

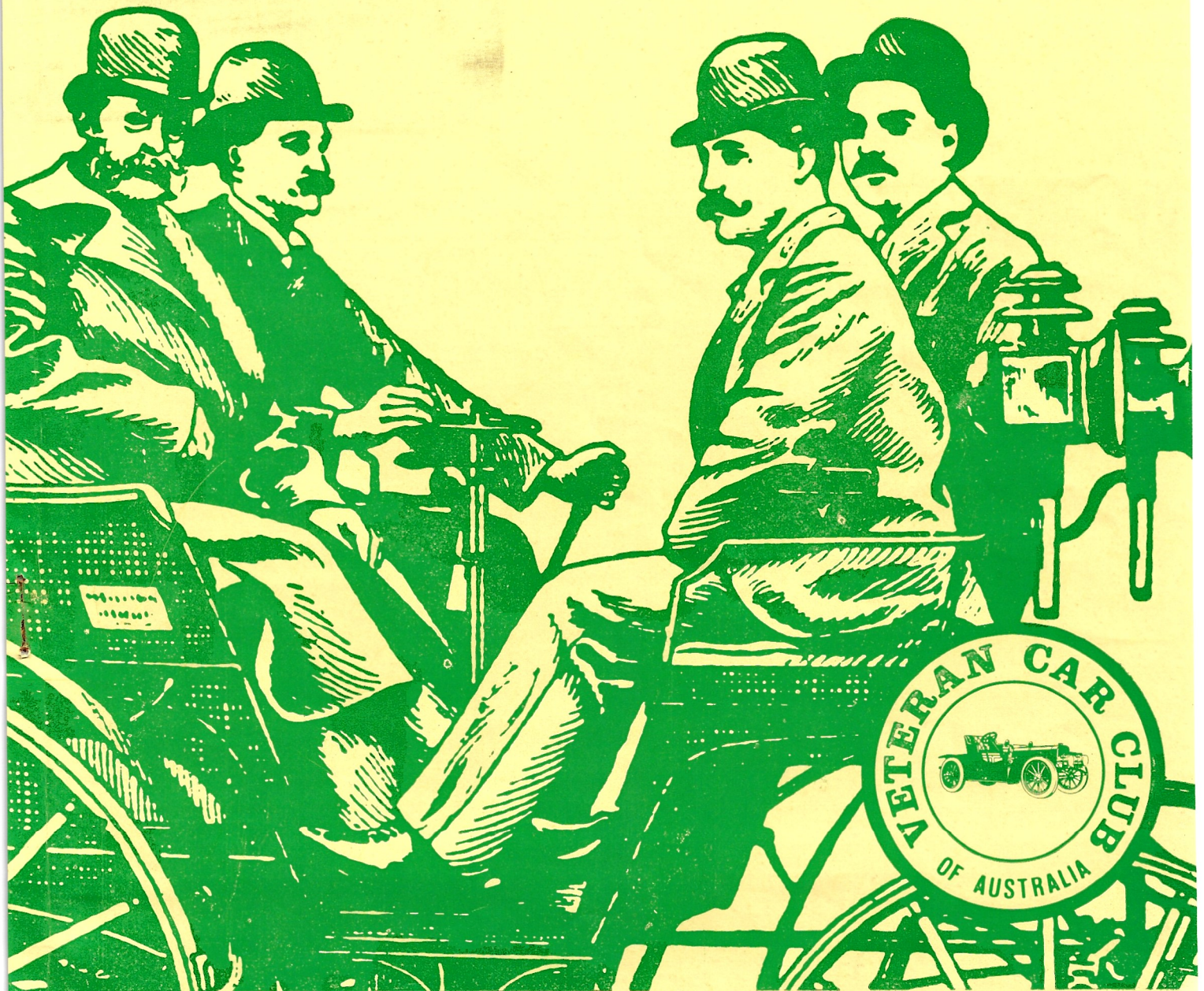
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

March 1978. Vol. XIX. No. 9.

Registered for posting
as a publication — Category B

* PRICE 70 Cents



SPIT & POLISH



PATRON:

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

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

Volume XIX No. 9

March 1978

TABLE OF CONTENTS

Opinion	Page 2
Stolen	2
Minutes Monthly Gen. Mtg. 23/2/78	3
Wolseley Motor Car - Part 5	5
Steering Column	7
Report from Insurance Officer	8
Car of the Month - Brush	9
Wheels	10
P.S. Cartoon	12
Crossword No. 5 and Solution No. 4	13
The Monte Carlo Rally	14
Back One Decade	15
Helpful Hints for Older Members	15
For the Cooks	16
The 'Mog' Tricycle	17
International Rally Report	18
F.I.V.A. Badges	18
Advertisements	19

Other Veteran Car Clubs have permission to copy.

The next Monthly Meeting of the V.C.C.A. (N.S.W.) will be held in the Clubrooms on THURSDAY, 23RD MARCH, 1978.

THERE WILL BE NO MONTHLY MEETING IN APRIL - next one will be on THURSDAY, 25TH MAY, 1978.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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

OPINION

The event of 1978 for cranks with old cars (or is it vice versa?) is only about a month away and no doubt preparation by entrants is tending to become feverish.

In the "Sydney Morning Herald" of 9th March 1978 was a photograph of a New Zealand entrant's car being pushed on the wharf in Sydney. Accompanying the picture is the list of engine starting instructions which the thoughtful owner included, albeit partly because of the risk of fire due to spit-back when cold, but evidence of careful preparation, nevertheless.

By contrast, other cars in the same shipment across the Tasman did not even have ignition keys included. One can sympathise with the disgust over such omission felt by the band of volunteers who gave up their time to collect these cars for storage.

