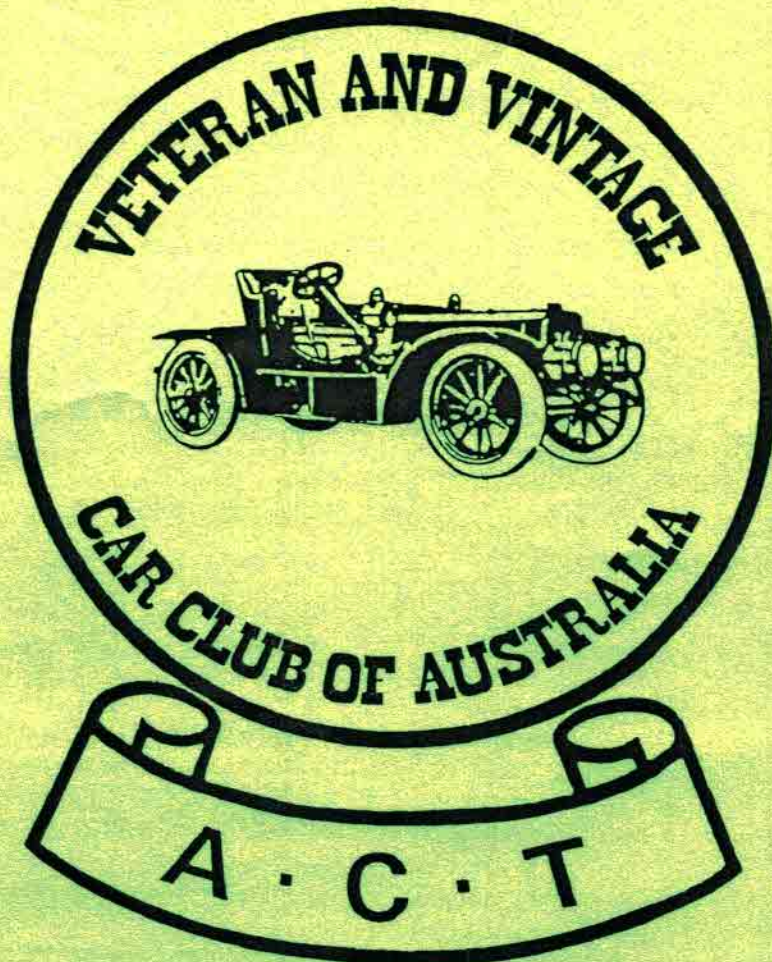


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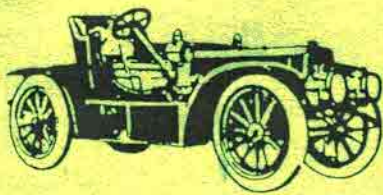
THE EDWARDIAN

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

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

Veteran vehicles are those manufactured prior to 1 Jan 1919
Vintage vehicles are those manufactured prior to 1 Jan 1931

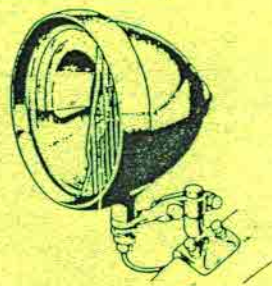
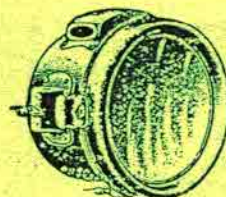
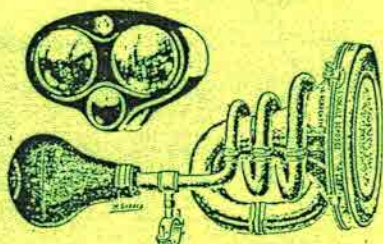
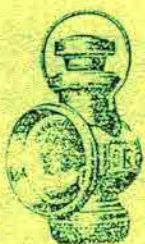


MEETINGS HELD EVERY 3rd WEDNESDAY OF THE MONTH AT 8PM.

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

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

Membership Fees:- \$40 per year



President's Report

The recent AGM of the Association of Veteran car clubs of Aust has been and gone, and was largely uneventful. One item that came up for discussion was that of dating rules as they apply to veteran vehicles. This subject has been well and truly done to death in previous conferences and thankfully it received short shrift when it came up for discussion again – in fact a motion put forward regarding it lapsed for want of a seconder. For the record, to be officially dated, a veteran car must consist of five (original) major items of a possible seven – those seven being; the chassis, radiator, front axle, rear axle, gearbox, motor and steering gear. Whilst the veteran movement is well 'policed' in this respect, I am unaware of any such stringent controls over the dating of vintage vehicles. Perhaps we need to give some thought to bringing in a 5/7th rule for cars of this era too. If totally incorrect vehicles are allowed to be fabricated, and dated, then the credibility of both the 'owning' club and the veteran and vintage movement in general is called into question, not to mention the legal implications. Any moves to ensure historical accuracy in what we seek to preserve can only be a good thing. We must keep in mind that we are only temporary custodians of these vehicles for future generations.

Before leaving the subject of the AGM, I would like to make special mention that our own Treasurer, Peter Templer, has kindly stepped forward to take on the role of the Sec/Treas. for the National body. When you put this together with the fact that next years Vice Chairman and the year after that's Chairman will be ACT delegates, it is apparent that the ACT will be very much in the thick of National matters. Well done Peter.

