it did not get any worse and may have improved a little or we just got used to it however it will now be stripped and re-adjusted again but this time in my workshop instead of a camping ground.

The road into and from Nyngan was very rough and possibly the worst we had encountered. The wooden bulkhead board on the Maxwell broke at a glued joint. We were able to continue with it broken for the rest of the trip, with it held precariously by the windscreen braces. It's now repaired.

We encountered a few other problems along the way such as a broken fuel line, inner tube failures but the engine continued to pull, strongly. The engine sounded best at about 50 kph and we maintained that speed for the trip. The grind up to Mount Victoria via Hartley Vale was very slow due to the very low gear 2 speed transmission. I drove it around the Mount Panorama race track and will never do that again, coming down the mountain in low gear at a crawling speed to avoid over use of the brakes was not fun. I didn't check our lap time!

After 20 days the drive into Martin Place on the final day was the worst drive of the whole trip, the Maxwell is not suited to the heavy traffic and constant stopping so we were very pleased when we got back to the trailer in the afternoon and loaded it up for the drive home.

The daily distances of 250 - 300 kms were not a problem. With wide open spaces where we virtually averaged our cruising speed we covered the distances with ease. Some drivers drove the whole trip without a back up driver and they seemed to cope OK but with 2 drivers it was no problem. I can't imagine what it was like for the lone bike riders. We had expected hot weather across the Nullarbor, instead it was cold, windy and raining on some days. We coped better than most because we left the hood up and drove with a full windshield. It made the car work a bit harder but it handled it well. Sitting at the wheel of the car at 50 kph for thousands of kilometres watching the open spaces pass (while thinking about how to redesign the diff to stop it whining) may not be to everyone's liking but it was a great experience that I will never forget.

The huge road trains were not a problem, they passed easily and I don't think we were much of a problem for them.

We kept the “total loss” oil drippers flowing freely and had no problems; the car still has good compression and is not making any bearing noises so it appears the lubrication system worked well.

We camped all of the way there and back and made all of our meals using a small gas cooker and lots of canned food. We had two makeshift beds, one in the car and another in the trailer, they were OK, it's good to go outside your comfort zone some times.

We carried CB radios in the Maxwell and back up car so we could keep in touch however the range was very limited and they worked best when there was only a few kilometres separation.



The Maxwell on the Nullarbor Plain

We enjoyed the fellowship with other entrants who all wanted to help one another when possible. We received more than our fair share of help and advice. The Sargent's trailer with its lathe, grinder, drill press, hydraulic press, welding gear and who knows what else was a huge help to many. It was especially enjoyable meeting the many entrants from overseas.

We were accompanied by a number of relatives of both Birtles and Ferguson and their friendly faces at the check points were always a welcome site. I am very

glad we participated and will long remember the whole experience. We missed a few of the early sections due to problems with the car but we were there. I hope our story will help to convey a little of what it was like to drive across Australia in a 100 year old car that, incidentally, is now running better than when we left and is certainly no worse for the experience.

Thanks to Bob Lamond who made it all happen.

Some technical details.

The Maxwell has a 2 cylinder horizontally opposed engine of 2.1 litre capacity. Cooling is thermosyphon i.e. no water pump. Lubrication is drip feed total loss with a common oil supply to the engine and transmission. The transmission is 2 speed epicyclic or constant mesh. Ignition is by low voltage magneto or dynamo to a coil and points with a small 6v battery for starting.

We used 1,538 liters of fuel in the tow vehicle at a cost of \$2,500.

The Maxwell used 540 litres at a cost of \$900.

Fuel cost up to \$1.99 per litre on the Nullarbor

Newcastle Branch Outing - Sunday 22/04/2012

Abbey Newman

For once, the Newman household was on time leaving to meet Uncle Neville at Charmhaven on Sunday morning. We were all very pleased that the car was co-operating after Dad and Lauren had fiddled with the fuel system, after the problems prior to our last Branch outing. It was a beautiful morning and we made our way to the start at



Speers Point. There we met Max and Joan, and John and Kelly for morning tea. There were quite a lot of people around at the park due to the opening of the new playground that includes activities for disabled children.

From Speers Point we travelled around the northern end of Lake Macquarie to Booragul, before heading west through Wakefield and Barnsley to Holmesville (now famous as the childhood home of the 2004 Miss Universe, Jennifer Hawkins) then through West Wallsend (now not so famous as the home of Uncle Neville's, Aunt Nellie), through the Seahampton and Richmond Vale areas to Mulbring where we stopped for Lunch.

As we looked out over the park and watched a few busy birds building their nests, Max related a few stories involving the local area characters as I tried to

solve a problem on John's mobile phone to no avail. We also discussed the fact that this will be the last outing prior to Lauren obtaining her learner's permit as it was her 16th birthday that day (she passed her exam the following day with flying colours!).

After our lunch, we departed for home. We had the obligatory stop at the Oak Milk Bar at Freemans Waterhole for an ice cream (I managed to drop half of mine on the floor) with the Burkes heading in the opposite direction. Even though numbers were down for this event, we had a number of other members participating in other motoring events, with Peter and Kim participating in the VSCC event down south, the Brumby's had headed off on safari with a group of Peugeot enthusiasts and Doug and Diane still on their way home from an event in Victoria. We had a nice day, and thanks to Max & John for planning the day and even preparing typed instructions.



Abbey & Lauren with their new found friend

ATTENDANCE

Max & Joan Burke	1916 Hupmobile
John & Kelly	1916 Buick
Neville Preston.....	1913 Talbot
Graeme, Karyn, Lauren and Abbey Newman	1914 Talbot





Macarthur and Southern Highlands Branch



Newsletter Jan - Feb 2012

Our Previous Meeting - from the Chair.

