

15 Nov. 2002

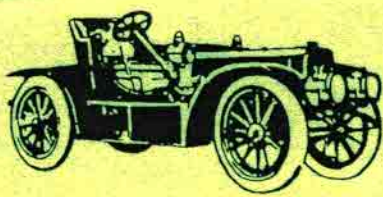
# THE EDWARDIAN

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)



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

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

Tarrant 1906

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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

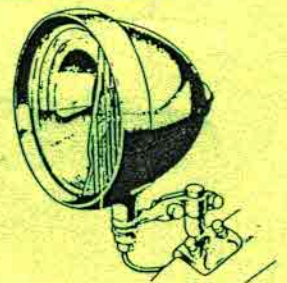
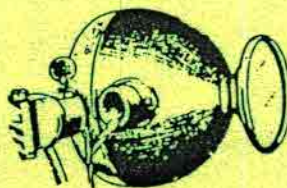
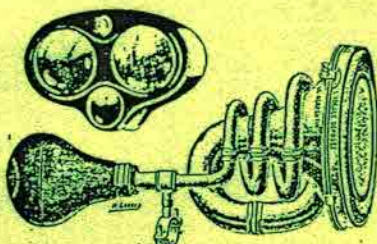


### MEETINGS HELD EVERY 3<sup>rd</sup> WEDNESDAY OF THE MONTH AT 8PM.

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



## President's Report

Proving that the newsletter does get read, and at an interstate level I might add, it has been pointed out that the Minutes in our last newsletter contained an inaccuracy. We had recorded that - "a/ Affiliation with FIVA (French / International Governing Body for Antique Vehicle Movement) - meeting consensus was no demonstrated value to be gained by joining FIVA (\$39 / member!)". Firstly, FIVA stands for "Fédération Internationale des Véhicules Anciens". Secondly, Francis Ransley of Tassie has advised that the cost is nothing like \$39 a member - the situation in Australia at present is in fact around the \$2.80 a member mark. The system works something like this. For an annual fee of approx. \$1050-\$1200 Aussie (depends on exchange rates), you are able to have up to 1000 enthusiasts as members of FIVA. Currently, the Tassie Vet Car Club is the only club in Australia that is affiliated with FIVA. With their membership of around 400 they pay the above amount, thus working out at around the \$2.80 per head mark. As can be seen, if more people were to join to meet the 1000 mark, then the cost per head would be diluted/reduced to around the \$1 per head mark. Francis is presently writing a paper for distribution to mainland Clubs on the pros and cons of FIVA membership. When this arrives we can give the matter further discussion.

Whilst doing some research at the National Library recently, I came across the following gem in the weekly newspaper, "The Queenslander" for December 1907. Given the recent holding of the well known horse race, I thought it might be of interest. *"An idea of the rapid growth of motoring in Victoria may be gathered from the fact at one garage alone there were over 80 cars on the premises on Melbourne Cup day. These cars, the majority fine touring vehicles ranging from 15 - 45 hp. were worth the enormous sum of £38,650. As the garage mentioned is only one of several in Melbourne, it can safely be stated that on Cup Day there was well over £120,000 worth of cars in the city."* No doubt in 2002 there were individual cars worth that sum alone in the Flemington car park! In a similar vein, the following two pages contain some interesting reading from the journal "The Motor in Australia" of 1909. John Hughes of the NSW Club has kindly lent this material for inclusion in our newsletter.

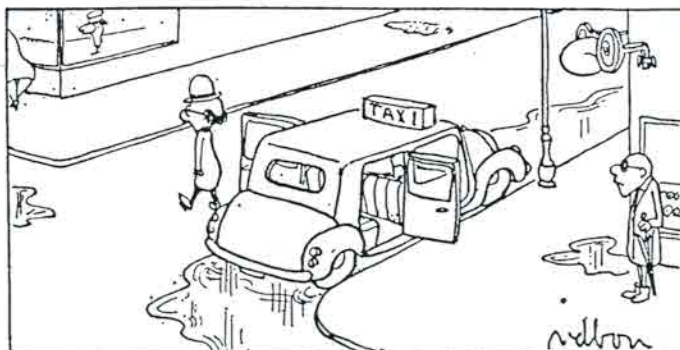
It is pleasing to hear that one of our newer members has just acquired a delightful French car of around 1910 from the north coast area. We will look forward to hearing more and seeing it soon. I believe another member is under negotiations to acquire an early American vehicle as well. Put these together with other new arrivals of Clive's '29 Plymouth and Peter's 14/40 Vauxhall, it is indeed encouraging to see new V & V vehicles arriving in the A.C.T. from afar.

Club trophies have been decided and a list of recipients for this year appears inside the back cover, together with a brief history on each of the awards. Congratulations to the awardees. The judges tell me there was some stiff competition for them. Also please note a couple of advices re upcoming events. David needs to have numbers for these as soon as possible.

Many of our Club members are off to Bendigo this weekend, myself included. I am keenly anticipating the treasures that I can obtain under the guise of xmas presents for Shirl. Hopefully there'll be some good stories about elusive 'finds' to be told at our next meeting.

Till then, Happy restoring

Rick



## THE MOTOR IN AUSTRALIA

“The MOTOR IN AUSTRALIA” was published weekly in Sydney, The following extracts are from volume one of this publication:

### OCTOBER, 1909:

Mr C.B. Kellow, a prominent Victorian motorist, had an accident recently which should serve as a warning to motorists not to become careless through use to small details. The small matter of retarding your spark lever, if neglected, courts serious results when starting, and back fires through carelessness are very frequent. Mr Kellow, when starting-up a 50 horse-power car was hurled by a back-fire nearly up to the roof of his motor-house, and it is a matter of wonder that his arm was not smashed. What actually happened he is not too clear on, but by the number of bruises and the torn condition of his clothing one would imagine he was whirled around and then flung into the air. Next time he will be careful to have a look at the spark lever.