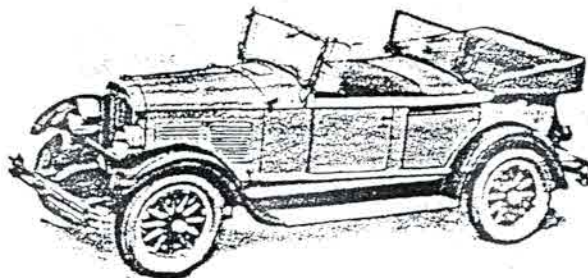
The upcoming annual conference of the various State Car Club Councils should prove interesting. One of the subjects up for discussion is that of the rolling thirty year rule and the effects this has had on Club culture. Another item to be discussed is the need to adequately identify vehicle periods other than the established ones of Veteran and Vintage. When you think about it, there really is no name presently used that caters for post 1930 vehicles. Terms like 'Classic', 'Historic' and 'Heritage' are totally inadequate in that they are far too generic and don't give any idea of what era they might be referring to. It could well be argued that there are many veterans and vintages that justify being labelled a Classic or Historic, and when you look at it, all vehicles over 30 years could be termed Heritage vehicles. It will be interesting to see what is put forward. On the subject of the impact the thirty year rule has had on Club culture, I only have to turn to my old Qld. Club, of which I'm a life member, to see the results. Only in the last week I have been informed that a break away club has been formed that will only cater for pre 1948 vehicles. The new club has about forty members, all disaffected members of the former club. I won't bore people with the details but it seems that for the last few years, only one or two pre war cars would turn up at an event as opposed to about 20-25 50's, 60's and even early 70's cars. The pre wars felt entirely out of place and apparently even the club culture towards them had changed to a "why would you bring something like that out" type feeling.

The foregoing is a strong argument for our club to continue to only seek to cater for the V & V movement and not try and be all things to all eras – and doing it poorly. Hopefully by discussing the issue in the upcoming national forum, a better way of managing the issue might emerge and prevent the destruction of formally very happy and social vehicle clubs.

Thanks to all contributors this month.

Till next month, Happy Restoring

Rick



Ed's note - The following was written by the late Ted Winter a few years ago and is his reminiscences of the first rally in the family's 1912 Minerva. Ted's son, and Club Secretary, Andrew, is the current custodian of the Winter Minerva. You will recall reading the wonderful story in the Edwardian a few months ago that Ted had compiled concerning the Minerva's history. Read and enjoy.

The Minerva's first Rally

When my father, John Winter, became one of the founding members of the Aird's District Antique and Classic Car Club he wanted to encourage an interest in the cars he grew up with, knew so well, and loved so much. But in those formative days it is unlikely he could have possibly foreseen the development or the direction the club would take over the next forty years.

I can recall the first outing in the Minerva when its restoration was nearing completion. This happened to be the inaugural 'Two Day Pioneer Run' to Moss Vale in February 1960; the first and also the last to be conducted under the banner of the 'Aird's District Antique and Classic Car Club'.

At about this time the vintage car movement was beginning to attract an increasing amount of attention and to foster this interest it was a common practice to print promotional leaflets to be distributed to spectators. The fact that sometimes there were fewer entrants at the start than were listed on the leaflets never seemed to dampen the enthusiasm of those who had gathered along the roadside to cheer the cars on their way or came to inspect the cars at the scheduled stops.

I clearly remember at Saturday's lunch stop on that first Pioneer Run the sight of my mother preparing sandwiches on a card table set up in the back of the Minerva seemed to attract as much interest as did the old car itself.

Also in those early days, it was quite customary to display official numbers on the cars and with a clock which had been synchronised and sealed at the start of the run, to compete in both the outward and homeward legs of the rally.

Another feature of this first Pioneer Run and other major events at that time was that Caltex generously sponsored our promotional costs. And, if my memory serves me correctly, on at least one occasion they also supplied our fuel by way of coupons which could be redeemed at designated Caltex Service Stations along the route. This made driving the Minerva a much brighter prospect considering her petrol consumption hovers around the 12 miles per gallon mark.

To add a touch of glamour to this particular event, two celebrities were invited along for the weekend. They were John Hollingsworth, a dancer of some repute, and actress Nellie Lampert who played Hilda the elderly cook, in Australia's longest running radio serial, Blue Hills.

Being in the twilight of their careers I don't know whether they were paid an appearance fee but in any case both celebrities seemed content enough to enjoy an expenses paid weekend in the country while basking in the attention being showered upon them. Their only other duty was to host a cabaret evening after dinner on the Saturday night.

While our celebrities were jollying it up at the front of the field, back along the track, and before we had even reached the lunch stop at Picton, the Minerva was starting to show the first symptoms of a problem that was to haunt my father for several years; tyre trouble. The Minerva was fitted with beaded edge tyres and as there was no supplier of suitable new tyres in those days Dad had to do with whatever he could find. Although beaded edge tyres were not too difficult to come by, those that were available had all seen better days and were in very poor condition. They had a tendency to either chafe the inner tube causing a puncture or because the cotton ply was so rotted the bead edge simply detached itself from the rest of the

tyre. In fact, we were having so much tyre trouble on the outward trip that our sealed clock was soon forgotten and any thoughts we had of reaching our overnight accommodation at Dormie House in time for a hot shower and a hearty dinner were quickly evaporating.

My mother was also becoming anxious about our progress because she had an additional motive for reaching our destination. She wanted to meet Nellie Lamport to tell her they had a mutual acquaintance in Bebe Scott who had also worked on Blue Hills and was the half sister of comedian, George Wallace.

Mum got to know Bebe Scott when she had agreed to direct a concert to be performed by our local Women's Auxiliary. Even then, in her declining years, Bebe Scott had lost none of her theatrical flair and with her formidable iron will soon turned the group of inept actors and mediocre singers into a tight-knit troupe of talented performers who managed to fill the local church hall on two consecutive nights.

