

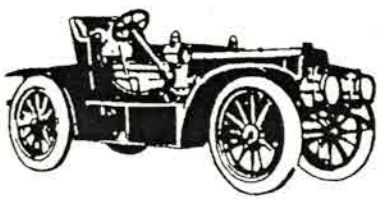
THE EDWARDIAN

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)



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

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

Tarrant 1906

Please address all correspondence to:
HON SECRETARY, P.O. BOX 3394, MANUKA ACT, 2603

Club's Website Address <http://www.geocities.com/vetvinact/>

Office Bearers 2001 – 2002

AREA CODE 02

PRESIDENT	Gerard Frawley	6 Bouchier Close, CALWELL 2905	6292 7446
VICE PRESIDENT	David Robinson	26 Lenahan St. GIRRALANG 2617	6241 5725
SECRETARY	Rob Woolley	51 Mileham St. MacGREGOR 2615	6254 9485
TREASURER	Beth Woolley	51 Mileham St. MacGREGOR 2615	6254 9485
EDITOR	Rick Mc Donough	25 Hurtle Ave, BONYTHON. 2905	6293 1553
EVENTS DIRECTOR	Peter Templer	34 Fullwood St. WESTON 2611	6288 7330
MEETING ACTIVITIES	David Robinson	26 Lenahan St. GIRRALANG 2617	6241 5725
MEETING CATERERS	Angelo & Jennifer D'Emilio	18 Darmody St. WEETANGERA 2614	6254 2732
INSPECTION OFFICERS	Rob Woolley Barry Roberts	51 Mileham St. MacGREGOR 2615 3 Heading Place FADDEN 2904	6254 9485 6292 8920
REGISTRARS	Rob & Beth Woolley	51 Mileham St. MacGREGOR 2615	6254 9485
DATING OFFICER	John Ahearn	13 Julius St. PEARCE 2607	6286 4814
LIBRARIAN	Heinz Gottlob	15 Fenton St. DOWNER 2602	6241 5618
ASSISTANT LIBRARIAN	Terry Lloyd	80 Jennings St. CURTIN 2605	6281 4251
PUBLIC OFFICER	Terry Lloyd	80 Jennings St. CURTIN 2605	6281 4251
COUNCIL DELEGATES	Rob Woolley David Robinson	51 Mileham St. MacGREGOR 2615 26 Lenahan St. GIRRALANG 2617	6254 9485 6241 5725

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

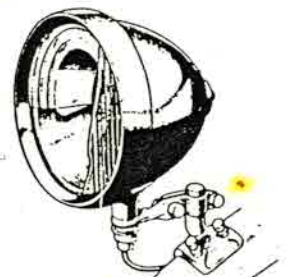
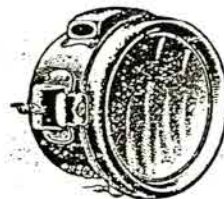
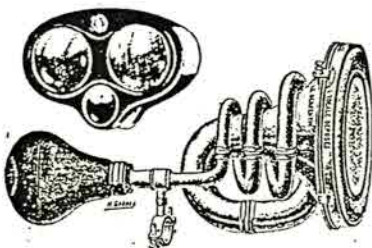
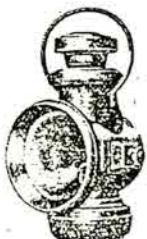


MEETINGS HELD EVERY 3rd WEDNESDAY OF THE MONTH AT 8PM.

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

With the wonders of e-mail my last president's report got lost in Cyber Space. Our hard working editor filled the gap in and I offer him my thanks. March has the Motor Skills Day on Sunday the 24th down near Dairy Flat Bridge. All members are invited to test their driving skills with the different tasks set on the day. Sunday the 14th of April is a day to pencil in as they are looking for cars for the Heritage Week.

Over the next couple of months, club members will be heading off to different rallies. The A Model members are off to Queensland and the 1 and 2 Cylinder cars are off to Mount Gambier from April the 7th to April the 13th.

At the last Council of ACT Motor Clubs it was announced that Wheels had raised \$7000, which is to be distributed between two local charities. All up there were 571 cars and stationary engines on display at EPIC. While on the topic of EPIC there is a proposal that the venue will go back to the Rugby League Park Venue. It was felt that the venue being closer to Civic would draw bigger crowds. The proposed date will be the 3rd Sunday of February 2003. Two other dates were confirmed:

*The Breakfast Run, On Sunday the 8th of September and

*The Observation Run, On Sunday the 20th of October.

With autumn having just begun, Canberra has much to offer to any members who take their cars out to enjoy the planned activities,

Regards,
Gerard



SASSAFRAS WOOD WORKS COACHBUILDERS

Specialists in Wooden Bodies for
Veteran, Vintage & Classic Motor Cars

Small repairs to complete bodies - free estimates

Works: 6/24 Endurance Avenue, Queanbeyan, NSW, 2620

Peter & Julie Jones

0438 584 002 A/H 6278 3360

✍ EDITORIAL ✍

Question – How many people does it take to surround the National Library? Answer – Approximately 750! And how do I know such a gem as this I hear you ask? Well I was the 750th person in the queue (roughly), patiently waiting to get tickets to the recent ‘Treasures’ exhibition, held at the library. I couldn’t believe it. I got there at 6.20am on a Saturday morning, secure in the thought that I would be assured of getting a pole position on the front door grid. Boy was I in for a surprise. Firstly I had difficulty finding a park, as all the regular ones within a decent radius of the library were already full. Fair dinkum, I was thinking I’d have to go and see the ‘lutions up at Old Parliament House and ask if I could park under a tree with them. When I did manage to make my way to the queue it had wrapped itself completely around the building and I was actually standing within a couple of feet of the bloke who was at its front (he’d got there at 1am!). Within 15 minutes the queue had wound its way from me, down the front steps and along the road. Unfortunately, despite my early bird attempt, I was unsuccessful in gaining access to the exhibition that day. What to do? Well the only thing a gentleman could do... tell your wife to get up two hours earlier the next morning and go stand in the queue. And that’s precisely what Shirl did. At 4.45am she took position and the queue was already half way around the building even then. Anyway we got in and what a wonderful display it was. Stuff you’ve only read about in history books, Dead Sea Scroll fragment, Darwin’s, Dicken’s, Mozart’s and Einstein’s hand written notes (the latter with his famous $E=Mc^2$, the recipe for bubbles in beer) etc. I was surprised not to see blueprints for Maxwells and Rugbys on display but I’m sure that omission will be rectified if ever the library holds another exhibition. On the way out we bumped into Victorian veteran car enthusiasts, Andrew and Francis McDougall, entrants in our recent national Tour who were also taking advantage of this wonderful experience that living in Canberra provides us.