Being so 'doped-up' at our last general meeting, I am blessed if I can remember what was discussed. Though I do recall a comment passed by Bob M^c, something to do with his distancing himself from a previous statement – *Marilynn*. I was in fact referencing a car – not a person.

What NO rain ! Blessed ! Who ? Me !

At this coming Meeting.

We can sit back and reflect on the fabulous time spent in veteran motoring and social gossiping that was enjoyed by those who attended the 14th MaSH Ramble at Goulbourn. Greg and Gill provided the 'Three Greats' – Great venue, great weather and a great gathering of people and their cars.

Notice the small "hallow" over Greg's head.



From all of us, a hearty Thank You to you both.
Note, a report has been forwarded to the S&P.

Remember: if you have an item to add to the list for general business, please notify the Secretary in advance.

Branch Activities this time: –

Denis Tobler has purchased himself a Hupmobile 20 and has worked endlessly on it to make it run. He finely decided on the Hup after 20 questions (and maybe more) directed a Ken Q on our last run at Goulbourn. Denis followed the Hup of Ken's, monitoring its progress with his electronic push bike speedometer that is fitted to his Triumph m/c; uphill, down dale and along the flats within the Crookwell area. At one stage Denis was so close, that his front wheel nearly rubbed Ken's shoulder. Or so Ken says.

Here's Denis on a mission of his own – to test his endurance and the Triumph's reliability.



Not to be stopped, Denis Tobler is out there somewhere, hopefully heading in an easterly direction (having started at Perth), sitting astride his trusty Triumph with a **l o n g** stretch of tarmac to roll over in his quest to reach the GPO Martin Place, Sydney. Our thoughts are out there with you on your goal to cover the 4,100 kilometres. If some of you wish to witness the arrival of these gallant, strong willed 'vets', the date and time is April 4th at 12 noon.

Also a couple of extra vehicle inspections have been carried out since the last meeting date: Steve Fleming's renewal of his 1915 Studebaker and a well known REO single changing hands and now re-registered for Dad, Darius and I to enjoy.

Vic and Darius motoring into Goulbourn in the 1913 Ford.

The sixty-three year age difference is no barrier for the enjoyment being shared here between man and the "motor". The accumulated age of 2 men and machine is 216 years.



Yours once again, the Scribe and Chair *Maxwell C Boardman.*

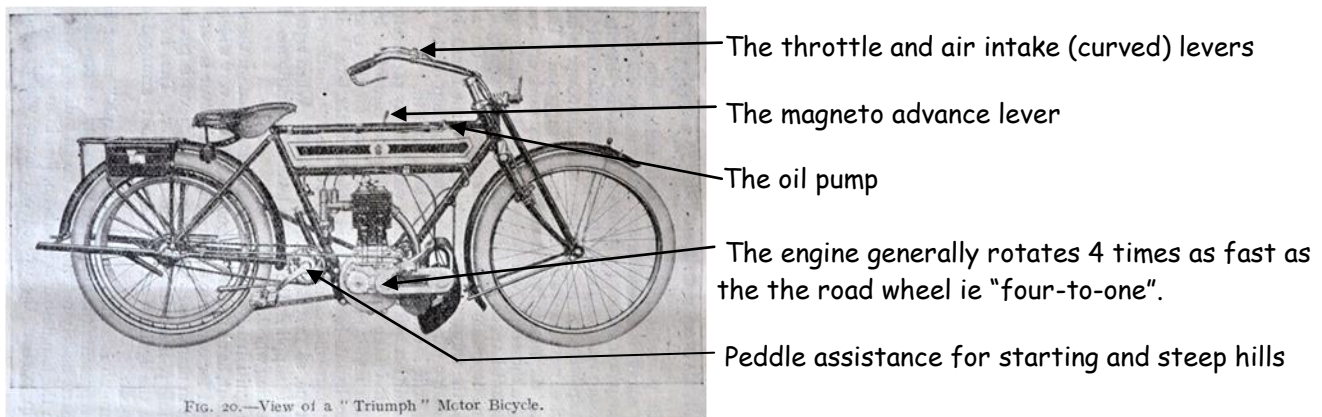
This bi-month article for you to read and enjoy is an early account written from a paperback manual, titled "Petrol Motors - Simply Explained". No published date is given but I suggest before the First War, C1914.

I have edited Chapter V – **The Application of Petrol Motors**; to those parts that Denis would be practicing as he crosses the Nullarbor.

The petrol engine is controlled as regards its speed of revolution and its power chiefly by manipulation of the throttle valve; that is to say, by opening up the throttle valve and allowing more explosive gas to enter the engine the power is increased and vice versa, as well is naturally supposed. Therefore the control lever for when working this throttle valve is arranged within convenient reach of the operator.

In addition to the throttle valve many carburettors use an extra air intake chamber and this too must be controlled by hand and on a motor bicycle the control lever for this is arranged on the handle-bar, alongside the throttle lever.

As at present most motor bicycles widely use magneto type ignition and the need for constant adjustment of this device is very small, so that in many cases the advance spark lever is put in a less accessible position than the throttle lever. Thus on a motor bicycle the ignition advance lever is not arranged on the handle-bar.



The picture given is a side view of a "Triumph" motor bicycle, which represents the highest grade of standard practice. The cycle parts closely resemble those on an ordinary pedal cycle, and on the handle-bar can be seen, just in front of and above the grip portion, the two curved levers which control the throttle and air intake. Just below these and projecting upwards from the tank can be seen the magneto advance lever. The actual magneto is arranged low down and immediately behind the front wheel. Underneath this is arranged the silencer, while the carburettor is arranged behind the engine and beneath the petrol tank, which fills up the top panel of the frame. The forward part of the tank is separated off and contains lubricating oil, which is forced into the crank chamber by means of a pump operated by hand from time to time.