Finally, in fading light, we reached Dormie House where Mum was at last able to tell Nellie Lamport of her friendship with Bebe Scott. On hearing the news the elderly actress reeled back in disbelief and retorted:

" My God! Is that old duck still alive ?"

Undeterred by this rebuff, when Mum next saw Bebe Scott she related the story of her meeting with Nellie Lamport to which Bebe exploded in identical fashion:

" My God! Is that old duck still alive ?"

Prophetically, not long afterwards Nellie Lamport did pass away; but, as if not to be upstaged by the exit of her old acting rival, Bebe Scott soon made her own stage exit.

Predictably, the Minerva's homeward trip turned out to be simply a more tedious version of the previous day until at last our tyres, tubes and luck ran out at Razorback, just south of Camden.

Apart from its reputation for being a narrow, steep and winding section of the Hume Highway, Razorback was also well known for an enormous Moreton Bay fig which flourished in a nearby paddock. The tree had such a striking resemblance to the logo used by Sydney's oldest surviving department store, Anthony Hordern's, that next to the tree they had erected a billboard which proclaimed proudly to all :

" While I live I grow "

Ironically, when the old tree eventually did wither and die, not long afterwards, Anthony Hordern's closed their doors for the last time.

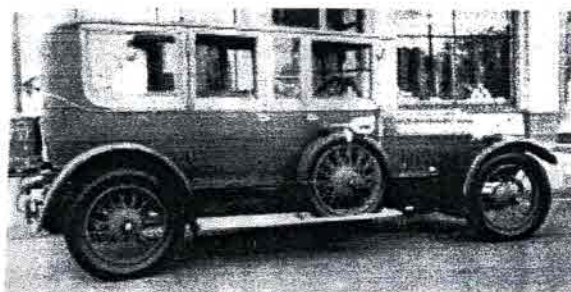
And what of the Minerva ? Somehow she limped to the top of the hill where the proprietor of a small cafe kindly allowed us to leave the car in his shed until Dad could return on the following weekend to collect her.

Equipped with a fresh supply of old and frayed tyres the Minerva finally completed her first rally, taking a total of nine days instead of the anticipated two days and for all her efforts won her very first award: the Hard Luck Trophy.

And if today, almost forty years later, a concourse judge was to look in askance at the straight sided wheels and tyres fitted to the Minerva, what possible excuse could I offer except :

" Well, if you had been there in February 1960 I'm sure you would understand "

Ted Winter
April 10th. 1999



⌘ IMPORTANT NOTICE ⌘

Photos of your veteran or vintage car(s) desperately wanted!

As previously advised, many members would be aware we now have our own web site. The address is <http://www.geocities.com/vetvinact/> To make this site one of the best in its field we need you to supply a photo of your car(s). Feel free to supply a story with it too. Just bring your photos to the next meeting and pass them to Michael Toole, who will use black magic to make them appear on our site. Remember, the content of our site is dependant on us, so please make an effort.



Time's up

If you haven't renewed your subs for the 2002/2003 financial year then this will be the last newsletter you receive. For those who haven't already paid, the Club Treasurer would only be to glad to receive your \$40. Remember, your privilege of receiving concessional rego is dependant on you being a financial member. Note – subs renewal does not apply to those members who've joined the club in recent months. Thanks

Dedicated Fiat-ophile Angelo D'Emilio has kindly put pen to paper and is going to contribute a regular article for inclusion in the Edwardian. Thanks Angelo. Here is number 1.

RED FLAG. (1)

Inevitably, the history of the motor car and of motoring through the ages is deeply influenced by contemporary political and economic events, and the importance is not overlooked. This vital aspect is well illustrated by the unfortunate Locomotive on Highways Act. of 1865, which has been misnamed the Red Flag Act. Thus, while other countries were rapidly developing bigger and better motor cars, it was still illegal to drive in Britain without a man walking in front of the car. Consequently, Britain lost years of leeway in automobilism, which were not made up until the "Emancipation" Act of 1896 was passed, and that is why Daimler and Benz had a significant advantage over Simms Lanchester, Austin and others.

Angelo.

Thurs Dec 19th

Once again we have been asked by Government House to help brighten the day of some youngsters that have some fairly difficult hurdles in life to surmount. This extremely worthy cause has always been well supported by our Club and we hope you can participate again this year. Remember, the more cars we get along, the lighter the work load on us all.

SEE YOU THERE

⌘⌘⌘⌘⌘⌘⌘⌘⌘⌘

Motoring Dress for Ladies

BY LADY JEUNE

According to Lady Jeune, and to many women whose memories go back to 1902, motoring even with the protection of a veil was impossible without the complexion losing its 'soft peach-like bloom'. The lady automobilist indeed paid the price for the glorious sensation of the winter wind 'snatching tears from their eyes'. Until the coming of the closed carriage, and for long afterwards for those who continued to prefer open motoring, the problems of protection were serious and engaged the close attention of the clothing trade.

MY SIMPLE task in this volume is to discuss that side of the question which affects women very deeply: how to dress and equip themselves so as to be warmly and comfortably clad with as little disfigurement as possible. The fact that women should motor—if a verb may be employed—and care for it as much as they do is a great tribute to their lack of personal vanity, for, try as hard as they can, it is almost impossible to make the dress they have to wear a becoming one.

In most of the sports and pastimes of women the dress they assume is arranged with a view to adding to their charms, and in nearly every case it can be both pretty and serviceable. In croquet, lawn tennis, skating, hunting, driving, or bicycling, the dress worn by women may be excessively becoming, as it can be made to show off the figure, and the hat or head-gear is generally a delightful frame of the face indeed, the fact that the athletic costumes of women are so picturesque is possibly one of the reasons which have made out-door sports so popular among them.