It seems that all is not well in the world of veterans in Australia according to some. I’m led to believe that a member of the NSW club has authored a fairly critical letter of the dating and standards of restoration in Australia and instead of airing it locally, has had his letter published in the Horseless Carriage gazette in the US. Whilst the writers intentions are unclear to many (or may have been aimed at specific vehicles), the feeling is that the comments have cast aspersions on the integrity of the veteran movement in Australia as a whole, and at an international level. I’m sure this won’t be the end of the matter as I understand feelings are running pretty high amongst many individuals. One can only hope that if any of our members feel strongly about an issue effecting the club or the movement that a letter to the Editor and/or club, or even to the National body would be the common sense and preferred method.

As a follow on from last months story on Genevieve I have included a couple more articles on this car that will hopefully be of interest. Whilst last month mainly dealt with the finding of Geneveive and the movie and actors, the following articles deal more with its re-restoration and subsequent ownership.

As many would be aware, Club stalwarts Terry & Bette Lloyd have left our region for climes North. I would have said greener pastures, but having lived in Qld for a lot of years that would not be accurate in such a dry state. When I was on the Gold Coast about six months ago one of the local enthusiasts I visited was looking forward to having them up their way. Clearly a case of our loss, their gain. I’m pleased to say that Terry has passed his new address on so he can still keep in touch with us via the Edwardian. We wish them both all the best.

Did you hear about the two Aerials who met on a roof, fell in love and got married?
The ceremony was rubbish but the reception was brilliant.

And with that..

Happy Restoring

Rick



Early Petrol Pumps in Australia

by Lloyd Davis

Many people call petrol pumps "Bowsers". This is not their real name and the misunderstanding results from the first roadside fuel dispensing machines being brand named "BOWSER" after their inventor. The British Imperial Oil Company Ltd (BIOC) which was forerunner to Shell, introduced the first gravity fed type pumps to Australia in 1916. These pumps were the sort where the attendant pumped the motor spirit up to a glass reservoir at the top of the pump and then drained it down under gravity to the tank of the car. Prior to the introduction of the pumps, motorists had to purchase their "motor spirit" or "benzene" in 4 gallon (about 18 litre) or 2 gallon (9 litre) tins due to the scarcity of motor garages or any other suppliers of "motor spirit" in the early days. The 2 gallon cans were of rugged construction, usually rectangular, constructed of heavy gauge steel, galvanised and had machined brass caps. They were meant for re-use and were fixed to the running boards of early cars to hold reserve supplies of motor spirit. Some tins, supplied by the oil companies had the brand of the company embossed and painted on the sides. This was effective mobile advertising for the oil companies as the tins were highly visible when carried on the running boards of the early cars.

The 4 gallon cans were not as rugged. They were boxed by twos into wooden crates and this was how they were brought into Australia before the advent of bulk fuel shipping and tank wagons (now called road tankers). Bulk fuel shipping was started in 1901 but did not finish until the early 1920's. Even as late as 1918, petrol product was still being imported by sailing ships. Throughout World War 1, sailing vessels and wooden merchant steamers transported increasing quantities of motor spirit. There was still a need for the 4 gallon tins because not every place in Australia had pumps. In the early 1920's BIOC owned factories where the 4 gallon tins and the wooden cases to hold them were made. Road tankers and bulk storage saw the gradual decline in use of the 4 gallon tins with the spread of the kerbside pumps. Shell ceased the manufacture of tins in its own plants and most of the equipment was sold off to canister manufacturers. The last stocks of the 4 gallon tins that were held by Shell were sent to Africa for use by Allied troops in 1941.

Electric Pumps

Australia owes the introduction of fuel pumps to a remarkable man, William Gaston (Bill) Walkley, who came to Sydney in 1935.

Walkley and his staff and helpers sold shares door-to-door and raised 80,000 pounds to get Australian Motorists Petrol Company Limited (AMP) off the ground on 23 March 1936.

The big oil companies (notably Shell) had an interest in not allowing another competitor into the market. Shell had an interest in Gilbert and Lodge, the only petrol pump manufacturer in Australia and Gilbert and Lodge (Gilbarco) was instructed not to supply Walkley with any pumps at all. Walkley went to the US and brought back the first electric pumps to be installed in Australia in December 1937, effectively short-circuiting the boycott on pump supplies. The resulting ability of AMP to supply higher volumes of fuel through the new electric pumps than AMP's larger competitors who were using the gravity type pumps made the success of AMP a certainty.

The first electric (AMP) pumps had a "clock-face" dial calibrated in 20ths of a gallon. The price was displayed in pence per gallon and the attendant calculated the final price by multiplying the price per gallon by the number of gallons (and fractions).

The major oil companies responded to AMP's move by installing their own electric pumps. These had an "edge" over AMP's in that they had built-in calculators for the price. AMP is today known as AMPOL.



"... and this is your crank — the motor's in the rear."

The History of Mobil in Australia

Mobil was the first oil company in Australia. It began as Vacuum Oil, opening the Queen Street, Melbourne, branch in February 1895, less than 30 years after Vacuum first started operations in the United States. Vacuum Oil's first salesman in Australia, Mr. David Clarke, sold the company's first barrel of lubricating oil to a gold mining operation at Eaglehawk, near Bendigo, on his first day in the job.

In March 1904, Vacuum Oil was officially incorporated under Victorian Law as a proprietary company, and in 1906 the company issued Australia's first ever chart of "Recommendations to Motorists" covering about 200 makes of car. By 1908, Vacuum was growing rapidly and merged with the Colonial Oil Co, a company marketing kerosene and motor spirit, adding to Vacuum's specialty lubricant products. In 1916, Vacuum introduced its "Plume" and "Laurel" brands to the Australian market and a year later brought its first 100 gallon, horse drawn tank wagon into service.

