

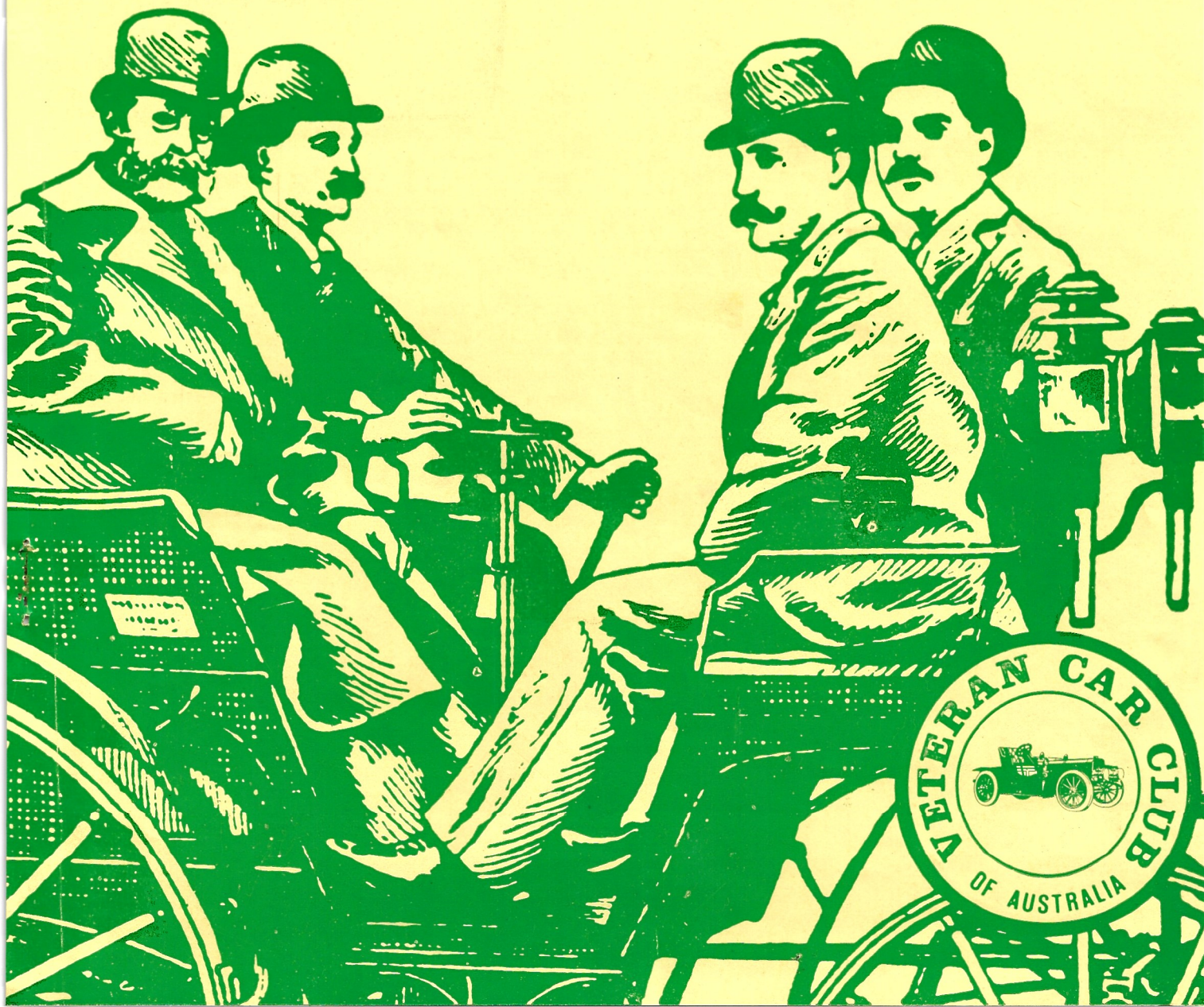
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

November 1977. Vol. XIX. No. 5.

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SPIT & POLISH



PATRON:

His Excellency,
The Governor of NSW
Sir Roden Cutler,
VC, KCMG, KCVO, CBE, etc.

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

Volume XIX No. 5

November 1977

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Material in this magazine may be reproduced, accompanied by an acknowledgment of the source.

The next General Meeting of the V.C.C.A. (N.S.W.) will be held in the Clubrooms on THURSDAY, 24TH NOVEMBER, 1977 at 8.00 p.m.

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD, FIVE DOCK. 2046.

The gratifying attendance at the National Heart Foundation Garden Party could (and should) stimulate some conjecture on the disparity between numbers on that and the usual monthly events.

Was it the prestige? Deference to our Patron? The worthy cause? The afternoon tea? Admiration of our cars (by sight and touch)? The opportunity for members and their families to natter? The dancing and other displays? Balloons for the kids?

Except perhaps for the first two factors, cross-sectioning our Events Programme reveals that most others are present so if you enjoyed the Garden Party you'll find similar ingredients in the other events throughout the year.

Editor.

MINUTES OF THE MONTHLY GENERAL MEETING OF THE VCCA (NSW) HELD ON THURSDAY, 27TH OCTOBER, 1977 AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK.

PRESENT: 64 members and 3 visitors.

The meeting was declared open by the Chairman (L. Sheen) at 8.10 p.m. and the visitors were welcomed.

APOLOGIES: B. East, B. Earl, S. Holmes, P. Wards, J. King, B. Mansour, Eric and Chris. Maddon, J. Thorpe, E. Maddon, V. Cross, M. Bendick, J. McGowen.

The passing of R. Craze was reported with regret and one minute's silence was observed in respect for our past member.

MINUTES: The minutes of the Monthly General Meeting of 22nd September, 1977 were read. Moved J. Pickup, seconded G. King, CARRIED.

TREASURER: The Treasurer's Report was accepted on the motion of mover R. Jones, seconded B. Paddle.

CORRESPONDENCE:

Letters received from:

Vintage Auto Parts; Rotary Club of Ashfield; Lord Montagu.

Moved M. Roberts, seconded K. Carden,

CARRIED.

Minutes 27/10/77 (Cont'd.)

MATTERS ARISING: Nil.

INVESTIGATION G. Roberts nothing further to report.
& DATING:

NEW MEMBERS: Nil.

EVENTS: B. Thew reports Lily Festival attended.
Government House Heart Foundation Day well attended.
Foundation Week, Parramatta 11.00 a.m. at Parramatta Park.
12th November, 1977 Fishers Ghost Day.
13th November, 1977 Vintage Air Display at Schofields.
27th November, 1977 Lions Club Charity Day Run.
10th December, 1977 Christmas Picnic.

