



# Newsletter


February 2025  
No. 398  
P.O. Box 845  
Horsham Vic 3402  
Incorporated Number A0003335K

Member of the Federation of Victorian Vintage and Classic Vehicle Clubs Inc. and the Association of Motoring Clubs Inc.

Nev Thomas  
found this  
advertisement in  
a 1920's  
Collins Directory.

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CAR PAINTING, DUCO & LACQUER  
EXPERTS  
Repairs of Every Description

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could be worse



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Mud Guards made for all types of Motor Vehicles,  
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687-691 ELIZABETH ST., MELBOURNE  
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**Next Meeting: February General Meeting**  
**Dooen Hall**  
**Thursday 13th February at 8pm**  
**All welcome**

## WMHVS [Inc.] Office Bearers for 2024-2025

<b>President</b>	Colin Kemp	Louise	colin-kemp@bigpond.com	0488 717 744
<b>Senior Vice President</b>	Frank Miller	Karen	f_miller53@yahoo.com.au	0427042839
<b>Junior Vice President</b>	Max Zbierski	Sue		0419135131
<b>Secretary</b>	Neville Thomas	Gayle	nevngayle@bigpond.com	5382 1229 or 0419 385 242
<b>Assistant Secretary</b>	TBC			
<b>Treasurer</b>	Dean Robertson		deanrobertson@netspace.net.au	0477 159 494
<b>Assistant Treasurer</b>	Neil Smith	Amabile	smithneil51@gmail.com	5382 3896 or 0417 358 092
<b>Membership Secretary</b>	Leigh Doolan	Jen	leighjen@wimmera.com.au	0428 810 799
<b>Permit Vehicle Registrar</b>	Mauro Boddi	Sue	mboddi@internode.on.net	0403 607 517
<b>Federation/ AOMC Reps</b>	Alan & Venie Jolley (FED)	Neville & Gayle Thomas (AOMC)		
<b>Newsletter Editor</b>	Sue Boddi	Mauro	wmhvseditor@gmail.com	
<b>Events Director</b>	Peter Anthony		peter.anthony58@gmail.com	0408 531 090
<b>Events Committee</b>	Neville Thomas Alan Cannane	Ken Taylor Don Perry	Rod Warrick Maureen Lister Warrick	Trevor Muller
<b>Club Website</b>	Dean Robertson			
<b>Facebook Page</b>	Sue Boddi			
<b>Rally Director 2024</b>	Dean Robertson		rally@wmhvs.org.au	0477 159 494
<b>Rally Director 2025</b>	Bruce Brody	Kerrie	bkbrody@gmail.com	0428 825 353
<b>Library Committee</b>	Alan Jolley	Alan Cannane		
<b>Permit Renewal Signatories</b>	Mauro Boddi 0403 607 517 Neville Thomas 0419 385 242	Dean Robertson 0477 159 494 Colin Kemp 0488 717 744	Barry Schilling 0438 982 566 Rod Warrick 0428 861 695	
<b>First Aid Officers</b>	Noel Taylor	and	Maureen Lister Warrick	
<b>Vehicle Scrutineers– Pre 1949</b>	Terry Rudolph 5382 0591	Barry Schilling 0438 982 566	Rod Warrick 0428 861 695	
<b>Regalia</b>	Sue Boddi	and	Sue Zbierski	
<b>Swap Director 2025</b>	Terry Pollock	0406 006 040	swap@wmhvs.org.au	
<b>Swap Committee</b>	Neville Thomas	Rob Binns	Russell Davies    Colin Kemp	Andrew Saunders
<b>Clubrooms Committee</b>	Neil Smith Chairman	John Brack Alan Cannane	Rod Warrick    Max Zbierski Maureen Lister Warrick	
<b>Dooen Hall Committee</b>	Neil Smith	John Brack	Chris Ladlow	

### Life Members:

Wes Atwood (dec), Fred Opprecht (dec), Jack Gunn (dec), Clem Duldig, Vic Ellis, John King (dec), Gary Knight, Neville Thomas, Bill Allen (dec), Dave & Marge Barnard, Stewart (dec) & Cheryl Muir, Don Perry, Alan Jolley