It is to be hoped that better regard for others will prevail throughout the International Rally.

As discussed at the February General Meeting, there will not be a meeting in April nor will there be an April issue of SPIT AND POLISH so it seems appropriate to editorially welcome all Rally entrants on behalf of the VCCA NSW and to wish all a very pleasurable event.

* * * * *

STOLEN

Rolls Royce Spirit of Ecstasy Car Mascot

This mascot mounted on polished timber plinth was stolen along with several household items a few days before Christmas. Could any member being offered such a mascot under doubtful circumstances, or seeing one offered for sale in an unlikely place, please contact RON DAVIS, 121 DUBLIN ROAD, RINGWOOD, 3135, Telephone 870.5082 (Melb.).

* * * * *

An exhausted commercial traveller fell asleep at the wheel, and drove smack into the living-room of a roadside cottage. Embarrassed and humiliated, he climbed out of the car and mumbled, 'Can you tell me the way to the nearest garage?'

The householder said coldly, 'Straight ahead through the sideboard, and turn left at the piano.'

* * * * *

MINUTES OF THE MONTHLY GENERAL MEETING OF THE VCCA (NSW) HELD ON THURSDAY, 23RD FEBRUARY, 1978 AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK.

PRESENT: 64 members and 6 visitors.

The meeting was declared open by the Chairman, L. Sheen, at 8.10 p.m. and a welcome to all visitors and to C. & B. May from V.C.C. Great Britain was extended.

APOLOGIES: R. Boardman, J. McGowen, J. Garwood, J. King, J. Corby.

MINUTES: The Minutes of the Monthly General Meeting of 26th January, 1978 were read and moved by G. Roberts, seconded A. Blevins, CARRIED.

MATTERS
ARISING

Letter from International Rally Committee re cancellation of entry fees read as follows:

"We wish to advise that at this Committee's meeting held on 14th February, 1978 the question of refund of cancelled entry fees was discussed and resolved:

1. That entry fees of any entrant who passes away prior to the commencement of the Rally shall receive a full refund of their \$75.00 entry fee.

In respect of the question of refund of other cancelled entries this question is to be considered at the conclusion of the Rally."

Moved B. Bronk and seconded M. Roberts that only necessary correspondence be read out in General Meeting and balance left to discretion of the Committee. CARRIED.

TREASURER'S
REPORT: The Treasurer's Report was read and accepted and moved K. Quarmby, seconded M. Chapman that \$10.00 refunds be left in account for 3rd party property insurance for 1979. CARRIED.

CORRESPOND-
ENCE:

Letters received from:

Birdwood Mill Museum

J. Wolfgang

R. Davis

R. Hepworth

V.S.C.C.A. (Victorian Div.) re KLM Car Tour

1978 International Veteran & Vintage Motor Rally

VCCA (Newcastle Branch) Minutes

Newsletter from FIVA

Minutes CVVTMC

Moved J. Dance, seconded D. Berthon. CARRIED.

(Continued on P.4.....)

Minutes 23/2/78 (Cont'd.)

MATTERS Nil.
ARISING:

NEW Application received for Junior Membership from -
MEMBERS: Malcolm John Garthon,
43 Gloucester Road,
HURSTVILLE. 2220

Moved J. King, seconded J. Pickup, and

CARRIED.

INVESTIG-
ATION AND
DATING: Nothing further to report.

MAGAZINE: It was moved D. Steer, seconded J. Cooper, that no General Meeting to be held in April, thus no magazine will be published. CARRIED.

EVENTS: B. Thew advises letter received from City of Sydney Committee.
Blue Mountains Rally successful.
Sutherland Hospital request cars 11/3/78.
12/3/78 - Concours Day Vaucluse House.
18-19th March, Riversdale Rally.
Bankstown Council 1/4/78.
It was advised that no cars shall take part in the ANZAC Day March.

SOCIAL 25/2/78 Hawaiian Night at Max and Pam Roberts.
Co-ORDINATOR Next meeting Charlie Chaplin movie.

PERMITS TO K. Cardin advises requests received for 4 permits to move.
MOVE:

REGISTRAR: Nothing further to report.

INTERNATIONAL
RALLY: Storage of cars now confirmed at Eden Park Industrial Park Estate on Ring Road 3. Rally Posters and Rally Badges available \$2.00.

LIBRARIAN: Nothing to report.

CVVTMC: Next meeting 27th February, 1978.

PUBLIC Blue Mountains Rally articles appeared in Parramatta Mercury.
RELATIONS: Donation of \$200 received from Greystanes Shopping Centre.

OFFICIAL J. Thorpe advises photographs taken on Blue Mountains Rally.
PHOTOGRAPHER:

INSURANCE: Vote of thanks extended to V. Jacobs for efforts re 3rd Party Property Insurance and advises members to also effect fire and theft insurance.

(Continued on P.5....)

Minutes 23/2/78 (Cont'd.)

GENERAL Appreciation was extended to International Rally Committee from
BUSINESS: R. Baxter re question of refund of entry fees for deceased entrants in International Rally.
 D. Berthon advises this club to display three vehicles at Woolshed on Wheels.
 D. Steer raised question of dress on International Rally and final Dinner.
 Mr. Cyril May of Great Britain addressed meeting on his club's activities in the U.K. and club lapel badges were presented to Cyril and Beryl May.
 Lucky Door prize was won by G. Stelling.
 As there was no further business the meeting closed at 9.20 p.m.