A number of varied requests for cars on 22nd January, 1978.
Blue Mountains Rally, February 1978.

MAGAZINE: M. Chapman nothing further to report and requests further copy.

SOCIAL D. Berthon advises 19.11.77 barbecue at J. Corby's, 7.00 p.m.,
CO-ORDINATOR: BYOG and meat.
2nd December, 1977 Christmas Dinner Dance, Drummoyne Bowling Club \$12.00 a double.
10th December, 1977 Christmas Children's Picnic.

PERMITS TO K. Carden advises inspection days allocated for 6th November
MOVE: at L. Sheen's and 20th November, at A. Garthon's.

INSURANCE: V. Jacobs advises 3rd Party Property plus fire and theft \$8.00 per annum. It was proposed that the Registration Officer, Treasurer, Vic Jacobs and Secretary be appointed to sort out question of 3rd Party Property Policies.

REGISTRAR: Nothing further to report.

INTERNATIONAL G. Roberts advises starting committee formed and requested
RALLY: volunteers. No. 2 Bulletin to issue approximately 28th October, 1977. Caltex now Major Sponsor. ACMC organising lunches (good job having been done by the ACMC). Vintage Motor Club organising gymkhana. VSCC arranging competitive sections for the event.

LIBRARIAN: Nothing to report.

CVVTMC: G. Roberts advises that DMT states that any club seeking registration must be a member of CVVTMC. G. Roberts took up this issue with CVVTMC to point out to the Department that it has no power over member clubs. This was to be put to the

Minutes 27/10/77 (Cont'd.)

CVVTMC
(Cont'd.)

Department verbally.
Re Warwick Farm events, it was suggested that an alternative area be set aside for concours judging. A request for members for judging pool.

PUBLIC
RELATIONS:

Government House Day, 40 cars attended. Letter of appreciation from Ladies Committee of Heart Foundation. \$250.00 received from Renault Aust.
Dunlop ceasing production in Australia and it was proposed that this Club write to Dunlop to point out exact position.

OFFICIAL
PHOTOGRAPHER:

Nothing further to report.

GENERAL
BUSINESS:

1. L. Sheen discussed insert sheet in magazine.
2. Presentation of Life Membership badge to J. Garwood.
3. V. Jacobs requests cars for wedding on 11.2.78.
4. A. Garthon requests cars for wedding on 17.11.77 at Castle Hill.
5. P. Kable suggested that subscription to other Club magazines for library and moved that Club subscribe to Bulbhorn, Horseless Carriage and other quality publications for Club Library, seconded V. Jacobs. General discussion followed. Motion put and lost on a show of hands.
6. D. Berthon advised \$2.00 per entrant for Westfield Rally shall be refunded after all negotiations are closed.

There were two raffles, the first being won by B. Hobson and the second by J. Simpson.

As there was no further business the meeting closed at 10.15 p.m.

* * * * *

VALE RON CRAZE

It is with regret we have to write on the death of Ron who has been a stalwart and long-standing member of the Club.

Ron was an active Committee member and very successful Events Chairman with Len Sheen who undoubtedly will vouch for his valiant efforts for the Club.

Ron of course will be well remembered for his wise-cracks at meetings and his dry sense of humour in conversation.

Not many members will be aware of Ron's wartime activities in the RAAF but he told me on many occasions of the wonderful times he had during that period but did not big-note the considerable contribution he made to the war effort.

Vale Ron Craze.....

Ron and his BSA will be well remembered in the Club because he rarely missed events up to the early 1970's.

We all sympathise with Eileen and the family but realise that Eileen with her immense resource of courage will accept the situation and live with good memories of Ron.

R.B.

* * * * *

SUBJECT - BRASS CLEANING MISERIES

From VCCA (Vic.) Newsletter,
October, 1977 issue.

Before I sold my business slack days meant brass polishing for my staff. I doubt if they cared much for the task, but it was better than doing nowt as there is nothing deader than a funeral parlour on a dull day.

On retiring, this loathsome task fell to me, so I experimented with many concoctions before trying Metaphos, a rust killer by Lusteroid Paints, South Melbourne. It is an excellent anti-rust product which forms a phosphate on ferrous metals, ideal as a base for stove enamels. This is the purpose for which I was using it when I discovered that diluted with water it cleaned lightly tarnished brass satisfactorily. The method - Jewellery may be left on the car or removed; dilute $\frac{1}{2}$ cup Metaphos with 1 cup or so water, apply with small paint brush, cleaning is instant, rinse promptly with water, dry with rag if you wish. It is quite harmless to brass or the car lacquer as my 5 years of use has proved. It is not as good as Brasso, but the enormous saving of time, effort and cleaning rags make it worthwhile in my opinion.

Current cost for 4 litres (a lifetime of supply, depending on how long you live) about \$11, plus tax. This amount wouldn't buy much Brasso, which comes in a delightfully shaped tin guaranteed to be knocked on it's side when the lid is off.

Here's hoping your lamps don't dissolve overnight.

ALLAN BATHURST.

* * * * *

The day after a sedate schoolteacher bought a second-hand car, she drove it back to the dealer's.

'What's wrong?' asked the dealer anxiously.

'Nothing at all,' replied the schoolteacher sweetly. 'I just want to return these things for the dear old lady you told me owned the car before you sold it to me. She left this pipe in the glove compartment, and this half-empty bottle of whisky under the seat.'

HOW I RESTORED THE FRONTYPART 1.

By Victor Jacobs

In February, 1968, I was peacefully at home working on "Henrietta" my 1912 T-Model Ford, when the telephone rang. It was Peter Kable telling me there was a Fronty Ford advertised at Miranda and that I should go out and look at it. My reply was: why do I want a Fronty? As after all, I had my Henrietta which was the best T-Model Ford in Australia (!) I loved her, and why have two cars with the problems of deciding which one to drive on a rally.

Peter reasoned as to why I should buy the Fronty - there were no going Fronty Fords in Australia - I was a Ford Dealer (at that time) and I had the facilities to restore a Fronty etc. etc.

I spent ½ an hour on the 'phone telling Peter I wasn't interested, he finally said "Look Victor, I will give you the address, go and look at it."

Grudgingly I wrote down the name and address of the owner. I had a Lions meeting at Cronulla in two weeks' time, I might go through Miranda - this would give the seller sufficient time to sell it and get me off the hook! That was how interested I was in picking up a Fronty Ford (!!!)