ClubPersons of the Year: Mauro & Sue Boddi

## Wimmera Mallee Historical Vehicle Society Events Calendar

DATE	CLUB EVENT	TIME	CONTACT
<b>FEBRUARY</b>			
Thursday 6th	Coffee, Cars & Bikes at Werrigar Roadhouse Warracknabeal	Meet at 11am at the Roadhouse OR	For those wishing to convoy meet at Dooen Pub 10am for 10.15am departure.
Saturday 8th	Blue Ribbon Foundation Dinner at Horsham Town Hall	Chauffeur participants to Horsham Town Hall	Further details to be advised by Neil Smith
Thursday 13th	General meeting at Dooen Clubrooms	8pm	Just turn up Please bring a small plate of supper
Saturday 15th	Entertainment Evening compiled by Neil Smith	BYO meal 6pm Entertainment 7.30pm	Just turn up Please bring a small plate of supper to share
Wednesday 19th	Mystery Run for older red plate vehicles	Meet at Hungry Jacks Horsham at 9 am	Short run less than 25 kms so please bring out the older red plate vehicles
Thursday 20th	Events Committee meeting at Jennie and Doug Mitchell's	7.30pm	
Saturday 22nd	BBQ and Trivia Night at Dooen Hall organised by the Dooen Hall Committee	They have a grant from HRCC to run the function and would really appreciate our support	Full details page 6
Sunday 23rd	Egg and Bacon brekky at the Dooen Clubrooms	8.30am  Cost \$5.00 per person	Names taken at February general meeting on 13th or text/phone Bruce Brody on 0428 825 353 by Feb. 20th
<b>MARCH</b>			
Sunday 9th	Fellowship run to Stawell for Coffee and Cars at Green Leaf Café, Stawell at around 10am meeting with Ararat car club members.	Members can drive separately and directly to Stawell or for those who wish to convoy and travel on quieter roads we will meet at the Aquatic Centre car park at 8.30am	for an 8.45am leave and travel out past Taylors Lake, through Wal Wal and take the old Stawell – Glenorchy Road into Stawell arriving at approximately 10am. We may elect to return via Halls Gap and the ice-cream shop
Thursday 13th	General Meeting at Dooen Clubrooms	8pm	Just turn up Please bring a small plate of supper
Wednesday 19th	Mystery Run for older red plate vehicles	Meet at Hungry Jacks Horsham at 9 am	Short run less than 25 kms so please bring out the older red plate vehicles
Saturday 29th	Natimuk Show		
Sunday 30th	Run up to Rainbow, Pella Church and Bow Bakery		Details in the March Newsletter
<b>APRIL</b>			
Saturday 5th	WMHVS Swap Meet		See poster page 7

## WMHVS February 2025 Presidents Report

Hi all

Happy Australia Day everyone. As I ponder about what to write after just attending the Australia Day breakfast by the Wimmera River two thoughts cross my mind. The first is what a fantastic area we live in and how proud we all should be of the part our club plays in the Wimmera. Whilst the club allows us to show our respective pride and joy, we also play our part in making the Wimmera the great place it is to live and enjoy life.

The second more scary one was where did January go. No sooner had we gone through the Christmas activities, lazed around at the beach with the family and boom, February at the door. Thanks again to Neil for chairing our January meeting and I hope the Dimboola luncheon went well, unfortunately my plans to be back in time didn't quite work.

The events committee have presented us with a full-looking schedule so I hope you can all plan ahead and support these events. I note before we meet for February the Blue-Ribbon Foundation Dinner will have been run. Thanks to all those members who have donated their time and vehicles to assist with chauffeuring patrons to this event, another great community fund raiser. The range of vehicles supplied draws some great attention as they are escorted to the ball.

The egg and bacon breaky was a great event last year and I look forward to seeing some different vehicles attend again, let's see what the range can be this year as last time we had some with two wheels right up to some with ten.

As the year progresses the annual swap meet draws nearer so make sure you plan ahead to support our major fund raiser when and where you can. Terry is doing a great job as swap director, but he will need our support to make sure this event continues as it has in the past, please make sure you support him and the club in early April. Hopefully some of our members will again be cleaning out their respective sheds and having a site on April 5th.