In the case of motor driving or riding there are two things only to be considered: how a woman can keep herself warm in winter and not be suffocated by the dust in summer without making herself very unattractive. Dress must be regulated to a great extent by the speed at which she travels, and it is quite possible to wear a smart hat and pretty clothes if the pace is a comparatively slow one, such as is usual in the Park or in the streets of London.

This chapter, however, has to deal with the more serious side of the question, how a woman should dress who goes on long journeys in every kind of weather, and at a high rate of speed.

The first consideration must be to keep warm, and the second—a no less important one—what head-gear must be worn that will keep on the head, and not be blown off by the first gust of wind. The question of warmth must be considered from every point of view, and plenty of suitable clothing is absolutely essential.

A warm gown should be adopted, made of a material that will not catch the dust, and it is also important to wear warm clothing under the gown; for unless such jerseys and bodices are worn, the wind penetrates, and it is quite impossible to avoid feeling chilled during a long day. The fatigue which is inseparable from many hours in the open air, and is also intensified by the rapid speed at which one travels, becomes greater as the day passes; with

the increase of that fatigue a feeling of cold arises, so that unless a sufficient amount of warm clothing is worn the sense of exhaustion becomes very trying.

The best material for excluding the cold is leather, kid, or chamois leather; the latter may be recommended for lining the coat, and kid for the outside covering. This has, however, the disadvantage of being heavy and stiff, while chamois leather is softer and gives the figure more laxity. A coat lined with chamois leather and fur is the most successful of any; and the outside cover can be made in any pretty waterproof material.

The best coats that I have seen for motor car driving are some which come from Vienna, and are both cheap and comfortable. The fur employed for the lining is opossum, which is both light and thick; they are to be had of any length, they button up the front, are double-breasted, and have two warm pockets placed crossways in front.

The coat of which an illustration is given is excellent for the purpose, but it is more elaborate. It has, however, the leather waistcoat or undercoat attached to it, and is extremely comfortable. It can be made in any cloth or material. It has heavy fur which, while it looks smart, is a sure means of catching and retaining dust, and the great object to be aimed at in motor travelling is to find something which will not collect dust, for if coats, rugs, etc. get dusty it is almost impossible to get rid of it.

The longer a coat is the better, for it is round the extremities that the cold is felt as much as anywhere. Therefore a coat should be made loose enough to wrap round the figure and fold well over the knees. It is quite impossible to keep warm in a rapid motor journey except by using fur rugs, and they should be backed with leather, which mitigates the trouble of beating the dust out of them at the end of the day.

Difficult as it is, however, to keep warm and fairly clean as regards the clothes which should be worn, the real problem is how to keep a hat on. The head must be warmly covered and the hat small, for anything large or wide offers too much resistance to the wind, and gets quickly blown off. After many experiments I am satisfied that the blue Glengarry cap is the best head-dress for the motor car. It is pinned in one or two places to break the hard, straight outline, and to give a little height to it. It is light and warm, and with a long gauze veil, which covers not only the hat but comes over the ears; the wearer is as comfortable as possible.

Motoring Dress for Ladies (Continued)

KENNETH DURWARD

Ladies' and Gent's Speciality Tailor.

SOLE DESIGNER AND
MAKER OF THE
**"MONTAGU"
COAT,**
A Combined Motor
and Travelling Wrap
FOR LADIES AND GENTLEMEN

*Made in specially prepared
wind and rain resisting cloths,
and lined with detachable
leather, fur, or fleece lining.
Perfect protection against all
weathers.*

WRITE FOR FULLY ILLUS-
TRATED CATALOGUE POST
FREE ON APPLICATION

COATS sent on APPROVAL on
receipt of London reference.



The veil can be varied from gauze in summer to a long grey Shetland cloud* in winter. Grey is the best colour, as it shows the dust less than any other.

The illustration shows the veil covering the face, and protecting it if the wind is too strong and cold. The material for making the veil must be not less than two yards long, and three-quarters of a yard wide.

It should be drawn well up in front, and pinned to the bonnet, then pulled down over the ears, and crossed behind, bringing the ends to the front, where they can be fastened in a bow under the chin; two or three pins should be put in behind to keep it in its place it will, if properly pinned, remain perfectly tidy all day. It is necessary to have the veil sufficiently wide, so that there should be enough to fall down over the face if it is wanted. A long grey Shetland cloud is the best and most comfortable veil to wear in winter. The yachting cap has some advantages, but it is hard and heavy to the head. The best gloves to wear are white knitted worsted. These are warm and easy to wash.

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

Alas! if women are going to motor, and motor seriously—that is to say, use it as a means of locomotion—they must relinquish the hope of keeping their soft peach-like bloom.

The best remedy is cold water and a rough towel, and that not used sparingly, in the morning before they start.

There is one other, the last, but perhaps the hardest concession a woman can make if she is going to motor, and that is that she must wear glasses—not small dainty glasses, but veritable goggles. They are absolutely necessary both for comfort and the preservation of the eyesight; they are not becoming, but then, as I have tried to point out, appearance must be sacrificed if motor-driving is to be thoroughly enjoyed.

Those who fear any detriment to their good looks had best content themselves with a quiet drive in the Park, leaving to the more ardent motorist the enchanting sensation of flying along the lanes and roads of our lovely country.

From *Motors and Motor Driving*

The Badminton Library

of Sports and Pastimes'1902

*cloud = a loose-knitted woollen scark, worn by ladies

HISTORY OF WHITWORTH

By Charles Falco

The meaning of "Whitworth"

First, a tiny bit of history. In the 19th Century every British factory which needed to bolt something to something else devised their own fasteners to do it. Clearly, this caused all sorts of compatibility problems. So, along came Mr. Whitworth (I forget his first name right now) who invented a standardised system of coarse threads (with 55 degree thread angle and rounded roots and crests.)