Two weeks later I called out at the address that Peter had given me, I knocked on the door hoping that nobody would answer - I just didn't want to get involved - but alas, the door opened and Larry, the young chap who owned the Fronty, asked me to come in. He ushered me out to the backyard - what a sight - a chassis, four wooden wheels (flat tyres), a few modern 1949 mudguards stacked up in a corner, a Peerless radiator, a busted block - and that heap was the Fronty! I smugly thought this is nothing to get excited about and then promptly spent 20 minutes telling Larry that he was only trying to offload his problems on to me. I can recall kicking the flat tyres of the Fronty as I passed and noted how much work would be involved and what I saw made me mad at Peter Kable for talking me into coming out and wasting my time to have a look at this pile of garbage! I then proudly showed Larry photographs of Henrietta (that I just happened to have on me!) eulogizing the dear old lady.

The asking price of the "Fronty" was \$200 - which I retorted was ridiculous, and in order to get away to my Lions meeting, made the benevolent offer of \$100 with the added information that it was not worth even that much. However, after much haranguing, I looked back to this heap of garbage and suddenly a funny feeling started to come over me - all my skin started to tingle, an inner feeling of excitement manifested itself, and I felt my heart beating wildly - I was being bitten by that incurable T-Model Ford Fever!

This fever reached boiling point within me and I found myself very calmly offering Larry \$150 for these wonderful pieces of machinery (!) To my amazement he accepted - what a buy - he didn't know what he was "giving" away.

On the way to the meeting, through the dinner, during the guest speaker (who was, I might add, most interesting), I found myself drawing plans of what my future Fronty was going to look like. On the way home I programmed

How I Restored the Fronty (Cont'd.)

the restoration, the time involved and mentally chose my "volunteer helpers", Peter Kable, Reg Jones, Bob Baxter, Arthur Garthon and others who were handy with the spanner. I could not sleep that night and did not sleep for 9 months thereafter - that was the time it took for the full restoration.

#

PART 2.

I couldn't get to work next morning quickly enough to tell Bob Hobson my then Works Manager and whom you all know. I told him what I had bought and what I wanted him to do - he aged 5 years in 3 minutes. When I brought the car in on a trailer the following Monday morning, he took one look and aged another 10 years!!!

However, it did not take long to start restoration as once the engine and diff. were out, I was down to the bare chassis and from then on started to beg, borrow and steal parts and accessories to turn it into the condition that it is today.

Bob allocated me a mechanic who would be prepared to work with me Saturdays and Sundays plus two nights a week and Bob was to supervise all the mechanical restoration as after all he had his Service Dept. to run.

Restoring a Fronty has a lot of rewards (as well as a lot of tears). It is not a factory produced vehicle but a make-up - perhaps the Father of all hot-rods - so there was no "standard" and therefore within reason, the owner has licence to do what he likes. However, in Club circles, it is essential to keep all equipment veteran parts and not use anything other than genuine motor gear of the era. I rang a friend of mine, John Drury in Melbourne, who was also gathering pieces together to rebuild a left hand drive Fronty Ford (the way he is going about it it should be completed by 1999!!) I asked him if he could give me some photographs and information etc. and he informed me he had a terrific book called "Speed and Sport" which is devoted to the rebuilding of Frontys and he would send it up to me. What a tremendous book it was. I read it through four times even though I hate reading. It became my Fronty bible and I strongly recommend anyone restoring a Fronty to get a copy. Next time I spoke to John I told him what a fantastic book it was and asked where did he get it? His reply: "You gave it to me four years ago!" Through the restoration period John was a great help and to him also I am grateful.

Bob Hobson and I put our heads together to work out what the engine needed - rebore, resleeve, aluminium pistons, an oil pump, a drilled crankshaft to oil feed the engine, a Fronty head, a Bosch magneto instead of the magnets, the flywheel had to be cut down to 10" in order to save weight and add to speed and all the other "hot" gear necessary. Included in our planning was an A-Model crankshaft in order to give strength to the engine. That caused problems as by modifying one part caused a ricocheting action right down the line so other parts required modifying too. The motor block was sent out to a Club Member Les Parry, who completely rebored the engine and modified the various parts under

How I Restored the Fronty (Cont'd.)

Bob Hobson's instructions.

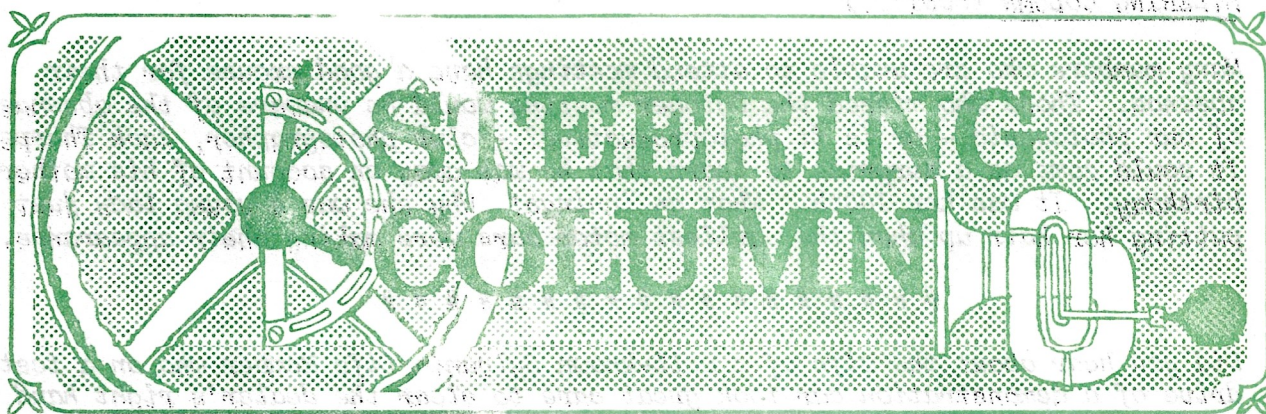
Barry Perdriau, another Club member from "Motor Repair and Welding", did all my machining and lathe work and whilst all this was proceeding, I commenced designing the body panels - what there was of them. Here again I was fortunate, I went to see Jim Elliott who has a panel-beating shop in King Street, Newtown. He had retired and welcomed the opportunity of taking on the Fronty, and he was a first class body builder. His advice was to make a scale model out of spackle to show him how I wanted the design and as you all know (but won't admit) it did turn out first class. On Jim's advice I bought the spackle and some fine mosquito wire and formed up the body work to scale. From this plaster cast Jim could see exactly what I wanted - the cowlings was a design taken from the Tiger Moth which gave a slip stream protection to the driver and passenger uplifting flying insects and dust and proving most effective. A half bonnet was designed to give plenty of ventilation to the engine which was badly needed, and I think I hit the jackpot with the seating. In this regard I used the most up-to-date technical knowledge and equipment available - by sitting a person on a kerosene tin, measuring the back for correct positioning of the seating cushion, wrapping it around the person's body so that he could sit comfortably without falling out etc. Allowance had to be made for padding, cushioning and the final leather upholstery - and so with all this precise information the body builder went to work and I have the two most comfortable driving seats imaginable.

