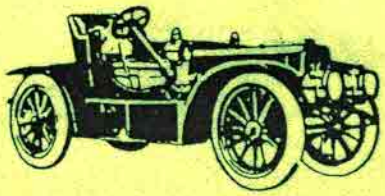
10 July 2002

THE EDWARDIAN

Dedicated to the Preservation & Restoration of Veteran & Vintage Vehicles

V·V·C·C·A - A·C·T
NEWSLETTER

OFFICIAL JOURNAL OF THE VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA ACT (INC)



Tarrant 1906

The VETERAN and VINTAGE CAR CLUB of AUSTRALIA - ACT Inc.

"DEDICATED TO THE PRESERVATION AND RESTORATION OF VETERAN AND VINTAGE VEHICLES"

Please address all correspondence to:
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Club's Website Address http://www.geocities.com/vetvinact/

Office Bearers 2001 – 2002

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The Veteran and Vintage Car Club of Australia ACT (Inc) was formed as a non-profit club in 1961. Its members number about forty and they are dedicated to the restoration, preservation and use of Veteran and Vintage vehicles.

Veteran vehicles are those manufactured prior to 1 Jan 1919

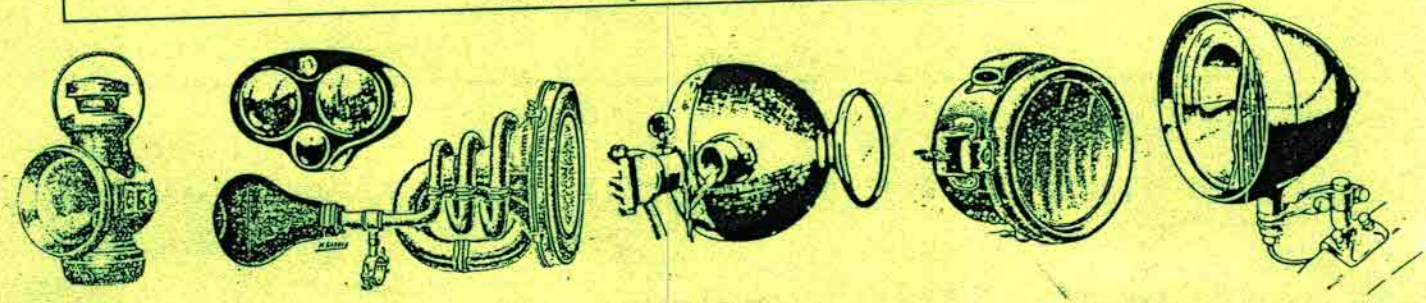
Vintage vehicles are those manufactured prior to 1 Jan 1931

MEETINGS HELD EVERY 3rd WEDNESDAY OF THE MONTH AT 8PM.

The Club meets at the Canberra Institute of Technology, Canberra Avenue, Fyshwick on the first floor of the School of Engineering (Admin). Access is from Mildura Street. Meetings are usually followed by a talk on some interesting theme, a film or other entertainment and then by supper. Visitors are always welcome at the club's meetings.

Copies of the Edwardian go out to each fully financial member. We also forward a copy of the magazine to other Clubs on a reciprocal basis, with the understanding that each of us may, if we desire, use any of the material in the other magazines, for the benefit of the respective Club members.

Membership Fees:- $40 per year



PRESIDENTS REPORT

At the last club meeting the options available for the clubs public liability were canvassed. The C.A.MS insurance would appear to be limited in it's implementation in that every member would have to join C.A.MS to get cover; then the club would have to get cover as well. At the Council Of Car Clubs a fax was circulated that appeared on the surface to offer a 10 million dollar P.L.I for a premium of $539 annually. We have faxed the Melbourne firm concerned but at thetime of writing this report I have not received a fax confirming all the details for the next meeting. Rob Woolley was also seeking a quote from his insurance broker. Again no detail at this stage but hopefully I will have something for you at the next meeting.

Also at the council meeting in June the proposed fee increase has now been delayed until A.G.M in September. The Wheels 2003 has been confirmed for the third weekend of February 2003. Shannons insurance again will be the major sponsor for this event.

As the A.G.M and the Presentation Dinner is approaching could members who received trophies last year please return them to me in the July meeting. As the TECH COLLEGE is closed for holidays the next meeting is at the Downer Club, Hawdon Place, Dickson on the 17th of July. For those who may want to eat before hand, they can do so but the meeting is to start at 8.00pm.

The SUBS- $40 are now due and the club would be only too pleased to take your money,

Thanks,

Gerard.

PLEASE NOTE!!

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July 17th Meeting

Due to the unavailability of our regular monthly meeting venue, the July meeting will be held at the Downer Club, Hawdon Place, Dickson. The meeting will start at 8.00pm. and will be held in a different room to that in which those who choose to, will be eating.

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Broken Spring Leaves

Contrary to popular belief, road springs do not usually break in compression, but on rebound when the spring clips are not tight allowing the main leaf to take the full stress. Properly tightened spring clips allow distribution of the stress to all the leaves and prevents breakage. Improper spring shackle adjustment is another frequent cause of spring breakage. Shackles should only be tightened snug enough to still allow the spring eye and upper shackle to have enough clearance to move freely. Keep U bolt threads lubricated and tighten nuts on the maintenance check-up. Nuts on dry rusty threads sometimes indicate tight - don't be deceived.

EDITORIAL

In my last editorial I raised the question whether or not we really needed to have public liability insurance seeing we were an incorporated association - the whole idea of incorporation being to protect the members financially from litigation against the club in the first place. Well latest news from my old State suggests I *may* be right. The Qld. Combined Council recently approached The Qld. Dept. of Justice about the issue and was told by the Dept. that if the incorporated association did not own property, then there was no need to have public liability insurance. I'm not sure what exactly the definition of 'property' is. Whether it means real estate or whether they class a bbq trailer and photocopier as property would need clarifying. If it is, as I suspect, real estate, and the legal situation is the same in the ACT as it is in Qld., then not only are we unaffected by the whole public liability issue, but we can save ourselves several hundred dollars a year on the premiums we have been paying in the past. I repeat what I ended with last month, that we need to get legal advice on the above. This legal advice should be sought by the Council of Car Clubs on behalf of all member clubs as it clearly effects all. Let's hope that it is in our favour.

You may remember my earth shattering revelation of a few months ago regarding the expansion of eligible vehicles for the world famous London to Brighton run. I'm indebted to Ian Irwin for his supplying a recent item from the UK press which supports what we all probably surmised anyway – their are some very unhappy chappies in the UK re the change. Also further on you'll see an advert for the forthcoming Bendigo Swap bus. Already five club members have indicated their interest in taking advantage of this great package. With Swaps nowadays being almost entirely composed of flea market junk and post '60's stuff, it is refreshing to know that there is still one swap left that attracts a decent amount of the early stuff. Whilst I have always regarded this weekend as a sacred one of male bonding and secret men's business, a few partners (of the female variety) also make the bus trip and, if not attending the swap, spend some time at markets, shopping etc in Bendigo itself. So come one, come all. Just contact Scott Appleyard, or myself if you'd prefer, to secure your seat.