I hope you are all enjoying the pleasant weather and getting out with your toys, I know I always enjoy seeing other people's vehicles out and about so good health and happy motoring.

Cheers, Col

### Regalia

Jumpers		Hats		Shirts		Souvenirs	
LS Polar Fleece	\$50	Beanies	\$15	Dress Shirt	\$50	Grille Badge	\$20
Polar Fleece Vest	\$45	Bucket Hat	\$20	Polo Shirt	\$30	Lapel Badge	\$10
Windcheater	\$25	Wide Brim Hat	\$25			Stubby Holder	\$10
NEW Ladies LS Wool Cardigan	\$70	Cap	\$20			Teaspoon	\$10
						WMHVS window stickers	\$3

Sue Boddi & Sue Zbierski have a great selection of WMHVS regalia in stock and on display at every monthly meeting held at Dooen Hall. Both men's and women's styles are available.

**Wimmera Mallee Historical Vehicle Society – General Meeting No. 545 – MINUTES  
Held at WMHVS Clubrooms - Doon - 9<sup>th</sup> January 2025**

**Meeting Opened :** 8.04pm – Neil Smith in the chair as President Colin Kemp apology

**In Attendance :** D. Robertson, N. Smith, N. Thomas, L. Doolan, G. Knight, T. Polock, B. Schilling, C. Duldig, L. Hogan, I. Brown, N. Eltze, C. Thomas, G. Gibson, A. Cannane, P. Anthony, A. Jolley, M. Lister-Warrick, R. Warrick, P. Kelly, D. Perry, S. Friend, E. Pargetter, J. Paydon, K. Duff, W. Gunn-Duff, R. Butsch, A. Fidge, R. Fidge, K. Grosser, B. Hicks, N. Slocombe, I. Walker, D. Mitchell, F. Turzi, C. Boddi, M. Boddi, S. Boddi, D. Cook, A. Gamble, R. Kotz, P. Curkpatrick, T. Rudolph (42 Members)

**Apologies :** C. Kemp, S. Garwood, K. Zacher, M. Griffin, K. Taylor, J. Goodwin, J. Thierry, J. Mitchell, J. Taylor, B. & K. Brody, V. Jolley, H. Russell, K. Jakobi

**Minutes :** Alan Cannane moved that the minutes of the previous General Meeting (No. 544) be accepted, as distributed in the Newsletter. Seconded by Don Perry - carried

**Secretaries Report :** Correspondence In :- VicRoads - Registration for trailer  
Aus. Post - Invoice for postage  
Letter from Club Member Lee Williamson apologizing for  
Her lack of involvement due to an accident.

Outwards Correspondence - Minutes distributed via Newsletter

Moved Barry Schilling, seconded Wendy Gunn-Duff, that the Secretaries report be received - carried

**Treasurers Report :** Treasurer Dean Robertson presented his report detailing operating account, term deposits and accounts for payment. Dean moved that it be received. Peter Anthony seconded the motion. - carried

**Membership :** Leigh Doolan - Nil report

**Reports :** AOMC/Federation Alan Jolley, Neville Thomas - Nil report

Clubrooms – Neil Smith - Nil report

Swap Meet – Terry Pollock informed members that preparation for our 41<sup>st</sup> Annual Swap in April is well under way. Advertising, Signage, Council Submissions have been prepared. Improvements to lighting in the main Swap area currently being investigated.

Events - Peter Anthony gave an events update. Christmas Lights run deemed a success. We have our first event at Dimboola on Sunday 12<sup>th</sup> Jan. It's a BYO Picnic event. Members to bring their own food/drinks/chairs. This will be followed by a 'Mystery Run' beginning 9.00am at Hungry Jacks Wednesday 15<sup>th</sup> Jan. to kick off 2025

**General Business :** Nil

**Meeting Closed :** 8.20pm

**Guest Speaker -** The Meeting was immediately followed by an excellent Power Point presentation by Life Member Gary Knight, on the history, 20 year restoration and subsequent 20,000 miles travelled in he and Sandra's 1921 Essex Tourer. Gary has the full history, including original documents, registration and ownership of his car which is now more than 100 years old. It was restored from a discarded cut down 'Buckboard Utility' and has been back on the road since 1990.