I was fortunate in being able to do a deal with Charles Perdue from Lismore, swapping the Peerless radiator, bench seats and other parts for a Fronty overhead valve conversion unit, ruckstell axle, oil pump, water pump and other parts. I then wrote to America and obtained a brand new set of Rocky Mountain brakes and other gear, to try to stop this "hot beast" once it got going.

I planned everything along the lines of the genuine Fronty racing car. The true racer has no mudguards and few body panels but was informed by Allan Foy that this would not pass registration by the Club so therefore endeavoured to design the body with the resultant appealing lines. Parts were purchased and volunteered from various members, swapped here and there, and thereby evolved the Fronty. It was most gratifying to have the co-operation and help from Club members to whom I am most grateful. For instance, George Green heard I required a petrol pump to pressurize the tank and came up with a Rolls Royce pump. I was most reluctant to put a R.R. part on the Fronty as I doubted the quality would be good enough!! But as no other was available, the famous R.R. brand went into the Fronty and so far has proved worthy - thanks G.G., we all know how you love Fords!!

With all the modifications we had to make to the engine, particularly the crankshaft, we never knew whether it was ever going to operate properly and had many more worried nights. The diff. was pulled to pieces and rebuilt and so gradually we were getting to the stage where real assembly was about to commence. The chassis was undercoated and painted, spokes of the wheels were reset and the engine was finally assembled.

(To be continued.)



There's a fellow holding his breath up north of the Harbour. Car restoration has been relegated to the back of his shed as he does up a rare hot engine - it might even run on the monthly meetings but it's not a very portable machine.

Late reports from the Newcastle Tour not included in the last issue due to postal delay:

Reg Jones' tyre changing skills were challenged by a local but Reg must take honours as he didn't have to call on Dad to inflate the finished product.

The timed section - one competitor saw the distant umbrella but couldn't discern John Gorton beside it because 'at that range he would have looked like a meat ant on a clothes peg'. Some meat ant!

Somebody reported pleasure in learning that Barry Thew had discovered how to keep the Vauxhall going without crawling under it every hundred yards.

Then there was the "loo" with a hurricane lantern hanging where one normally expects a chain. At least one head collided and saw the light (or stars).

#####

At Len Sheen's on inspection days a Renault was being cranked furiously. A watching lad: "Have you had it since you were a little boy, Mister?" Bill Spraggon was plied with a similar question some years ago but this Renault operator looks youthful!

Good to see "new" cars at Government House - John Thomson's De Dion and Keith Carden's Clement Bayard and also the delightfully refurbished Steer Argyll.

Is it true that subsequent to road testing Thommo expects to "walk beside" his De Dion for an estimated 200 miles on the 1978 Rally and that Noelene is in training to be able to cope with about 600 miles of trotting on the round trip? Surely there must be something in the rules about such off-loading.

Understatement Department. At the October meeting David Berthon reported "no entertainment at this meeting apart from Vic Jacobs".

(Continued on Page 10.....)

STEERING COLUMN (CONT'D.)

Many members who are unable to attend meetings have a good excuse for their absence. Those who missed the October meeting would be unaware of the absence of our photogenic - or is it photoproductive? - club photographer, Jack Thorpe. It could come as a surprise to learn that he was away on account of his mother's birthday. It was her 100th. What an innings! Why she was a young lady just putting her hair up when the earliest motor cars were making their appearance.

#####

Did you hear about the wife of a well-known Sylvania Life Member who on a test drive of a demonstration car took great care to clear the dealer's right hand entrance post on returning the car? The left hand post jumped over and collided with the car. They did buy a new car from the dealer.

#####

F O R T H E C O O K SGOLDEN CADILLAC

2 oz. fresh cream
 ½ oz. Galliano
 1 oz. orange juice
 ½ oz. White Curacao
 Ice

Shake and strain into champagne glass. Slit cherry on side.

TROPICAL COCKTAIL

1 oz. Gin in tall glass
 1 passionfruit squeezed.
 Crushed ice.
 Fill with lemonade and serve with slice pineapple.

PENNY STANBRIDGE.

"MARRIAGE RECIPE"

Put confidence in love.
 Add a good slice of tenderness.
 Mix well with self-forgetfulness.
 Warm with gentleness and compassion.
 Add the weight of honesty and truthfulness.
 Bubble with a good sense of humour.
 Stir in the oil of gladness and a few tears.
 Then much laughter (not weighed).
 Fun and games together.
 Lastly, simmer all the ingredients for years.

DOROTHY WILSON.

(Suggest avoiding Navigators Rally. Ed.)

THE WOLSELEY MOTOR CAR

By Barry Cliff

PART 2 - THE AUSTIN ERA

Austin was keen to prove his new car so he entered it in the Midland Cycle & Motor Car Exhibition from January 25th to February 3rd, 1900. Part of this exhibition included a run from Birmingham to Coventry and back. A timed trial and hill climbing for which the car won a silver medal.

Then to gain further fame for his new car Austin entered it in the famous Thousand Miles Trial of 1900 from April 23rd to May 12th, which also included hill climbing trials. The car received first prize for Class B and was awarded a Silver Medal donated by the Automobile Club de France. It was noteworthy that the passengers did not have to dismount on hills to assist the car as many other contestants' passengers had to. This same car is still running today and took part in the 1975 London to Brighton Run. A really remarkable and reliable car.

After Austin's success with his first four-wheeled Wolseley in the 1000 mile trial of 1900 the Wolseley Sheep Shearing Machine Company could see Austin's car business outstripping the shearing machine business and requiring extra capital which they were not prepared to outlay. So a past association with Sir Hiram Maxim (inventor of the Maxim quick firing gun) of Vickers Sons & Maxim Ltd., armament manufacturers, came to solve the problem of finance. Vickers wished to get into the new motor car business with the possible use of the motor car for military use. An agreement was reached between Wolseley S.S.M.Co. & Vickers & Austin for the formation of a new company, The Wolseley Tool and Motor Car Co., registered on 18th February, 1901 with a factory at Adderley Park, Birmingham. Austin still maintained his association with the original Wolseley Sheep Shearing Machine Co. being on the board until 1933 and the company is still in existence today.