With our AGM due soon there will no doubt be some retirements from various positions. Maybe those committee members not standing again may like to canvas suitable replacements. Please give careful consideration to taking on a position. You can rest assured that you will receive any assistance necessary if required. Speaking of retirements – of a non car related matter for a moment - I heard the other day that good old Morse code has been officially 'decommissioned' (and has been for a couple of years in fact). It seems that modern communication methods have led to its demise. This is bad news for T Ford owners who of course will now have to come up with some other universal distress signalling system. Whilst I'm on a trivia roll here, have you noticed how the suffix 'A.D' has been replaced with 'CE', and 'B.C' has been replaced with 'BCE', when referring to an age/period? Any ideas what these new replacements stand for? It took me a little while to find out, but find out I did. In this perfect world we live in it seems that they were deemed to be politically incorrect and outdated (bit like Morse code I suppose). Anyway, CE stands for 'Common Era' and BCE 'Before Common Era'. There, now you are suitably informed in case it ever comes up in conversation.

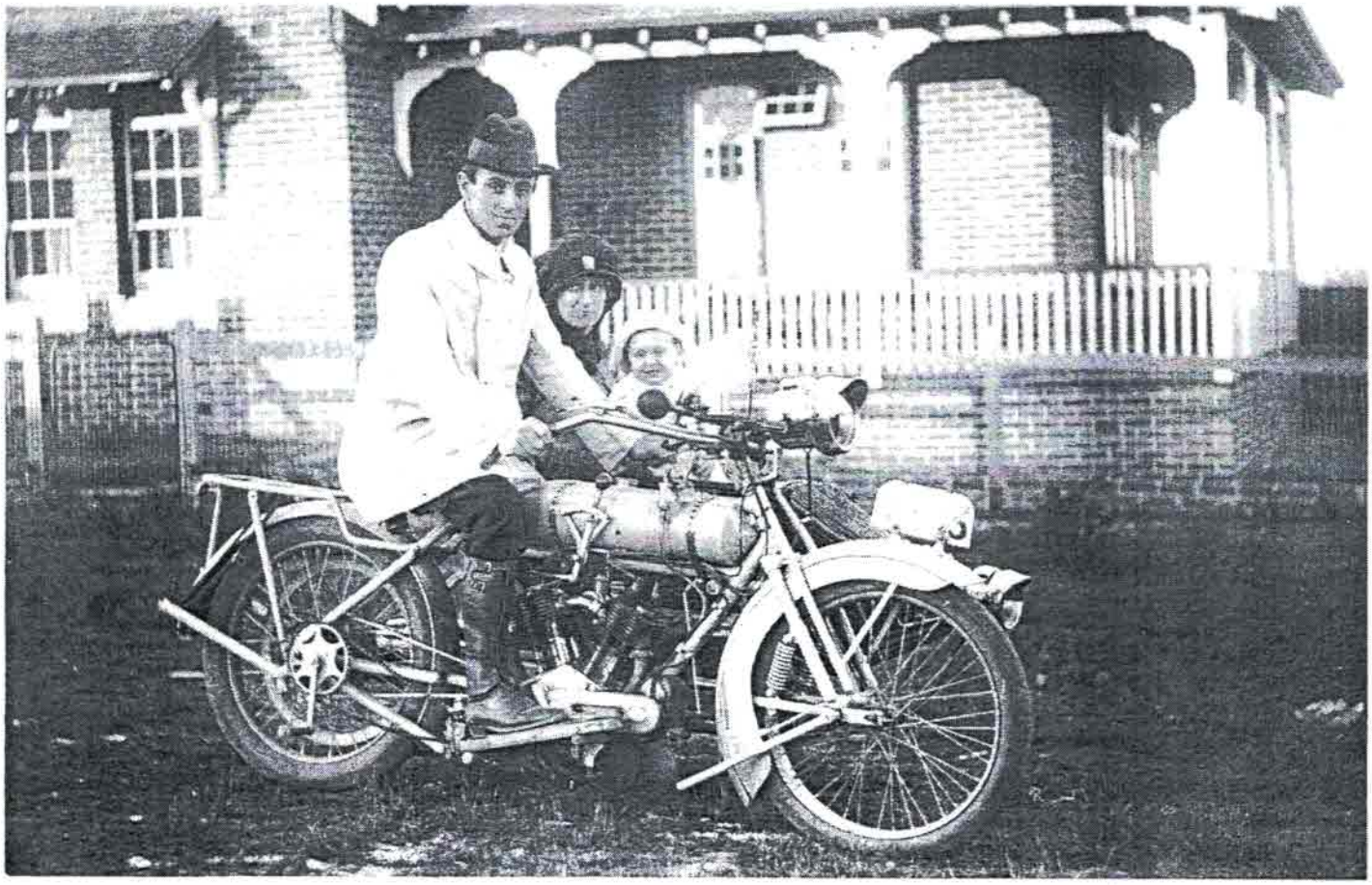
A bloke goes into the doctor's. "Doc, I've got a cricket ball stuck up my backside."
"How's that?"
"Don't you start!"

And with that....

Happy restoring

Rick

"I'm only to glad to take a turn at the wheel on a long drive like this, Dear; gives you a chance to relax!"



Here's one for our two wheeled experts. This delightful photo comes courtesy of John Prentice and shows an unidentified family on an equally unidentified bike. Note the belt drive, wicker side car, the Aussie flag on the handle bars and what appears to be a set of pedals for a pillion passenger. The only thing we do know about it is that the rider was almost certainly employed on the construction of the Burrinjuck dam c 1911/12. This being the case, the photo could very well have been taken in Yass. All correspondence appreciated.

Jul. 21 Club Run

Meet at 11am at the Acton Ferry Terminal (off Commonwealth Ave.) for a mystery local tour. BYO everything.

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FOR SALE / WANTED

Once again due either to few newsletters being received last meeting or them disappearing on the night the following two adverts are the only ones I know are current.

For Sale – 1926 Rugby Coach. Unrestored but complete. $2000. Byron Bramwell 0407 192955

For Sale – 1927 NASH Advanced Six Formal Sedan. Fully imported 'Seamans Body', 98000 original miles, older restoration. Has recently rallied through Tasmania and western NSW with 100% reliability. Large and impressive quality American sedan in very original condition. Heaps of spare parts including six wire wheels which need repair. 3 owners. Currently on ACT Club Plates. The perfect car for Canberra winter rallying! Asking $16500 negotiable.
Evan Quarmby (02) 6284 7147 (mob) 0410 596530

What Makes 'em Tick

ARTILLERY WHEELS

by Harold Sharon

Lots of brass cars are running around with loose, untrue and unbalanced wheels. It's not necessary to live with these unpleasant and sometimes unsafe wheels.

One friend had wheels that were working at the spoke-felloe joint, but were otherwise running true. We drilled 1/8-inch holes on the back side of the felloes and injected epoxy, damming up the biggest outflows to force glue to other regions. A few spokes wouldn't accept the injection due to tight dowel ends on the spokes. On these, we drilled the holes inward from the rim, directly to the end of the spoke.

With the wheel running true, by the next day the joints were 100% tight. Ask your doctor for some old one-use plastic syringes of about 10 to 30 cc, without the needles. The snout will tell you what drill. I especially like West System epoxy for this use. I add as much glass reinforcement as I can pump through the job. The glass fiber adds strength.

Some cars are running with loose fits where the spokes meet at the hub. After removing the hubs and cleaning, including filing and sanding the wood, we shimmed with gasket material and/or glass to get the wheels running true (within 1/32" is usually good enough).

Marking everything, we disassembled and troweled in metal-filled epoxy (I like Devcon) and rebolted and rechecked to ensure trueness. You've got an hour or so in the summer, longer in the winter to do this.

The Devcon should squish out everywhere, including between spokes. When hard, the entire hub is as rigid as if it were made of cast iron. You can put release agent on the hubs proper if you think you'll want to remove the hubs for whatever reason later. The net result will be a slightly less-strong, slightly less-rigid hub.