This standardisation was a Good Thing. Along with his threads came heads for the bolts that were based on the length along the side of one flat rather than across the flats. Hence, there is no simple fractional number for the length across the flats, which is why your imperial spanners don't fit. The fractional number on the spanners refers to the diameter of the bolt which is 1/4", 3/8" etc. not the distance across the flats (which ends up being various weird dimensions.)

Some years later the British decided they needed a finer pitch for some applications, so another thread series was introduced (same 55 degree angle). They also decided the heads were too big for the bolts, so for most applications they switched to using the next size smaller heads. Because of this, and to add one more bit of confusion to life, one manufacturer will mark the same sized spanner "7/16W".

They fit the same diameter bolt. The first thing any British car restorer learns is that his (or her) car has "Whitworth bolts". They think this is interesting, buy a set of "Whitworth spanners", discover these spanners fit their bolts and believe they now know everything they need to know about British fasteners. Unfortunately, at this point they know only enough to make themselves dangerous. Instead, what they should have said to themselves is:

"Oh dear, what other weird and incomprehensible things have they done to the fasteners on my machine? The answer to this question is:

British Standard Whitworth (BSW)

These are the original, 19th century, coarse threaded industrial bolts designed to hold locomotives together. Because of their coarse pitch, they are more prone to vibrating loose, so are little used on motorcars. Except for threading into aluminium (e.g. crankcase studs), where a coarse thread is less prone to stripping than a fine one, it turns out that, except for 1/2" (where the British use 12 threads per inch (tpi) and Americans use 13 tpi) the thread pitches for the rest are the same as for American Unified Coarse (UNC). However, the thread form is different. Whitworth = 55degrees; UNC = 60 degrees. In spite of this, mismatched nuts and bolts mate nicely, so you're likely to find UNC bolts or studs where BSW should have been.

British Standard Fine (BSF)

A finer pitch series, analogous to the American Unified Fine (UNF), although - unlike the case of BSW/UNC - with none of the pitches in common with UNF. Many motorcar and motorcycle manufacturers commonly used a lot of BSW threads.

Cycle Engineer's Institute (CEI) or British Standard Cycle (BSC)

These are different names commonly used for the same threads - 60 degree thread angle rather than the 55 degree of BSW or BSF. For most sizes from 1/4" through 1/2" by far the most common are 26

tpi, although 24 tpi appear as well. Most, but by no means all, fasteners on post-war BSA's (through the late 60's when it got more complicated) were CEI. Although the thread form and pitch are different, the head sizes on CEI threaded fasteners used the same wrenches as BSW/BSF.

British Association (BA)

Thread angle is 47.5 degrees. This is a metric thread system devised by the British for small screws used in components like speedos. Not metric like you might expect, but with diameters determined by a factor proportional to a power of the logarithm to the base 10 of the thread pitch in millimetres. I couldn't possibly be making this up. Ah, the English. You'll find lots of BA threads on any British car, but only for fasteners smaller than 1/4". BA fasteners have their own set of spanner sizes. Typically, a set of "Whitworth" sockets will include an OBA (and maybe 2BA - bigger number = smaller size) socket.

British Standard Pipe (BSP)

A tapered, self sealing thread system used to seal fluid. Interestingly the U.S. and the metric world standardised on the BSP system for threading all their pipes.

Unified Fine (UNF) and Unified Coarse (UNC)

In the late 1960's, when even the U.S. was thinking of going metric, the giant BSA Corporation decided it was finally time to scrap that old 19th Century Whitworth based system and switch to ... yes, you guessed it. American. Since they had lots of money invested in tooling, the switch wasn't made suddenly (or completely), so bikes and cars from the late 60's and later had a mix of all sorts of thread forms. Typically, engine internals (e.g. the thread on the end of a camshaft) stayed with whatever form it used to have, while simple fasteners (e.g. holding the mudguards on) switched to UNF.

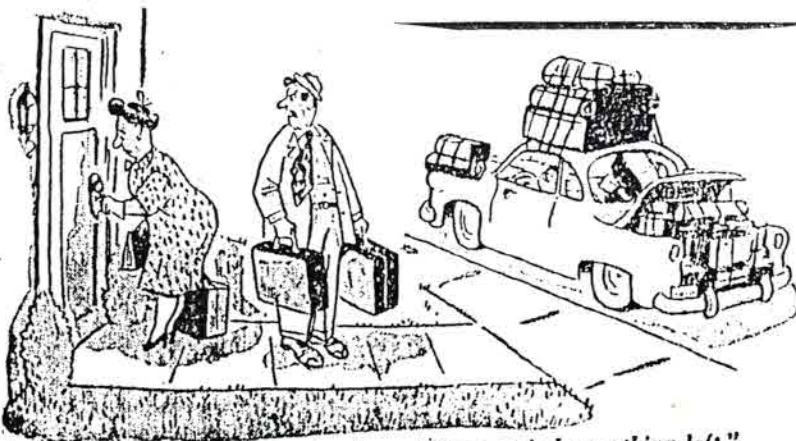
None of the Above

While the above systems account for well over 95% of all threads you'll ever run across on British machinery, some manufacturers - again BSA springs to mind, but others were guilty as well - couldn't restrain themselves from inventing a few oddball pitches of their own. This why, when dealing with British cars you should assume nothing. You should have a pitch gauge and calipers. So, let's get back to the question someone asked a few days ago about buying a set of "Whitworth" taps and dies to last him the rest of his British car's life. The first thing I'd say is that if you want it to last, be sure to buy a HSS set (rather than carbon steel), even though it will be at least twice the price. Then, in order of overall usefulness, I believe you'll find in first place it will be a CEI/BSC set, then BSF and the BA. Unless/until you really get deeply involved, make do with UNC to "simulate" BSW (although you'll want to buy an individual 1/2"-12 at some stage to supplement the UNC set). Thus, if you follow my recommendation, the very last thing you'll want to buy for working on your British machinery is a "Whitworth" set. I have one, but only got it after I'd had CEI, BSF etc. for a long time.