# BBQ and Trivia Night at Dooen Hall

FREE

FREE EVENT

FREE EVENT

FREE EVENT

FREE

FREE

**WHAT** - GET TOGETHER (Because we can) B.B.Q. and TRIVIA NIGHT.

**WHERE** - DOOEN PUBLIC HALL 1025 Henty Highway DOOEN 3401. -Near Murtoa Turnoff.

**WHEN** - SATURDAY 22<sup>ND</sup> FEBRUARY, 2025.

Arrive 6.15 for Table Set Up.

6.30 - 7.30 B.B.Q TEA

7.30 - till Stumps- TRIVIA CHALLENGE

PRIZES----- FOR EACH MEMBER OF WINNING TABLE TEAM -

" RUNNERS UP " TABLE TEAM and 'WOODEN SPOONERS' !!!!!!!!!!!!!

2 DOOR ENTRY PRIZES and 2 LUCKY CHAIR.

TABLES of 8/10 for TEAMS, FRIENDS, FOES AND FAMILY.

BOOKINGS ENCOURAGED for Catering etc. CONTACT DEE 0429 847241

NEIL 0417 358092

KOLA 0400 625936

ALSO - CHECK US OUT ON FACEBOOK 'DOOEN PUBLIC HALL' and respond.

PLEASE NOTE - THIS IS A COMPLETELY FREE, REPEAT-- FREE EVENT - that means FOOD AND FUN  
ALL PROVIDED.

EXCEPT B.Y.O alcohol

WARNING THO - EVENT WILL NEED TO BE POSTPHONED IN EVENT OF TOTAL FIRE BAN DAY  
DECLARATION

FREE - FREE - EVENT SATURDAY FEBRUARY 22<sup>nd</sup> at DOOEN PUBLIC HALL - ALL WELCOME

B.B.Q. AND TRIVIA NIGHT - COME - SHARE IN THE FUN - THE FOOD AND THE COMPANY.



41<sup>ST</sup> ANNUAL HORSHAM

# CAR & BIKE SWAP MEET



Saturday April 5<sup>th</sup>, 2025

Horsham Show Grounds

Trading 7am to 2 pm

- Ample Sites Available, No Pre-Bookings
- Site Fees \$30 (admits 2 adults) Additional sites \$20 ea.
- Site Holders arrivals from 12 noon till 9pm Friday 4<sup>th</sup>
- Generous site sizes, most 7m x 8m
- Phone Terry: 0406 006 040
- Email: [swap@wmhvs.org.au](mailto:swap@wmhvs.org.au)





# *Drive to Survive*

**Raising money for Cancer research**



**1500 Km's over 3 States in 3 days & a lot of fun.**

**Departing Friday 28<sup>th</sup> March and returning Sunday 30<sup>th</sup> March**

To participate, each car (no matter how many participants) must raise a **minimum of \$2000** which will be donated to Fecri. There will be opportunities to donate along the way as well.

The car, travel costs including fuel, food drinks, accommodation, entry fees etc will be the responsibility of each participant. We will most likely stay at Caravan parks to cater for most price points. However if people would like to stay in Motels this is also your choice. There is no restriction on what car to bring however it should be in sound mechanical condition to travel 1500 Km's.

This Tour is all about raising money and having fun at the same time. Each day will have a theme and participants are encouraged to join in the fun. A T-shirt, cap and Hoodie and stubby holder will be available to order prior as a memento of the trip at your cost.

A "whats app" group post will be set up with information provided prior and during the event and any questions can be answered.



## Itinerary

**FRIDAY – Theme Hats** - The event will start in Ballarat with a tour through the Fiona Elsey Cancer Institute Laboratory by a scientist. This will give us an informative reason why the fundraising for this trip is so important. We then hit the road and cover around 450 Km's travelling through to Mildura. Along the way we will stop at Birchip the home of the Mallee bull to enjoy a lunch break at the famous Birchip Bakery. We will meet at a dinner venue to award best hats and enjoy a meal with our new friends.