There are some who say a wheel must "breathe" and not be rigid. I am not one of them. Isn't it time you make some measurements of wet/dry spoke length yourself, instead of just listening to old wives tales? I'll take the rigid wheel every time.

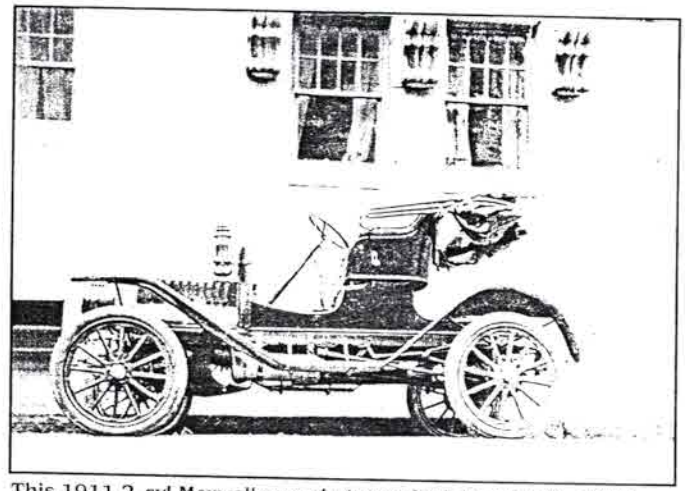
Got sloppy holes on spokes or other wood parts? Devcon with metal filler is available in putty or pouring grade, as suits your need. You can use a greased pin to cast the newly refitted hole, or fill it solid and redrill the hole. You'll drill or file as if you were working metal, since the Devcon is about 80 percent metal by weight. The hole will be stronger than new, and the bolt load will be better distributed to the wood.

I have dismantled and reassembled wheels that looked so good that I didn't take care to mark the original positions, and was severely disappointed with the results. After reassembly, the wheel was out of true and out of balance. Out of balance isn't too important at 20 mph but very unpleasant at 40.

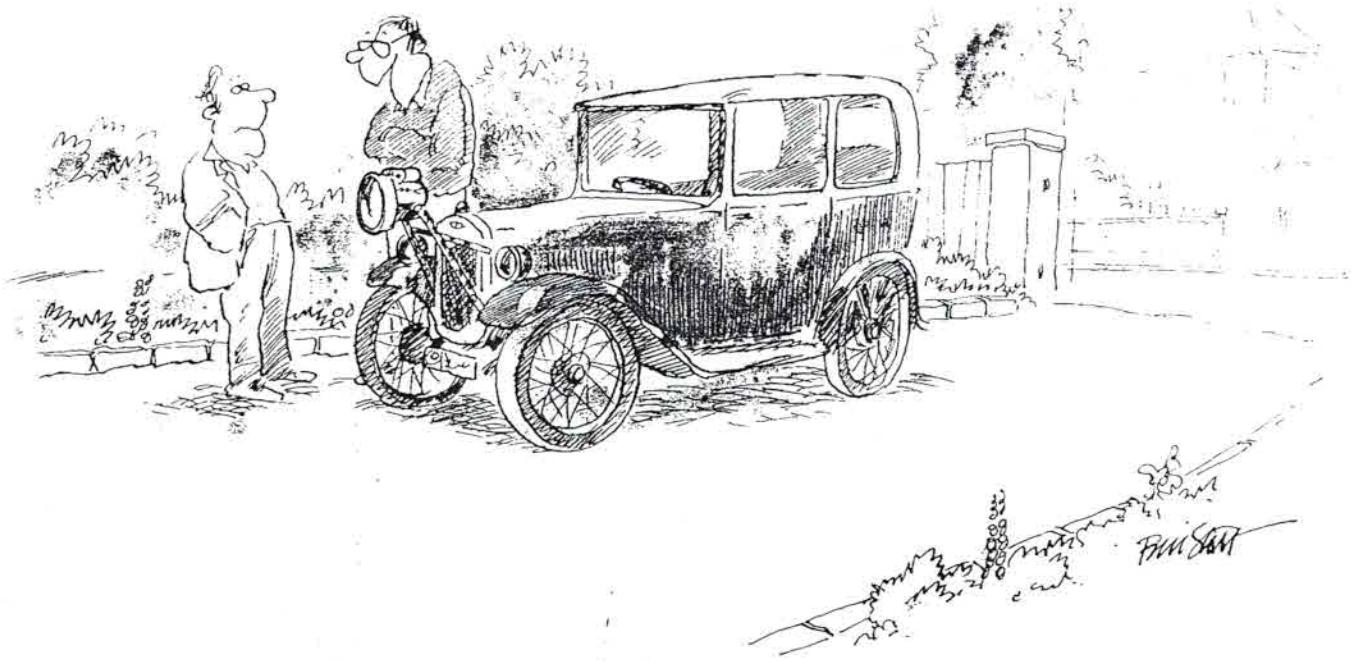
It's duck-soup easy to balance them on their own spindles, on the car. Use light oil instead of grease and remove the seals. You can easily balance for quiet running at 60 mph.

Rims that aren't round can't be made to run true. You've gotta round 'em up!

Occasionally, when reworking a wheel, you'll find a spoke that's so bad you'd like to replace it. You may have a good source of air-dried ash or hickory, but if not, take a close look at the nearest old baseball bat. You can't get a better piece of wood. In fact, I've toyed with writing to Louisville Slugger if I ever make a full set of scratch-built spokes. □



This 1911 2-cyl Maxwell was photographed January 23, 1926 (from the collection of J.H. Valentine).



"The way I see it is — I've got a little Austin and a Napier headlight; I can't afford a whole Napier, so..."

TYRES

From Maintenance of Motor Cars by Eric W. Walford - 1912

There is not the least doubt but that it pays anybody who is concerned with the looking after of a car to understand the construction and repair of his tyres thoroughly. Tyre construction has improved considerably during the last few years, and actual road troubles on this account are very few and far between, and such troubles as do arise can be dealt with in a few minutes if detachable wheels or some form of spare wheel, such as "Stepney," is fitted. As stated above, an intelligent grasp of the construction of the tyre and the functions of its different parts is of very great importance. In actual fact, the tyre is not a complex article, but the security or holding down bolt presents a small amount of difficulty to the beginner, even if he is an adept at handling and repairing bicycle tyres.To the uninitated it may be stated that the tyre, Fig.1, consists of an inflated inner tube D and an outer protecting cover C. The former is constructed of rubber only, and is provided with an inflating valve, which is illustrated in Fig.3. This is slightly different from the type used on pedal bicycles, and will be fully described later. It is the air tube that provides the resilient support for the car on // the road. If it were not of such delicate construction the outer cover would not be required. As it happens it is practically impossible to make an air tube of such stoutness as to withstand road wear and provide the necessary means of attachment to the rim. Therefore the outer cover is used in just the same way as a human being wears a boot on the foot to protect his more delicate sole from damage. Fig. 1 is a sectional view of part of a wheel cut in two to expose the interior of the tyre. As will be seen, the wheel rim is provided with two inturned edges A, which engage the beads B of the outer cover C. The inner tube D lies within the outer cover, as shown, and its removal or replacement can only be effected if one of the beads Bis moved from under the edge A, as shown in Fig. 2. To prevent the cover creeping round the rim when in use, the holding down or security bolts are employed. One of these is shown separately in Fig.3.and it consists of a stem G, with an enlarged head H of some soft and flexible material, the stem G being provided with a wing nut J. The stem G is of considerable length, and when in position, as shown in Fig. 1, a good deal projects beyond the wing nut.