The seven taxis plying for hire in Sydney continue to do good business. Half a dozen of the vehicles will be running in Adelaide in a few days.

Mr J.J. Smith, the Sydney motorist, leaves on an extended European tour next month. He is taking his 30hp Fiat, and chauffeur George Head with him.

Mr Walter H. Smith has ordered a six-cylinder Silent Knight Daimler of 57 horse-power, and it will be lit with electric light from a generating plant carried on board. It will have a limousine body. In addition he has also ordered a smaller 38 horse-power Daimler, which will have a flush-sided body.

Mr Jim Cameron rode from Maitland to Parramatta on Saturday, on his four-cylinder F.N. motor-cycle, and he returned the next day. Mr Cameron states that motor-cycling has made wonderful progress in the northern district.

Mr Clarke, of Messrs. Raine & Horne has purchased a 14-20hp Itala. Garratt's are building the body.

Dr L. Cowlshaw of Cooma has joined the ranks of motorists by purchasing an 18hp Dennis car. The Doctor, with his new car, left Sydney on Tuesday, made Goulburn easily for the night, and arrived in Cooma yesterday.

Mr Hugh D. McIntosh, the Sydney fight promoter, arrives back in Sydney on November 13<sup>th</sup>. During his stay in England he purchased a 48-h.p. Daimler which he is bringing out to Australia with him.

### NOVEMBER, 1909:

The fastest and most powerful motor car ever landed in the southern hemisphere is now on order for a South Canterbury (New Zealand) squatter. A grand-prix Darracq racer, it is one of the team of four which were built for the race in 1907, when makers were restricted to a cylinder bore of 150 mm. A few days before the famous race two of the Darracq drivers went on strike, and then joined an Italian firm. The cars were sold, one to the driver Demogeot, one to Kenelm Lee Guinness of London, one to an American sportsman, and the fourth was sent to Australia to put up the famous world's road record of 777 miles per hour in 24 hours. Mr Simon McKenzie of Timaru, South Canterbury, came to Australia, saw the car, and on his return decided to purchase it.

On Sunday last at Elwood, near Melbourne, a terrible accident occurred, when a motor car owned by Mr S.G. Black and driven by his chauffeur collided with an electric wire pole. One of the back wheels of the car ran against a ridge of asphalt and came off, the car swinging around and crashing into the post. The car rebounded from the heavy post, a broken and contorted heap of steel, brass, iron, rubber, and leather. Four of the occupants were able to stand afterwards, however another lay inert, and her life was soon pronounced extinct. The force of the impact was so great that the car climbed seven feet up the post, and then after falling to the ground it skidded for a further twenty yards before finally swerving around in a circle like a top.

Major Watson is presently in London negotiating the purchase of a Bleriot monoplane, which he proposes bringing to Sydney in a couple of months' time. He is an enthusiastic member of the Aerial League of Australia and has taken keenly to aeronautics. It is his firm belief that aeronautics will be a major factor in the future defense of Australia.

The popularity of the motor car was well demonstrated at Flemington on Melbourne Cup day, when no fewer than two-hundred cars were counted in the reserve. Numbers of the following makes were counted, viz: 32 Talbots, 25 De Dion-Boutons, 16 Fiats, 14 Daimlers, 12 Napiers, 10 Argylls, 9 Minervas, 8 Darracqs, 7 Austins, 6 Siddeleys, 6 Humbers, 6 F.N.s, 6 Mercedes, 6 Stars, 6 De Dietrichs, 6 Rovers, 4 Rolls-Royces, 4 Renaults, 4 Browns, 3 Russells, 3 Braziers, 3 Alldays & Onions, 3 Panhards, 3 White Steamers, 2 Standards, 2 Delages, 2 Belsizes, 2 Vauxhalls, 2 Albions, 2 Bollees, 2 Tarrants, 2 Gregoirs, 2 Enfields. The following makes were represented by just one car each: S.C.A.T., Riley, Oldsmobile, Adler, Itala, Isotta-Franchini, Crossley, Gladiator, Hotchkiss, Simms, Ford, Calthorpe, Deasey, Locomobile. There were in addition, 32 Renault taxi cabs.

A Chinaman named Fung Quey who is a graduate in science from an American university, recently flew half a mile in a bi-plane of his own construction, and appeared to have complete mastery of the machine. He says he is going to China to offer his invention to the Chinese Government for patriotic reasons.

Mr H.D.McIntosh, the big fight promoter who returned to Sydney last week after an extended tour in Europe and America, did a great deal of motoring whilst abroad. He has however sold the big Benz racer which he purchased in New York and then raced at the Daytona (Florida) Beach meeting, where it established many worlds' records.

Messrs. Dalgety & Coy. Have just issued a pamphlet documenting a 2,300 mile trip on a Schact motor-buggy through the roughest parts of New South Wales and Victoria.

Mr Collin Smith gave his magnificent big 70hp Mercedes its' first run on Saturday to Warwick Farm races. The car was universally admired, the torpedo body – the only one of its' kind in Australia, and built locally – being particularly admired. This car is very speedy.

A new model is promised by the Fiat Company which, although styled a 10/12hp, will develop up to 30hp. The four-cylinder engine measures 75mm by 125mm. This will be the first departure of the Fiat Co. in introducing small cars.

Motorists travelling through Bankstown are warned to beware of the police trap there. Cars are timed as the hotel is passed – a distance of 220 yards is measured, and the police are hidden way off the road. The unsuspecting motorist may be going along at a gentle easy pace – say from 12 to 15 miles per hour – and, not noticing danger in the shape of the man in blue, consider himself safe, when, lo ! a harsh voice cries "Stop"! and, stopwatch in hand, the guardian of the law emerges from a paddock where he has been lying in wait, and informs the poor motorist that he has "gone too fast". The Bankstown police are altogether too "warm" on motorists. It is practically a country town, and there is very little traffic on the road there.

