

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

# SPIT AND POLISH

MAY '81

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# SPIT & POLISH



PATRON:

His Excellency,

The Governor of NSW

Sir Roden Cutler,  
VC, KCMG, KCVO, CBE.

## NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

Vol. XXII No. 11

May 1981

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Other Veteran Car Clubs have permission to copy.

The next meeting of the Veteran Car Club of Australia (NSW) will be the Monthly General Meeting, to be held in the Clubrooms at 8.00 p.m. on THURSDAY, 28TH MAY, 1981.

A 23-minute colour film, "Northwest by Northwest" showing exploration and drilling in North West of Australia.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD, FIVE DOCK.

2046.

THE PRESIDENT'S MESSAGE

Development Approval - New Clubhouse

You will recall, at the April Meeting, that I announced that a second letter had been called for by the Drummoyne Council relative to our building plans and that this request had been complied with. The Council had queried both occupancy of the new premises and its dimensions, each subject being answered to their satisfaction.

~~RECEIVED~~ The Council Planning Committee have advised this week that our plans now meet with their approval and hopefully Development Approval will be granted when Council meets on Saturday 16th May.

~~RECEIVED~~ The next step is the drafting of working drawings, followed by the preliminaries of site preparation and an assessment of possible contractors.

~~RECEIVED~~ Hopefully the above approval will be clarified by the May Meeting, when your Building Development Committee will advise the current planning status.

~~RECEIVED~~ - GEORGE A. ROBERTS

~~RECEIVED~~ **SEE PAGES 11 & 12 FOR FULL DETAILS OF:**

PRESIDENT'S DAY - SUNDAY 31ST MAY 1981

~~RECEIVED~~ Neil Martin under "Events" sets out particulars of a scenic and historic tour of the Eastern Suburbs, Harbour and Ocean.

~~RECEIVED~~ \* \* \* \* \*



# OPINION

## EDITORIAL

## MODEL CARS

For some time now a member has been advertising for sale model cars, with the postscript "Collect Collectables". As we all know, Veteran car owners would have to be the ultimate in collectors. (They will deny this but I am sure their wives will verify all the collectables in the garage.)

With all the publicity at the moment with regard to model cars and the value to collectors, just think, some of your early toys are now in a situation of probably appreciating at a rate faster than your life-size Veteran has for many years.

At the moment the editor is aware of probably a half dozen members who would fall into the category of serious collectors, so much so that when attending swap meets their primary concern is looking for "OLD MODEL CARS" first before worrying about parts for their Veteran.

One main advantage of collecting the models would seem to be the amount of room taken up by the cars, also you can display them inside the house without incurring the wrath of your wife. You don't have to wash, polish or service them and should you take them out to a rally, you need not take a trailer to bring them home.

Editorial offices, would like to hear from you. Ed.

EDITORIAL

\* \* \* \* \*

(and stay no beatitudes)

## MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.), HELD AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK, ON THURSDAY, 23RD APRIL, 1981.

Meeting opened at 8.15 p.m.

PRESENT: 58 members and 3 visitors.VISITORS: Phillip Morrow, Tom Lindop, P. Buckingham.APOLOGIES: Ken Moss, Len Baxter, John King, John McMaster, Doug Pearce, Jack Garwood, Esme Lewis, Iris Cooper, P. & C. Stanbridge, Arthur Garthon, Bob McCarthy, Bill Hardman, R. Tunbridge, G. Newman, G. Sevenoaks, Jim Redman, Don Liddle, Malcolm Johns, George Green, Barry Cliff, Terry Cook.MINUTES OF PREVIOUS MEETING: Moved, accepted as read, Bob Petersen. Seconded Peter Wards. CARRIED.ARISING: President advised meeting that Alan Garland rescinded his resignation. Moved, accepted as read, Jim Cooper. CARRIED.TREASURER'S REPORT: Moved, accepted as read, Jim Cooper. Seconded Len Sheen. CARRIED.CORRESPONDENCE: Forwarded to Alan Garland, President of VCC. - Vintage Motor Cycle Club - being invitation to One and Two Cylinder Rally. Moved, accepted as read, Jim Cooper. CARRIED.

- Veteran Gazette Committee in Canberra.

Received from:

- Model 'A' Ford Club advising of a coming auction.

- Knox Enterprises advising of 1981 Motor Club Show at Yennora Wool Centre.

- Baulkham Hills Shire Council advising of meeting of International Year of the Disabled Person.