As motor vehicles became more popular in Australia, Vacuum expanded its operations. In 1924 Vacuum opened its first bulk petroleum products terminal at Pulpit Point in Sydney and took delivery of its first imported bulk oil products cargo, a 1.5 million gallon shipment carried from the United States by the tanker "HT Harper". A decade later, Vacuum introduced "Ethyl", Australia's first Super grade motor spirit. Around the same time in the US, Vacuum's parent company, Vacuum Oil Inc,

merged with the Standard Oil Company of New York to become Socony Vacuum, then Socony Mobil that ultimately became Mobil Corporation.

Socony Mobil introduced the Flying Red Horse (Pegasus) logo. It appeared in Australia in 1939 and became one of Australia's best recognised corporate symbols.

In October 1946, Mobil began constructing the Altona oil refinery. The refinery commenced operations in June 1949, initially making lubricating oil and bitumen from imported crude oil.

A multi-million dollar expansion program that came on stream in December 1954, extended the refinery's product range into motor vehicle fuels and, in 1956, it produced Australia's first locally made aviation gasoline. In 1958, Mobil unveiled plans to build an oil refinery at Port Stanvac, south of Adelaide, which came on stream in 1963. At the same time, Mobil announced the construction of a major petrochemical plant next to the Altona Refinery in Melbourne that produced its first products for sale in June 1961.

The discovery of vast reserves of crude oil and gas in Bass Strait in the early 1960's changed the Australian refining industry dramatically, as all companies changed to processing the locally produced oil instead of importing their raw materials. In 1970 further expansion and modification of the Altona Refinery near Melbourne was completed, making it possible for Bass Strait crude to be processed in the plant. In 1973 MOA announced its return to the production of lubricating oils in Australia and commenced construction of a lubricating oil refinery alongside the existing Adelaide fuels product refinery. The lubricating oil refinery, the most modern one in Australia, opened in 1976.

In 1985, Mobil Oil Australia negotiated a major asset swap with BP Australia in which Mobil vacated the Perth retail market in exchange for acquiring a large portion of BP's South Australian, Victorian and New South Wales retail market. Two years later, Mobil completed a major upgrade of its Yarraville bulk fuels terminal in Melbourne to create the most efficient and technologically advanced petroleum products terminal in Australia.

In late 1990, MOA announced the purchase of Esso Australia's refining and marketing operations. This gave MOA 100 per cent ownership of Petroleum Refineries (Australia) Pty Ltd the company that operated both the Altona and Adelaide refineries. Completed in January 1991, the acquisition lifted Mobil to second place among the petroleum marketing and refining companies in Australia.

Genevieve Revived

Reprinted from Classic and Sports Car, June 1991

The 1905 Darracq "Genevieve," star of the 1953 film of that name, is currently being restored in Australia -- but not to its original 1905 form.

The car is owned by Australian businessman Paul Terry, who intends it to be the centerpiece of a classic car and art gallery complex he is building in the Western Australia town of Albany. Terry bought "Genevieve" at auction in 1989 for 285,302 pounds, a record price in Australia for a pre-1919 vehicle.



After years of hard use, though, the Darracq was in a sorry state when brought back to Albany. "It sounded like a bag of bolts, and there was so much play between the engine and the back wheels that when you let your foot off the clutch you'd almost have to wait for everything to take up before you had forward motion," says Ken Taylor, responsible for the restoration.



New gears have had to be cut for both the gearbox and the back axle, and the badly cracked engine block, already repaired in the past, has had to be welded up again.

During the restoration, to be completed by the autumn an estimated cost of 40,000 pounds, the car will not be returned to its authentic state -- it will remain as it appeared in the film. Equally, there is no intention of using a 1904 chassis and steering box bought with "Genevieve" to re-create the car as a 1904 model eligible for the London to Brighton run.

Thus the Darracq will retain the built-up body with deep seat buckets incorrectly paneled in aluminum, and it will keep its 12-spoke wheels rather than being returned to the correct 10-spoke rims. "We really only agonised over keeping the car as 'Genevieve' for five minutes. It wasn't a big decision," says Terry. "The car is simply far more important as 'Genevieve' than as a 1905 Darracq. It's the most important veteran car in the world."

This argument is defended by Michael Ware, curator of the National Motor Museum at Beaulieu. "A person restoring such car has a choice. He can restore it to 'as it was when new' or how it was at a later stage in its life -- and a lot of cars have spent longer in a later guise than in their original form. I think it's almost enlightening to hear of someone taking this restoration route."

John Mitchell, a past president and past chairman of the Veteran Car Club, agrees: "As 'Genevieve,' it was an absolute milestone in the old car movement. It put us on the map. But it was a miserable little motor car, a gutless wonder. Its fame was as 'Genevieve' in the film, and I think it should retain that identity. That's why it was famous, not as a miserable little Darracq."



The following is part of an article by Antony Davies of Wemyss written some time after Paul Terry's death.



Genevieve 'a bargain.'

Genevieve went to a businessman named Paul Terry, who had founded a financial services company called Monitor Money in Sydney and subsequently sold his business to retire to Albany, an old whaling port at the south-western most tip of Western Australia.

Genevieve was in drivable but run-down condition at the time Terry bought her. I subsequently bought many cars for Paul who told me that he considered his purchase of



Paul and his wife built a spectacular home, a fine luxury hotel -- The Esplanade Hotel, and a car museum in Albany. Paul sponsored a variety of old car events in Western Australia.