A perusal of the programme containing particulars of cars which were tested in the Sydney Club's hill-climb on King's birthday will show a big difference in many instances between the horse-power of cars as stated by their respective manufacturers, and those horse-powers arrived at by the formula adopted by the club. The greatest difference seems to be with Talbot cars. Mr J. Moffat's for instance is listed as 15'20hp, but is rated 33.9hp on formula. Mr Coleman's 12hp Talbot is shown on formula to be 19.6hp, as is that of Mr Collins. How the manufacturers arrive at the horse-power of their respective models is best known to themselves.

## Important advice re our Tumut run for 14<sup>th</sup>-16<sup>th</sup> March 2003

David Robinson is organising what promises to be a great weekend away for the March long weekend. Please read the following notice from David carefully.

I have included distances so you can decide if you would like to drive Veteran, Vintage or Modern. All meals will be supplied, will inform of costs when menus are finalised. Accommodation Details Tumut Valley View Motor Inn – Ph 69472666 Room \$85.00 a Double & \$10.00 per extra person. Booking sheets will need to be filled in at the November meeting. Numbers required by the end of November. A \$50.00 deposit per room will be required by December. Booking sheets & deposits to be forwarded to David Robinson – 26 Lenahan Street, Giralang ACT 2617. Ph 62415725.

### Saturday 14th March

#### Distance Total

0	0	Start Barton Hwy ACT/NSW Border.
48	48km	Morning Tea at Yass Visitors Centre.
67	115km	Lunch Jugiong rest area in town.
40	155km	First Gundagai exit & follow signs to Tumut. (Have a look through Gundagai Museum.)
38	193km	Tumut turn left Snowy Mountain Hwy (Cooma Sign).
3	196km	Accommodation – Tumut Valley View Motor Inn.

### Sunday 15th March

This day is free to explore Tumut & surrounding district.

### Monday 16th March

#### Distance Total

0	0	Tumut – Snowy Mountain Hwy, head to Cooma.
41	41km	Turn right Talbingo.
3	44km	Turn left after Country Club – Morning Tea.
3	47km	Return to Snowy Mountain Hwy. Turn right- Cooma- 6km climb.
100	147km	Lunch at Adaminaby.
55	202km	Cooma, fuel stop only.
23	225km	Afternoon tea – rest area on left just past Numeralla River.
77	302km	Canberra.

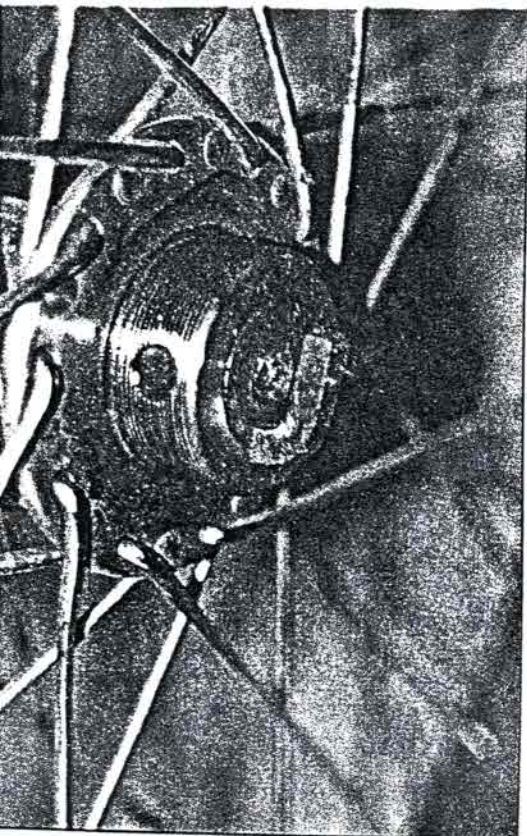
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## Sunday Dec. 15 – Xmas run

Meet at Scrivener Dam car park at 9:30am for a BYO Morning Tea. Lunch will be at Murray's Corner – about half way between the Cotter Dam and Tidbinbilla Nature Reserve. We will head there via Uriarra Crossing. Lunch will be cooked up on our BBQ Trailer. Nibbles, Hamburgers With the Lot, Cake, Tea & Coffee supplied for the cost of \$10.00 Adults and \$8.00 Children. If you can't attend the November Meeting, could you let David Robinson know if interested by 7th December. Please bring your own cups, plates, knives & forks

SEE YOU THERE

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This is the rear hub of a Curved Dash Oldsmobile. The Key is bent over at the end to provide a means for pulling it out. Notice the  $\frac{3}{8}$ " pin which keeps the wheel from sliding off the shaft. The hub cap keeps the pin in the hole.

# The Keyway

by Gary A. Hoonsbeen

Whenever a gear, pulley, flywheel or wheel is attached to a turning shaft, there must be a means of locking them together in order for power to be transferred without slipping.