Remarkable progress was made with the new company and a catalogue was issued in May, 1901 for single cylinder 5 h.p. and twin cylinder 10 h.p. cars. No doubt the vast resources of the Vickers empire were used to get the new company under way quickly. The production cars varied little from the original 1899 car but had a chain drive from engine to gearbox and normal cone type clutch. The radiator was in typical wrap around fashion and a normal steering wheel was used. It appears the twin 10 h.p. was the more popular model and a profit was shown for the years 1902 and 1903, but losses for 1904 and 1905.

After cashing in on the publicity of his wins in the 1,000 miles trial and seeing how other manufacturers gained from racing experience and fame, Austin decided to enter into racing in 1902. The 1902 season's efforts were the Standard 4 cylinder 20 h.p. Wolseley bored out to 5" making it 30 h.p. Two of these 30 h.p. cars were prepared plus one mystery 3 cylinder 45 h.p. car which never seemed to have left the factory. The car Austin was driving broke a crankshaft before reaching the starting line and arrived very late after fitting the replacement crankshaft by the side of the road. Austin survived several days in the race only to break another crankshaft due to lubrication problems. The other 30 h.p. car driven by Callan & Johnson arrived just in time for the start

after assisting Austin with his repairs. They also had to retire due to lubrication problems which affected a big end.

Needless to say for 1903 improvements to crankshaft lubrication were made and the h.p. of the cars was increased to 50 h.p. but problems still continued and the cars proved unreliable even after trying a new 72 h.p. car.

For 1904 the 72 h.p. carried on and a 96 h.p. introduced. The cars were specially streamlined to a very pointy front, so much so they earned the nickname of "Beetle". Special wheel wire braces from the rims to steel nave plates at the end of the long hubs helped to support the wheels. The "Beetles" proved more successful and finished races at least with one 9th and two 12th places.

In 1905 two cars both 96 h.p. with minor improvements and no pointy front did very well in the hands of famous drivers. C.S. Rolls (of Rolls Royce fame) and C. Bianchi achieved 8th and 11th places respectively in the Gordon Bennett race. This concluded Wolseley's involvement in racing due to the poor financial state of the company and also Austin's resignation. Never again was the company to be involved in motor racing to this extent.

A running battle had been going on for some time between advocates of the horizontal engine versus the vertical engine. Austin naturally stubbornly defended the case for the horizontal engine, claiming the vertical engine was difficult to lubricate but this was not the case with cars that had vertical engines and most manufacturers were changing to vertical type engines. Austin's directors could see the trend and tried vainly to persuade him to change but Austin failed to budge.

It is, therefore, not suprising when J.D. Siddeley in company with Lionel de Rothschild approached Vickers wanting help to build his own vertical engined car that Vickers decided to have a foot in each camp and the Siddeley car was born. The new Siddeley cars were exhibited at the Crystal Palace in Jan./Feb. 1903 and were well received. So this J.D. Siddeley designed car, developed by the Wolseley Tool & Motor Car Co. and manufactured by Vickers factory at Crayford came to be.

Finally in the summer of 1905 Austin handed in his resignation. Relations between him and the board of directors were very bad, the company was losing money and the current Wolseley cars were out of fashion to say the least.

The benefit of J.D. Siddeley's car now came to the fore with the amalgamation of the two companies and Siddeley's appointment as General Manager. Production of the vertical engined car took over and the horizontal engined car phased out as the Wolseley Siddeley car was introduced.

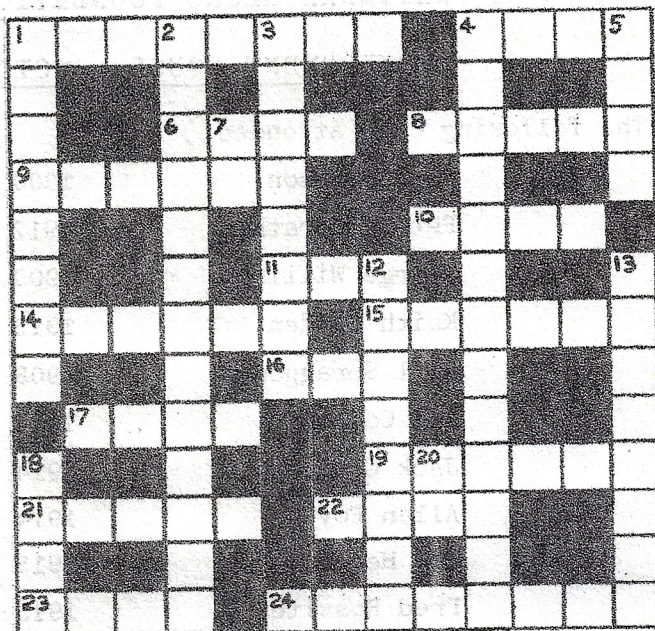
The next part of the story will cover the Wolseley Siddeley period, 1905-1909 and the expansion of the company.

(To be continued.)

ACROSS

- 1 Prestige German car revealed when December's about without the honey-maker. (8)
- 4 Italian car made of cats. (4)
- 6 Snake-like fishes. (4)
- 8 Start the motor with this eccentric person. (5)
- 9 Famous old battle site miracle over 50 lost. (6)
- 10 Kids arranged a sliding wheel. (4)
- 11 All Terrain Vehicle. (3)
- 14 Finally. (6)
- 15 Sky battle. (3,3)
- 16 Large bird seen in some music. (3)
- 17 Rats return an English car. (4)
- 19 Shoes get you organised in dwellings. (6)
- 21 American car, fit for a king, seen when light beer returns. (5)
- 22 Pay for a ride in this or go slowly in an aircraft. (4)
- 23 Low dull sound appears in tight huddle. (4)
- 24 Yells woe to this English car. (8)

CROSSWORD No. 2

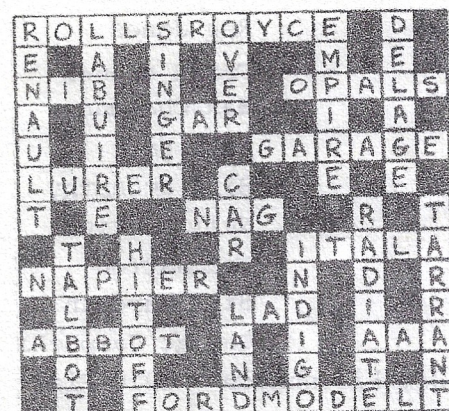


- 18 Several of this American make produced by a rearranged skirt. (4)
- 20 Large bovine animal partly used for soup-making. (2)