- Miss D. Kavanaugh, being request for wedding cars.

- Publicity Consultants Australia - re 1981 Motor Show.

Moved, accepted as read, Max Roberts. Seconded, George King. CARRIED.

ARISING: Nil.NEW MEMBERS: Tom Lindop, Phillip Morrow.

Moved, accepted Jim Cooper. Seconded Max Roberts.

CARRIED.

(Continued on Page 5....)

## Minutes of Monthly General Meeting 23/4/81 (Cont'd.)

INVESTIGATING AND DATING: Tom Lindop, Phillip Morrow - Dating Certificates.  
Lindon Benham - 1909 Wolseley Siddeley

Bob Newman - 1913 Talbot

Barry Cliff - 1909 Wolseley Siddeley

SOCIAL EVENTS: Concourse at Allan Blevin's home at Kenthurst on 26th April.

C.V.V.T.M.C. Swap Meet at Chatswood at 8 a.m. on 24th May.

President's Run on 31st May.

Presentation Night - 6th June, at Denistone Bowling Club.

BUILDING PLANNING & DEVELOPMENT COMMITTEE: Council requires an amended letter on building application - letter has been delivered by hand.

BUILDING MAINTENANCE: Len Sheen cleared cobwebs etc. from hall and intends to repair shields.

PROPERTY FINANCE COMMITTEE: Barry Thew thanked all for help and assistance on Auction Day. Vote of thanks through acclamation to Barry Thew.

PUBLIC AFFAIRS: Mel Pope reported on S.T.C. Day - \$250.00 raised.

French Day, at Double Bay, will be held on May 2nd. The club will receive \$300.00 for its participation therein.

At the conclusion of this meeting tonight a film is to be shown featuring the 1973 International Rally.

CALTEX LIAISON: Nil.

MAGAZINE "SPIT AND POLISH": All is under control.

REGISTRATION OFFICER - PERMITS TO MOVE: One registration last month - Noelene Thomson's De Dion.

REGISTRAR: Nil.

LIBRARIAN: Nil.

C.V.V.T.M.C.: Insufficient numbers to make a quorum.  
Resignation received from Model "A" Ford Owners' Club.

(Continued on Page 6.....)

Minutes of Monthly General Meeting 23/4/81 (Cont'd.)

INSURANCE: Nil.

PHOTOGRAPHY: Next meeting - all photographs on Katoomba Rally will be shown.

GENERAL BUSINESS: Jim Simpson asked if any news has been received on the history of the club.

Discussions had on our new patron, and on the possible offering of a life membership to Sir Roden Cutler.

Moved, Max Roberts, seconded Bill McCarthy:

THAT we approach the new Governor, Sir James Rowland, with the request that he become our new Patron. CARRIED.

Moved, Bob Baxter, seconded Allan Foy:

THAT consideration be given to making Sir Roden Cutler a Life Member. CARRIED.

Annual General Meeting of Veteran Car Club, Australia, to be held on 1st August, in South Australia.

An updated copy of the Constitution to be sent to all members.

Meeting closed at 10.00 p.m.

\* \* \* \* \*

ROSTER ALTERATIONS:

NEW MEMBERS:

LINDOP, Thomas McKenzie (Full) Membership No.: 745  
6/129-131 Elouera Road,  
Cronulla. 2230 'Phone: 523.9969 (Home)

MORROW, Phillip Kerkley (Full) Membership No.: 746  
8 Bambara Crescent,  
Beecroft. 2119 'Phone: 673.1505 (Bus.)  
869.2246 (Home)

PLEASE NOTE: Alan Garland has rescinded his resignation.

\* \* \* \* \*

## MINUTES OF MONTHLY MEETING OF NEWCASTLE BRANCH HELD AT THE HOME OF GEORGE AND BEATRICE ADAMS, MOUNT HUTTON, ON 14TH APRIL, 1981.

MEETING OPENED: 8.15 p.m.CHAIRMAN: J. Gorton.MEMBERS PRESENT: 9 members.APOLOGIES: N. & M. Holmes, M. & M. Burke, R. Thomas.MINUTES OF PREVIOUS MEETING: Moved by P. Adams, seconded by G. Newman, that minutes of previous meeting be accepted as read.CARRIED.TREASURER'S REPORT: The Treasurer reported that the

Balance at Bank was	\$ 30.80
Building Society	194.24
Petty Cash	5.60
Deposits	80.00

<b>TOTAL</b>	<b>\$310.64</b>
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Moved by N. Preston, seconded by J. Riley, that the Treasurer's Report be accepted.