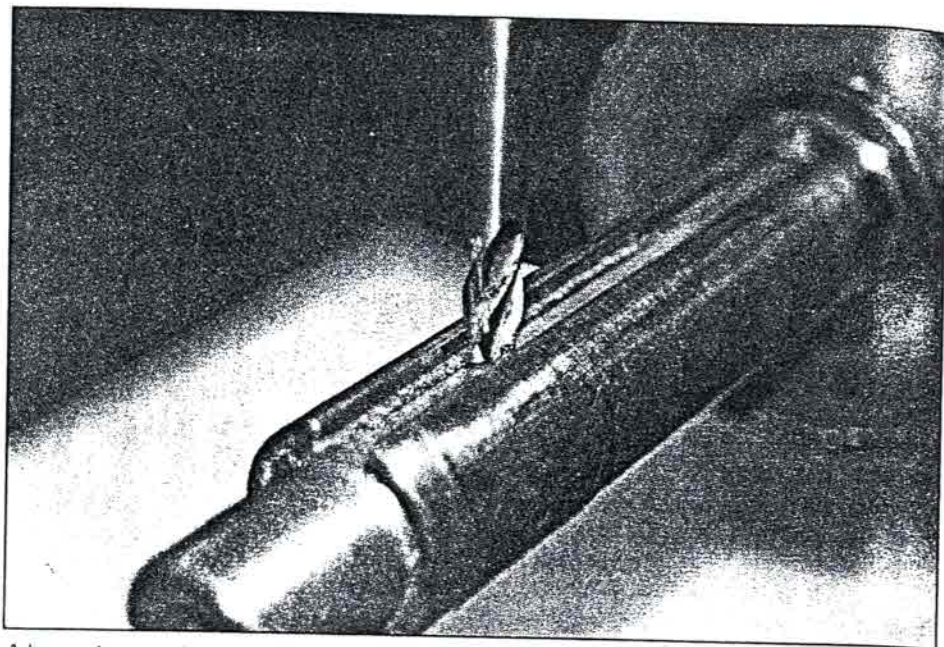
Typically such locking could be a set screw, pin, key, tight press fit or by using a shaft with other-than-round shape (which mates with the secondary part).

The most common form of attachment of the rear wheels to the axle is with a keyed shaft (and, of course, some means of preventing the hub from sliding off the axle). One of the *least* common was a square-ended axle with a matching wheel hub used by early Locomobiles.

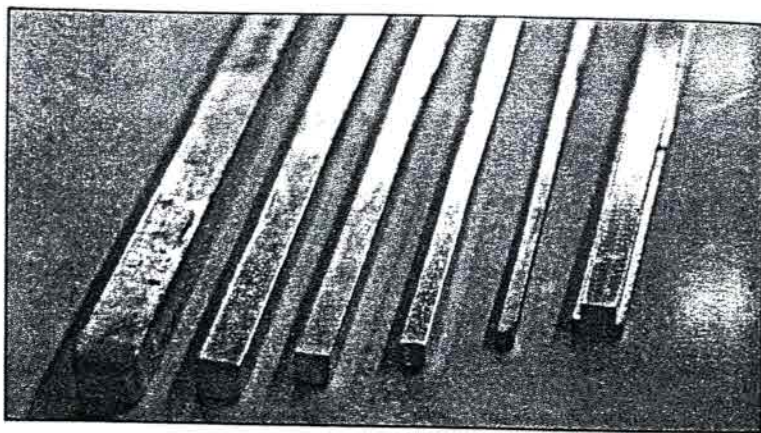
Most early cars had rear axles with straight shafts. These were simple to manufacture and made it easy to remove a wheel when tire repairs were required.

As the automobile developed, the straight shaft was replaced with a much-preferred tapered design.

The Curved Dash Oldsmobile used typical turn-of-the-century technology. Its one-inch diameter straight axle shaft mated with a rear wheel hub having the same size hole. The shaft and hub each contained a



A larger keyway is cut into a damaged keyway with a milling cutter. The depth can vary as long as the thickness of the keyway is machined to fit the available space.



Key stock comes in a wide range of sizes ranging from  $\frac{1}{16}$ " square up over one inch square. There are 28 sizes listed between  $\frac{1}{16}$ " and  $\frac{3}{8}$ " key in the McMaster-Carr catalog. A stepped key is shown on the right.

quarter-inch groove cut an eighth inch deep in each part. A quarter-inch square key fit the groove. A  $\frac{3}{8}$ " hole (at the ends of the shaft and hub) centered in the threaded section for the hub cap. This was fitted with a pin that prevented the wheel from sliding off the end.

The hub cap—when screwed in place—prevented the pin from falling out. This same method was used on the Model T Ford until early 1911.

Many early cars (such as Cadillac) used a keyed rear axle shaft which was threaded. A large nut was used to keep the wheel on the shaft. A cotter pin would keep the nut from unscrewing. In some ways this method appeared to be a better design but, in fact, it had a major problem.

The important ingredients are: the keyways cut in the shaft, mating rear-wheel hub and the key. Because all of these

components were made of soft metals (along with the effects of time) damage is almost a certainty.

The problem occurs when microscopic movement between the rear wheel and the shaft causes the key to rock in the keyways. This rocking action takes place every time the car is put in motion, slowed down or stopped. Over time the key becomes dished in the center and the keyways become rounded on the edges.

Of course, the keyway itself may crack after several years. Burrs (raised by movement), often make it nearly impossible to remove the wheel from the shaft.

When the rear wheel is held on the shaft with a nut (such as in the early Cadillac) the slightest movement of the axle can cause the nut to rock back and forth on the threads. After many miles—and years—the threads develop considerable wear

requiring axles to be replaced or new undersize threads to be cut in place.

All *original* antique car axles will show some degree of wear in the keyways. The exact amount of wear considered tolerable is a matter of judgment based on experience. Here are some points to be considered.

1) If the rear wheels cannot be pulled off by hand, use a large three-jaw wheel puller. Do not use a hammer! Heat is seldom acceptable because wooden spokes will burn. A large hydraulic press will also remove stubborn wheels, but this requires that the rear end assembly be taken off.

In the worst of conditions—when the wheel is locked on with years of rust—it may be necessary to drill out the center of the axle shaft with successively larger drill bits until the wheel comes off or the shaft breaks.

In almost-all cases, it is easier to replace an axle shaft than to rework the rear wheel hubs.

2) With the axle shaft keyway facing up, run a clean file across the top of the two edges to make sure all burrs are removed. Follow this with a long narrow strip of 250 grit emery cloth, "shoe-shining" the shaft over the entire exposed surface. This polishing action is to further remove any high spots or burrs. Examine the shaft (particularly along the length of the keyway) and make sure everything is smooth.

3) Look at the inside of the wheel hub for any damage or burrs.

Working on the hub is much more difficult but equally important. A small file will clean up the keyway edges and some emery cloth, glued to a dowel rod will help polish.