So what has your car got - Whitworth, BSW, BSF, CCEI, BSC, BA, BSP, UNF, UNC, Metric or a combination of several of them?

Originally written by Charles Falco for the American motorcycle enthusiast. The text has been modified to make it more relevant for the Australian British car restorer.

Reprinted from "Recollections" the magazine of the Werribee & District Collectable Vehicle Club



"No point in locking the door. There can't be anything left."



"Now here's a coincidence. Your car has been recalled for a brake defect."

The Olympia Show, 1906

BY OWEN JOHN

I have got into the habit of dating the beginning of winter from the opening of the motor show. Last year I started off in a snowstorm to visit it, and this year I got home in another.

The first thing that struck me was an adventure with a would-be robber at what he was pleased to call a *garage* about three-quarters of a mile from Olympia. I fortunately asked him his terms outside his shed, and when he told me they were a shilling an hour and five shillings a night I turned and fled to the yard of a public house, which gave me a separate shed for eighteenpence for the twenty-four hours. When I arrived on the scene of action my first impression was the wonderful state of readiness that was visible—hardly a sign of unpreparedness or haste. The next was the startling absence of the top hat. This shows serious business intentions, for it is well known that top hats are now only worn out of the city, at weddings, social functions in the season, and by persons in search of clerical employment. Of course, there may be other reasons, but I am speaking generally, and make my position absolutely safe by coupling frock coats to them.

This is the distinction I have got into the habit of drawing between the body and chassis of a motor vehicle. It is a regrettable fact that nowadays, however pure your soul (which means excellent is your chassis), the ordinary person will not stop and admire unless there is something bizarre and extraordinary about your body. Let us take the James and Browne six cylinder touring carriage as an example, and [trust the firm will not be annoyed if I mention my dislike to their familiar title of 'J. and B.' I am oldfashioned enough to say 'telegraph', and not 'wire', and go so far as to prophesy that the Great Central Railway would become a more fashionable line if the general manager signed himself 'Samuel' instead of 'Sam' Fay. But this is very much by the way.

To return to the James and Browne stand and cars, I have not the faintest notion at present whether the engines are vertical or horizontal, or indeed of anything that happens under the 5 ft. long *mauve* decked bonnet, because my eyes never got beyond the same prevailing delicate boudoirish tint, the glitter of decanters, and the silver and walnut of the cigar boxes that focused the attentions of the untechnical many. Fancy all these perfections colliding and jamming with a cart conveying the gtable industry of Brentford, and why not? Then on the Rolls-Royce stand I beheld a gloriously striped chariot, with pendant bronze torches holding electric bulbs inside, sumptuously furnished and adorned with marvellous port-holes. Surely this firm of all firms stands not in need of such extra embellishments? I take it that almost every visitor came to the show fully intending to inspect the Rolls-Royce exhibit.

If good wine needs no bush, surely this brand of car needs no extraneous attractions? But I expect they know their business best, and their meteoric rise into the position of one of the three first firms in England is a proof of it. With regard to the big Daimler, that looked as if it had been trying to pass the mustard and run into it, the inscription that it was to the order of an Indian potentate disarmed criticism, and, like the Rolls-Royce, the other exhibits on the stand made one glad they were so easy to find, which may have been the intention.

Why are most American cars called by their exhibitors 'incomparable'? I asked someone as to this, and he said that he thought it was because they could not be compared with English ones. But I think he was unkind. Certainly, their bodywork (excepting the White) has unaccustomed lines, and the new four-cylinder Cadillac engine, crowded with loose wires, looked like the inside of a motor boat trawled up in a torpedo net. At the same time, I admire the exhibitor for displaying all his wires and pipes—there is far too general a habit of disposing of all these contraptions on a show chassis, and pointing out the extreme simplicity of the engine, and the accessibility of its parts, with the result that the beginner hardly recognizes his purchase when it comes home to him in full panoply for travel.

The Humber, Argyll, and Talbot stands were so well patronized that it was as difficult to get near them, and, generally speaking, if there were any anti-motorists about they must have gone back sadly shaking their heads and resolving no longer to try to stop a tide that apparently is doubling its volume every year. I have not said much about the foreign cars, and, indeed, it is a curious reversal of things that used to be, to look around and see how lost they are amongst the crowd of home-made ones. And yet they are there, and a goodly show they make.

With regard to the galleries there is not so much to say, and the difference year by year, though it exists, is not so apparent as down below. Perhaps the greatest change of all was in the roof, which was gaily decorated with pink and yellow silk extinguishers and garlands.

I could not help momentarily expecting them to disgorge showers of confetti and coloured paper ribbons on all below, in which case the band would certainly burst into the maddest and merriest music, and stallholders, general public, and the press, would have joined in the giddy revels.

Perhaps this will happen on the closing night, for the volume of orders recorded on the books and faces of nearly every exhibitor certainly necessitates some such outlet to mark the festive occasion.