THE WOLSELEY MOTOR CARPART 5 - THE FIRST WORLD WAR ERA

As we have seen in the previous chapter "The Wolseley Golden Era", Wolseley reached its zenith. A statement by the then chairman Sir Vincent Caillard in January 1914 helps to back this up:

"In 1901 the factory floor space was 90,000 square feet. It has increased now (1914) to 17 acres while the whole works cover an area of about 21 acres. The output in 1901 was 323 cars, in 1906 523 cars, and in 1911 was something under 1,600 cars and in the current year it will exceed 3,000 cars."

With the advent of the 1st World War in 1914, the Wolseley company was required to produce war products. "Wolseley Motors Ltd." as it was now known did not produce cars as one might reasonably expect. Apart from the initial conversion of cars and trucks to ambulances and military transport very little vehicular production took place between 1914 and 1918. This seems to have been left to firms like Rolls Royce and Vauxhall. The conversion of cars and trucks was carried out on current production vehicles in the works and those requisitioned from distributors, dealers and recent owners. Some 4,000 vehicles were processed in this way but this was only a very small part of their war efforts.

How did this company, probably the largest motor car producing company in England, help the war effort? The greater part of their production was taken up with aeroplane and engine production, together with gun sights and mountings, armoured cars and shells.

Initially only aircraft engines were produced and to give some idea of the quickness of the production, within 11 weeks of the first order the first of the engines had been designed and built and were on the test bench and only one week later deliveries of the completed engines began. It must also be taken into

(Continued on P.6.....)

The Wolseley Motor Car (Cont'd.)

consideration that most of the designs and specifications did not exist at the time the orders were placed. In this regard the company's experience in aircraft engines design as far back as 1909 helped and although some engines were made under licence, Wolseley know-how made sure they worked better than the originals.

During the course of the war many types of engines were made. These included eight and twelve cylinder V type Renault engines, six cylinder water-cooled 180 h.p. Maybach Engine, "The Dragonfly" a nine cylinder engine, "The Boucier" a 14 cylinder aircooled radial, but the most famous and successful was the Hispano design V8 watercooled engine known as the "Viper". It was fitted to the SE5A fighter and it was this plane and engine which was totally made by the Wolseley works. The Wolseley Viper engine had overhead camshaft and valves directly operated by the camshaft. The layout and adjustment of the valve is almost identical with the 4/50 and 6/80 car of the 1950. Fixed head with aluminium crank case and rounded rocker covers which protruded into the airstream on each side. The twin magnetos were mounted at the rear, the carburettor set low in the centre of the V. Many examples of this engine survive, even in Australia. One is in the Melbourne Science Museum and Canberra War Museum has a complete SE5A with Wolseley Viper engine installed. This engine, no doubt, was responsible for the post war overhead cam engines that Wolseley introduced and was bought by the Morris empire at a later date.

The total production of complete engines amounted to nearly 4,000 with enough additional spares to complete 1,500 engines. Towards the end of the war as many as 60 Viper engines were being produced weekly.

Many power units and transmissions were built for airships both for the Admiralty and for those airships built by Vickers Armstrong Whitworth.

When enemy submarines began to concentrate on shipping more guns were required to equip unarmed ships and Wolseley made over 1,000 mountings and sights. Also some production of armoured cars with solid wheels and suitable machine gun enplacements had taken place. Wolseley also produced 3 million wheels in the old chassis testing shop.

Although many of these production figures are not large by modern standards in those times they represented a substantial help towards winning the war. The success of the SE5A can be seen from a message received from the Air Ministry on 22nd March, 1918: "Out of total 274 Huns in four weeks, 108 downed by Wolseley engined SE5's."

In the next chapter we shall see how Wolseley Motors Ltd. was to pay the ultimate price for its war manufacturing and its failure to recover in its post-war "vintage period" together with William Morris' appearance on the scene.

(To be continued).



The Blue Mountains Tour brought 'em out of the woodwork as usual but one came out in the woodwork - Mike Bendeich's Chalmers No. 2, which looks good (as one would expect). Midnight oil being spent, no doubt, to trim the tourer body for the start of the International.

Highlights of the Tour this year were the beaut. morning tea and lunch, thanks to the Greystanes Centre donation and the excellent work put in by the workers who so ably prepared and served the food and drink.

Another feature was the proving ground for suspensions included in the route, though one gained the impression that some didn't actually drive over this section. One lot followed Reg Jones, little knowing that Reg usually follows somebody else whom he suspects knows the way. They saw more country because of the detour and it was a delightful day for driving.

Chris Sultana stopped to tighten a lock-nut on his Vulcan clutch and you would never guess who enviously eyed Chris's lovely box of tools while he laboured under the car.

A Calthorpe out for a bit of post re-restoration testing played threes and fours. (Not equipped for sixes and sevens so it did its best with what was available.)

#####

Anything happening about a Western Tour this May for those who won't be on the Rally?

#####

The Roberts' Luau was a wow by all accounts. Don Steer wonders whether it was especially put on or whether the food and frivolities prevail normally, with fewer people of course.

#####

Penny Stanbridge has found a way to obtain stories for the scandal sheet she operates down Wollongong way. She has people dobbing in their friends who have transgressed or committed indiscretions. This column will gratefully accept such information provided its only mildly libellous, so how about some choice bits for the vitriolic pen?

(Continued on P.8.....)

STEERING COLUMN (CONTINUED)

The Blevins test of wifely tolerance:

- (1) Have a pressure can of black enamel sitting precariously on top of a pile of gear such as expected in a veteran car cum boat garage.
- (2) Hear said can fall and roll along the floor but continue working on Wolseley manifold number 24(a) until hissing sound registers.
- (3) Investigate and discover that the hiss didn't miss Beryl's white Toyota Crown. Well, the paint wasn't noticed on the tyres, but the pattern along one side was unmistakably random two-tone.
- (4) Call Beryl and note her reaction. She passed the test then spent 2 hours with Allan cleaning off the enamel.