The engine crankshaft is provided with a belt pulley with a 'V'-shaped groove, which drives by rubber and canvas belt on to a pulley of larger diameter attached to the back wheel. Belt drive is general on motor cycles owing to the fact that the power developed by petrol is obtained from a number of impulses, which necessitates some yielding or slip device between the engine and the road wheel to prevent the wheel being skidded at each explosion and the parts strained. Chain transmission between the engine and the road wheel is used, but in such case the transmission system is fitted with a friction clutch or some other form of slip device.

A petrol engine develops its power roughly in proportion to its speed. Thus a 3½ hp motor bicycle engine such as illustrated develops its 3½ hp at, say 1,500 revolutions per minute. The above speed, if the engine is in good condition, the power continues to about 2,500 r.p.m., at which speed the engine gives off say about 5 hp. Below 1,500 r.p.m. the power is similarly roughly proportional to the speed. At 1,000 revolutions the engine probably develops 2½ hp and so forth. It is therefore clear that, as the machine slows down, the power developed by the engine falls off, which is somewhat of a drawback when a very steep hill has to be climbed which cannot be rushed. (*Editors note: in Denis's case out there on the Nullarbor if he encounters a head wind the going will be a tough one*) A motor cycle is a splendid hill climber as long as its speed can be kept up, and the whole secret of climbing steep hills on an ordinary single-gear machine is to charge the hill at as high a speed as possible and never let the speed fall off.

Obviously, when a steep hill is reached and the speed cannot be kept up, the reader will say, "Why not be able to fit an additional gear of a lower ratio, allowing the engine to run faster on hills?" This is what the two-speed gear does. On some motor cycles, therefore it is possible to change from the high gear of about 4-to-1 to a low gear of about 6½-to-1. (*Editor; I feel Denis has done some serious homework and testing around Robertson, for I was shown the addition to the Triumph of such a speed-gear change to reduce his peddle assistance.*) **M.C.B.**

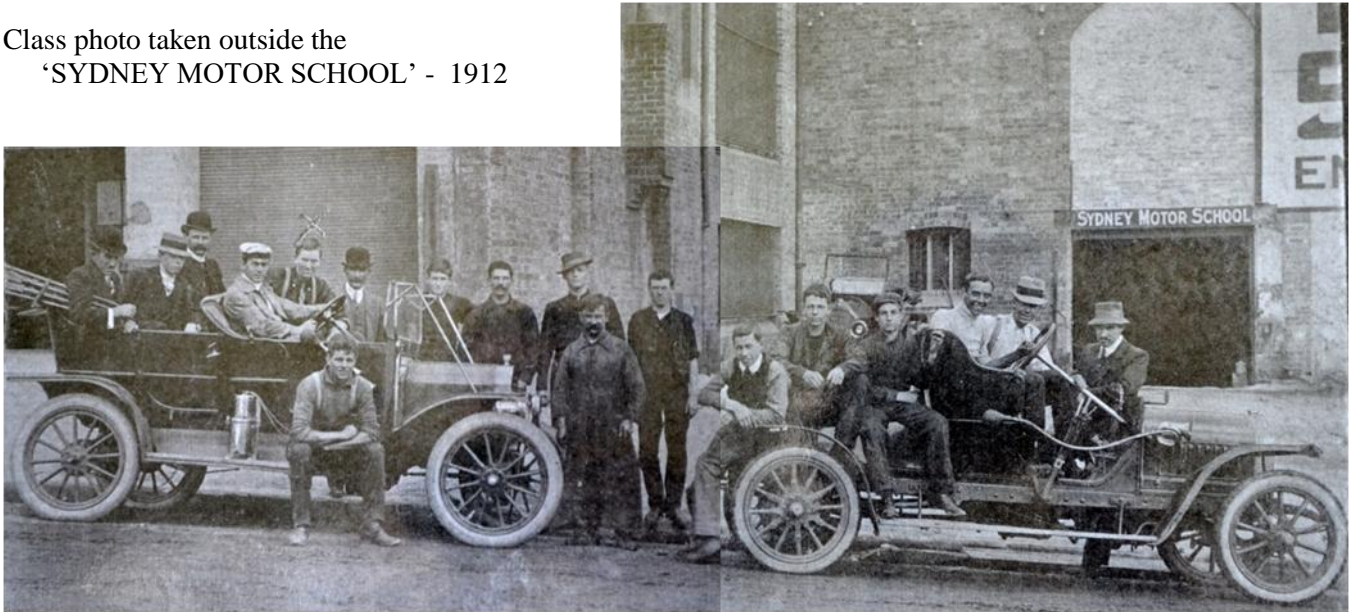
A motor vehicle activity that often is given as a verbal account or on here-say; now validated.

by M. C. Boardman

A Graduant from the SYDNEY MOTOR SCHOOL - 1912.