DOWN

- 1 American car let him clamber haphazardly without caution. (8)
- 2 My table dancer restored a French car. (7,6)
- 3 French car is heady ale. (8)
- 4 Stirrers quake to make an English car. (7,6)
- 5 Maori image. (4)
- 7 Electrical Engineer. (2)
- 12 English car is lax value he organised without directions. (8)
- 13 English car loses cry. (8)

SOLUTION No. 1



NATIONAL HEART FOUNDATION GARDEN PARTYGOVERNMENT HOUSE - OCTOBER 16TH, 1977

The following cars attended:

John Thomson	1900 De Dion Bouton "Vis a Vis"
Peter McGrath	1912 Rolls Royce
George Williams	1909 Renault
Keith Carden	1913 Clement Bayard
Bill Spraggon	1908 Renault
Jim Cooper	1914 Wolseley
Jack Godfrey	1914 'T' Ford
Allan Foy	1914 Vauxhall
Joe Heath	1915 'T' Ford
Fred Rossiter	1915 Studebaker
Jim Lewis	1912 Buick
Arthur Garthon	1906 Rover
Arthur Garthon	1914 Delahaye
Don Steer	1911 Renault
Don Steer	1911 Argyll
Don Steer	1913 Wolseley
George King	1908 F.L.
George King	1911 Talbot
Geoff Vanstone	1908 Metallurgique
Barry Thew	1915 'T' Ford
Alan Blevins	1911 Wolseley
Reg Jones	1908 Clement Bayard
Frank Nissen	1918 Cadillac
Max Chapman	1913 Wolseley
Bill East	1915 Studebaker
Bill McCarthy	1913 Vinot et Deguingand
Neil Martin	1915 'T' Ford
Les Watton	1910 Fiat
Bill Hardman	1909 Daimler
George Campbell	1909 Argyll
Jim Eisenhower	1910 Fiat
Jack Dance	1911 Talbot
Vic Jacobs	1915 'T' Ford
Barry Pearce	1910 'T' Ford
Vic Jacobs	1913 'T' Ford
Jim Simpson	1911 B.S.A.

VETERAN LIONS OUTINGSUNDAY 27TH NOVEMBER 1977

The following drivers have volunteered to assist in the outing for Blind, Partially Blind and Deaf Children from North Rocks and Wahroonga.

Barbecue Lunch is provided, plus petrol by courtesy of H.C. Sleight Ltd.

Any other drivers wishing to participate or act as "Reserve" please 'phone Vic Jacobs 69.6666 (B), 922.1535 (H).

<u>DRIVER</u>		<u>CAR</u>
Max Chapman	IN CHARGE	1912 Wolseley Roadster
Eric Lang		1914 T Ford Jitney Bus
Arthur Garthon		1914 Delahaye Tourer
Don Steer		1914 Wolseley Landaulet
Graham Steer		1911 Argyll Tourer
Bill Hardman		1909 Daimler Tourer
John Thomson		1903 De Dion Bouton
Allan Foy		1914 Vauxhall Tourer
Victor Jacobs		1913 Fronty Ford Speedster
Jack Godfrey		1914 Ford T Tourer
Peter Kable		1911 T Ford Laundaulet
Barry Pearce		1911 T Ford Tourer
Fred Rossiter		1914 Studebaker Tourer
Colin Rossiter		1916 Overland Tourer
Barry Thew	IN CHARGE	1915 Ford Tourer
Reg Jones		1908 Clement Bayard
Bob Baxter		1912 Studebaker Laundaulet
John Wards		1915 Ford Tourer
Neil Martin		1918 Ford T Tourer
Jim Simpson		1908 B.S.A. Tourer
Bob Hobson		1912 T Ford Tourer
George Campbell		1909 Argyll Tourer
Joe Heath		1915 Ford Roadster
Keith Carden		1912 Clement Bayard
Jack Dance		1911 Talbot Tourer
Chris Sultana		1913 Vulcan Tourer
Bill McCarthy		1913 Vinot Et Deguingand
John Pickup		1915 Studebaker Tourer
Roy Farrell		1913 Fiat Tourer
Jock McGowen		1910 Armstrong Whitworth

LETTERS TO THE EDITOR

Sir,

PHOBIAS - OR COMPULSION BUGS

Many of us will have given a finger or a hand a deep cut, or will have removed a goodly slice of skin while performing a job on the car, when we will have merely let go a good curse, wiped off the blood, or flattened the skin back again. Should we have let the news out to our medical adviser by chance, he would insist on an injection against tetanus. "Just a surface scratch," we say, but he insists that the deadly tetanus germ not only can be around, but always is!

A horticultural enthusiast will generally advise against moving any plants as they approach their flowering time, but the unknowledgeable amateur gardener who has to move house takes a desperate view about leaving behind some vegetable plants, so he uproots the lot, transfers them (under horticultural finger-wagging) to the new location and produces a bumper crop!

Lots of us "make arrangements", which, to a legal wallah, constitute a "contract", and should therefore receive appropriate legal treatment. Invariably we come out on the right side, notwithstanding the pitfalls pointed out to us by some well meaning knowledgeable solicitor (no offence, Thommo!)

These examples can be multiplied umpteenfold and only a small percentage of "there you are, I told you so" results will come from them.

Most businessmen are naturally aware of the desirability of insurance, and they make sure that they are covered, seeing this expenditure as an essential part of their "overhead". But what about the smaller fellow, who has to minimise his "expenses"? He is prepared to drive as carefully as possible, and when in charge of a veteran vehicle cannot be travelling at any great speed, anyway! Keep in mind, of course, that in the main, the average "accident" is not really caused by speed as such, but by the inability of the driver/vehicle to reduce speed quickly enough.

It is a pretty grim thought that any of us should be "blackmailed" into effecting an insurance which we do not desire, merely on the pretext that should we be unable to extricate ourselves financially from a gruesome prang, then the protective law can go over our head and embroil the Club in our own personal difficulty.

To the insurance oriented individual, insurance is a must, to others, not all that necessary. Why not take it to its logical conclusion, and let us all pay Divorce Insurance? There is no certainty that any marriage will not come unstuck!

As a footnote we cannot refrain from citing the case of the insurance oriented member who burnt the table cloth with candles one Christmas!

J. Simpson

Letters to the Editor (Cont'd.)