CARRIED.CORRESPONDENCE:

Moved by P. Adams, seconded by D. Moffat, that the Inwards Correspondence be received and dealt with and the Outward Correspondence accepted as read.

CARRIED.GENERAL BUSINESS:

Moved by P. Adams, seconded by R. Newman, that a donation of \$25 be granted to the Singleton Army Camp Museum.

CARRIED.

The Secretary was instructed to take up the matter of motel deposits required by the proprietors of the East Maitland Motel for booking over the 8-Hour holiday weekend.

Preliminary discussion took place re our Annual Tour.

FORTHCOMING EVENTS:

Tuesday 12th May	-	Meeting at Don Moffat's at 8 p.m.
Queens Birthday W'end	-	Crangan Bay Y.M.C.A. Camp
Sunday 12th July	-	Run to Gwandalan Rserve; meet there at 11 a.m.

MEETING CLOSED: 9.55 p.m.

\* \* \* \* \*

ARTICLE FROM GEORGE GREEN

Over the years my family have always been interested in motor-cycles and cars. The family's first car purchased second-hand, mainly because the first owner found it was being towed or pushed more than it moved under its own power, was an American "Van" (the company lasted one year, 1910-1911, 4 cylinder, 3 speed, fitted with a roadster body and no doors. Its main ailment was an Eisman magneto which at all times was reluctant to produce the necessary spark. As a small boy I can remember my mother getting very cross with Pop putting said magneto in the oven each Friday night to dry it out to coax a better spark out of it for the weekend activities. Come Saturday morning my two brothers, self and any other help that was at hand, pushed the thing up and down the street until it fired, after which it was only stopped on a suitable hill.

Pop would have nothing to do with the crank handle, having been bitten with it at an early attempt to start the car. There was a marked improvement after the magneto had to be rewound after the oven treatment had proved too much for it. After twelve months and many Australian adjectives and very little reliable motoring, it was decided to get rid of it.

With the intervention of World War I, 1914-1918, Pop returned to the motor-bike, a 1912 Rudge, then a 1913 two-speed 2-3/4 Sunbeam (this bike is still in the family).

After the war a brand new Hudson Super Six, 1919 model, tourer was purchased. Self starter, electric lights, and I can recall a strange ticking noise when the ignition was turned on. This car was quite something in our eyes, and the old man was not afraid to use the loud pedal. On reading the instruction book I can recall Pop saying it looks as though we will be stopping every twenty miles to check grease and oil or adjust something on this car. It was quite a goer being able to make 68 m.p.h. with everything in its favour, including lowering hood.

It had three bad habits:

- \* devoured tyres at an alarming rate (being the high pressure, 70 lbs. p.s.i. type),
- \* it would boil in an alarming manner, particularly coming up Bulli Pass, and
- \* unless oil was kept up to the clutch a nice aroma of burnt cork and no clutch was the result.

In 1921 it was decided to replace this with another Hudson (being overcome and improved clutch) and we would attain the alarming speed of 73 m.p.h. Two wheel brakes that had very little effect over 30 m.p.h. on the dirt roads, but Pop found them quite effective by locking up the back wheels to skid around tight corners.

(Cont'd. on P.9....

Article from George Green (Cont'd.)

The wool trade must have had a good year in 1921 as, to all the family's surprise, Pop arrived home with a brand new Rolls-Royce Silver Ghost. The garage had to be cleaned out of sundry push bikes, billy carts etc., and the car was put away with kid gloves and covered up only to be brought out on special occasions. Strangely enough I was permitted to start it up and back it out of the garage and this is how I learnt to drive. This car is still in the family with its original number plate - 601.

In 1923 Dalgety's super salesman (Dalgety's were agents for Hudson) convinced Pop that he should change to a 1923 model, improved braking, but still two wheel, better acceleration, top speed 75 m.p.h., so we acquired our third Hudson. In the first month it blew a cylinder head gasket, so it was decided to have the head refaced and ports opened up. With the slightly higher compression and better breathing, 80 m.p.h. came up. Pop was now ready to take on anything, particularly 30/98 Vauxhalls, E types. He would blow them off, but how he kept the Hudson upright I don't know to this day.