From : - The Autocar, November 24, 1906

Minutes of the Veteran and Vintage Car Club of Australia (ACT) September 2002 Meeting

Date: 18 September 2002

Attendance: As per the book

Apologies: As per the book

Minutes of the previous meeting: Accepted. **Moved** Gerard Frawley **Seconded** Heinz Gottlob

Correspondence in: Canon Invoice – Photocopier service
Shannon's Insurance re. Conclusion of Public Liability policy on 30/9/02
Association of Veteran Car Clubs of Australia
ACT Heart Foundation

Correspondence out: Nil

Treasurer's Report:

- Balance of Cheque account is \$410.72
- Canon payment – routine photocopier service: \$33.00
- Public Liability cover by Street Machine Association will cost \$396 - \$382 to be transferred from tour account to cover this. This amount will be replaced by outstanding membership fees.
- Reimbursement required for Wal Hick (\$49.00 for Telephone Directory entry) and Roger Gottlob (\$44.00 to cover customs clearance of "The Automobile" magazines ordered by club from the United Kingdom.

Moved Peter Templer **Seconded** Peter Doering

Events Director:

1. September event has already been held – Council of ACT Motor Clubs Observation Run
2. October Event – Council of Car Clubs Breakfast Run
3. Trophy Presentation Lunch in August was adjusted to lunch only for a number of reasons including trophies not being ready and the number of members out of Canberra at the time. Trophies to be awarded at a subsequent Club meeting or social event.
4. November event – suggestion by Andrew Winter that an event modelled on the London to Brighton be held to appeal to owners of older veterans that rarely appear on events.
5. Three day run to Cooma / Tumut in March 2003

Meeting activity:

David Robinson lead a discussion on options for the proposed three day run to be held on the long weekend of 15th/16th/17th March 2003/

Librarian: Nothing to report

Editor: Nothing to report

General business:

1. Librarian and Editors reports to be included in General Business in future
2. Agenda Items for Association of Veteran Car Clubs of Australia 2002 Conference were discussed. The late arrival of the agenda was noted and will be raised by the clubs delegation to the conference. Fifteen agenda items were read out. Many of the items listed were felt by the meeting to have little relevance/impact on our Club. Items that did draw comment:
 - 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!)
 - b. The establishment of a National Constitution for Veteran car Clubs – the feeling of the meeting was that the states and territories differ enough to make this unworkable

- c. Dating – there is a proposal to alter to the long standing “5 in 7 rule” applying to Veteran Cars. Meeting consensus was that this rule should be retained as is.
3. David Robinson raised suggestion that some of the monies set aside for charity donation be used for the provision of catering at selected events. General feeling was that “user pays” system should continue to apply.
4. Permission given by committee for Rob Sinclair to use his 1927 Dodge for a wedding. Car will travel from Hall to Yarralumla Woolshed and return.

Meeting closed: 8.55 pm

Events Calendar

Oct 16	Club Meeting
Oct 20	Club Run – see details elsewhere
Oct 27	Canberra Swap. EPIC.
Nov 20	Club Meeting
Nov 24	Club Run - designed especially for the older veteran (cars particularly but people as well). If you don't fit either category come along anyway. Start time and venue : TBA
Dec 15	Club Run - to the Cotter area where a BBQ lunch (a Christmas special) will be provided. Further details later, but put the date in your diary now.
Nov 3	All GM day, Heritage Village Watson
Nov 16 – 17	Bendigo Swap
Dec 1 Questacon	All British day. Will be held on land between the High Court and

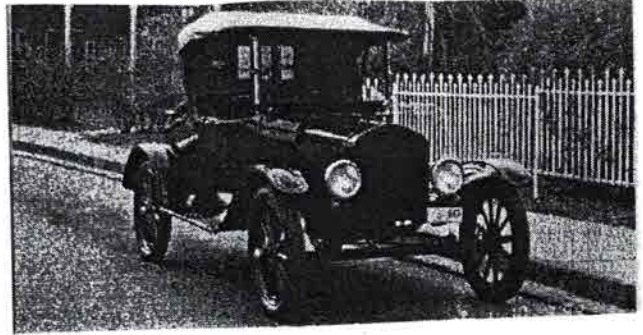
Sunday Oct. 20

Our October run will in fact be the Council Breakfast run organised by the Mercedes Benz Club. Meet at the Treasury car park, Langton Cres., Parkes, for a 9am departure. We move off in club groups for a short scenic tour. Not sure of any more detail, but should have something to add at the Oct. meeting.

SEE YOU THERE

FOR SALE / WANTED

For Sale 1921 Model T Ford roadster, its own transporter/trailer and some spares. \$12,500 for the lot. Excellent order throughout. Full curtains and hood bag. 12 inch Rocky Mountain brakes, distributor ignition, indicators, Brisbane Sweeney body. A pretty car priced to sell. Non transferable club rego. A.C.T. Phone 02 62412250.



For Sale 1928 Chev tourer, light blue body, dark blue guards. Beautiful condition. On full ACT rego until 03/03. Many extras. John McFarlane 0404 857 874

For Sale 1927 Chrysler tourer, not restored but complete and in good condition. Kevin 6242 4706

For Sale 1909 De Dion Bouton engine, 4 cyl. (2 blocks of 2) 12 hp. Complete with all brass work. Peter Mifsud. 03 5423 9423

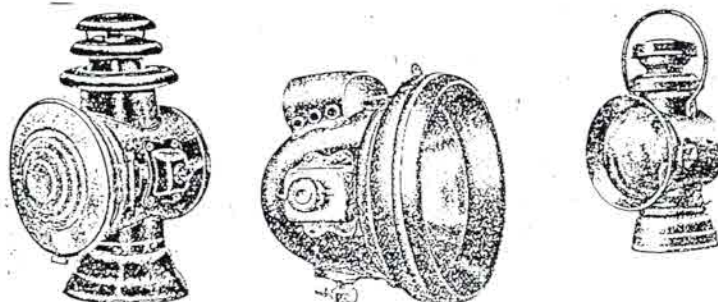
For Sale 1916 Dodge. Timber wheels, green body with black guards. Very good useable condition. A comfortable and large veteran. Present ownership since 1988. \$17500. Bob Bennett 02 9974 5393