**SATURDAY – Theme Cross Dress** We travel around 350 Km's today. We will go out to Wentworth NSW and see the junction of the Murray and Darling Rivers. We will then head towards S.A. travelling through Renmark for lunch and continue to Tanunda in the Barossa Valley. Wind through the picturesque roads taking in the scenery and drive past famous winery's. Stop at our accommodation and then meet for dinner. Awards will be handed out for best dressed at dinner.

**SUNDAY – Theme Disguise** Head to Birdwood to visit the famous car Museum. From there we will make our way through Lobethal and Hanhndorf to Mount Barker then make our way home at your leisure. For those interested we can stop and inspect the Tailem Bend race complex on the way past.

**To enter this event please email the participants names, Primary contact phone number& email address, vehicle type (if known yet) to [gavin@morrow.net.au](mailto:gavin@morrow.net.au)**

*Thanks for supporting Fiona Elsey Cancer Research Institute.*

## Dimboola Picnic Lunch

Sunday January 12th, club members from Horsham met at Horsham College in convoy to join members from Murtoa, Minyip, Waracknabeal and Dimboola at Dimboola rec reserve for a picnic lunch.

27 members in total, on what was forecast to be a very warm day, which turned out a very comfortable day with a couple of light showers, with James finding a perfect shelter for his 34 Ford. It was a great opportunity to talk and mingle with members.

Report Peter Anthony  
Photos Lynne Eltze



## Dimboola Picnic Lunch



**Rob Binns has shared the following article with this explanation:**

**Anyone who restored older vehicles has no doubt run into a range of different thread type. I certainly have and found many are now obsolete. Just in the last few weeks I have found 25TPI (Threads per Inch). No suppliers carry any taps or dies for this thread pitch, and the only way my lathe will cut it is by make a special lead screw gear to suit. This article goes into the history of thread types.**

## **A Brief History of Screwthreads**

Archaeologists tell us that the forerunner of the modern screw can be found in artifacts dating to early Greek and Egyptian times. Hero of Alexandria certainly used them in his automata and devices. Sporadic use of screwthread attachments and mechanisms appear from ancient times through the beginning of the Renaissance. The most common form in the latter historic times is that of a thin bar of metal twisted by a smith into a helix much like today's hammer-drive screws and nails. The second most common form of screwthread is one that was cut using gravers and saws. This was the state of screwthread technology through to the beginning of the 18<sup>th</sup> century.

Firearm manufacture needed strong and consistent screwthreads. As firearms changed from being the domain of specialized military groups, most commonly found as Royal bodyguards such as the famed Musketeers, into a weapon of the common soldier, the need to reduce the cost of manufacture grew in importance. It was one thing to spend a fortune protecting the regent and another thing altogether to spend a fortune protecting a yeoman. The two complementary areas where these costs could be reduced lay in boring the barrel and screwthreads to assemble a firearm. As the solution to these two items lay with the development of rotary turning equipment (i.e. lathes), it should come as no surprise that these two technologies developed together.

A major improvement in lathe technology took root towards the end of the 17<sup>th</sup> century in the northern Germanic states. Arguments may be made on behalf of several persons and locations for creation of this innovation. The application of a ratchet to the traditional *sapling flexure* drive to provide unidirectional rotational power and the incorporation of a flywheel provided to maintain constant spindle speed created the foundation for a true industrial lathe. The obvious application of this new technology to firearms caused those who possessed it to try and keep it secret. As so often is the case, the attempt to classify this new technology as a secret failed. Then, about 1750, Antoine Thiout created a useable lathe leadscrew. These two technologies were the true foundation of the industrial revolution.

Many attempts to create low-cost mating screwthreads began. The problem is less trivial than we, with the solutions ready in our handbooks, visualize. Thiout's solution worked moderately well when applied to hand-fit mated screw/nut combinations, but it failed in broad application. Ernst Löwenhertz, the Germanic competitor to Ben Franklin in many areas of practical science, created the first reliably functional screwthread circa 1762 in Prussia. Löwenhertz calculated that the optimum form for a screwthread had a 53°45' included space angle between the flanks of a screw's external thread along its axis. Eli Whitney learned of this advance while spying for the Continental Congress under cover provided to him by letters issued by Gilbert du Motier, the Marquis de Lafayette and other French supporters of the American cause. Whitney "made off" with a set of taps and dies while spying. This led directly to his famous demonstration of interchangeability that figured so prominently in the American Revolution.