Hope Bartlett, who had a mail coach business in the south, held the unofficial record from Sydney to Narooma, about 245 miles including three punts, a rough dirt and twisty road, in 9 hours 50 minutes, driving an E type 30/98. As the family usually spent their Christmas holidays at Narooma, Pop decided to get the American black iron cracking and outdo Hope Bartlett's effort. With family and baggage up we took off from Ashfield at 5 a.m. After clearing Tom Ugly's punt (before the bridge) we hit the dirt and got down to some wild motoring.

Mum complained about the speed, to no avail, my two brothers and self in rear being tossed about, two of us suffering from car sickness. All went well until just outside of Nowra, when we hit a V gutter, took off and wrecked one rear wheel. After fifteen minutes of swearing at the crummy jack, the spare was fitted and we were on our way again.

From now on the road was very rough and twisty, but Pa's Hudson was driven at limit. Coming around one bend Pop lost the back and removed one mudguard on a bank. The three of us in the back seat were starting to enjoy getting tossed about; just as well the hood was up otherwise I think we would have been tossed out of the car.

On coming around a bend we were confronted with a mob of steers; brakes were applied and the Hudson went into them sideways, saving headlamps and radiator. As baggage was strapped to the running boards they took most of the shock. How many steers were maimed I do not know, and Pop was in no mood to stop and enquire, as all wheels continued to go around, he just pressed on.

At Ulladulla we blew out a tyre. We were improving - changed the wheel in ten minutes. No spares left now. At Bateman's Bay we were very lucky with the punt, just drove on as it was about to leave. This gave us time to survey any damage, which was surprisingly little. The cattle had redesigned the baggage carrier, and removed the tail light, and bent some spokes in the rear wheel, and slightly bent front and rear mudguard.

After passing through Moruya we had 1 hour 22 minutes in hand with forty miles to go, with the Narooma punt to cross. We pressed on after refueling, hit some shocking creek crossings, and after one of them the steering was not quite as it should have been, but Pop was hell bent for Narooma. We arrived at Highlands Hotel in 9 hours 42 minutes with a broken front spring, bent pitman arm, and cracked radiator. After paying the bills for repairs and straightening out the car, Pop gave away any further attempts at breaking records.

Our next car was a 1923 Austin 20 h.p. Very faithful. We had it for many years and did over 200,000 miles, everybody in the family driving it. First known as "Sir Herbert" and later "Lord Kenilworth", it boasted an extra air device on the steering column quadrant and, when descending hills, it gave vent to its feelings with a loud hiss. Usually on shutting off at the bottom of the hill it would let go with the father of all backfires.

We flirted with a Hupmobile, but found the clutch pedal required a great deal of effort to push it out and, on engaging it, it left your head behind. Got rid of it very quickly.

I acquired a second-hand Armstrong-Siddeley in the late twenties, built like a battleship. After about 20,000 miles, the clutch fingers would play a delightful tune, which was usually followed by the thrust collar shearing its key, then twisting all the clutch fingers up into a bunch of grapes, leaving you with a permanently engaged clutch.

Pop decided he wanted a small, lightweight car to drive into the office so he acquired a T Ford. This lasted exactly one month. A friend showed him how to start it by jacking up the rear wheel. It started okay, but it fell off the jack and took the garage door with it, and went straight through Mum's prize dahlia patch. Exit Ford.

He learnt of a hot Bullnose Morris with special twin cam head. This was a real fire cracker, but quite uncontrollable. Pop delighted in dumping it into second gear and screaming up Taveners Hill, blowing off the big yanks which were in top gear.

My second car was a second-hand, 1927 (valve in head) Buick. Reliable transport. I then acquired a Jewett out of the Graham-Paige stable - quite a goer. It could also do funny things on tram lines; the steering left a lot to be desired! It had a nasty habit of slipping its timing, which was chain driven, and had a jockey pulley tensioning device which, on sudden change of engine speed, would permit the chain to jump a few cogs.

After the Bullnose, Pop decided on closed cars, and acquired an overhead cam Wolseley, followed by a Type 8 Issotta-Fraschini, and Austin 15.9, and Austin 18 h.p., and a Daimler with Wilson preselection box.

After the Jewett I acquired a Willys-Knight, sleeve valve, sedan. In the first year of ownership it covered 54,000 miles - no troubles except the spring hangers. There were no spring shackles and pins; they had the springs suspended on the dumb irons by heavy rubber and canvas straps, and these had a habit of fracturing at their joining points.

(Cont'd. on P.11.....)