During restoration of Genevieve, which cost substantially more than Paul had paid to acquire the car, it was noted that the car could only be dated as a 1905 car, as there were not enough 1904 parts on it to qualify as an '04. Both the Veteran Car Club of Australia and Great Britain were petitioned about this but neither would allow a 1904 dating certificate. So, the car was not eligible for a London to Brighton Run however a concession was eventually

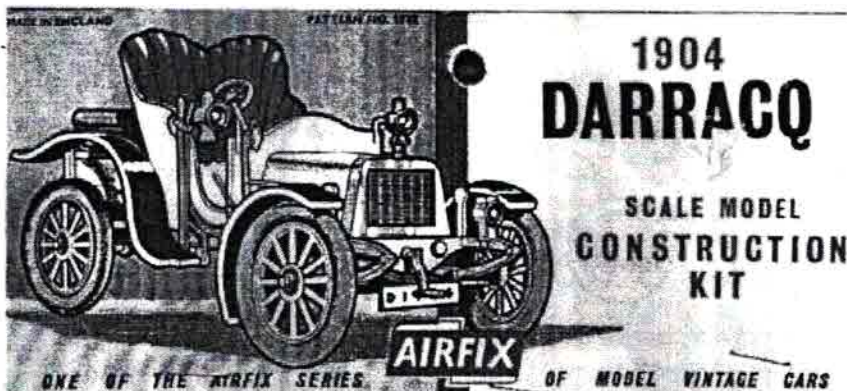
given to Paul to include the car as a special guest on the 40th anniversary of the film -- a trip which it regrettably could not make.

Various 1904 parts were sourced from around the world to allow the option of rebuilding it as a 1904 for the purpose of Brighton Runs in the future if desired, and these parts are still in Albany with the restorer when I last saw them. The car was well-restored in sympathy for its history, and made to look as close as possible to its appearance in the film. They spent a lot of time trying to perfect the gearbox (a

poor design to start with), and sourcing correct bolts and nuts, and smaller ancillary components.

Paul had a private airport with a variety of fast aircraft, his other passion, and I was in Albany with him in 1993 planning the sale of all his post-World War I vehicles so he could concentrate on veteran cars to compliment Genevieve.

Tragically, a week later, he was killed in a freak accident in America, during



his first solo helicopter flight.

I subsequently sold all of his vehicles at auction in Perth, Western Australia, on 12th December 1993, but Genevieve was sent to London and sold there for about 150,000 UK Pounds Sterling to the Dutch National Motor Museum, which also own the Spyker from the film. They still have the car.

Removing Grease and Oil

Technical Topics

by Gary Allen Hoonsbeen

Another subject for debate: Which is worse: grease or rust when restoring an antique car? With every purchase of an un-restored antique car you will likely be faced with both of these restoration enemies.

An experienced restorer would clearly prefer facing a project well saturated with oil and grease rather than deal with all the problems of a chassis locked together with years of rust.

Grease and oil will protect a vehicle's metal parts but cleaning can be a real mess, especially when the task must be done in a home workshop. This became a very sensitive issue when the basement recreational room, next to the workshop, was recently covered with new carpeting. Greasy parts could no longer be scraped, wire brushed and cleaned with solvent, knowing that whatever ends up on the shop floor will—with a high degree of certainty—be tracked onto that new carpet. There is also the smell of solvents floating to all parts of the house within seconds of opening the container.

Unfortunately, all of the metal strippers have been forced out of business in this area and the latest treasure, a highly greased 1904 Curved Dash Oldsmobile, could not wait for the warm days of Spring to begin the restoration. It was 16 degrees below zero

outside and this job needed a heated workshop, regardless of the consequences.

After some careful consideration, a plan was implemented. The solution (clearly a pun) was to use a very simple chemical mixture that is readily available, aggressive in dissolving grease and can be flushed down the drain, namely Trisodium Phosphate.

It is almost universally known as TSP and can be purchased from paint stores and building supply companies. It is a white powder, supplied in bags or boxes, selling for about \$1 a pound.

The degreasing project started by purchasing a 20-gallon galvanized garbage can. After filling it with clear water it was found that the folded seams leaked water. The fix was accomplished by soldering all bottom and side seams, including the metal work that holds the handles near the top.



The new garbage can with the seams soldered tight, is mounted on a simple wooden dolly. These seams might also be made fluid tight with a silicon sealer. If there is some minor leakage, place the garbage can in a shallow pan to contain the liquid.

The first step was to clean the seams with some paint thinner and fine steel wool to remove any oils. Using a 550-watt iron, an acid flux and acid-core solder, the seams were filled in with solder. The metal in a new garbage can accepts solder very nicely and it took less than 30 minutes to do the job.

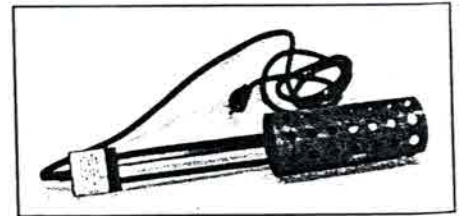
The can was again filled with clear water to make sure the seams were tight. They were!

To make this "tank" easier to move about, a small-wheeled dolly was made to fit the bottom. The ideal place to set up the operation is next to a laundry tub where there is hot water for the tank, a reservoir to rinse the parts and a place to dump the used solution. The dolly makes it easy to move the tank out of the way during the working cycle. Those living where the weather is warm have the option to work outside, an even more ideal location.

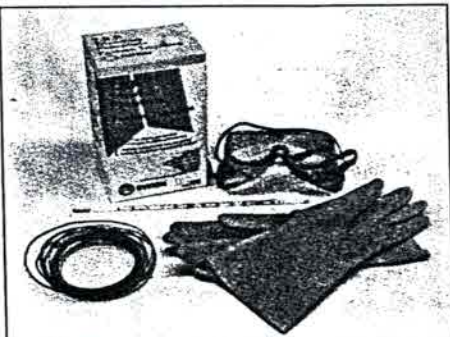
Trisodium Phosphate has a pH of about 12 when it is in a saturated solution. Those who have been out of a chemistry class for years will be reminded that a pH of zero (0) is fully acidic, 7 is neutral and 14 is fully alkaline. That makes a pH of 12 very alkaline and potentially dangerous if not handled with common sense.

A saturated solution of TSP, at room temperature, is 1%, which is a mixture of 1% TSP and 99% water, by weight. A gallon of water weighs 8.3 pounds per gallon and TSP weighs about 7.3 ounces to the cup. This would mean less than 5 cups of TSP to 20 gallons of water for a 1% solution. (You metric folks must love these calculations!) However, in order to improve the degreasing effects of TSP, the temperature will be raised to about 150 degrees F (70 degrees C) and at that temperature a saturated solution is a 55% mixture.