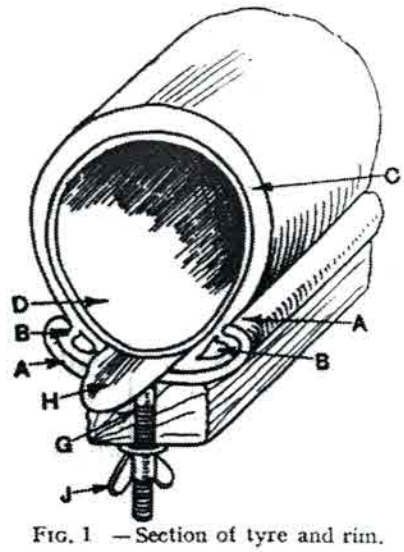


FIG. 1 — Section of tyre and rim.

In position the head H (Fig.1) is drawn down by the action of the wing nut J screwing on the stem G so as to grip the beads B and hold them securely in the bed of the rim and prevent any creeping of the cover in relation to the rim. These security bolts are only used on account of the great tendency there is for the cover to move around the rim, which, if permitted, would tear the valve from the inner tube.

The construction of valve used is generally that shown in Figs. 3 and 4. The first shows the parts all assembled, and the second the parts separated. First comes the large cap A, which is merely used to protect the other parts, particularly the screw threads, from the action of dust and rust. It performs no function in retaining the air in the valve, and the valve works perfectly well without it, but to enable the parts to screw into and out of place easily it is desirable to keep it always in position. Next comes the inner cap B, which screws down on the end of the valve tube C. If the interior of this cap B is examined it will be found to contain a rubber washer, which seats at D and actually seals the outlet to the valve. This cap is not really required for the proper action of the valve, but it acts as a safeguard, and if the valve is prone to leak at all it should be used, as it will prevent any air leaking out through the tube C. If the cap B is screwed down very tight the rubber washer, in course of time, becomes cut to pieces. In such a case a leather washer can be used.

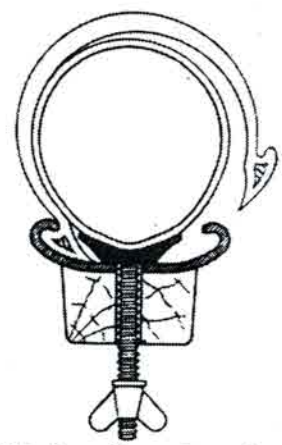


FIG. 2 — One edge of cover free from rim.

To pump up the tyre the caps A and B are removed and the tyre pump connections screwed on to the tube C. Sometimes a small amount of air will escape during the operation of screwing or unscrewing the cap. This is due to movement of the needle valve E, and particularly does this occur with caps B of the type which have a central stem or needle fixed in them. This leakage will often occur directly the cap B is removed or

TYRES – Continued

replaced, but it does not indicate that the valve is faulty in any way. If the valve has not been examined for some time, removal of the cap B will perhaps move the needle valve E into the open position, and it will stick there, causing the air to leak out. If this happens—and its indication is a hissing sound, accompanied by deflation of the tyre—the trouble can be easily remedied by removal of the milled nut F which holds the tube C in place.

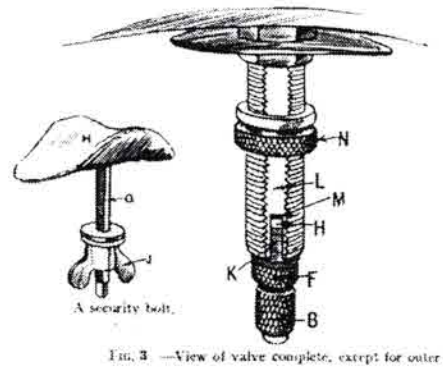


Fig. 3 —View of valve complete, except for outer cap

This tube can now be removed, together with the needle valve E, which may be found to be sticking in position, or there may be a small piece of grit lodged on the rubber head G, or this may have become dead, i.e., too hard.

In any case, in the event of the tyre deflating when the cap B is removed, the needle valve E should be taken out as described and made perfectly free in the tube C, and the latter and the milled nut F replaced, taking care that the little square shoulders H go into the slots K in the valve body L. The tube may now be pumped up, and the valve should hold the air properly in between each stroke. If it does not, turn the wheel until the valve is uppermost, which, of course, encourages the valve E to fall into its proper place, which it may be assisted to do by slightly tapping the valve. To deflate the tube, slack off the nut F and pull the tube C downwards. The parts have the same reference letters in both Figs. 3 & 4.

In the event of continued leakage through the valve, it should be ascertained whether the leakage takes place through the needle valve E or through the seating of the tube C. Around the lower end of the tube C is a rubber washer M, which seats inside the screwed body L and makes an airtight joint between the tube C and the body L. If this is to be effective the milled nut F must be screwed up fairly tight. If too tight, in time the rubber washer M will require renewal.

To ascertain at which point leakage occurs, the tyre should be inflated and the wheel turned until the valve is in its uppermost position, and a tumbler of water held up to the valve, as shown in fig. 5 the caps A and B having been removed. If the tumbler is so held that the nut F on the tube C alone projects into the water and bubbles take place, it is obvious that air leaks along the tube C, and consequently it is the valve E which is defective.

If no bubbles occur at the point D, the tumbler should be held higher up until the end of the slots K is covered. If the washer M leaks the bubbles looked to and straightened, and if the rubber head G is not clean or soft, the needle valve should be replaced. The Dunlop Tyre Co. issue a box of spare washers, needles, etc., containing all the parts necessary for the cost of a few pence.

The valve body L projects through a hole in the wheel rim, and is held in position by a milled nut N, which screws upon it, and should be very tight, so as to maintain the valve in a true radial position with regard to the wheel.

A defective valve will often give a great deal of trouble, and a motorist frequently takes out his tube time after time hunting for supposed punctures, when all the time the trouble is due to the washer M or the needle valve being slightly defective, so that it is always as well to examine the relatively accessible valve before the tube is taken out.

To remove the air tube all the loose parts illustrated in Fig. 4 must be removed, leaving the valve body L naked as it were, and free to be pushed through the hole in the wheel rim. It should then be pushed into the tyre, and allowed to stay as far in it as it will. In some cases it may spring out the whole way, whilst in others it may stay half-way in. The farther in the better, but in any case it should be seen that the valve body is free in the hole. Next the wing nuts J Figs.1 & 3 on the security bolts must be unscrewed to the very end of the stem. They need not be removed. Having unscrewed these, the security bolts should be pushed as far into the tyre as possible, just as the valve has been. This is in order to bring the heads H away from the beads B, and leave them perfectly free. This position is illustrated in Fig. 6. Either side of the outer cover can be removed by merely taking the bead X past the security bolts Y, and lifting it over the inturned edge Z of the rim. This sounds an easy operation, but it requires three strong levers for its carrying out. These, as shown in Fig. 7, are provided with a plain end and a hooked one. For removing the tyre the plain end is used. First of all, the bead is pushed over as far towards the security bolt as possible, and the lever pushed down between the bead and

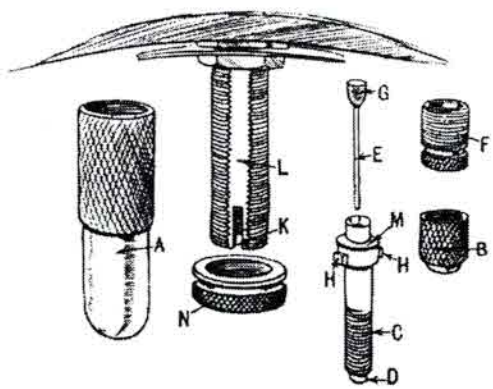


Fig. 4 —Valve parts separated.