Next was a 15.9 Austin, then a Wolseley with o.h.c. engine. After the Second World War I purchased a Bristol 400, being the second in Sydney, a 203 Peugeot, two 403 Peugeots, a 401 Bristol, a standard Vanguard, with various others since then, and over the past twenty years I have collected a few veteran and vintage and p.v.t. cars.

I wonder if our younger members will be driving cars, as we know them today, in the year 2010?

\* \* \* \* \*

## EVENTS REPORT

Twenty veteran cars, two vintage and some recycled veterans, attended our 1981 Annual Concourse Day.

Held at Allan and Beryl Blevin's home at Kenthurst on Sunday, 26th April, 1981. Members and friends enjoyed a carefree picnic day with an exhibition of portable industrial engines (veteran era) operating water pump kindly brought along by Michael and Denise Bendeich.

## COMING EVENTS

### 1981 C.V.V.T.M.C. SWAP MEET

SUNDAY 24TH MAY

to be held at Grace Bros. Car Park,  
Chatswood

Starting Time 8 a.m.

Bring your excess goodies and help make this day a success.

For more information ring: LEN SHEEN - 427.4198

### PRESIDENT'S DAY - SUNDAY 31ST MAY 1981

The run will take the form of a scenic and historic tour of the Eastern Suburbs, Harbour and Ocean, to start from Sunderland Ave., the site of the Flying Boat Base at Rose Bay, or alternately (in the event of congestion from sailing and R.S.L. traffic), the start will transfer to the Car Parking Area, situated behind the shops in Rose Bay, off Newcastle Street or Dover Road.

Participants are requested to arrive at 10.00 a.m. for a B.Y.O. morning tea and a 10.30 a.m. start.

Finish: Yarra Bay, near La Perouse, for lunch. (The Club Trailer will be available for barbecues, again B.Y.O.)

(Cont'd. on Page 12.....)

PRESIDENT'S DAY - SUNDAY 31ST MAY 1981 (CONT'D.)

A Gregory's Street Directory could assist.

Following lunch Pedr Davis would welcome all participants who wish to attend, to be at Observatory Hill, Upper Forbes Street, The Rocks, for the release of his latest publication, "Veteran and Vintage Cars" in which so many members' vehicles are presented. Time 2.30 to 3.00 p.m. - no later.

Parking on the lawn will be arranged for veteran cars.

# # # # #

VETERAN CAR AND MOTOR CYCLE 1 & 2 CYL. RUN

AND GYMKHANA

SUNDAY 21ST JUNE 1981

Assemble: 9.30 a.m., APEX PARK, Chr. Stacey Street and Hume Highway, Greenacre.

Gymkhana for all veteran vehicles, irrespective of number of cylinders.

- NEIL MARTIN

632.5047

\* \* \* \* \*

PUBLIC AFFAIRS REPORT

FRENCH CHAMBER OF COMMERCE PROCESSION TO DOUBLE BAY

SATURDAY, 2ND MAY, 1981

A total of 24 cars turned out for this procession, which left Rushcutters Bay under Police escort for a 1½ mile procession to Guilfoyle Park at Double Bay.

Members in attendance:

Frank Nissen	1915 Cadillac
Jim Wilson (Reg Jones)	1908 Clement Bayard
Bill Trollope	1912 Renault
Jim Cooper	1912 Renault
Bill Spraggon	1908 Renault
Terry Cook	1911 Clement Bayard
Keith Carden	1914 Clement Bayard
Jim Simpson	1908 B.S.A.

(Cont'd. on P.13.....)

Public Affairs Report - Procession 2/5/81 (Cont'd.)

Jim Eisenhauer	1900 Gardner-Serpollet
Don Steer	1908 Renault
Ron Cox	1910 Renault
George King	1909 F. L.
Bill McCarthy	1913 Vinot
Len Sheen	1914 Humber
Phillip Bagnell	1914 Trumble
Bob Hobson	1913 'T' Ford
George Green	1911 Rolls Royce
Peter Michaels	1903 Rambler
John Lambie	1913 Vauxhall
Max Chapman	1913 Wolseley
Bob Baxter	1912 Calthorpe
Bill Maunsell	1913 Rolls Royce
Fay Mitchell	1914 Hispano Suiza
Simon Garrett	1911 Rolls Royce

Favourable comments and appreciation were received from the President of the French Chamber of Commerce of Australia, the French Ambassador and the Mayor of Woollahra Council, all of whom were in attendance.