For Sale 1901 Argyll. Voiturette, 5hp. Single cyl. VCCA dated (NSW). 1998 veteran of the year. Don Liddle 02 9631 7971 0409 041 474

For Sale 1914 Adler, 80% complete has small 4 cyl engine (minus block) clutch, gearbox, water pump, diff housing, chassis, assorted panels, rear wheels other sundries. Dianne Gotley 02 4353 2097

Wanted Inlet and exhaust manifold set in working condition to suit 1926 Oldsmobile model 30E (engine number starting with DR). Particularly interested in an exhaust manifold. Phone Roger Gottlob on 02 6241 3169. Please leave a message if no one is home."

Wanted An updraught carburettor with a one and three eighths inch throat. R. Wheeler, 02 / 62412250





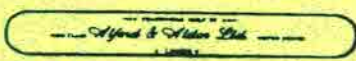
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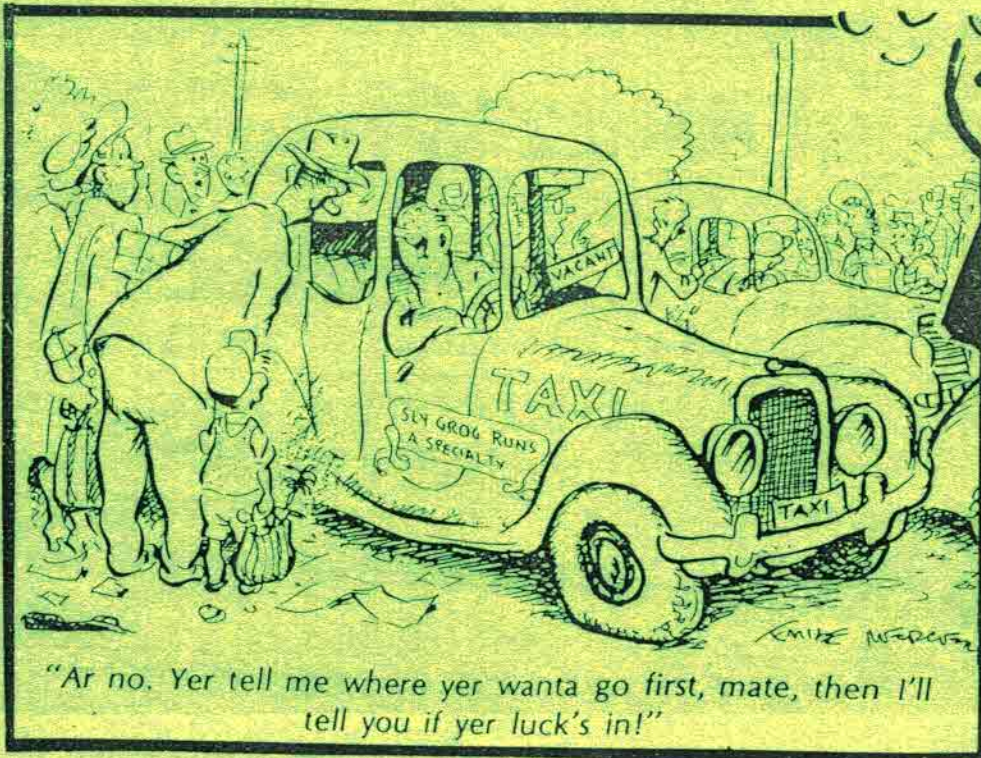
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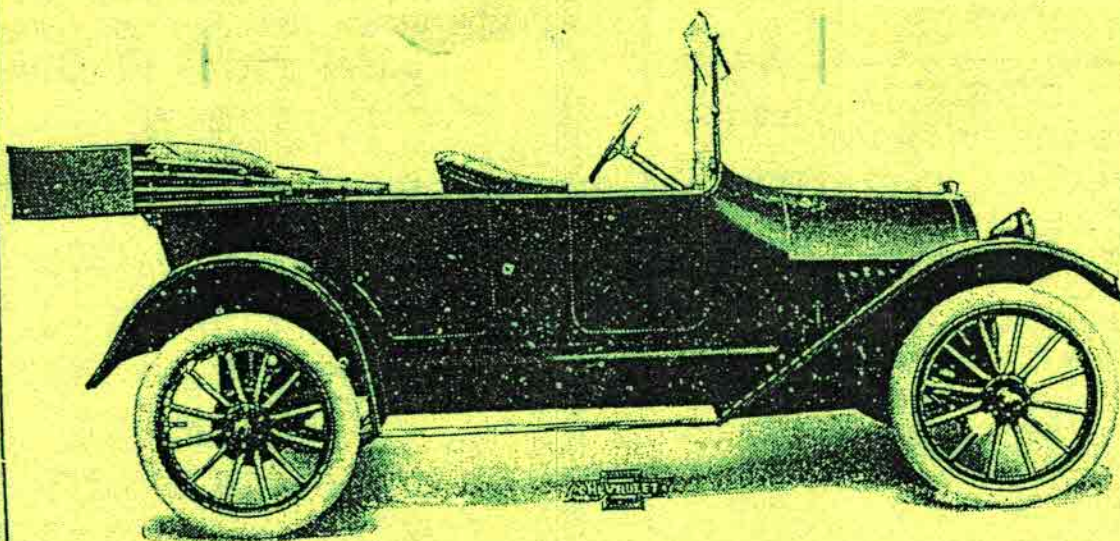
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