Forget all of the above paragraph, if you wish, and dump 5 pounds of TSP in the bottom of the tank and fill with hot water.



A typical type of "bucket" heater used to keep the cleaning solution to just under 150 degrees. This one does not have thermostatic control so it must be disconnected when the temperature gets near 150 degrees.



Basic tools for cleaning grease: a 5-pound box of T.S.P., eye protection, thermometer, roll of iron wire to attach parts and rubber gloves.

Make sure you are wearing eye protection and rubber gloves at all times when you are working with this solution. The tank must be placed where it is out of the reach of children.

TSP will easily dissolve as hot water is added to the tank. Keep the level 4 to 6 inches below the top so that adding parts will not displace the water to an overflow condition.

The solution is brought to a high temperature with an immersion heater rated between 500 and 1000 watts. These types of heaters are available in hardware stores that cater to people with livestock. McMaster-Carr (Chicago) also has these listed in their catalog. One of the common uses for pail-immersion heaters is to warm water for cleaning or to keep it from freezing. If there is not a clip on the handle of the heater, use an iron wire to tie it to the sides of the tank to keep the electrical cord from being submerged.

The parts to be cleaned should be wiped with paper towels or old newspapers to remove large globs of grease. It makes no sense to waste our solution on that which is easily removed by wiping.

Tie a length of wire to each small part so it can be removed from the tank without having to reach into the solution. Once the part is submerged, tie the wire over the tank's edge.

It is the process of dropping parts into the tank and removing them that presents the most danger from splashing. Do this very slowly and treat the TSP mixture with respect.

If you start with normal household hot water (120 degrees F), the time it takes to reach 150 degrees F will be about 2 hours with the 1000-watt bucket heater.

Check the temperature from time to time to keep it in the range of 140 to 150 degrees. The simple way to regulate this is to plug and unplug the heating element as necessary. Parts can be added or removed at any time and at any solution temperature. The hot water, strength of solution and time in the tank determine the quality of the grease removal.

Old dried grease will take the longest to dissolve in the solution. An hour may be long enough to remove surface oils and light greases while two or more hours are required for the hardest of greases located inside items like axle housings and hubs.

Parts can be examined during the process by lifting them out, flushing with hot water and examining. If grease remains, put them back in for a longer soak. When metal parts are cleaned to your satisfaction, give them a good long rinse in warm water using steel wool or a brush to remove all the solution from the surface.

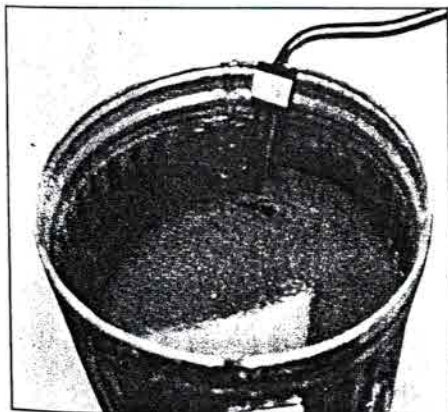
All of the metal work from a 1904 curved dash Oldsmobile (including a very dirty engine) took 15 pounds of TSP in three different batches, each of 20 gallons. The longer-length parts, such as the front axle and some of the control rods, were submerged one end at a time.

If you do any aluminum parts, be careful to leave them in solution only for a few minutes at a time and examine them before proceeding. TSP will react with aluminum once the grease has been cleaned from its surface. The same applies to wooden parts: short soak times and a close examination to avoid damage to the wood.

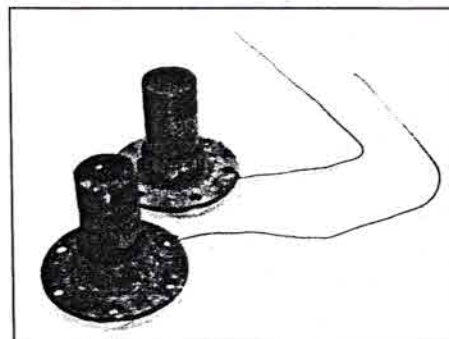
If you could measure the pH of the solution, you would see it drop as it converts the oil and grease into fatty acids. The more oil and greased dissolved, the slower the solution will work.

Once you see little results in the cleaning activity, it is time to flush the old solution down the drain and mix up a new batch. Use a small bucket to empty the 20 gallon container, being careful not to splash or spill this dirty solution. Run lots faucet water down the drain during the dumping operation.

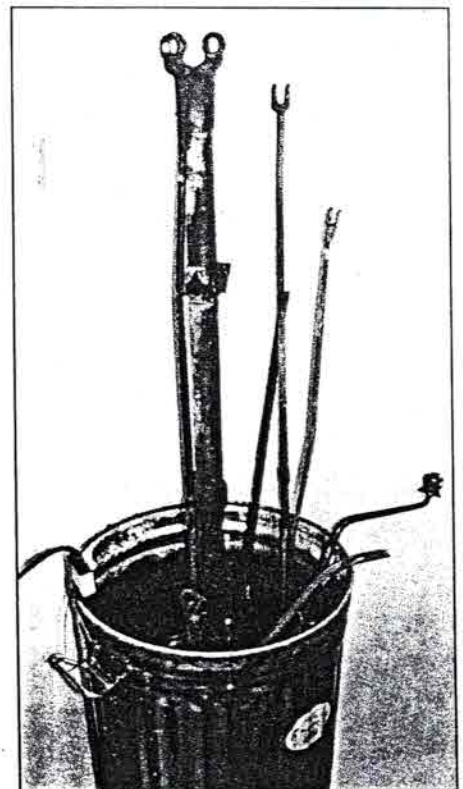
The clean parts can be wiped dry and set aside for repair and assembly. A coating of paint will allow long-term storage without the danger of rusting. □



The tank is filled with 20 gallons of water and 5 pounds of TSP. The "bucket" heater is held out of the water, with an iron wire, to keep the electrical cord from being submerged.