TYRES - Continued

the rim edge, as shown in Fig. 6. By depressing the hooked end of the lever, and moving it through an angle, as shown by the dotted arrow, it will be clear that a position will be arrived at corresponding to that shown in Fig. 9, in which the edge of the bead A is partly lifted over the side of the rim. This first lever must be held in the position shown in Fig. 9, when a second lever should be placed about six inches away from the first, and this pressed down into the position shown in Fig. 9. A third lever is then used in the same way on the opposite side of lever No.1,as shown clearly in Fig. 10. When the third lever is brought into position, it will be found that lever No. 1 is perfectly free, and will drop out. It should be removed, and used six inches or so from the other two levers, and these in turn will be freed. In this manner the cover is forced off six inches at a time, and when about half the circumference of the cover has been removed, it will be found that the other half can be pulled off by hand as a rule.

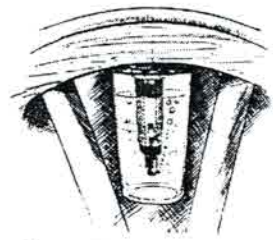


FIG. 5 —Testing the tyre valve with a glass of water.

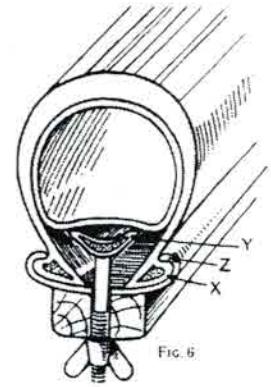


FIG. 6

It will be clear that the commencement of operations should not be at a point close to the valve or any security bolt, and that during the operation the security bolts should all be perfectly free. As soon as the edge of the outer cover is completely removed, as shown in Fig.3, the air tube is free for removal. The valve body should, therefore, be pushed right through the rim into the inside of the tyre, and the whole of the tube can be withdrawn from inside the cover. To remove the rest of the cover, the security bolts must be removed, and the lever is then thrust between the cover and the rim, as shown in Fig. 11, the hooked end of the lever being placed, as shown in the drawing. By moving the lever upwards, the second bead of the cover is forced over the rim. Here again two or three levers may be required.

To fit a new cover, the operation is practically a reversal of that previously described, with the exception that the hooked end of the lever is used (Fig. 12) the whole way through the process of fitting, whilst for removal the plain end is used, except as shown in Fig. 11. When the first edge has been fitted in place, it has to be forced right over to the proper side of the rim before the security bolts can be put in place. This is sometimes a difficult matter, partic-ularly when a new cover is used, as it is probably very stiff. To soften it the cover can be warmed, a simple remedy being to hang it over the radiator when the car is. brought in from a run. Forcing over the first bead into its proper position can be assisted by hammering it with the end of the tyre lever, or by any other means which suggest themselves to the operator. As stated, when the first edge is in place, the security bolts are fitted, and as soon as they are in situ, the wing nuts J must be screwed on the stems a couple of turns. It will be found that the fitting of the security bolts is not an easy matter, especially with tyres of small sectional sizes. This operation is assisted by the use of a forked tyre lever, such as shown in Fig. 13. Improved constructions of forked levers have been produced, notably one by the Dunlop Tyre Co. These considerably assist the fitting and removal of tyres; but, as their use is not so general as the simplest types of lever, their method of operation is not referred to specifically. Having arranged the security bolts as described, the air tube is next put in place, and here is where the greatest care is required to prevent accidental nipping of the tube.

Fig.14 shows the usual way in which a nip takes place, so that before the air tube is put into position, the security bolts must be all drawn down or forced towards the centre of the wheel as far as they will go, so as to preclude any possibility of part of the air tube being pinched under the head of the security bolt, as at A. If reasonable care is taken, a nip is very unlikely to occur. Some difficulty may be experienced in getting the valve into position, and here again the forked lever (Fig. 13) is useful. Otherwise two levers may be used, one on each side of the valve opening. Some makers supply a dummy valve, which is fitted into place to facilitate placing the air tube in position. To prevent any possibility of a nip, the best practice is to deflate the air tube before fitting, and by complete deflation is not meant merely a removal of the valve parts, but the actual exhaustion of the air in the tube.

FIG. 7 —A tyre lever.

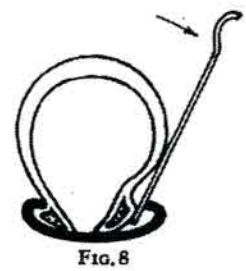


FIG. 8

The tube should be laid on the floor, and rolled up so as to squeeze out all the air through the valve. The dummy valve should then be put in place, or the valve with the parts C, E, and F, shown in Fig. 4, so as to prevent any air entering the air tube. The tube will now be perfectly flat, and any

TYRES – Continued

possibility of it getting into the position shown inFigs.14and 15 is prev-ented, as it will lie flat against the cover.

As the cover moves in relation to the air tube all the time the car is running, heat is generated, and there is a tendency for the parts to chafe. For this reason a lubricant is inserted between the tyre and the cover, taking the form of powdered French chalk, and it is very important that it should be used. Spare tubes should always be kept in a bag or box containing this chalk, and before a tube is put in place, a small handful should be spread out inside the cover.

The second edge of the cover is replaced in position by a reversal of the process illustrated in figs. 8 and 9, xvith the exception that the hooked end of the lever is caused to engage the edge of the rim and the lever raised,as shown in fig. 12.

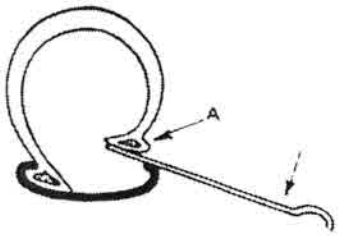


Fig. 9

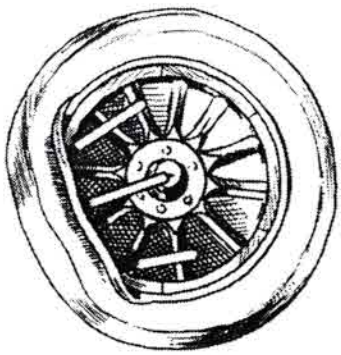


Fig. 10 —Showing three tyre levers in position.

It will be understood that the edge of the bead has to be fitted under the head of the security bolts, so that before the levers are used, the wing nuts J must be screwed as far towards the end of the stems G (Fig. 3) as possible,and the security bolts pushed up into the tyre. Consequently when the bead is forced over the rim edge, it will lie under the head of the security bolts, which should be screwed down after the whole of the bead is in place.

Fig.15 shows another method of tyre replacement whereby damage occurs. If the tube is nipped in this manner close to a security bolt, the tyre will be cut through, and a serious burst occur, which can be obviated by the use of care during the fitting of the tyre.

Having fitted the cover in position and screwed up the wing nuts, the tyre can be inflated; but before this is done the milled nut N (Fig. 4) should be screwed up tight, and during the process of inflating, this and the wing nuts should be screwed up.

As is well known, the chief trouble to which tyres are liable is due to punctures, and these can very largely be avoided if periodic examination of the tyres is made. By this is not meant removal of the covers, but merely running the hands round the tyres to feel if there are any nails sticking in. The author makes a practice of this every hundred miles or so, and it is astonishing what a number of puncturing articles corresponding amount of tube withdrawn, exposing the punctured part.