4) If the rear wheels are held on the shaft with a pin at the edge, deburr the edges of the hole. It is even acceptable to counter-bore both sides of this hole on the shaft to eliminate any future burrs from arising at these points.

If the hole is elongated, you might consider reaming it out (with the wheel hub in place) to a slightly larger size. Always use a pin that has a sliding fit. The driving force between the shaft and the hub is *through the key*, not the retaining pin!

5) Never reuse a key which shows any sign of wear.

New key stock is inexpensive and available from almost any fully-stocked hardware store. Cut a new key to the proper length. Lay the key in the shaft and in the hub, examining it to assure that it lies flat along the entire bottom. File a radius or taper on the ends to fit the shape of the keyway.

6) With the new key in the shaft keyway, slide the wheel on. If there is any interference, pull it off and examine for marks that reveal scraping.

Use light file strokes or emery cloth on the top or bottom of the key until the wheel slides on smoothly. The sides of the key should not be touched (assuming they

fit the keyway). A coating of light oil is acceptable. Do not under any conditions force the wheel onto the shaft with a hammer!

If the keyways in the shaft and hub are badly worn, a new keyway must be cut and an oversize key used. Unless there is a large chunk of metal broken away at the edge of the existing keyway, it is best to enlarge the original slot.

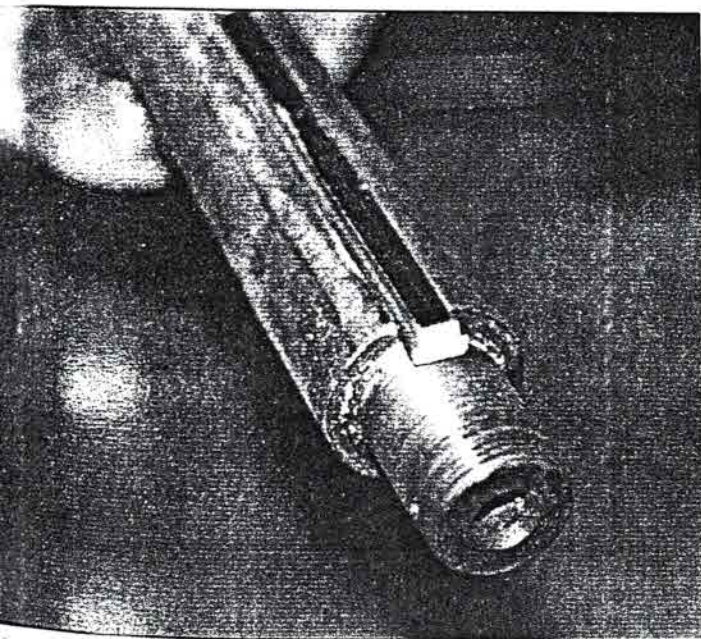
If the keyway location must be moved, keep it at least 45 degrees away from the original on either side. The shaft keyway can be milled to a larger size on a milling machine by most machine shops.

The keyway in the wheel hub can also be enlarged, or cut new with a broaching set. This can be done by a machine shop without completely disassembling the wheel.

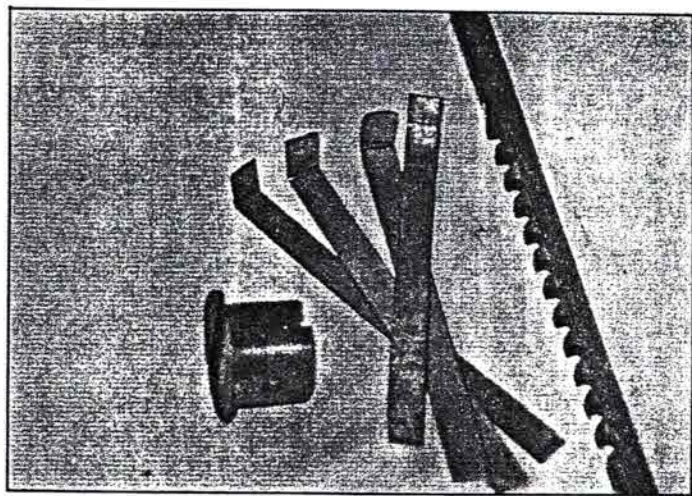
If you are matching wheels hubs to shafts from different cars (and only one of them has keyway problems) it may be expedient to use a stepped key, available in many combination sizes.

The damaged keyway is cleaned by increasing its size and the stepped new key is made by (or purchased from) an industrial supply house. A good mail-order source for these is McMaster-Carr in Chicago. Phone 312/833-0330.

Every year the rear wheels should be removed from the axle shafts, cleaned, examined and repaired if necessary. A light oil or grease is applied before re-assembling. □



A new  $\frac{1}{16}$ " keyway in the shaft will mate with the original quarter inch keyway in the wheel hub by using a stepped key. This 1904 Cadillac axle uses a nut to hold the wheel on the axle. The key must be of the correct length so that it does not interfere with the nut.



Enlarging or cutting a new keyway in a wheel hub is accomplished by using a broaching set. The keyway broach (at right) is available in small increments from  $\frac{1}{16}$ " to  $\frac{1}{4}$ " and they are expensive. The broach is held in the center of hub by the keyway bushing (left). The amount of material removed each time the broach is pressed through the bushing is regulated by the number and thickness of the shims (center). Adding shims to the bushing (behind the long cutting broach) pushes the broach farther into the hub. Each tooth on the broach takes a progressively deeper cut as it is forced through the hub. For rear wheels the bushing must be as long as the keyway.