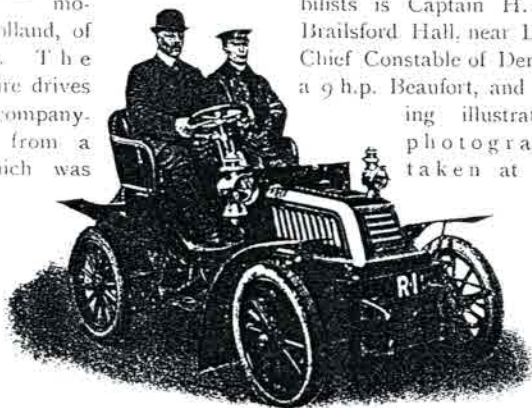
Smaller parts to be cleaned have wires attached to them so they can be easily pulled from the solution for inspection.



While the small parts are submerged, the longer ones need to be inserted one end at a time.

A CHIEF CONSTABLE AND HIS CAR.

A SHORT time ago we mentioned that among the chief constables of this country who are automobilists is Captain H. C. Holland, of Derby. The shire drives his car regularly, and has nothing but good to say of it.



CAPTAIN HOLLAND AND HIS 9 H.P. BEAUFORT.

county police station, Derby. Captain Holland uses his car regularly, and has nothing but good to say of it.

Motor cycle riders sometimes find that the engine loses power when the spark is advanced to its full extent, and will not run slowly with spark right back. This means that the rod which moves the contact-breaker round its axis has been badly adjusted; and, by loosening the adjustment screw and sliding the rod in, the fault can be easily remedied. If the machine does not give the speed it should with the spark right forward, the rod, of course, will need setting a little the other way, but care should be taken not to get the break too early.

A TRUE STORY.

RUNNING ON THREE WHEELS.

THE following is an account of one of the most peculiar automobile incidents (writes our Paris correspondent) that has come within my notice, and though for obvious reasons all names are omitted, I can vouch for the accuracy of the incident. The motor-car in question was of the cardan drive type, with a horse-power between 20 and 30. It was being driven by a *mécanicien* who had by his side another *mécanicien*; in fact, they were trying the car before delivery. One of the hind wheels, through the carelessness of the workman, had not been properly attached, and whilst going at full speed the wheel came off and the back axle dropped, until the carter which covered the differential gear struck the ground, and in this manner on three wheels the car continued its way along the route, the driver anxiously watching the trees at each side of the road, wondering with which one he would come into collision. The steering gear was very hard, but with great efforts he succeeded in keeping the car on the road, until it came to a standstill some fifty yards further on. The hind wheel trundled down the road in front of him, and was found 250 yards away in a field. After finding the truant wheel and bringing it back it was put into its place, and the car returned home, working magnificently, and without the slightest harm having occurred to it in any way.

"The voiturette is dead," says a French expert. He believes that cars will fall into two classes, the small or light car, capable of holding two or three people, and the large touring car, which can hold any number up to six or eight. This may be the state of affairs in France, but in England the little two-seater, usually styled the voiturette, has still a considerable amount of popularity, and in America, where it is called the runabout, it is very well represented.

Events Calendar

- | | |
|--------------|---|
| Mar 17 | Inverell Swap, Airport, Glen Innes Road, 5 km east of PO. Undercover sites \$5. Outdoor sites free. Inverell Transport Museum extended hours this day 10 am to 6pm |
| Mar.20 | Club meeting |
| Mar 24 | Motor Skills Day (see details elsewhere) |
| Apr 7 | Goulburn Swap |
| April 7-13 | National 1&2 Cyl Rally, Mt Gambier. |
| Apr 14 | Run to London Bridge to help promote Heritage week (see details elsewhere) |
| Apr 17 | Club meeting |
| May ? | Tentative Club run to Temora |
| Jul 21 | Chrysler Restorers Club Liverpool Super Swap, Fairfield Showground. All weather venue, over 200 undercover sites. Gates open 6am. |
| Sep 28-Oct 4 | Veteran & Vintage Chevrolet Assn of Aust celebrating 35 th anniversary of the club in the city of Goulburn. Open to Chev vehicles manufactured between 1911 and 1948. Runs around Goulburn, street parade, static displays, concourse, social activities, presentation dinner. Contact Greg Stevens 9621 8906 or Rick Malone 9520 9222 |

✓ **IMPORTANT NOTICE** ☺

March 24th, Motor Skills Day

Roll up, roll up. Yes it's time for our annual Motor Skills Day! Meet at Molongolo Reach (opposite Duntroon) at 10 am. Even the BBQ trailer will put in an appearance!
BYO morning tea, BBQ lunch and driving skills!
See you there!!

THE MOTOR HOUSE

It is advisable to provide a special building for the motor house, and not to use an old coach-house if it can be avoided, as the requirements in the two cases are very different.

Good advice as to the construction of motor houses will be found in *The Autocar* of August 19th, 1911.

Briefly, it may be stated here that the floor should be level, and not sloped for drainage.

It should be of blue bricks or stone flags, cement being very unsuitable, as it corrodes under the action of oil.

If a pit be used, it should be arranged transversely to the car, provided there is sufficient room in the house to admit of the car being wheeled backwards and forwards, so that access can be had to all mechanism.

Petrol fumes descend, so that naked lights should not be used on the floor nor in the pit. A pit is very liable to act as a trap to collect any petrol fumes that may be set up. Great care should, therefore, be taken not to drop any petrol into the pit.

The entrance doors should be wide, also the passage or drive up to the motor house; and outside the doors of the shed should be arranged a washyard, also blue-bricked, which it is advisable to roof over.

All roofs should be guttered, and the rain-water should be collected in a butt if possible, as it is better to use rain-water in the radiator than the ordinary town supply.

In determining the size of the motor house it is advisable to make it sufficiently large to accommodate the biggest type of car, as, although the motorist may start off modestly with a small vehicle, there is not the least doubt but that he will become more ambitious.

Furthermore, it is quite possible he may have to put up a friend's car now and again.

The minimum dimensions should be 20 feet from front to back, 10 feet in width, and the same in height.