If there is only one hole, the repair can be easily and rapidly effected; but if the nail has made a number of punctures, or if it has gone through both sides of the tube, it is very often safest to remove the rest of the side of the cover, take out the tube, and fit a new one, making a very careful repair at any suitable time. Full instructions for the patching of the tube will be found on the repair outfit. Briefly the process consists in cleaning the surface of the tube over a small area of which the puncture is the centre. For an average nail hole this area should be about 11/2 in. in diameter. The cleaning is effected with a piece of sandpaper or a hard wire brush. A patch of suitable size should then be found and the proper side smeared with solution. The solution should be applied *as thin as possible and spread out evenly,* and a corresponding coating should be applied to the tube. In the course of a minute or so, if the solution has been applied thin enough, the coating should have dried. In any case it must be left to dr when another coating can be applied, and so on. The more coatings, and the thinner each each is applied, the stronger will be the repair. When three or four coats have been put on, and each has become dry, the patch should be put in place centrally and held firmly for a few seconds until the patch adheres all over to the tube. Such a repair will not in the usual way stand very much heat or very hard work, and it is for this reason that vulcanisation of the parts is often effected.

This system of patching is practically the only means of repair that can be carried out on the road, and it can be applied to quite large holes and even small bursts; the larger are, however, better dealt with by vulcanisation. For this purpose it is better to send the tube to the makers. There are a number of very ingenious portable vulcanisers which can be carried on the car and used for tubes and cover repairs; but, as the process takes about half an hour, it is not of general utility for road use.

Burst covers can be temporarily repaired by the use of a tyre gaiter, of which there are many types on the market

The majority are easy to place in position, but in fitting it must be remem-bered that there is a slight tendency for the gaiter to creep in

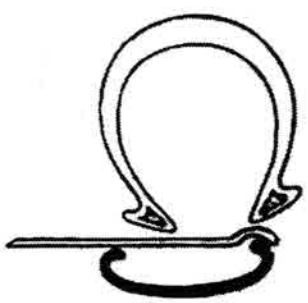


Fig. 11

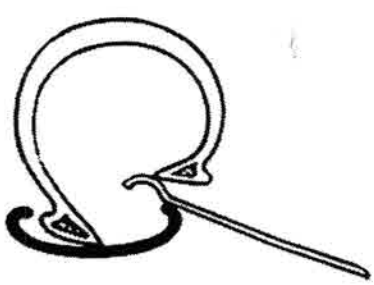


Fig. 12

TYRES - Continued

relation to the tyre, so it must be arranged slightly out of centre to the burst, so that when it creeps it will move into its proper position.

As will have been gathered from previous remarks, a burst is due primarily to a cut in the outer tread of the cover, which allows the passage of water through to the canvas, which forms the strengthening part of the cover. Rotting takes place, and the cover becomes weak at this point, and bursts wheu its strength is not up to the strain it has to bear. To prevent this action taking place, obviously the thing to do is to close up the cut with tyre filling compounds, which are on the market, none of which are of permanent utility. Michelin Mastic is probably about the best. The operation is a somewhat tedious one, but if it is properly carried out, no doubt water is excluded.

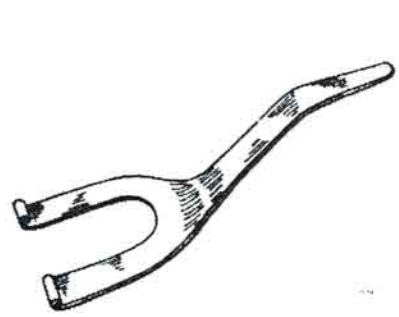


FIG. 13

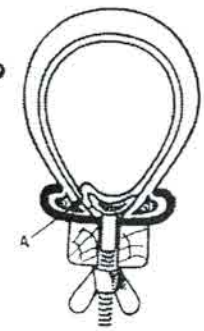


FIG. 14

Sometimes, fortunately very rarely, a tyre will crack along the side next to the rim. This is due to the edges of the bead chafing the underside of the rim, and is consequent on the tyre being of the wrong size for the rim, or to there being insufficient French chalk, or to the tyre being constantly run very much too soft for its load. //

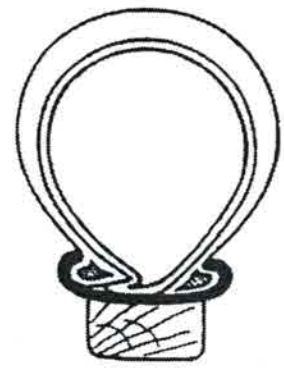


FIG.15

Now we come to a point of serious contention. Makers state clearly in their catalogues the pressure at which their tyres should be run, and the pressure within the tyre can be tested by means of the gauges sold for that purpose. Anybody who has persistently run his tyres at well under the pressures called for by the makers has probably obtained far better results both in the way of comfort and durability. This is the author's personal experience, and he has never come across anybody yet who had any objection to low tyre pressures. The author runs his tyres at a full 20 to 30 lbs. below the maker's requirements, and gets extremely good results.

If the tyre is pumped up harder it is obviously under greater stress and will burst more easily. True, there are corresponding theoretical objections to low pressures, but the author recommends them, certainly with Dunlop tyres, with which most of his experience has been. With very low pressures, and, in fact, with all tyres, it is very important to keep the wing nuts on the security bolts screwed up tight, and also the valve nuts.

It is extremely important, to obtain good tyre result:s, to have the front wheels perfectly parallel with one another, the back wheels like-wise, and the two axles parallel. There are, therefore, three points which require examination if bad tyre results are obtained, and it should be quite clear that each of these three points is looked to,as very often the alignment of the axles alone or the parallelism of the wheels is seen to.

Further, the driving wheels must be kept in contact with the road. Relative movement of the tyre to the road must not be allowed, either due to this or to fierce clutch or fierce brakes. Further, the driving wheels must be kept in contact with the road. If the car is a light one, or if the weight on the back wheels is low and the car fast, it will not "hold the road," with the consequence that the back wheels will bound into the air, spin, and then come down on the road with a chafing action. Relative movement of the tyre to the road must not be allowed, either due to this or to fierce clutch or fierce brakes.

If the back wheels do leave the ground at speed on a bumpy road, more weight should be arranged at the back, or shock absorbers or improved springing arranged. Makers seem to pay little attention to the weight concentration or springing of two-seated cars, on which it is very important to keep all the weight as far back as possible, and to fit good shock absorbers or auxiliary springs.

In conclusion, if bad tyre results are obtained, do not first blame the tyre makers, but rather look for faults in your car or yourself. Test the parallelism of the wheels and axles, see that the wheels do not leave the ground at speed, do not let in the clutch or apply the brakes fiercely, examine the tyres as often as possible for puncturing articles, and do not run your tyres pumped up too hard.

END

The above article was written in 1912, and thinking seems to have changed. The advice on tyre pressures and zero toe-in would today be considered seriously out of date.

The article has been published for historical interest, not advice ! RLF

STOLEN MOTOR VEHICLES - 1931

****

A friend of mine used to own a Used Car Sales Yard in Sydney in the late 20's and early 30's. At the end of every week the Police used to bring around a list of motor vehicles stolen in that week. Apparently this list was distributed to all Used Car Yards.

The following is an old list that he found amongst some old papers recently. Have a look at it - maybe you are driving a stolen Chevrolet!!!