#####

REPORT FROM INSURANCE OFFICER

8th March, 1978.

Now that members have been made aware of the new insurance rates for the Veteran Car Club, it has been suggested that they should be recorded every so often so that members can take out insurance at will. Briefly, these are re-listed as follows:

1a. Fire and Theft

\$1.00 premium per \$1,000 cover with a minimum premium of \$5.00 per policy.

Therefore, \$5,000 cover can be insured for just a mere \$5.00 and there is no excess on the policy.

The member may insure at a lesser figure than the full value of the vehicle, but as the policy is so cheap, in his own interest he should insure for the total amount.

1b. Comprehensive Cover

\$3,000 cover equals \$50.00 premium per annum

\$4,000 " " \$45 " " "

\$5,000 " " \$40.00 " " "

In excess of \$5,000 ... \$18.00 per \$1,000 cover

e.g. \$8,000 cover would cost \$40 3 x \$18 \$94.00 p.a.

There is a \$200 excess franchise on this policy but the full value need not be insured. It is a first loss cover meaning that once a claim is made, the premium is to be reinstated to the original amount.

(Continued on Page 9.....)

Report from Insurance Officer (Continued)2. How to Take Out Insurance Cover

In regard to taking out insurance for your house, car or any other property, you get first class service by contacting the insurance company direct. They will organize a cover note, policy etc.

To deal with the insurance company direct, the person to contact is:

Mr. Warren Robinson,
Underwriting Manager,
South British United Insurance Group,
Hunter & George Streets,
SYDNEY. N.S.W. 2000

Telephone: 232.0122

3. Insurance for Members Entering the International Rally

For those members who wish to take out insurance to cover their vehicles whilst on the International Rally, it is recommended that they should disregard the rates forwarded by the International Rally Committee. Ironically, they are totally exorbitant and they are with the insurance company that the Veteran Car Club has just dropped in preference to our present insurers and in some cases are up to 700% dearer than the terms we offer.

Members who wish to receive comparisons of these, may telephone me direct on 69.6666 or at home 922.1535.

699. *****

CAR OF THE MONTHBRUSH

A truly remarkable motor car.

Certainly unusual, with its single cylinder engine running anti-clockwise, and coil springs all round, to say nothing of the wooden frame and axles. The initial model, made in 1907, had chain drive and solid tyres. In 1912 a chassis with an abbreviated landaulette body attached, was marketed for use as a taxi cab, and was given the model name "Titan". Rather a sarcastic touch, as the Titans of mythology were giants! Hard to imagine a Brush taxi, really.

It was not till after this that pneumatic tyres were fitted, and a larger engine, but the basic design remained the same.

The company was promoted by Frank Briscoe (nothing to do with Maxwell-Briscoe), and the designing was by Alanson P. Brush.

Eventually the firm became a division of United States Motor Company, and the Brush went out of existence when this company collapsed in 1913.

Don't forget that it was one of these single cylinder lightweights that Francis Birtles drove across Australia from West to East.

EXTRACT FROM "THE EDWARDIAN" (VCCA (ACT))"WHEELS

Since I am also a wood wheel restorer of local fame I thought I would pass on to you an experience I had with a wheel years ago. Not being blessed with enough brains to keep my mouth shut, I thought you might find it interesting. I selected a wheel with good sound wood, a metal fellow, 30 by 3½ demountable and spent days cleaning, scraping, sanding etc. When I was sure the wood was sound I hit on the fantastic idea of soaking it in linseed oil to make sure it would stay nice and tight. (This was long before I found out dollars were easier to make than wheels and hadn't heard of the Vintage Wheel Shop). I theorized that a tank of linseed oil to soak the wheel in would be just the thing, so I built one. I further theorized that if the oil were heated it would work just that much faster. Since the tank was metal, I placed my propane camp stove on a table on my patio, set the tank on it and put in my beautiful wheel. Made a trip to my local paint store and bought a gallon of their best boiled linseed oil. Then I made another trip to the same store and bought two gallons more. Then I made another trip to the ----- store (expletive deleted) and bought two more gallons. Yep, it takes FIVE gallons to completely cover a wheel in my tank! You just casually mention in your article to fill voids between spokes with rocks, etc. to occupy space so less fluid will be needed. Even years ago, do you have any idea of how much five gallons of linseed oil cost, when purchased in one gallon lots, retail? Oh well, the finished product would be worth it (I thought). I lit my stove and brought the oil up to just a comfortable, bathwater warm, temperature and let her 'cook' for about twenty-four hours. I felt sure that when I removed the wheel I would experience the same feeling I had when I first noticed girls. I would have wheels on my Model T that would look like they were built by 'Louie XIV' - would make the Baldwin and Steinway people green with envy. The next day, with trembling hands, I gingerly lifted the wheel from the bath and beheld my thing of beauty. At this point I would like to state my wife had been making some sarcastic remarks about the mess I was making and also the aroma that warm, if not hot, linseed oil seems to make. I assured her this was the way the 'big boys' did it, however.

Anyway, when I removed the wheel it appeared to be somewhat loose. Somewhat loose is a gross understatement - it was as loose as a shimmy-dancer with the hiccups! My first thought, of course, was that the metal had stretched, because there could be nothing wrong with my theory. Anything this well thought out and carefully executed could just not possibly fail. Could it be possible that the spokes had changed dimensions? No doubt about it; they were shorter, thinner and almost fell out of the wheel. Again, my "Arkansas logic" took over. I was so ----- disgusted with the wheel I threw it in our fish pond adjacent to the patio. At that time we had a beautiful goldfish pond stocked with several different varieties of fish which we enjoyed very much while sipping "cool-ade" on our pleasant summer evenings.