If more room can be allowed, so much the better, as it leaves plenty of space for a carpenter's bench, spares, etc.

All woodwork in the motor house should be painted over with unflammable paint, and some form of fire extinguisher is advisable.

THE MAINTENANCE OF MOTOR CARS

by Eric W. Walford - 1912

*Iliffe & Sons Ltd.,
20 Tudor Street, E.C.*

✓ **IMPORTANT NOTICE** ☺

April 14th, London Bridge Woolshed Day

Come and help promote heritage week by attending this event. This will also be a good opportunity for us to return the favour for the assistance the London Bridge rangers provided us during our recent National Tour. Meet at the Woolshed car park at 10am.
See you there!!

Minutes of the Veteran and Vintage Car Club

Date

20 March 2002

Present As per the book.

Apologies As per the book

Welcome Two new and prospective members: Nick Nowak and Geoff Nicholas.

Minutes for the previous meeting – Moved Rick McDonough and Seconded Roy Wheeler

Correspondence in:

- Cannon
- Council of Car Clubs
- Shannon
- Video on restoration of Holden No 1
- Darling Downs
- Star Lodge Narrandera
- Government House
- Boorigal Rally
- Veteran and Vintage Chevrolet Rally
- Sydney Super Swap 24 February 2002.
- Rego for Trailer
- Andrew Jeffery
- Environment ACT

Correspondence out: Secretary to respond to Environment Australia accepting their invitation.

Treasurer, Accounts approved for payment

Cannon \$33.00

Trailer Registration \$52.00

Coming events

Due to the Wheels display there will be no other club run for this month.

March will be a Motor Skills day on 24/3/02

Possibility of a weekend in Temora in May

Bargo Swap meet will be 9/10 March and Goulburn on 7/4

Meeting activities

Rick McDonough continued with his entertaining story of his Maxwell.

Librarian Ok

Editor Ok

Inspection Officers No report.

General Business

Applications for membership were passed for Harry and Cathy Hinkling, Nicholas Nowak. And Geoff Nicholas.

Terry Lloyd handed the Librarian a Council of Car Clubs Plaque won by the club at Wheels 1994.

A list of catering and equipment will be prepared and placed in the magazine for club members information.

Meeting closed 8.30 pm

FOR SALE / WANTED

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 Quarmbly (02) 6284 7147 (mob) 0410 596530

For Sale – 1 x 1927 Buick Radiator Mascot mounted on wooden plinth
1 x "Silent Knight" engine badge from vintage Knight sleeve valve engine
Carburettors - Vintage era:
1 x Carter W1
1 x Zenith 20 B
Restored Cars Magazines (in binders):
No.s 13-24 - Dec 1975 to Oct 1977
No.s 25-36 - Dec 1977 to Oct 1979
No.s 37-48 - Dec 1979 to Oct 1981
No.s 49-60 - Dec 1981 to Sept 1984

I am keen to dispose of these items to good homes so please make an offer!
Andrew Winter
(02) 6253 8526

For Sale: - a pair of 24" wooden wheels with steel felloes and lugged rims, suit late veteran. Very sound condition. \$100.
1917/18 Model 85 Overland rear axle housing including half shafts, hubs and brake drums. Also gearbox – complete but poor condition inside. Also one tailshaft with torque tube, good condition
Autolite tail light, complete with spare glass. Suit late veteran or early vintage Overland. Exc. condition \$40.
Bruce Lyon 03 9560 9963

For Sale – restored 1917 Model T Ford Delivery van ('C' Cab). fitted with distributor and coil, and a model T starter. Some spares included. This was a complete and original vehicle prior to restoration.
Ray Thomas 02 4968 3181

For Sale - Fully rebuilt Bosch DU4 veteran magneto, with 3 year warranty. \$475., Norm Gullick 02 9773 5005

For Sale – 1912/13 Talbot type 4CT parts. Chassis, diff, steering box, cylinders, four wheels, crank-shaft, front guards & valances, air pump, plus misc parts. \$2000. Stuart Paton 07 5441 5437

For Sale – 1912 Cadillac tourer. The car is in excellent condition. A photo is available on request. \$85000.
George Cowie 02 6926 1018

For Sale – 2 x BE motorcycle wheels, very light and look very early. One front and one rear (with belt rim). 1913 Enfield twin (similar to the Alldays Midget) kit of parts. Includes motor, radiator, gearbox, front axle, rims etc. \$2000. Neil Ferguson 03 9898 4111

For Sale – 1912/15 T Ford. Restoration project. Most mechanical items are there. Mother-in-law seat body complete with excellent hood. No brasswork other than 1 headlight and horn. Price \$6000. Nick Langford 03 9878 5737 AH or 03 9877 0666 BH

For Sale – 1935 Terraplane sedan. In very good original condition. Complete right down to the handbook.
Rick McDonough 02 6293 1553

Wanted – Four x 30x3 B.E. wheel rims. Contact John Ahearn – 02 6286 4814

Wanted – 24" wire wheel clip rings which form the bead of the rim and hold the tyre on. I urgently need some to complete a car. One or more doesn't matter. Will consider complete wheels as long as they have lock rings. Will follow any leads. Evan Quarmbly (02) 6284 7147

Wanted – Brake drums to suit a 1929 Plymouth, front and rear. Also, radiator surround and cap for same.
Andrew Jeffery 03 6456 6152

Wanted – early enamel number plate with black numerals on a white background. John Hughes 02 4932 5692

Wanted – 'Delco' starter-generator to suit 1913 Cadillac. Maurice Dunlop 02 4338 5436

Wanted – Set of 24" wire wheels with lock rims, to take 5.00x24" SS tyres. I've been told some Buick and some Essex cars used them. Keith Carden, 02 9871 2158

Wanted – 1909 Delage parts including rear axle and De Dion Bouton crankcase (150mm stroke engine). Air pump (hand – mounts on the dash) for Le Nivex type fuel gauge. Neil Ferguson 03 9898 4111

Wanted – AX Renault parts, Radiator, Clutch cardan shaft complete, Gearbox and brake drum assembly, Stub axle-driver side and wheel hub, Rear spring shackles, cardan shaft complete, Hubcaps (4), Brake shoes and cam levers, Tie rods L&R, Bonnet, Pedal assembly.
Bruce Kreymborg. 07 3202 6604

Wanted – DR4 Magneto (twin spark) for Wolseley. This is needed to get car on road.
David Jones 03 5982 2750.



without the assistance of a perfectly fitting corset.