Sir,

The Veteran Section of the Sporting Car Club of South Australia has proudly produced the enclosed book, South Australian Motoring History Book No. 1. This is the first of a proposed series planned to permanently record early photographs of motoring in this State.

The book enclosed is a complimentary copy intended for inclusion in your library.

Further copies are available to your Club with a recommended price to your members of \$2.50. Due to the cost of current publishing, a large number had to be produced to arrive at this low price, therefore help from your Club in the sale of a quantity of these books will assist us in completing the planned series.

John Wien-Smith

Secretary,
Sporting Car Club of S.A.

(Note: 50 copies have been ordered. See Treasurer Ben Bronk with your money if you wish to purchase.)

BACK ONE DECADE

From SPIT AND POLISH November 1967.

A fire had damaged the Royal Aero Club premises at Bankstown and a Sub-Committee formed to consider alternate accommodation found that:

Club purchase of its own premises was not economical because of capital and upkeep costs and that most members would not use the facility for drinking and meals and that staffing and upkeep would be too involved for the benefits derived.

Desirable qualities of premises were to include:

Central location, seating for 150, dining facilities, bar facilities, privacy during meetings, room for library and committee meetings, easy parking and Club to pay \$250 to \$500 per year on a monthly basis. *(We don't have all these but certainly are not constantly having to seek fresh meeting venues.)*

Among the Ads.: La Salle 1938 39 cwt. A truck?

Don Steer won a spanner-throwing competition at Terrigal - into a 2 ft. diameter circle; not the works.

ROSTER ADDITIONS AND ALTERATIONSNEW MEMBERS

Barry Frederick Cliff, 71 Epping Drive, Frenchs Forest. 2086	677	(F)
Graeme Newman, Pacific Highway, Tuggerah. 2259	676	(J)
Brian Hill, 27 Kyle Parade, Kyle Bay. 2221	675	(F)
Russell Keith Arnold, 61 Lower Washington Drive, Bonnet Bay. 2226	674	(F)
Robert Nicholas Daunt, 154 Oxford Street, Cambridge Park. 2750	678	(F)
John William King, 13 Telopea Avenue, Caringbah. 2229	679	(F)
Ron Cox, 134 Homebush Road, Strathfield. 2135	680	(A)

CHANGE OF ADDRESS:

Henry Krzemien, 18 Jamberoo Avenue, Baulkham Hills. 2153	656
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SCENE SOCIALLY

Frank Ehlert is convalescing at home following a prolonged stint in hospital. We all hope that the big ends and gudgeons will continue to free up, Frank.

* * * * *

1978 International Rally Report.

Bulletin No. 2 has been mailed and planning is well in hand. Some officials are still needed - contact Max Roberts on 74.0226.

* * * * *

A D V E R T I S E M E N T S

Advertisers are reminded that neatly printed or typed copy on reasonable size of paper only will be inserted.

FOR SALE 1 - 5.00 x 21" tyre (reasonable)
3 - 5.50 x 21" tyre (good)

ARTHUR GARTHON,
57.6520
57.2740

#

FOR SALE 1912 Daimler front wheels and axle. 'Phone 049.90.1992

#

FOR SALE 2 - 1925-1929 Essex generators
1 - 1926 Oldsmobile generator
1 - 1929 De Soto starter motor (North East)
1 - 1928? International struck starter motor and generator
(Delco Remy)
1 - 1927 Falcon Knight starter motor and generator

KEVIN SMITH,
90 Oxford Road,
Dapto. 2530

#

WANTED 4 - 23" wire wheels straight side.

REG JONES,
759.5685

#

WANTED Steering box 1911 Brush; front wheels and stubs 1925 Ansaldo;
engine 1910 Delaunay Belville; dashboard oiler 1910 Albion;
chassis 1914 Metz, also friction plate.

EXCHANGE Back end and gearbox 1911 International; Darracq engines (4);
De Dion engines (2); Frisco engine; Vauxhall front end;
Darracq front end etc.

JEFF WOLFGANG,
Denman 2328
065.47.2348

ADVERTISEMENTS (CONTINUED)FOR SALESecondhand tyres:

1 - 600/23	New retread	\$10
1 - 600/23	Good case	\$ 5
2 - 500/23	Good cases	\$ 5 each
1 - 600/22	Excellent	\$ 6
2 - 700/21	Good cases, 1 tube	\$10 the lot
2 - 600/21	Good cases	\$ 5 each
1 - 525/21	Good case	\$ 3
1 - 440/19	Excellent tyre	\$ 6
1 - 30/3½	Beaded edge case	\$ 5

6 - 820/15	Rolls Royce tyres excellent cases used on beach buggies \$5 each
5 - 825/15	Rolls Royce tyres excellent cases used on beach buggies \$5 each

Collectors' Item

25 only catalogues of Auction Sale of 15 Veteran and Vintage Rolls Royce cars and chassis in Queensland in 1969 with photos and remarks. At cost \$1 each, plus postage 30 cents. ALL STATES.

GEORGE SEVENOAKS,
P.O. Box 247,
Crows Nest. 2065
43.4964

#

FOR SALE ALL STATES

1913 Hupmobile Tourer, Model H, 32 h.p.

Just registered after lengthy restoration; every major mechanical item overhauled.

Fitted with spare wheel and 5 new 4.40 x 23" Olympic tyres and tubes.

Only road testing mileage done.

An excellent, long-legged car, ideally suited for the 1978 International Rally. Absolutely mint condition.

All enquiries welcomed.

Price \$10,000

FRANK JOHNSON - Phone: Sydney 02.699.8403; 02.699.3695 (Bus.)
02.669.5328 (Home)

ADVERTISEMENTS (CONTINUED)FOR SALE

1 Stewart Vac. Tank	\$1
2 Dietz Lights - good condition	\$70
2 " " - not so good	\$20
1 Lucas Klaxon 12v.	\$15
1 Lucas Magneto	\$10

Also some Siddeley Deasy bits,

2 rear axles	
1 advance & retard & throttle quadrant	
1 tailshaft	
3 torsion bars	
1 brake and clutch pedal assembly	\$40

CHRIS MADDEN,

546.4862

#####

WANTED

From people who attended Mr. Bob Wong's Store during the 1977 Western Tour - slides or photographs of cars at the Store suitable for making prints to present to Mr. Wong.

MAX CHAPMAN,

94.6402

FOR SALE

Pair of uplift rear spring leaves with pads and U bolts suit Rover 3 litre, \$10.00.

MAX CHAPMAN,

94.6402

#####

WANTED

1911 Talbot Model 4AB engine parts.

Brass Talbot radiator to swap for engine.