During the following week several things happened. The aroma around our patio seemed to increase; I retired from the wheel business; and my wife kept uttering things like, 'My next husband is not going to restore Model T's etc.' She also just casually mentioned that perhaps I might clean out the fish pond. Seems the sight of decaying goldfish are repulsive to her even though viewed through a Model T wheel. To make a long story longer, I cleaned out the

"Wheels" Continued

dead fish and threw the wheel in the garage and forgot about it for a year or so. My darling wife never failed to tell the story to anyone who would listen for quite some time. To further bore you, I needed a wheel about four years ago and ran across this particular one, looked it over and decided the ----- thing had healed. The spaces between the spokes where they radiate from the hub were closed and very tight. I cleaned it up, varnished it and put it on a speedster in 1973. It has about 5,000 miles on it now and is the best wheel on the car. That's the flat TRUTH!

A few years ago I related this story to an old fellow who used to make buggys here in Denver. He would never tell me where I went wrong - just laughed every time he saw me. I grew to hate him in a very short time. I can only surmise the oil shrank the wood, and the water, of course, swelled it. But what has kept it so good for the last several years? Denver, as you know, has a very dry climate and I have not soaked the wheel at any time. You mention in your article to dilute the oil with turpentine; is that the secret? I think if I had left the wheel in the oil for a month or so I could have mailed the spokes to you and only needed 15¢ postage, if they had continued to get smaller.

Now I'm not seeking advice on restoring wood wheels; In fact I don't even care what caused it. In the future I know how to prevent it. Very simple --- you just get out your checkbook, write a letter saying, 'Hello, Vintage Wheel Shop, I need a' and drop in in the mail. One thing does, however, seem to plague me from time to time. When I complain that my arthritis is acting up, my darling wife suggests a bath in linseed oil and a soak in the fish pond. No problem with the linseed oil, I got plenty, but the price of goldfish has more than tripled in the last few years!

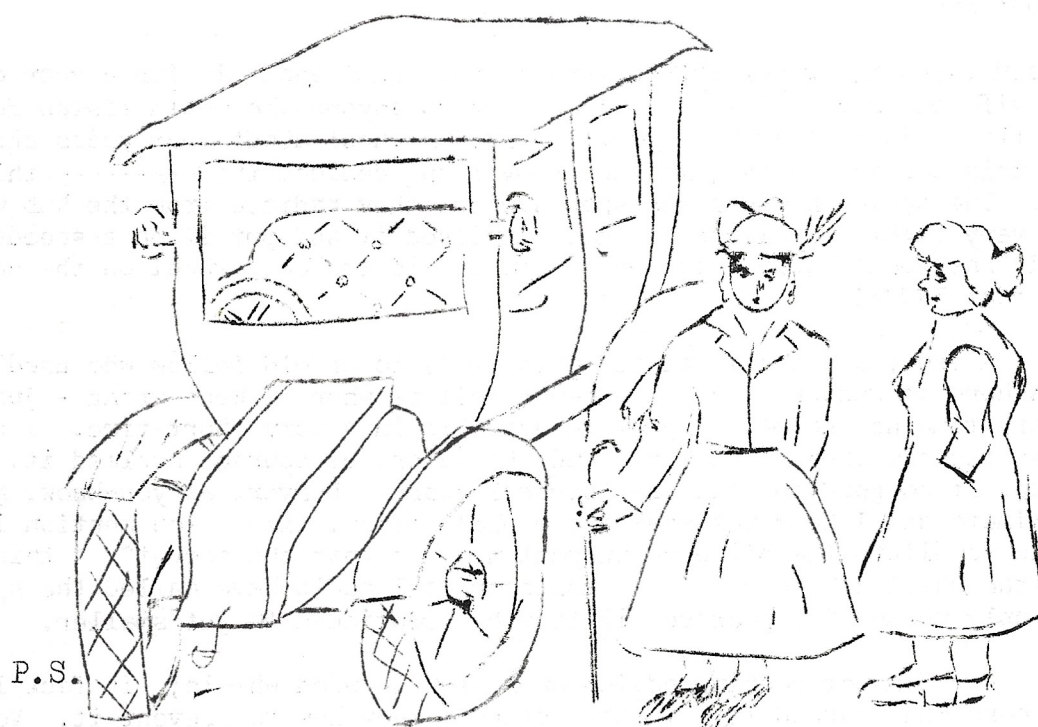
If you have managed to read this far without getting nauseated, I am very surprised. This should teach you to NEVER ask for comments or information from 'T' restorers as you did in the last paragraph of your article. I just casually mentioned to Bonnie (my wife) the other day that reproduction buffalo wheels were available for the paltry sum of \$1,100 a set. She just screamed at the top of her lungs, 'BUY 'EM, STEAL 'EM, ANYTHING, but don't you ever do that to my patio again!!!

BOB PLEGGE,
Denver, Colorado.

From 'Early Auto'."

An old man was inching his dilapidated jalopy down the main street of the village when a policeman signalled him to halt.

'Don't worry, pop,' said the officer, reassuringly. 'I'm not pinching you for anything. I just wanted to see what it feels like to put my foot on a running-board again.'



OVERHEARD AT THE ROCKS RALLY FOR RESTORED CARS

"Look Molly that car is only three years older than I am..."