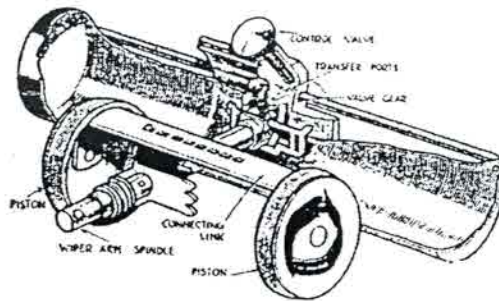


## SUCTION OPERATED WINDSCREEN WIPERS

### The Construction and Operation of the Trico and Folberth Models & How to Look After Them (From *The Motor* - 1932)

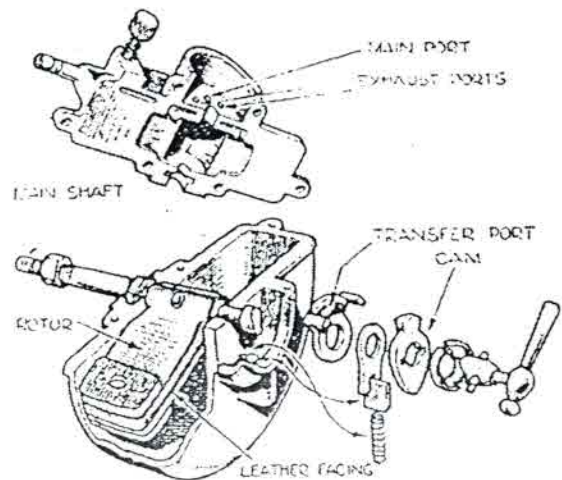
For many years past motorists have used suction-operated windscreen wipers, and, generally speaking, so reliable have they proved that the average owner has not had to inquire into the mechanism to trace troubles. Thus he is not acquainted with their construction or methods of operation. Really, these devices are comparatively simple, but it is proposed to deal here with the Folberth—which, incidentally, was the first automatic windscreen wiper to be made and the Trico, both of which are handled by Trico-Folberth, Ltd., Trico House, Edgware Road, London, N.W.2.

The Folberth windscreen wiper comprises a cylindrical container in which work a pair of interconnected pistons. The pistons comprise a disc with a spring edge over which fits a leather washer or packing, the spring maintaining the leather in close contact with the cylinder walls. The connecting rod is slotted in the form of a rack, and these slots engage with a pinion carried on a spindle passing through the cylinder body. On the end of the spindle is carried the windscreen-wiper blade arm. The device is connected with the induction manifold through a length of piping, and when the control valve is opened the suction communicates with one end of the cylinder, drawing the interconnected pistons towards that end. Thus, as the connecting rod passes over the pinion, the spindle is partly rotated in one direction, moving the wiper arm across the screen, but so soon as it reaches a certain point a valve is automatically operated, transferring the suction to the other end of the cylinder and reversing the operations. The prices range from 10s. 6d each to £2 2s. in black finish.



The Trico device differs somewhat in shape, the body being semi-circular, and instead of using a pair of reciprocating pistons employs a single rotor arm with a leather facing to provide a leakproof seal with the wall of the chamber; the arrangement is shown in the accompanying sketch. This rotor is carried on a shaft which projects through the body of the device, and on the end of which is carried the wiper arm. The suction communicates with one side of the rotor and drawn it up to that end, and, as in the Folberth wiper, so soon as a certain point has been reached a valve is automatically operated, transferring the suction to the other side, reversing the operation.

A notable feature of the Trico is that only one hole has to be drilled in order to mount it in the top rail of the windscreen. The reason for this is that the operating spindle passes through a bush secured to the body. A hole is drilled sufficiently large to take this bush, which, when passed through, is located securely by screwing up a bolt on the front end. Another interesting feature is an efficient but simple tensioning device to ensure just the required pressure of the rubber squeegee upon the glass. So much for the construction of these devices. The prices, by the way, range from 19s. 6d. for a Universal model finished in black, to £2 2s. for a heavy-duty model.



*The Trico wiper in detail*

### Suction Operated Windscreen Wipers (Continued)

*Lubrication and Other Tips.* Now for some points in regard to the maintenance of suction-operated windscreen wipers. The average owner is content if the wiper does its work fairly well, but he seems quite oblivious of the fact that lubrication is necessary sometimes. In fact it is recommended that this should be done about every three months. The Folberth can be lubricated through a small hole, normally sealed with a screw, in the top of the cylindrical body. On a touring car access is quite easily obtained to this point, so that a few drops of lubricant can be injected, but in a saloon car where the wiper body fits very close to the roof, it is not only impossible to get at the screw but it is equally difficult to inject oil. Therefore, the following method which applies also to the Trico wiper should be adopted. Remove the vacuum line from the wiper and fit in its place a short length of rubber hose (about 6 ins.). Place in a small receptacle, such as a saucer or tin lid, one or two teaspoonfuls of any light oil or Trico-Marol oil, which is a special lubricant for suction-operated wipers.

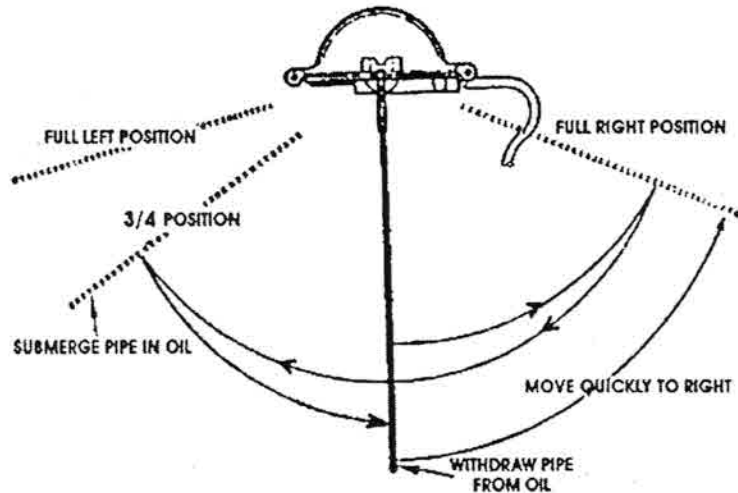
Next open the valve and then swing the wiper arm to the extreme right position (see accompanying sketch).