Motor Vehicles stolen for the week ending Saturday 21st March 1931:-

DATE STOLEN:

14.3.31	No. 3 Division. MOTOR CAR. a D.S. Austin, Regstd. No. 69938, eng. 11854, dark green colour.
14.3.31	Lidcombe MOTOR CAR. a Dudson Sedan, Regstd No. 97698, eng. 368425, chassis 670115, blue colour.
16.3.31	No. 2 Division. MOTOR CAR. a Touring Dodge, Regstd No121911, eng. 892967, chassis 806558, blue colour.
16.3.31	Enfield MOTOR CAR. an Essex Coach, Regstd No. 140581, eng. 228705 chassis 168177, blue colour.
17.3.31	Goulburn MOTOR CAR. a Chevrolet Tourer, Regstd No. 158590, eng. R.640879, chassis S 6496, grey colour.
18.3.31	Parramatta MOTOR CAR. a Chevrolet Sedan, Regstd.No.224874, eng. 1898294, chassis 459, green colour.
20.3.31	Rose Bay MOTOR CAR. a D.S. Triumph, Regstd. No. 24757, eng. 13557, maroon colour.
	Victoria MOTOR CAR a Graham-Paige, Regstd. No.146143, navy blue colour.
	Victoria MOTOR CAR. a Chevrolet Double seater 1927 model, Regstd. No. 163725, eng. R. 607173, cream colour.
	Victoria MOTOR CAR. a S.S. Buick, Regstd. No. 195631, eng. Tx682 grey with grey hood.
31.12.31	Victoria MOTOR CAR. a 1928 model double seater Ford, Regstd. No. 24650, eng. CA38586, dark brown colour.
	Victoria MOTOR CAR. a S.S. Morris Cowley, Regstd. No. 37497, eng. 385300, red colour with black guards and hood.
	Victoria MOTOR CAR. a Chrysler Sedan, Regstd. No. 39815, eng. H.56916E, light blue colour.
28.2.31	Victoria TRUCK. a 1928 Capitol model Chevrolet tipping truck, Regstd. No. 118475, eng. T.R. 3881013, iron body, painted grey, J. Murphy, Bell St., Coburg on driver's cabin and winch at rear of driver's cabin.
16.2.31	Victoria MOTOR CAR. a 1929 model Chevrolet Sedan, Regstd. No. 163755, eng. 1050877, maroon colour.
14.3.31	Parramatta MOTOR CYCLE. a Rudge Ulster, Regstd. No. 22033, eng. 3544, nickel and red colour.
19.3.31	Belmore MOTOR CYCLE. a Douglas, Regstd. No. 6487, eng. 68428, blue and black colour.
21.3.31	Berry MOTOR CYCLE AND SIDE CAR. a Douglas and side car, Regstd. No. 25393, eng. 131, black colour.

Minutes of the Veteran and Vintage Car Club

Date 19 June 2002
Present As per the book.
Apologies As per the book
Welcome

Minutes of the previous meeting – Moved David Robinson and Seconded John Downes

Correspondence in:
Cannon
Council of Car Clubs
Drew Shack re tyres
ACT Brakes
Graham Gittens
The Association of Veteran Car Clubs
VCC of GB re dating

Correspondence out:

Treasurer, Accounts approved for payment
- Cannon $33.00
- Les Robinson $20.00
- Ted Clifton $20.00
- Heart Foundation $20.00
- Kids for Cancer $20.00
- Salvation Army $20.00
- Peter Templer $140.00

Moved, Beth Woolley, Seconded Michael O'Toole

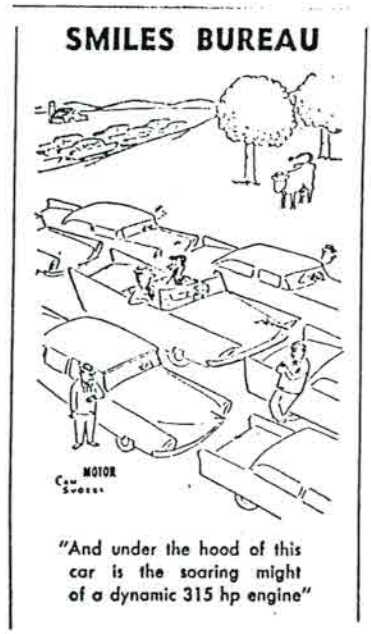
Coming events
- 23 June 2002 Club run to Orroral Valley.

Meeting activities
- Evan Quarmby spoke on Road Safety

Librarian Ok
Editor Ok
Inspection Officers – OK

Moved that donations of $100 be given to the Heart Foundation, Kids for Cancer and Salvation Army.
Beth gave a financial report on the Federation Rally
Michael spoke on the club web site and his contact with Shannon's.
Gerard gave an update on PLI as discussed at the Council Meeting.
Moved Don Doering Seconded Beth Woolley that subscriptions be $40.00 for coming year.

Meeting closed 8.35 pm



It's Time

Yes folks, it's that time of year. Subs for the 2002/2003 financial year are now due. For those who haven't already paid, the Club Treasurer would only be to glad to receive your $40. Remember, your privilege of receiving concessional rego is dependant on you being a financial member. Note – subs renewal does not apply to those members who've joined the club in recent months. Thanks

2002 BENDIGO SWAP

ANNUAL COACH TRIP - Friday 15 November to Sunday 17 November
COST $240

It's time to think about committing yourself to the annual pilgrimage to the Bendigo Swap. The Berrima Club and Stuart's Coaches of Nowra have been running these trips for over 20 years and for 2002 it is on again. Over this period of time many Canberra car club members have gone to the Bendigo Swap this way and it has always been a thoroughly enjoyable trip. For new club members it is highly recommended.

What do you get for your $240?

- Return Coach travel to Bendigo
- Coffee and sandwich supper en route to Bendigo
- Arrival in Bendigo at around 6.00am Saturday for a full breakfast at a local motel dining room before tackling the Swap
- Entry to the swap and booklet
- Depart Swap at 4.30pm Saturday for accommodation in Castlemaine at either the Castle Motel or Midland Private Hotel
- Dinner on the Saturday night at the Castle Motel
- Breakfast on Sunday morning at accommodation
- Back at Swap site by 9.00am until 1.00pm when the Coach begins its return journey
- Afternoon tea (usually by the Murray at Albury)

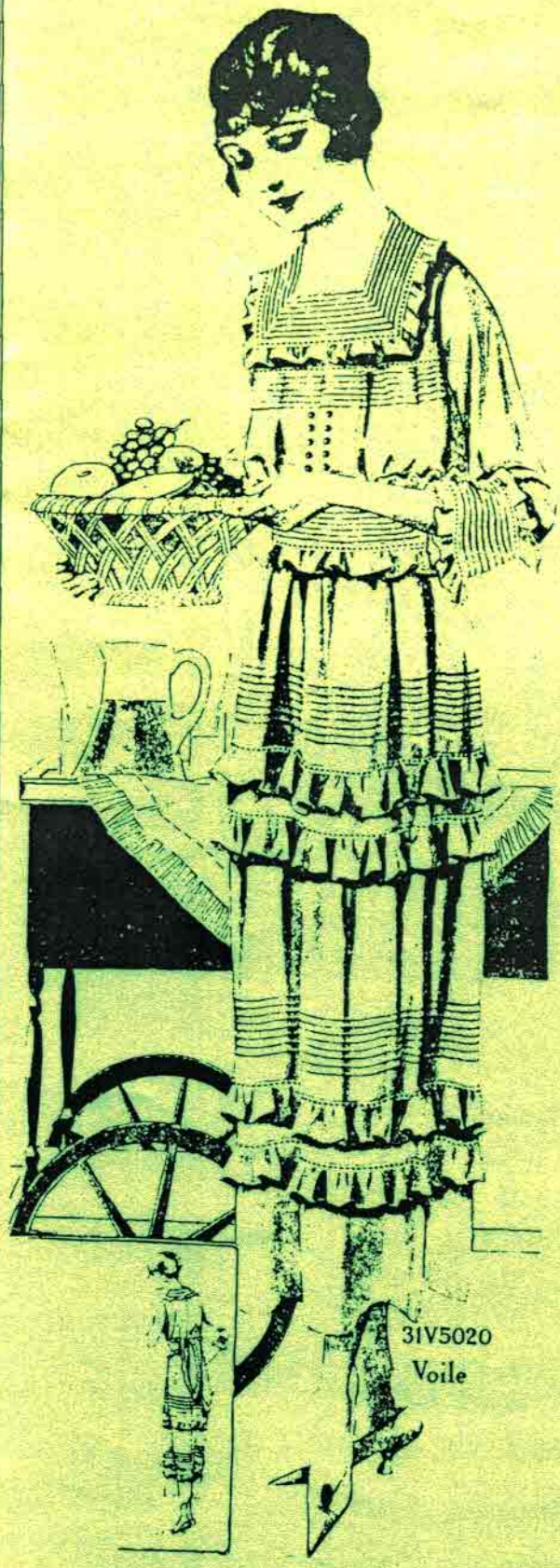
Pick up from the Ampol Truck Stop, Hume Hwy, Yass at 10.00pm Friday 15 November, return by around 10.00pm, Sunday 17 November.