B.T. THEW,

638.1155

#####

ADVERTISEMENTS (CONTINUED)

FOR SALE OR SWAP 1925 Oldsmobile suit spares
1927 Studebaker Sedan - suit spares
1927 Nash ute - suit spares
1928 Nash motor and gear box with magneto
dual ignition

WANTED

1. 1916 Harley gear box and petrol tank
2. Smiths Clock (Morris Cowley)
3. Gear box and clutch 1930 New Hudson Motor cycle

CARL STONE,

Carrs Road,
Neath, N.S.W.

Phone Cessnock
049.304277

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SUPPLEMENT TO SPIT AND POLISH - NOVEMBER 1977

C O M I N G E V E N T S

SUNDAY, 20TH NOVEMBER

Car inspections at Arthur Garthon's. Last chance if your car is to have its permit to move by 1st January, 1978 as Dept. and G.I.O. will not process individual applications. Next batch will be presented in March 1978.

SUNDAY, 27TH NOVEMBER

Vic. Jacobs-Lions-VCCA Outing. If your name is not on the list and you can help, Vic. will be pleased to hear from you on 69.6666 (B), 922.1535 (H).

SUNDAY, 4TH DECEMBER

Display of cars in conjunction with Rotary Club of Ashfield at Pratten Park. Details from Barry Thew at the November meeting.

SATURDAY, 10TH DECEMBER

This is a family day. All are requested to attend Lane Cove National Park where food and drinks (both hard and soft) will be free. Please advise Barry Thew on 638.1155 to facilitate catering.

19-20TH NOVEMBER

Bendigo Swap Meet.

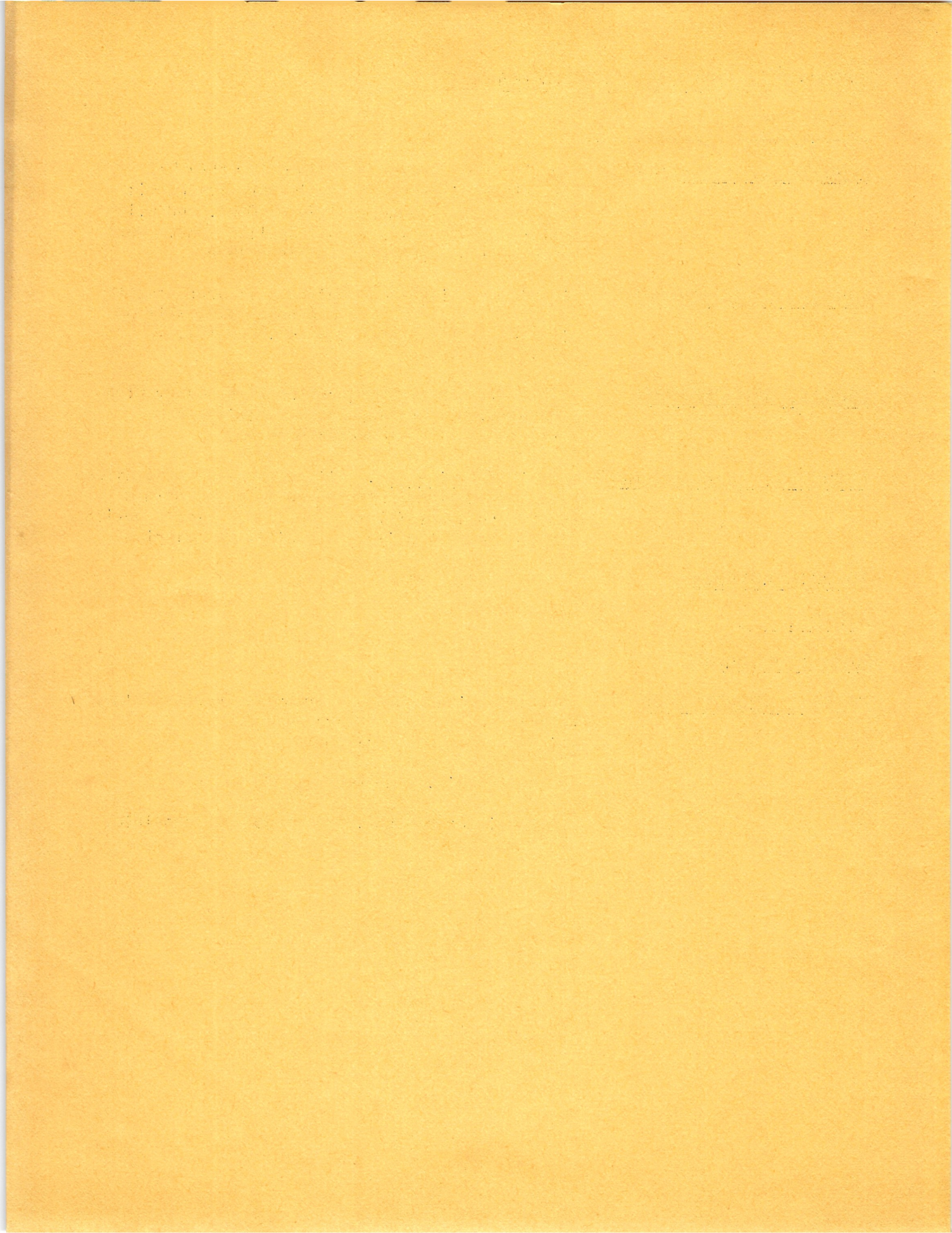
S O C I A L

Dates to remember:

FRIDAY, 2ND DECEMBER

Christmas Dinner Dance - Drummoyne Bowling Club, Westminster Street, Drummoyne.
Drinks from 7 p.m. onwards.
Cost: \$6 per head.
100 people min. required.

'Phone Di Berthon 639.0603 as soon as possible.



You'll be on the road to all your dreams when you start saving regularly at Fidelity Permanent

Whether you're saving for the veteran car of your dreams, or to do some work on the car you own, when you save regularly at the Fidelity Permanent Building Society, you'll watch your savings grow faster.

We have a no-fuss withdrawal system, complete safety and a very friendly service. That's why more and more people are joining Fidelity.

Fidelity House, 6-10 Geeves Ave., ROCKDALE. 2216 Telephone 599 2122.
Fidelity Arcade, Shop 7, Restwell Street, BANKSTOWN. 2200 Telephone 70 1358.
459 King Georges Road, BEVERLY HILLS. 2209 Telephone 57 3817.
8 Pitt Street, MORTDALE. 2223 Telephone 579 4988.

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