Turn the arm back through about three-quarters of its normal travel to the left, being careful not to move it all the way. If the three quarters position be overstepped start all over again. Submerge the end of the hose in the oil and make a quick movement halfway back to the right, coming to the central position, and withdraw the hose from the oil. Complete the travel to the right. Then repeat the operation starting from the left.

If the wiper appears to have no power, or operates slowly, it is not necessarily the fitment itself which is wrong. Examine the fitting to make sure that the shaft is not binding in the hole drilled in the windscreen frame. Also check the hose making the connection to the induction pipe, and if this be old renew it, using a copper pipe, which does not perish.

One should never endeavour to force the wiper against its natural direction of travel.

There is another point which is worth remembering; if the wiper has not been used for some weeks, as for instance in the summer, it is advisable just to allow it to operate for one or two sweeps, or move it by hand when the valve is open, in order to ensure that the leather faces are oiled.



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Tandem Attachments ..	6/6
Special Lubricating Oil ..	1/6
Copper Tubing, 7 ft. ..	3/6

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## Events Calendar

Nov 16 – 17	Bendigo Swap
Nov 20	Club Meeting
Nov 24	Club Run – (see elsewhere for details)
Dec 1 Questacon	All British day. Will be held on land between the High Court and
Dec 15	Club Run - to the Cotter area where a BBQ lunch (a Christmas special) will be provided. See details elsewhere.
Dec 19	Government House run.
Jan ?	Possible evening run – more next meeting
Mar 14-16, 2003	Club Run to Tumut – need numbers by Nov. meeting

### Sunday Nov. 24

Our November run will be a pleasant drive to Woods Reserve / Gibraltar Falls for a picnic lunch. The route will be via Point Hut Crossing. The picnic area has ample parking for the cars and the Falls make for a fairly gentle but scenic post lunch stroll. The picnic area has shade, tables and toilets. The route distance shouldn't be too strenuous for the veterans (although there is a steady climb up the Corin Dam road to the Picnic Area) and the more adventurous could continue down to Corin Dam if they wished.

The starting point will be in the park area near the Banks St. end of Alexandrina Dr., Yarralumla for a 10:30am departure. (near the water police). Morning tea will be at Point Hut at 11:15. Those members living in the southern suburbs may wish to join the rest at this point. Lunch is anticipated to be around the 12:30 mark at Woods Reserve.

SEE YOU THERE

\*\*\*\*\*



"No gloves."



"No, you can't use the car but please feel free to help yourself to the motor mower."

**VETERAN CAR CLUB OF AUSTRALIA**  
**NSW Inc**  
**GOLDEN JUBILEE RALLY**  
**24<sup>TH</sup> – 30<sup>TH</sup> April 2004**

All correspondence to:  
 The Rally Director  
 Peter Martin  
 1 South Parade, Old Guildford NSW 2161  
 Phone: 0418 865 235 or (02) 9632 8930

**RALLY BULLETIN**  
**NUMBER 1**

October 2002

Thank you very much for expressing your interest in attending the forthcoming Golden Jubilee celebration rally of the Veteran Car Club of Australia NSW Inc.

THE RALLY COMMITTEE MEMBERS ARE:

Chairman: Peter Martin  
 Secretary/Treasurer: Sue Martin  
 Committee: Neil & Lynette Martin  
 Bob & Elizabeth Hobson  
 Noelene Thomson

THE RALLY

We intend at this stage to hold an official ceremonial start in Sydney, which will take place at the Sydney International Equestrian Centre at Horsley Park. This will enable those members who are unable to attend the hub rally to take part in our club's Fiftieth Anniversary celebrations. It is hoped that the Club's Patron Her Excellency Professor Marie Bashir A.O., Governor of NSW will be able to attend to officiate. From the Sydney start, entrants will make their way via the famous Blue Mountains to the western NSW Shire of Cowra, population 12,600. The countryside is ideally suited to veteran motoring and there are numerous interesting attractions to see and quiet country roads to lose ourselves on. Some attractions include the wonderful Japanese gardens, the site of the famous Japanese POW escape in 1941, the amazing Iandra Castle to name but a few.

RUNS FOR ALL CARS

As the Veteran Car Club consists of a wide variety of motor vehicles, with widely varying performance characteristics, we will be designing the daily runs to be suitable for all types of cars (1,2,4,6,8 cylinders)

FINAL DINNER

Friday 30<sup>th</sup> April 2004 will be fifty years to the day of the inaugural meeting of the VCCA NSW and this will be the evening that our final dinner will be held. To celebrate this milestone in our club's history the evening will be a black-tie, fully catered function.

ACCOMMODATION

Accommodation in the township of Cowra is plentiful, and when we send entry forms out to you, we will supply a list of motels and caravan parks and we would ask that each individual entrant book their own accommodation.

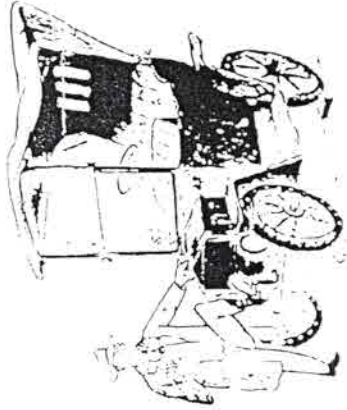
ENTRY FORMS

Entry forms will be sent out in late December 2002 early January 2003 and we ask that you promptly return them to allow us to gauge numbers for catering purposes and to allow us to organise daily runs.

SPONSORS

Castrol Australia has kindly donated products for rally packs. We ask that you consider using Castrol products in support of a company that is supporting us.

Finally you will be advised of further details, any changes, and updates of entries received in upcoming issues of our Rally Bulletin.