$25 deposit to Scott Appleyard by 31 July will confirm you a seat. If paying by cheque, it should be made payable to "**Berrima & District HMVC Inc**". **Final payment of $215 to be made at the October Meeting.** Please phone Scott on 6254-7022 if you have any queries.

Events Calendar

Jul 17	Club Meeting
Jul 21	Club run
Jul 21	Liverpool Swap, Fairfield Showground. Also Wagga Swap
Aug 21	AGM.
Aug 25	Presentation dinner. Venue to be decided.
Sep 29- Oct 5	National Veteran Tour, Hamilton Vic.
Nov 3	All GM day, Heritage Village Watson
Nov 16 – 17	Bendigo Swap

FOR THE LADY OF THE HOUSE



31V5020
Voile

31V5020—Orchid.
31V5021—Copenhagen blue.
31V5022—Reseda green.

EACH **$10.98**

WE FEEL SURE THAT WHEN YOU SEE THIS DRESS OF COTTON VOILE you will say that it is one of the daintiest you ever had. The clusters of fine tucks, hemstitching and narrow ruffles trimming the collar, sleeves, wide girdle and skirt are particular features. The square collar is new and stylish. Front of waist is set off with pretty pearl buttons, harmonizing in shade with the color of the dress. Girdle forms sash at back, and dress fastens at back. Has skirt SWEEP of about 60 inches. Women's sizes, 32 to 44 inches bust measure. **Give measurements.** Average shipping weight, 1¾ pounds.

FOR THE GENTLEMAN OF THE HOUSE

Fine Ribbed Cotton
22 D 6355 Navy Blue with White Trim.
Price, delivered free, each....**89c**
An inexpensive Cotton Bathing Suit that will give good service. Made in one piece, California style; trunks joined to shirt at waistline. Athletic sleeves. Sizes: 34 to 46 inch chest measure. Give SIZE.

ALL WOOL

Overcoats on this page are ALL WOOL except 45F4744 and 45F4745 which are 91 per cent wool.

Our Best Ulsterette—Favorite Form Fitting Model.
45F4728—Brown Heather.
45F4729—Green Heather.
45F4730—Dark Gray.

$36.50

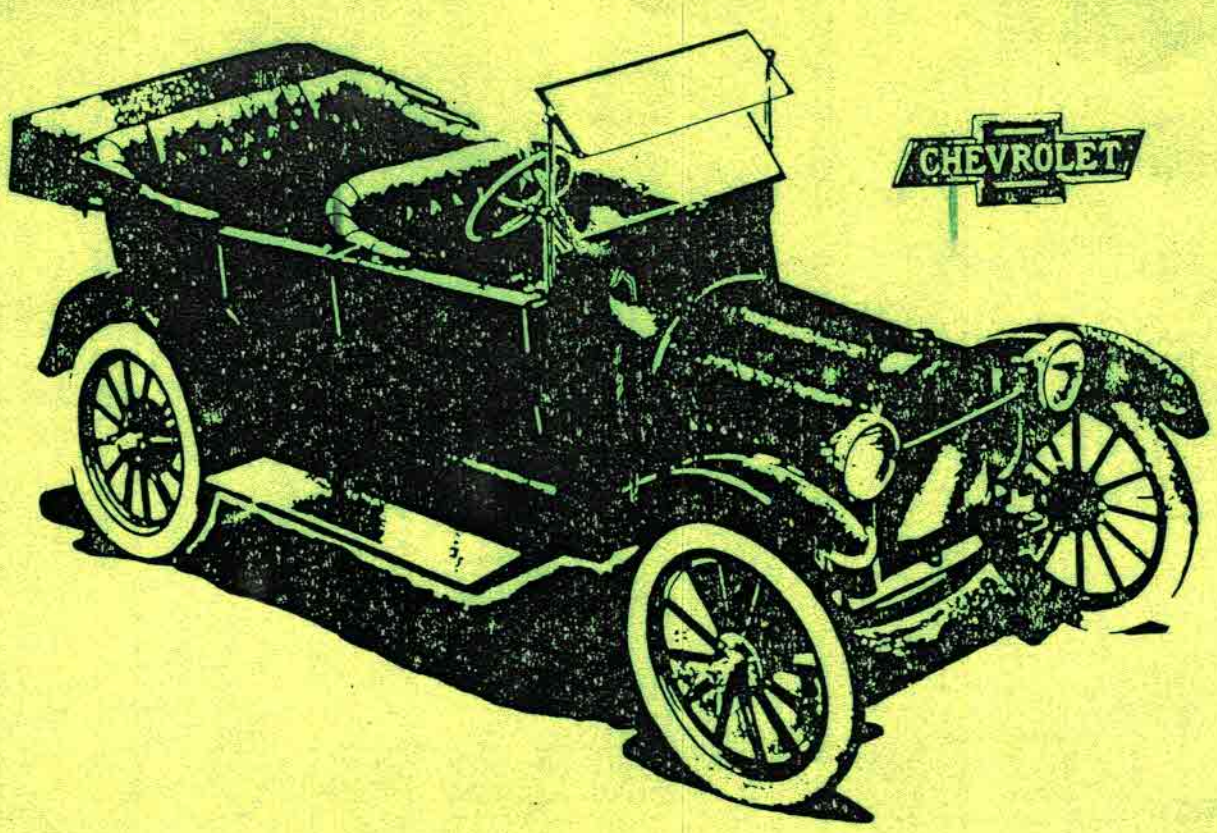
Note the smart, vigorous style of this Double Breasted Ulsterette. Made from an excellent quality good weight ALL WOOL overcoating and hand tailored throughout. Satin yoke and sleeve lining. Fashioned along rather snug fitting lines with belted back and inverted side plaits as illustrated. Convertible collar and slash pockets. Length, 42 inches. **SIZES—34 to 42 inches chest measure. Give chest measure taken over vest.** Average shipping weight, 7½ lbs.

I asked my wife what I could do to get her more interested in sex. She said, "Leave town."

He: "May I go swimming with you?"

She: "Yeah. But remember – don't try to touch bottom."

Why Buy a Chevrolet?



BECAUSE it is a handsome, perfect 5-Seater with Electric Lighting, Self Starter, and three gears for 250 guineas, and it is now ready for immediate delivery. Its weight is only 15½ cwt., and it is fitted with Zenith Carburettor, which enables it to run 30 miles to the gallon. Be sure and see the Chevrolet at the Show.

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