Löwenhertz's threadform development was notable several ways. He was the first to find that an external (male) thread is weaker than its mating internal (female) thread. His use of the 53°45' angle was an attempt to make the external thread equal in strength to the mating internal thread. What he did not know was how stress and strain are distributed across the volume of a material. That had to wait for Simeon Poisson and his work at the *Ecole Polytechnic* in the 1820's that resulted in the definition now known as *Poisson's ratio*. Löwenhertz threads are still in use as part of the DIN standards. Joseph Whitworth simplified Löwenhertz's threadform by making the included angle 55° exactly and developing relationships to define *classes* of fit in 1841. This is the *British Standard Whitworth* (identified as BSW) that only started falling out of favor during

the latter half of the 20<sup>th</sup> century. Making use of Poisson's work, Whitworth screwthreads have the male thread 90% as strong as their mating female threads.

The 19<sup>th</sup> century saw a multitude of screwthread forms and sizes. Many have rightly disappeared from the scene. Others are still used in specialized applications such as boilers, quick-release mechanisms, optical assemblies, cannon breeches, and the like. While the well-trained designer should study these less common screwthreads and understand their application, our focus here is on the most commonly used thread forms and the standards behind them.

World War I brought an immediate need for interchangeability of screwthread forms and fits across national boundaries. The American-British-Canadian (ABC) Council of Industry settled on the 60° screwthread form, established simple fit guidelines, and codified standard thread pitches for each diameter screw. This evolved into the Unified National Thread standard in the United States under the American Standards Association (ASA) in the 1920's. The ASA became the American National Standards Institute (ANSI) in 1958 in the wake of the *Sputnik* crisis. This system uses two separate progressions of major diameters for screwthreads. Number sizes (0000 to 0 to 14) are used for screws smaller than ¼ inch. Fractional sizes are used for screws ¼ inch or larger.

Generally speaking, Unified National screws are available in Number sizes from 0 to 12. The Number screw size system is based on a major diameter of .0600 inches being size 0. Each size larger than #0 adds .0130 inches to the major diameter (i.e. a #10 screw has a major diameter =  $10 * .0130 + .0600 = .1900$  inches). Number sizes 7, 9, and 11 were removed from use in the 1920's leaving sizes #0, #1, #2, #3, #4, #5, #6, #8, #10, and #12 in common service. The #14 size screw is not commonly available. #0 screws are only available in the UNF pitch. Sizes #1 through #10 screws are available in UNC and UNF pitches. Size #12 screws are available in UNC, UNF, and UNEF pitches. Each size smaller than #0 subtracts .0130 inches from the major diameter (i.e. a #0 screw has a major diameter =  $.0600 - 1 * .0130 = .0470$ ; a #000 screw has a major diameter =  $.0600 - 2 * .0130 = .0340$  inches; while a #0000 screw has a major diameter =  $.0600 - 3 * .0130 = .0210$  inches). Number sizes smaller than #0 have mostly disappeared in favor of (metric) Unified Miniature Threads.

Fractional screw sizes are generally limited to ¼ through ⅝ (by ⅛<sup>ths</sup>), ¾ through 1-¼ (by ⅛<sup>ths</sup>), and 1-½ through 2 (by ¼<sup>ths</sup>). They are commonly available in UNC and UNF pitches. UNEF pitches are available, but not commonly stocked. Standards for screws up to 6 inches major diameter exist, but are rarely readily available.

In the wake of World War II, users of metric screwthreads began standardizing sizes and pitches. At the beginning of this effort (1946), there were dozens of regional and national standards. They have been reduced to: US-ISO, British Standard (BS), French-ISO, Deutsches Institut für Normung (DIN), and Japanese Industry Standard (JIS). While the five major systems of standards have much in common, they also have areas of exception that are enough to drive the casual observer to hard liquor.