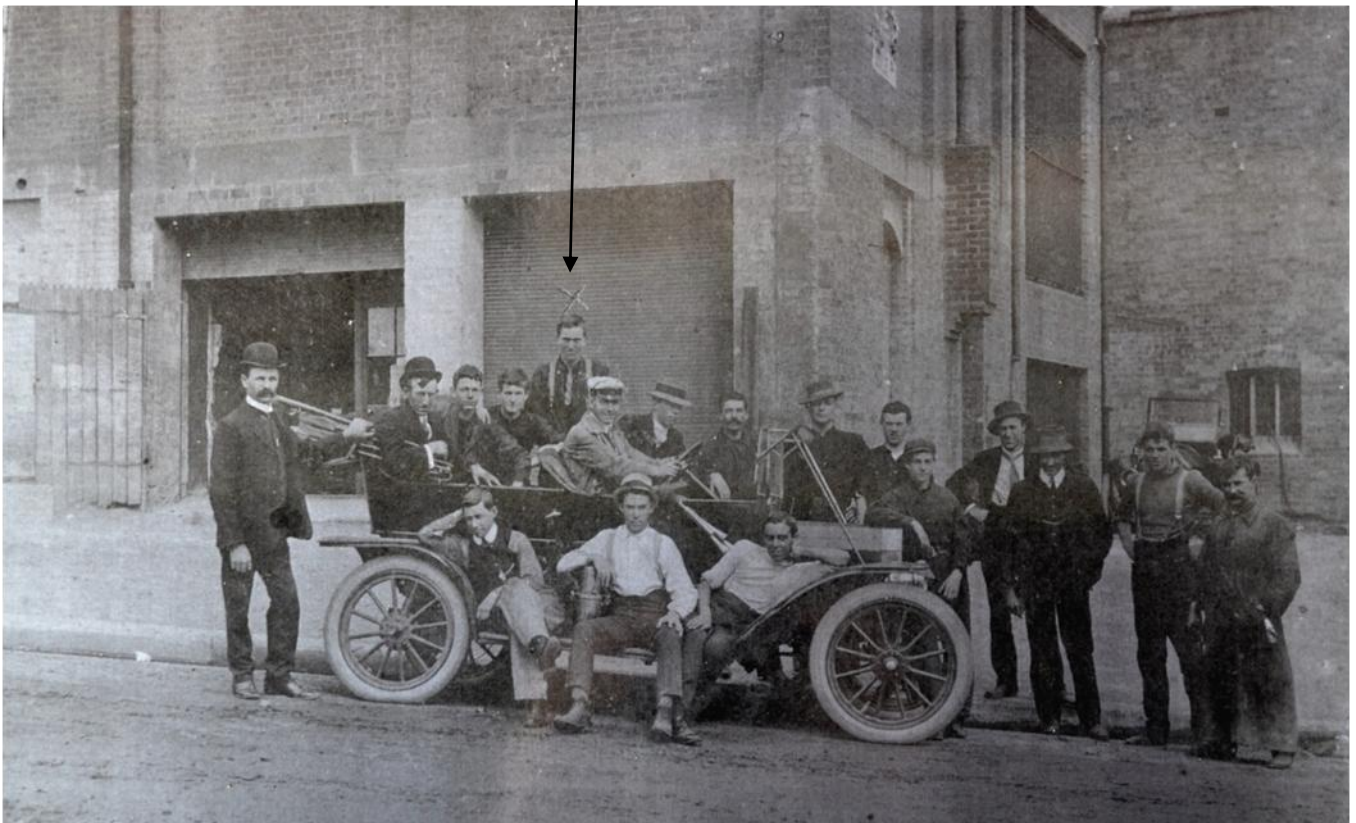
Information supplied to me by Alan and Lyn Walker on 10th February 2012.

Class photo taken outside the
'SYDNEY MOTOR SCHOOL' - 1912



The *Ford* is probably almost a new vehicle and a third vehicle is parked behind.

The young man who received training in the maintenance, care and 'motor' driving skills is a direct relative to Lyn and is identified by the person having the 'X' placed above his head, the young fellow with tie and braces. He is known to Lyn and Alan as Mr C Greetham.