"Yes Sally I know, but its in much better condition..."

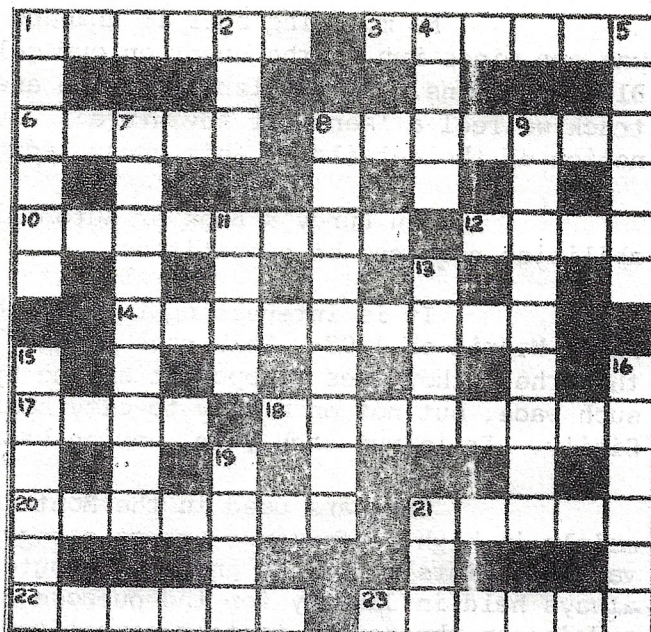
ACROSS

- 1 Ready gets you remade into an early American car. (6)
- 3 American car seen in skis seldom. (6)
- 6 Sixes follow Jolson in this English car. (5)
- 8 What's this French car made of? Not rice! (7)
- 10 American car made when true blue lamb carved up without a bee. (8)
- 12 509 gets me American magneto for a German car. (4)
- 14 Shock hits a French car. (9)
- 17 Silo yields lubricants. (4)
- 18 Link Fran to an American car. (8)
- 20 See rink altered into an American car. (7)
- 21 Fork part in favour of New Guinea. (5)
- 22 A moth's dismembered to make an American car. (6)
- 23 Secret vote for a French car. (6)

DOWN

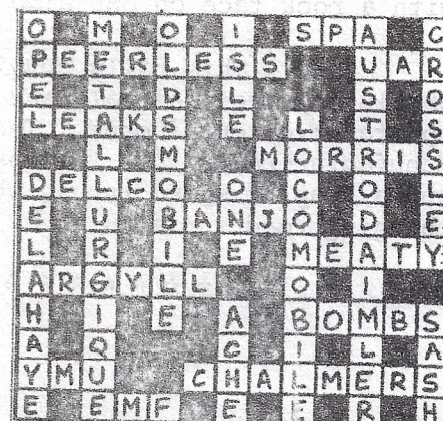
- 1 Do it at an Italian car. (6)
- 2 Elms lose 50 printing measures. (3)
- 4 Jot a Greek letter. (4)
- 5 Canal gets me organised for an Italian car. (6)
- 7 Axle value she arranged without three bearings for several examples of an English car. (9)
- 8 English car makes torch leap. (9)
- 9 Leave out artillery discharge as moist oval destroyed. (4,5)
- 11 Little pieces for boring. (4)
- 13 Oven is a broken chain part. (4)
- 15 Tow jet wrecked an English car. (6)

CROSSWORD No. 5



- 16 King Arthur had several examples of this American car. (6)
- 19 International governing body of veteran motoring sounds like a disease. (4)
- 21 Price on application. (3)

SOLUTION No. 4



XXXXXXXXXXXX

THE MONTE CARLO RALLY

No motoring buff is unaware of this great event, and in our 'mini' way our minds run to the event on our calendar, run each year to the top of the Blue Mountains. Particularly when we are led along devious paths off the main track we feel a 'sense of adventure'. But how many amongst us have any real notion of the details of this great 'adventure', the Monte Carlo Rally?

Ken Purdy's Book of Automobiles gives an excellent insight into the abilities required of competitors.

It is interesting to note that the last actual road race was the Paris-Madrid of 1903. This race cost so many lives, both drivers and spectators, that the authorities stopped it at the Spanish border. However, there remains one such race, but not on a city-to-city basis, and that is the Targa Florio, in Sicily. It is run each year, having been started in 1906. More of that one later.

The cars used in the Monte Carlo Rally are passenger vehicles, mainly in high performance sports categories. They converge on Monte Carlo from various points in Europe and their routes are of equal distances. The Rally is always held in January for the purpose of ensuring that there will be ample snow and ice on the course to test competitors' capacity to drive under such conditions. It should be easy enough, like going to the Blue Mountains during a snowstorm, when, if conditions are dicey, one drives slowly. But is it easy? We are discussing Monte Carlo now, not our pathetic winter snows on the Great Western Highway. When the cars have arrived in Monte Carlo they have to negotiate a mountain circuit of approx. 400 miles, most of which is traversed at night.

Really, it can be said that the course and conditions are designed only for the professionals. How would you like to approach Monte Carol by a route mapped out for you from your starting point, and have to keep to precise speeds, to the second, or be penalised? (One's wife may not be the most desirable navigator!) The required average speed may be only, say 37 m.p.h., but it would be on well-known roads, and in daylight. You try it! Then, having arrived at the rally point you do an all-night run of approx. 400 miles on snow and ice. It could be necessary on occasions to move at 100 m.p.h. under these road conditions, with a rock face on one side of the road and a precipice on the other.