Peter Martin  
RALLY DIRECTOR

**Minutes of the Veteran and Vintage Car Club of the ACT.**  
16<sup>th</sup> of October 2002

**Attendance:** As per the book

**Apologies:** As per the book

**Minutes of the Previous Meeting:**

Accepted Moved Jenesse Hemburrow

Second Peter Doering

It was to be noted by Francis Ransley (Veteran Car Club Tasmania) that the amount stated in the Sept. Minutes General Business of joining FIVA was not \$39 per members but \$2.80 per member.

This correction was moved by Clive Castle, Seconded by Jenesse Hemburrow.

**Correspondence Out:** Nil

**Treasurer Report:**

Balance as at 10 <sup>th</sup> of October	\$558.82
Income	\$317.08
Expenditure	\$168.98

3 accounts presented for payment

1) \$257.70 – Reimbursement to G. Frawley for trophies.

2) \$ 33.00 - Routine photocopier services

3) \$ 14.52 - Paper for Membership cards

Moved Peter Templer, Seconded Heinz Gotllob

**Events Director:**

Peter Templer

Council of ACT Motor Club-starting for treasury car park, ending up at the Murrumbatem Winery 9am departure. 3 members attending- will let the Mercedes Benz Club.

24<sup>th</sup> November- Club run designed for the older car- start time and venue: TBA

\*15<sup>th</sup> Christmas BBQ

\*A possible Twilight Run in January as there is no run traditionally. 19<sup>th</sup> of January is a possible date.

\*Westfield Belconnen would like to hold a Christmas parade on Sunday the 17<sup>th</sup> of November between 11am and 12 noon. It was felt that the club wouldn't involve itself as no members could attend. Same weekend as Bendigo Swap Meet.

**Meeting Activity:**

Dean Gardiner from Wurth Snapshots will speak on the company varied product Range

**General business:**

\*A discussion for owners of multiple vehicles in regards to a rego plate that could be transferable for 3 Cars-needs more work with the council.

\* 50<sup>th</sup> year of NSW Veteran Car Club will be in April 2004 at Cowra.

\* Rob Woolley- his Harley will be on display at Robbo's Motor Cycle on 16<sup>th</sup> of November to celebrate 100 years of Harley's.

\* Hamilton Veteran Car Rally. Variable weather. 900 km covered over 5 days, social, but very informal smaller attendance than 1 and 2 Cylinder rally. ACT will host Rally in 2008

**Meeting closed at 8.45pm**



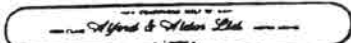
*Etched*



# *Metal Plates*

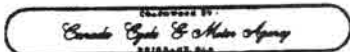
RADIATOR BADGES, MAKER'S PLATES,  
BODY BUILDER'S PLATES,  
LAMP BADGES,  
PATENT PLATES,  
DOOR SILL PLATES, CHASSIS PLATES,  
WALL PLAQUES, DATING PLATES ETC.

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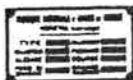


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## Thursday Dec. 19

CHILDREN'S CHRISTMAS PARTY AT GOVERNMENT HOUSE - THURSDAY, 19 DECEMBER 2002 -  
2.30-4.00 PM

The following letter is from Maria Cicutto, of Government House;

I am writing to confirm that the Governor-General and Mrs Hollingworth will be hosting a Christmas Party for children with special needs on the above date. We would be grateful if the Veteran and Vintage Car Club would consider participating once again this year. As you know, the rides are the highlight of the occasion and bring much delight and pleasure to the children. I look forward to hearing from you. Many thanks. Maria Cicutto

Also Note - fellow member Bob McGuire is co-ordinating the CACMC effort for the following day (20<sup>th</sup> Dec.) so any of our members who can help out on the Friday as well, just let Bob know.

Please make the effort to help these kids - many hands make light work!

\*\*\*\*\*

## History and recipients of Club trophies for 2002/03

### **WHEELER-REES SHIELD**

This trophy was presented to the club by Des and Cath Rees in appreciation of the use of veteran cars for a family wedding. The trophy is awarded annually to the owner of the Best Restoration of a Veteran Vehicle. If no such vehicle is eligible, the trophy may be awarded to the best re-restored vehicle or to a member who has significantly assisted a fellow member with restoration. This year's awardee is: Angelo D'Emilio 1914 Fiat

### **MURDOCH McDONALD TROPHY**

This trophy was presented to the club by our late foundation member, Murdoch McDonald and his wife Aileen. The trophy is awarded to the club member who has attended the most club outings in a veteran or vintage vehicle.

This year's awardee is: Peter McGregor 1915 T Model Ford

### **✓ INCENTIVE TROPHY**

This trophy is awarded to the club member who has attended the most outings in a non veteran or modern vehicle.

This year's awardee is: Peter Templer

### **✓ EDWARDIAN TROPHY**

This trophy was donated by club members Rob and Beth Woolley and is awarded to the member, couple or family who are judged to be most appropriately dressed in Edwardian Costume at the club's annual Edwardian event.

This year's awardees are: Wal and Jane Hick

### **POST VETERAN RESTORATION SHIELD**

This trophy is awarded to the best restoration of a Post Veteran Vehicle that is eligible for concessional registration. ie. vintage or classic.

This year's awardee is: Harry Hickling 1931 F Type MG.

### **✓ MOTOR SKILLS TROPHY**

This trophy was presented to the club by members Ian Irwin and Barry Roberts, and is awarded to the winner of the motor skills day. At this annual event, the driver has to display skills in manoeuvring the vehicle and, for one of the tests, is blindfolded and has to cope with the confusing directions of his/her navigator.

This year's awardee is: Wal Hick.

### **✓ FRANK AND BEAT LOCKLEY MEMORIAL TROPHY**

This trophy was presented by the Capital Seven Car Club in memory of members Frank and Beat Lockley who were killed in a modern car accident. The trophy is awarded to the member who has given outstanding service to the club over the past year.

This year's awardees are: Rob and Beth Woolley

### **✓ GRAHAM BENNEDICK TROPHY**

Not Awarded

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