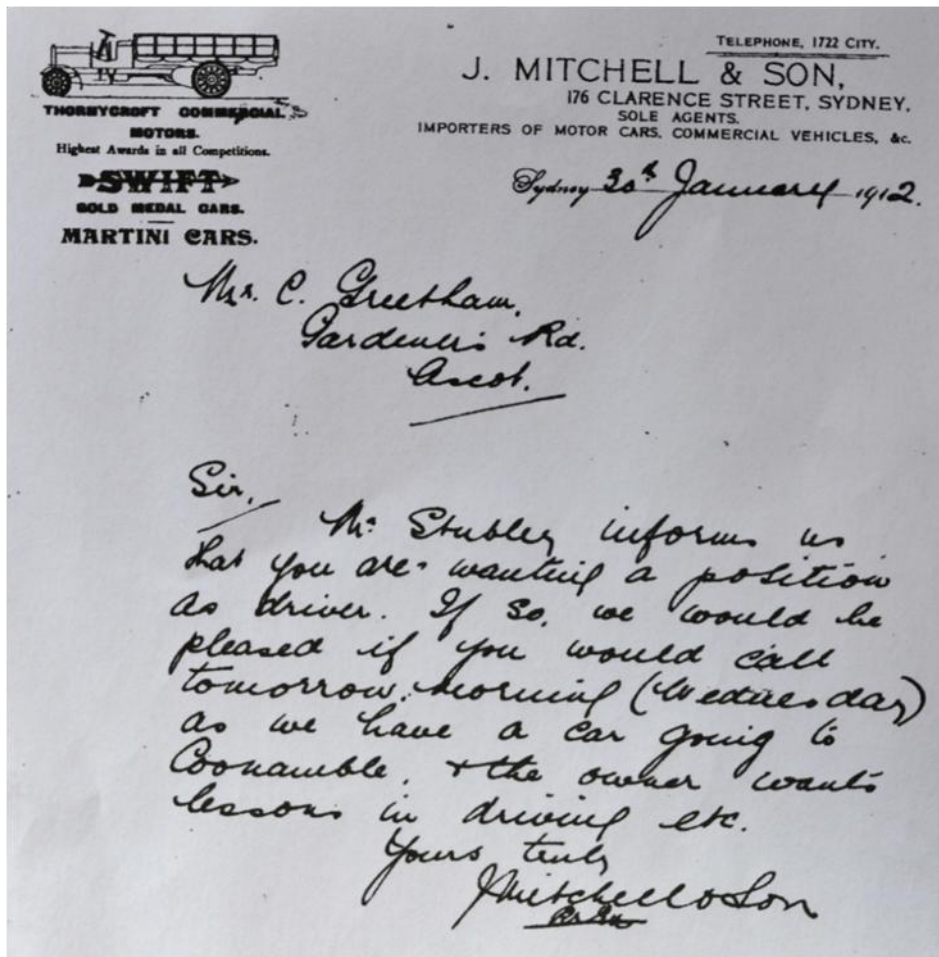
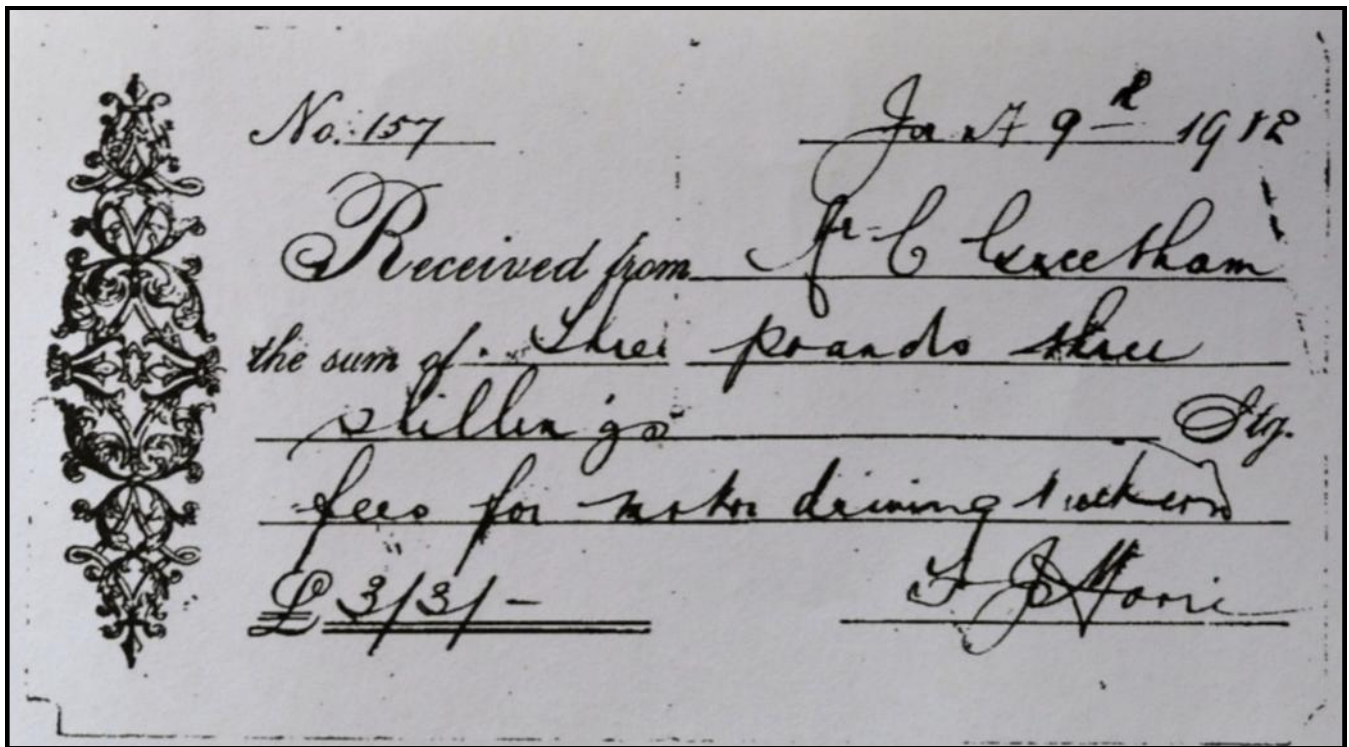


A second group photograph – the man dressed in the suit, (on the far left) with his hand on the hood irons could well be the class instructor, the person I suggested as being Mr Stubler.

A copy of Mr Greetham's receipt, Number 157 from the Sydney Motor School, dated January 9th 1912 and signed by Mr F J Morie (?) is provided as evidence.

As can be seen the Motor Driving Instruction fees came to £3/3/-.

That is pronounced:- Three Pound, Three (shillings) or as one would say:- Three Guineas neat.



On completing the course of instruction Mr Greetham was to be duly employed (probably on a casual basis) to hand deliver by road newly purchased cars and give driving and general maintenance training to the new owners upon delivery. One such assignment on record was to be to the country town of Coonamble.

In the letter it is seen that Mr Greetham was recommended to Mr J Mitchell by Mr Stubler, who may have been the School Principal (or class teacher) from the Sydney Motor School that Mr Greetham had recently attended.

The Motor Agent, Mr J Mitchell & Son of 176 Clarence Street, Sydney had contacted and engaged Mr C Greetham of Gardeners Road (M)Ascot, on or after the 30th January, 1912 to deliver a motor vehicle to Coonamble.



At this point, it is easy to fantasize the vehicle that was to be delivered could well have been a new Martini or Swift, for which cars Mr J Mitchell was the Importer and Sole Agent.