This rally driving used to be for amateur sportsmen. Now it is absolutely professional, and for interested amateurs it has become a form of spectator entertainment. The cars are factory owned and supported. Manufacturers provide the cars and mechanics, depots of spare parts en route, and a heap of spare tyres, which include various types of treads needed on changing road surfaces.

BACK ONE DECADE

From SPIT AND POLISH March 1968.

At the February Meeting the Treasurer reported a credit of \$1,709.00 in the bank.

Vic Jacobs reiterated his suggestion of non-accumulation of funds by spending up in each fiscal year. Then he proposed a committee to look after investments.

The Dating Committee reported on a visit to the Cooper 'pride of French Beauties' at Bexley.

HELPFUL HINTS FOR OUR OLDER MEMBERS

From The Cooktown Cook Book

LIVE LONG TONIC:

(Contributed by Pam Roberts. Max doesn't know whether these have been tested by her.)

Break 4 eggs with shells into a bowl. Pour upon them the juice of 3 lemons and allow to stand overnight. Beat all well together and put through a sieve. Add $\frac{1}{2}$ pt. rum and $\frac{1}{4}$ lb. sugar. Bottle and shake well.

DOSE: A small wineglass full twice a day or as required.

CURE FOR DRUNKENNESS?

Sulphate of Iron 5 grains; Magnesia 10 grains; Peppermint Water 11 drachms; Spirits of Nutmeg 1 drachm.

DOSE: 1 teaspoon taken in water twice a day - highly recommended.

TAR BAILS & outhouses:

Heat 1 gallon tar, 1 handful pitch, 1 pint kerosine and 1 lb. sulphur. Put on as hot as possible.

DAIRY HINT:

Give calves a charge of gun powder in a little milk if they have taken too much and are bursting!!!

DOGS WITH THE MANGE:

4 oz. kero, 4 oz. turps, 4 oz. hellebore, 12 oz. sulphur, 12 oz. salad oil. Warm over fire, rub over dog and leave on 3 days then wash off. Keep dog tied or shut up for 3 hours after putting on.

LUGGAGE LABELS can be made from any old starched collars cut up to the right size using buttonholes for securing string.

TO KEEP MEAT SWEET: Rub a little vinegar over a large dish, put 2 sticks across and lay joint on sticks. Will prevent flies and keep meat fresh in hottest weather. For tough meat, wrap in vinegar-soaked cloth.

FOR THE COOKSRECIPES USED FOR THE LUAU:SPICED FRUITS

1 x 16 oz. jar brandied apricots
1 x 13 oz. can peach halves
1 x 13 oz. can pear halves
8 whole allspice
 $\frac{1}{2}$ teaspoon whole cloves
1" cinnamon stick
 $\frac{1}{4}$ cup vinegar
 $\frac{1}{2}$ cup sugar
2 oranges sliced

Drain apricots and reserve syrup. Make up to 1 cup with peach syrup.
Drain pears and peaches.
Put cloves, cinnamon, allspice, 1 cup syrup, vinegar, sugar and orange slices into saucepan.
Bring to boil, add fruit and simmer 5 mins.
Cover and allow to cool. Chill. Remove spices before serving with ham.

(NOTE: Flavour will improve if made 4-5 days early.)

GLAZED LEG OF HAM

1 x 15 lb. cooked leg of ham (approx.)
 $1\frac{1}{2}$ cups Guinness Stout
1 cup sugar
1 teaspoon ground cardamon
2 teaspoons dry mustard
1 teaspoon ground ginger
Extra Stout

Peel skin off ham, leaving portion around bone. Place ham, fat side up, in a roasting pan and pour $1\frac{1}{2}$ cups Stout over. Bake mod. slow for 3 hours, basting occasionally.

Remove from oven, score fat diagonally to form diamond pattern. Mix sugar, mustard, ginger and cardamon and add enough Stout to moisten. Spread over ham, increase oven temp. to hot and bake further 35 mins. Serve hot. Accompany with spiced fruit and about 20-30 people.

BAKED FISH

Debone an 8 lb. schnapper.
Stuff with mixture of onions, almonds, egg, celery, parsley, herbs, breadcrumbs.
Score fish diagonally and dot with butter. Wrap in well-oiled foil.
Bake approx. 1 hour. Pull back foil and grill to brown.

LUAU FRUIT CUP

2 cups cold tea
Finely peeled rind 3 oranges and 3 lemons
Juice of the above.
1 cup cordial, i.e. lemon, orange, pineapple
2 pints iced water or ice
6-8 passionfruit
Small tin crushed pineapple
Lemonade, dry ginger, wine

Method; Put rind in saucepan with 1 pt. water, simmer 10 minutes, remove peel. Add sugar and dissolve. Add fruit juices, cordial, tea, passionfruit and pineapple. Chill well. When required add ice or iced water, lemonade, wine etc.

FOR THE COOKS (CONTINUED)CHERRY NUT SQUARES

3 oz. Copha
1 teaspoon instant coffee
8 oz. dark chocolate
6 oz. glace cherries
3/4 cup toasted coconut
6 oz. cashew nuts

Chop choc. and copha, melt in double boiler, stir in coffee. Pour half of this mixture over the base of a greased 7" square tin. Sprinkle the coconut, cherries and cashews evenly over choc. Pour remaining choc. over top. Refrigerate until set. Cut into squares and serve.

- Pam Roberts

THE 'MOG' TRICYCLE

Most of us are aware that the poor Morgan has been forced to spend most of its life with only three wheels, while its contemporaries have had the use of four wheels. Why is that?

The obvious thought is that it's creator considered that three wheels were a good idea, backed up by some well-considered designing concepts. Not a bit of it!