Big Pockets.

Pockets of great size, and variously shaped, are more in evidence than ever. At one time pockets are used either for use or decoration on coats only, but tailors are now putting big pockets on costume skirts, and they really are of most exaggerated size.



No. 5393.
The "Rochester" Blouse.
Paper pattern, 7d.

Some of them "sag" so much that to use the pocket as a receptacle would simply be to court loss. Another shape is "half moon," and that, too, cannot be regarded as a safe place to stow anything in. These great flat pockets, which look large enough to hold all one's necessities for a week-end visit, carry little, for, if filled, they would bulge much, and that would be unsightly; but then they are not intended for use, only for ornament.

In Brief.

Buttons are a small item in a dress, but frequently are the only attempt at trimming on many of the new dresses.

Winter frocks show a return to the high neck and are chic, in deed, if finished with a wide flare either of the material or of satin. Organdi is even seen on some of them, which are made otherwise of serge.

Grey combined with brown is an extremely interesting colour combination. Brown alone is one of the most fashionable outside of the new fad for grey with grey fur. Mole and squirrel are to be the furs most in demand as a means to carrying out this colour idea, and krimmer is also back in favour for this reason.

Embroideries appear in large motifs on many of the geogette and chiffon frocks, but for tailored dresses braid is more frequently combined with embroidery.

The panel so lately seen on dresses has transferred itself to capes.

Long and flaring suit coats are observed over straight and narrow skirts shown as a new note from Paris.

Black satin is still very much liked for the afternoon frock of well-dressed women who are wearing it in combination with ecru.



No. 5650—The "Karraba" Blouse.
Paper pattern, 7d.

All Useful Mascot

Radiator
Thermometer
Lighthouse
MASCOT
made by

THIS mascot is an ideal combination of the artistic and useful. It is a boon to the motorist, as by means of a red spirit it tells at once if the engine is overheating. Readable from the driver's seat it is a veritable Lighthouse against engine trouble. Here is a mascot that is an ornament to any car, and of daily service year in, year out.

If any difficulty in obtaining, write to

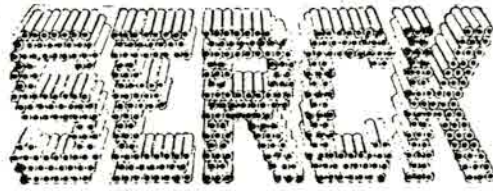
RETAIL PRICE

10/6

ASK YOUR DEALER to get you one.



VIEW FROM DRIVER'S SEAT



RADIATORS, LTD.,
Warwick Road, Greet, Birmingham.
Telephone: Victoria 531.
Telegrams: "Serckrad, Birmingham."
Branch Factories at
LONDON, CARDIFF, CHESTER,
NEWCASTLE & SUDBURY, SUFFOLK
ALL TYPES OF RADIATORS
REPAIRED OR REBUILT



VIEW FROM FRONT OF CAR

H.P.

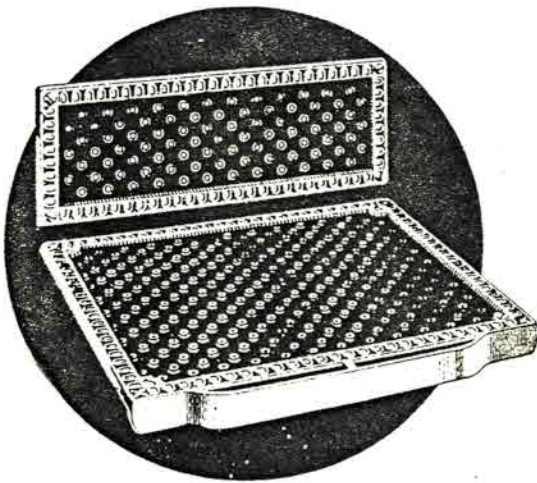
THE BEST BARGAINS in light cars and equipment appear in the small advertisement columns of "The Light Car and Cyclecar." (JUNE, 1923)

B11

November 1, 1930.

THE AUSTRALIAN MOTORIST.

(Buyers' Guide) 23



The "Slip-Not" Vacuum Cup Running Board Plates

A "Safety First" Step Plate that is really non-slipping. The "Slip-Not" has an ornamental frame of Pure Cast Aluminium fitted with an extra heavy Black Rubber Mat, studded with small Vacuum Cups. Furnished with or without Foot Scraper.

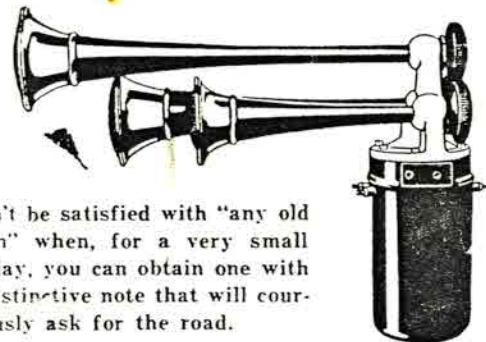
Sizes:

10in. x 8in., Plain or Scraper Type,
12½in. x 8in. Plain or Scraper Type,
12½in. x 10in., Scraper Type,

Prices per Set:

Consisting of one Step Frame and Mat and one Kick Frame and Mat complete.

From 9/6.



Don't be satisfied with "any old horn" when, for a very small outlay, you can obtain one with a distinctive note that will courteously ask for the road.

SPARTON

HORNS



We have a full range from 22/- to £11/7/6, including the popular Sparton, with high-frequency note, Chimes, Bugle Chimes, etc. Fit one to your car. Demonstrations with pleasure.

SERVICE

Thorne and Dean
SPECIALISTS IN MOTOR CAR
ELECTRICAL EQUIPMENT

318 King Street, MELBOURNE, CL.

Telephone F 2659 (2 lines) (W.-McF.)