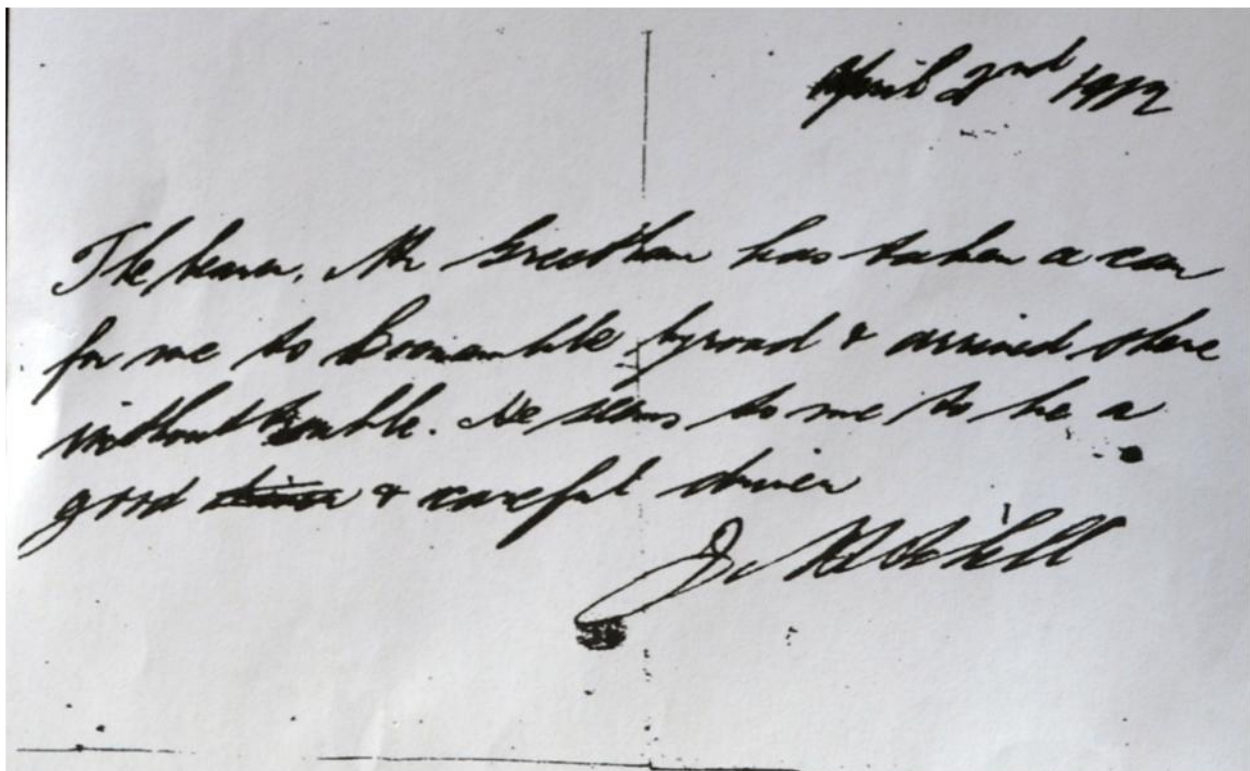
I would also surmise that Mr Greetham's job also entailed him to encouraged other wealthy country gentlemen, professional practisers' and stock and station owners to consider the purchase of a motor-car by providing 'joy rides' whilst this new owner was 'showing off' the new purchase and at the same time of course, learning to drive this new motorised carriage. (The Australian delivered photographed car is said to be a Swift, probably a 4 cylinder.)

We also have been told that often the Motor Instructor would 'live-in', at the new owner's expense for about a week or so before taking the stagecoach or steam train back to the 'city', and hopefully taking with him the names of sales made for further deliveries.

On completion of this contract, Mr J Mitchell wrote for Mr C Greetham a reference letter on the 2nd April 1912. It states simply that:

"The driver, Mr Greetham has taken a car for me to Coonamble by road & arrived there without trouble. He seems to me to be a good ~~drive~~ & careful driver."

J Mitchell.



DRESS FOR MOTORING in 1902

Edited by *M.C. Boardman*

In my collection of 'Old' books is one titled '*Motors and Motor-Driving*' - April 1902.

Written in the *Preface* of this book, '*Motoring*' had been recognised and accepted in 1902 as a '*Sport*', and a separate *Chapter* within, had been dedicated on dress sense and attire for the sporting activity of motoring. Here, *Lady Jeune* provided an insight on the "*Dress for Ladies*" and her prose now dates at 110 years.

Lady Jeune's opening statement is; "My simple task in this volume is to discuss that side of the question which affects women very deeply - how to dress and equip themselves so as to be warmly and comfortably clad with as little disfigurement as possible".

She claimed; ". . .it is almost impossible to make the dress they have to wear a becoming one".

So this is what *Lady Jeune* had to offer the fashionable female of the period:-

"In most sports and pastimes for women the dress they assume is arranged with a view to adding to their charms and can be both pretty as well as serviceable. In activities such as tennis, skating, hunting, swimming and bicycling, the clothes worn can be made to show off the figure and that a hat will create a delightful frame to the face".



"Indeed it is a fact that the athletic costumes of women are very picturesque and being one of the reasons which made outdoor sports so popular among young couples"

"The dress type selected for the sport, 'Motoring' must be regulated to a great extent by the speed at which she travels and it is quite possible to wear a smart hat and pretty cloths, if the pace is a comparatively slow and a short one

to the Main Street (above) or the local Park"

A 'Sporting' activity photographed within an Australian Botanical Garden.

"But how should a women dress who goes on long journeys in every kind of weather and at a high rate of speed?"

"Here it is absolutely essential to keep warm.