H.F.S. Morgan, as a young fellow, owned a motor bicycle on which (or was it off which?) he suffered a spill when doing a good clip downhill. Usual thing - speed too good, brakes not good enough. Following this episode after a reasonable length of time - enough time to recover! - he acquired a V-twin Peugeot engine in 1908 with the intention of building a motor bike for himself. His father, Rev. H.G. Morgan, a stern man, felt so strongly about the smashed up motor bike that he forbade his son to go ahead with the project. Wishing to not be 'persuaded' to jettison the idea, he (cunning fellow) decided to build a tricycle and thus convince his father that he would then have a perfectly safe vehicle. In fact, the principle and the execution thereof were right in line with the A.C. Sociable namely, an active single rear wheel and tiller steering.

So there you have it!

The Morgan was not born of brilliant mechanical outpourings from a mastermind, but rather of a determination not to be outdone on the transport front.

INTERNATIONAL RALLY REPORT

Wednesday 8th March saw great activity at No. 7 Darling Harbour as the previous day the "Union Hobart" had arrived from New Zealand with 33 veteran and vintage cars stacked well inside on the lower deck.

A great amount of pre-planning by Peter McKeown had overcome the late arrival of shipping papers and all was organised by 7.30 a.m. to have the vehicles moved on to the wharf. This operation was completed with the best of relations by both wharfies and club members.

Some cars were driven by club members with the help of a wharfie as navigator, others being navigated by club members, still others pushed by club members. The usual problems arose with cars locked and with no keys etc.

Customs would not release any of the cars from the wharf until all were out and inspected. Their only complaint being one entrant with clothes packed into a cardboard container marked "Fresh Pears". This fruitcase was quickly confiscated and the clothes repacked into a plastic bag, so a little before noon we had the go-ahead to move 33 cars from Darling Harbour to Eden Park Industrial Estate, North Ryde, knowing that the gates at the wharf would be shut at 2.15. This operation must be credited to Allan Blythe as he supplied most of the trailers and his professional experience kept the operation moving to the extent that at 2.15 only two cars remained inside. These were quickly moved outside the gate and picked up minutes later, finalising the operation.

Len Sheen took the record with four deliveries City to North Ryde - not bad for an oldie.

Many thanks to Allan Blythe and his band of willing helpers for this operation.

RALLY DIRECTOR.

F.I.V.A. badges now available at next General Meeting. Members who have them on order please pick them up from Treasurer - \$16.50 each.

A D V E R T I S E M E N T SWANTED FOR 1909 WOLSELEY-SIDDELEY

New or near new 440 x 23 straight sided
tyres.

WILL SWAP FOR THE FOLLOWING:

Brass Acetylene Headlights (Pair)

Brass T Ford Horn (Rubes)

CAV FS Sidelight

Pair incomplete PHARES RUBIS

BRUXELLES Oil Sidelights

P & H Acetylene Sidelight etc.

(Note: Spelling in this ad.
may not be correct -
copy hard to read.)

- BARRY CLIFF,
71 Epping Drive,
Frenchs Forest. 2086
451.3977

FOR SALE

1911, 15 h.p. Straker-Squire Roadster.

This rare vehicle is offered as a faithfully-restored unit.

Any reasonable offer up to \$8,500 will not be refused.

- RON HEPWORTH,
40 Perth Avenue,
EAST MAITLAND. 2323
(049) 33.4505

FOR SALE

2 - Chassis
2 - Front Axles & Springs & Hubs
1 - Rear Axle, Springs & Hubs
1 - Gear Box
1 - Steering Box
1 - Diff. Housing
2 - Fly Wheels
Assorted Cross Shafts & Pedals

All above suit 1910-11 Model 4AB Talbot

2 - Model 4CX Talbot Engines

Above parts surplus to my requirements

WANTED

1 - Crankcase to suit 4AB Talbot

- BARRY THEW
(02) 638.1155

WANTED TO BORROW (OVERNIGHT)

1 only C.A.V. type 'B' Headlight of 1918-1920 circa

The above required for photographing, measuring etc.
in order that a pair may be reproduced.

- MEL POPE
521-2821 (Home)
237.8482 (Business)

SUPPLEMENT TO SPIT AND POLISH - MARCH 1978

E V E N T S

1978 - 22ND ANNUAL BLUE MOUNTAINS TOUR

The 22nd Blue Mountains Tour has come and gone, with 31 cars and 6 bikes taking part, with a distance of 82 miles (130 km) approx., 3 vehicles failed to complete the course. (1) Calthorpe - insufficient fire in combustion; (2) Overland - quote: "hopelessly lost"; (3) Ford - decapitated valve causing respiratory failure.

It would appear that all members and visitors enjoyed themselves on the road and at the feeding and watering department. I would like to thank all those who attended and to thank the officials, George and Jean 7-oaks, Jim and Val Cross, Barry and Judy Garth, Mel and Anne Pope, Peter Michells and a special thanks to those in the catering department, headed by Chief Chef John Gorton, Evelyn Gorton, Judith (wife) and Lorraine Michells.

Thank you,

BARRY THEW

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

SUNDAY	APRIL 16	Western Picnic Tour (if sufficient people are interested.)
SUNDAY	MAY 7	Ladies Day Picnic Tour His & Her Prizes and arrangements by Jim Wilson Start: Queen Elizabeth Park, Concord 9.30 a.m.
SUNDAY	MAY 21	C.V.V.T.M.C. Swap Meet, Grace Bros., Chatswood.

Holders of Trophies for 1977 Blue Mountains Tour, could you please return as soon as possible.

Thank you,

BARRY THEW

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.

save safely at
FIDELITY
PERMANENT BUILDING
SOCIETY