The World War I effort that created the Unified National thread system is something that should be put forward when people say that bureaucracy can do no good. The work done in pursuit of a usable standard has never been equaled. The analysis was done to assure that there is a 15% gain in mechanical properties when moving from UNC pitch to UNF pitch and again from UNF pitch to UNEF pitch! This was a specific goal established by the leaders of the ABC Council of Industry. No such consideration was given to metric thread sizes and pitches. In point of fact, the committee working on metric screwthread standards spent more time arguing about which nation's standard would be adopted to the point where, in 1968, there were five different

“standard” pitches for a 6mm (M6) screw. As they finally started creating metric “standard” and “fine” pitches all practical arguments were lost. As a result, where such designations (standard and fine) exist in a given screw size, the gain in mechanical properties is usually in the 3% range. If a gain of 3% is going to help you, your design is marginal at best!

Anyone needing to use metric threads today should get copies of: ISO 68-1 (*General Purpose Metric Threads, Basic Profile*), ISO 261 (*General Purpose Metric Screw Threads, General Plan*), ISO 262 (*General Purpose Metric Screw Threads, Selected Sizes for Screws, Bolts, and Nuts*), ISO 965-1 (*General Purpose Metric Screw Threads, Tolerances, Principles and Basic Data*), and ISO 965-2 (*General Purpose Metric Screw Threads, Tolerances, Limits of Sizes*). ISO 965-3 contains specific tolerance and allowance information of note to design engineers, but it is not generally useful in the shop. Similarly, ISO 965-4 and ISO 965-5 contain information as to plating and finishing of metric screws that is only required for people in that business.

While there is progress being made to standardize metric screwthreads, it is all too often uneven and ill-considered. Designers and users of metric screwthreads must always be asking **which** metric “standard” is being applied. The day may come where all metric screws of a given size have common and interchangeable pitches. This issue has been getting better over the past few decades. The thing that **cannot** be added to the standards for metric screwthreads today is a progression of pitches in a given size that would allow significant improvements in mechanical properties to be gained by changing pitches. The point at which such considerations could be incorporated into the standards has passed.

One final note, we here in America are undergoing an ill-considered and ill-advised period of *privatization* of national standards information. This started in 1984 when our National Bureau of Standards (NBS) was gutted into the National Institute for Standards Technology (NIST). As this process plays out, we are seeing taxpayer-paid-for research in taxpayer-paid-for publications turned into *private intellectual property*. This has happened to screwthread standards. Most people who care have all the information they need in *Machinery's Handbook*. If you need more or more detailed information on the subject, copies of the (public domain) *FED-STD-H28 Screw Thread Specifications* are available as PDF documents several places around the internet. If you have or can foresee a need for such information, you should grab a copy now before they are removed from public access.

## WMHVS Classifieds

### For Sale

1960-61 Chrysler Royal AP3  
6 cylinder, 3 speed push button automatic on club permit 0708H8

**Zac would like to sell this car to a WMHVS member if possible**

**With this in mind all sensible offers will be considered**

For full details contact owner

Zac Stephan 0447 282 922



### For Sale by WMHVS

**BBQ Trailer (6x4).**  
4' BBQ Plate.  
Provision for Gas Bottle. Heavy Duty  
Weatherproof Canopy in Excellent Condition  
with Zippered Openings on Both Sides.  
Selling Due to Upgrade.

**Price reduced for quick sale**  
**\$700 ONO.** Contact: Bruce 0428 825 353



### For Sale

Set of 4 tyres and rims  
275/40 ZR 17 off Corvette  
As new  
Commodore stud  
pattern \$1000

Ph. Douglas Mitchell  
0417 334 453  
for more information





# Wimmera Mallee Historical Vehicle Society Celebrating 50 Years 1968 - 2018



Proudly supported by **RACV**



*If not delivered please return to:*

PO Box 845  
Horsham Vic 3402

**NEWSLETTER**

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**W.M.H.V.S. INC.**

# HORSHAM SWAP MEET

5th April 2025

**HORSHAM SHOWGROUNDS**

“Wimmera’s Largest Market”  
Featuring Vehicle and Motorbike display

*Catering for all motoring enthusiasts  
& collectors of antique items and crafts*



Swap Director 2025  
Terry Pollock  
Phone 0406 006 040  
swap@wmhvs.org.au  
horshamswapmeet.org.au

Gates open 6am  
Trading 7am – 1pm