A warm gown should be adopted, made of material that will not catch the dust; heavy fur which, while it looks smart and lavish is a sure means of catching and retaining dust. The material's colour should be chosen so as not the show discolouration to any dust and grime; choose gray fabrics over pastels and other light colours".



“It is also important to wear warm clothing under the gown; for unless such jerseys and bodices are worn, the wind penetrates and it is quite impossible to avoid feeling chilled during a long day”.

“The fatigue which is inseparable from many hours in the open air, which is intensified by the rapid speed at which one travels, becomes greater as the day passes. With the increase of that fatigue a feeling of cold arises, so that unless sufficient amounts of warm clothing are worn, the sense of exhaustion becomes very trying”.

“These amounts of colourless clothing however has the disadvantage of making one feel heavy, bulky, stiff and quite unattractive”.

“There is one point interesting to every woman on which very few words are necessary and that is what the effect of long days in the open and the rapid passage through the air must have on their hair and complexion. It certainly does not improve it but there is not much use in trying anything, except wearing a full scarf or veil to mitigate its evils, many people powder and grease to prevent the skin from getting red and hard.”



A long Coat showing Leather Waistcoat

The same buttoned up



“Alas!, if women are going to ‘Motor’, they must re-linguist the hope of keeping their soft peach-like bloom. The best remedy is cold water and a rough towel and that used sparingly in the morning before they start”.

“There is one other, the last, but perhaps the hardest concession a woman can make if she is going to ‘Motor’ and that is that she must wear glasses - not small dainty glasses but veritable goggles. They are not becoming but are absolutely necessary both for comfort and the preservation of the eyesight”.

“As I, (*Lady Jeune* - not the Editor) have tried to point out, one’s appearance must be sacrificed if Motor-Driving is to be thoroughly enjoyed. Those who fear any detriment to their good looks, had best content themselves with a quite drive in the Park, leaving to the more ardent motorist the enchanting sensation of flying along the lanes and roads of our lovely country”.

This picture is said to be photographed somewhere in Sydney, photographer possible *Kerry and Co.*



A motoring party dressed for an adventurous ‘long distance’ event. Maybe it’s “*Another Run in the Country*”.



Another ‘sporting’ activity conducted in the Park.

Entry Form - Maraylya Day



Vintage Motor Cycle Club of Australia (N.S.W) Inc.
(Affiliated with The VMCC of The United Kingdom)

Veteran Rally 3rd June 2012

Once again the VMCC is running a Veteran Only day, starting at Maraylya at 10 a.m. & we would again welcome your participation. We would also appreciate if you could pass on an invitation to any other interested people.

The Rally will start at the Park, Boundary Rd, Maraylya. There is a nice area for children to play & plenty of parking.
Please fill in & return the form to help with catering & organisation.
Entries will be accepted on the day but if you could help by returning this form & your \$10 by 1st June 2012 it would be much appreciated.

Entry Form

Name..... Please complete a form for each Entrant

Address.....

.....P.C. Telephone.....

Machine1)..... Year..... Club.....

Machine2)..... Year..... Club.....

Entry Fee (includes some refreshments) \$10

Lunch will be served back at the park for \$4 each.

Number of lunches required by you & your family.....

(This is to help with catering & does not need to be exact.)

Please return this form & \$10 made payable to Vintage club of Australia (NSW) Inc.

To: The Secretary, VMCC
50 Lucinda Rd.,
EASTWOOD 2122

DECLARATION: The motorcycle/car I will be using on this rally is either on full road registration or Conditional registration. I undertake to not hold the Vintage Motor Cycle Club (NSW) Inc., its Rally Committee, Representatives or Marshals responsible for any damage to or theft of machinery or possessions or any bodily injury sustained in the course of travelling to or from the event or while participating in this rally.

SIGNED.....

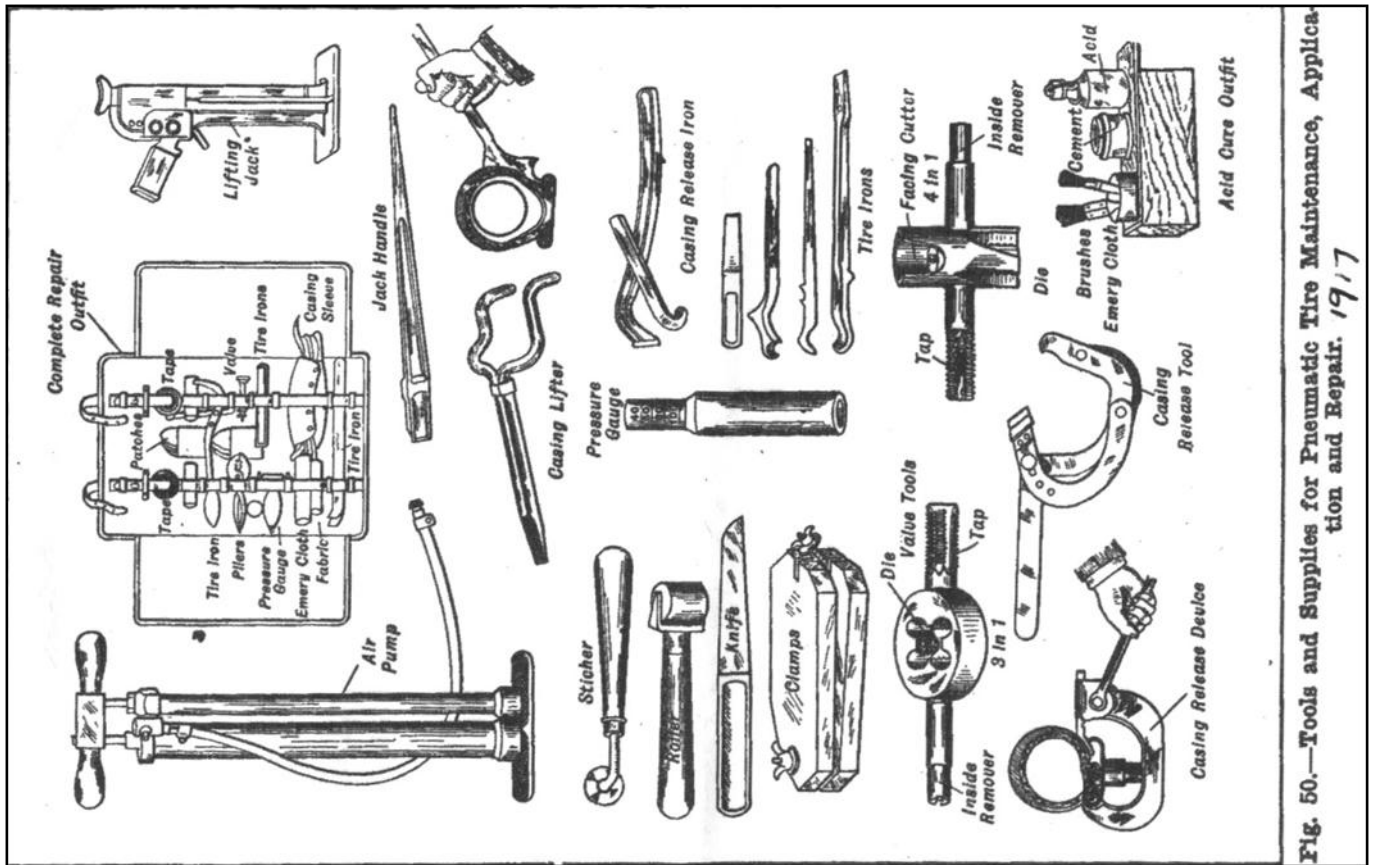


Fig. 50.—Tools and Supplies for Pneumatic Tire Maintenance, Application and Repair. 1917

The above courtesy of Bill Heeney

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Bonnet for 1912 Buick, good condition only suitable for patterns-free

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Exhaust pipe 90 deg stainless steel bend, mandrel bent, centre to end 300mm approx. \$10

Contact: Graham Weekes (02) 9533 2161

[3-12]

For Sale: (cont)

1912 CROSSLEY TOURER A superbly restored - but not over-done - example of Crossley's 4-cylinder 15hp touring car, with only two owners to date. Well known throughout the Australian veteran car community and also to the global Crossley fraternity. This car is in excellent condition in every respect. It is extremely reliable and offers excellent road pace in comfort for longer touring events while being perfectly tractable for local runs. Fitted with full all-weather equipment, painted in damask red and black with full leather interior, this is a truly desirable Edwardian. Price is AU\$80,000 and includes all relevant documentation, a parts engine and a small quantity of other spares. The car's detailed history is also available, from discovery as a derelict out Longreach way through restoration and up to today. **Serious enquiries only, please.**



Contact: Alison Kenward on 07 3267 6046 or email alison.kenward@bigpond.com
[5-12]

1911 Talbot 12hp - put on the road for the 2011 rally - fortune spent on motor and drivetrain. Everything redone. Very original panels, etc. Excellent condition. Kevin Boardman will provide reference as to mechanical condition. Is currently running a borrowed engine fan. I am just not using it and want to concentrate on the bikes. Many extras and parts not fitted as yet. \$35,000 ono.



Contact: Ian on Vintage@bigpond.com
or Ph: (02) 4657 2927
[5-12]

DARJEELING DIETZ LAMP. Price: \$90.
Contact: John Blakely, Ph. (07) 3846 1459.
[5-12]



De Dion Bouton engine C.P 90x150 1908-1912 suit Delage. \$800
Large selection of De Dion Bouton C.P 90x150 crank cases, barrels, T cover, cams etc. \$400
De Dion Bouton 8 HP ATMO in bits. \$500
Large Longuemare carby No 129552 - D34 1905-1905 Suit large veteran. \$800
Clement Bayard Bonnet coal scuttlerrepairable. \$50
Contact: Geoffrey Simmons Ph: (02) 9796 7530
[5-12]

For Sale: (cont)

1912 Fiat Type 2 Engine N°851 Most mechanicals including magneto, no wheels. Good project. Can be inspected at Australian Motorlife Museum, Integral Energy Recreation Park, Darkes Road, Kembla Grange. \$2000 ono

Contact: Wendy Muddell Mob: 0408 211 844

[4-12]

Wanted:

Need an 8hp De Dion cylinder barrel to replace existing that I am told cannot be internally repaired. Car was on show at the Mittagong Veteran National. All leads welcomed.

Contact: Kevin Boardman on (02) 4654 5499.

[3-12]

Magneto 2 cylinder, 180 degrees, 1½ inches from base to centre line of armature, anti clockwise rotation as viewed from drive end. To replace UH (now deceased) on GWK.

Contact: Doug Marshall (02) 4976 1769

[3-12]

Any Parts or information for a 6 cylinder Clement Bayard thought to be 1910. Engine N° 981. 6 cyl (3x2 cyl blocks on common base. Missing crankshaft and camshaft). Gearbox case in good order except no gears.

Contact: Phill Lockey (07) 4693 5058

[5-12]

1910 TALBOT 4AB...4 connecting rods, engine sump, rear axle internals, torque tube, gearchange gate.

Contact: Laurie Kathage, 50 Victoria Avenue, Chelmer Qld 4068, Ph. (07) 3379 2193;

or email: lauri.kathage@qr.com.au

[5-12]

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