We would like to express our appreciation to those who attended and made this day the success it was.

A donation of \$300 will be forwarded by the French Chamber of Commerce to our club.

- MEL POPE

FORTHCOMING PUBLIC AFFAIRS EVENT:

MOUNT PRITCHARD COMMUNITY JOGgers CLUB

SUNDAY, 7TH JUNE, 1981

We have been approached by the above club to assist in supplying 3 cars for a rally from Mt. Pritchard to Warragamba Dam.

Marathon runners will leave at some time prior to the cars and the object is to see who arrives first.

A free barbecue lunch will be provided, also a small trophy for the 3 attending cars. A donation will be forthcoming to our club for our attendance. Anybody interested in attending, please advise:

MEL POPE - 521.2821 (H)  
237.8222 (B)

### MEETING ENTERTAINMENT

A 23-minute colour film will be shown at the May General Meeting.

The film "Northwest by Northwest" shows something of the exploration and drilling programme carried out on the North West Continental shelf of Australia.

The success of this joint drilling venture will be of major significance to Australia's future energy needs.

\* \* \* \* \*

### FIRST NATIONAL 1 AND 2 CYLINDER RALLY

Entry forms are now available for the "First National 1 and 2 Cylinder Rally" for veteran vehicles to be held at Albury, N.S.W. The event has attracted much interest from all states and will be well attended by early veterans.

The programme leaves Saturday, 6th March, 1982 and Sunday morning to travel Albury.

Sunday evening a Civic Reception.

Monday 8th a short tour to Hume Weir.

Tuesday 9th a longer competitive tour to Yackandandah.

Wednesday 10th Concourse and Driving Test at Scots School, Albury.

Wednesday evening a Colonial Cellar Feast at Rutherglen. (Bus transport).

Thursday 11th tour to Historic Jindera.

Friday 12th a short town parade.

Friday evening Presentation Dinner.

Saturday and Sunday to return home.

As most vehicles will be trailered to Albury for the event, lock-up storage has been arranged for trailers, service vehicles will attend all outings.

The distances for the day's runs are short and suitable for the slowest Veterans, leaving plenty of time for entrants to fraternise and inspect the interesting array of vehicles assembled from every state. Albury and district also offers much historic and general interest for the tourist, so there is plenty to occupy the non-motoring members of the family.

Any members with a 1 and 2 cylinder Veteran Car or Motorcycle wishing to participate should obtain an entry form from Rally Director Max Roberts, 25 Regatta Road, Five Dock, 2046.

CONGRATULATIONS to Jean Chapman on her latest book becoming the Official Telethon Book for Channel 10.

Jean appeared on the Children's Telethon on Good Friday morning and was interviewed by Simon Townsend. The book, for children, "PANCAKES AND PAINTED EGGS" has had great success.

Another book written by Jean, "THE SUGAR PLUM CHRISTMAS BOOK" won a Commendation in 1980 at Leipzig, Germany, the home of fine printing, as one of the most beautiful picture books in the world.

- Josephine Nissen

\* \* \* \* \*

#### NEW ZEALAND NATIONAL RALLY, TIMARU, EASTER 1981

A week before Easter, the car and I arrived in Christchurch on the same aircraft and on the Monday morning, armed with a Customs' clearance, new registration papers and a Warrant of Fitness, we were ready to do a short tour South before the rally at Timaru over the holiday period.

Filling up with lots of .56¢ a litre petrol (even a small car costs some \$10.00 to fill) we set sail for Dunedin, making it a day trip to and from Palmerston. I always enjoy looking at the Early Settlers' Museum in Dunedin where a restored Dunedin Cable Tramcar resides, supervised by literally hundreds of sepia-toned bewhiskered pioneers and their ladies gazing down from tier upon tier of oak frames.

Those hills to be negotiated, steeper on the way back, but quite good time was made and the following morning, after a good start from Palmerston, Timaru (and Temuka where I was to be billeted) was reached mid-afternoon in sufficient time to get to the pre-rally function at the Washdyke Racecourse. Much conviviality but a full day on Saturday demanded an early night.

Saturday started with an 80-mile tour inland from Timaru and ended back at the racecourse where all the entries were on public display and a vintage period fashion display as well as gymkhana events kept all amused. Sunday was a leisurely run some 20 miles to a local Gorge where a picnic lunch was served to those lucky enough to be in the queue early, but the final dinner that evening was a masterpiece of organisation and held in the local Army Hall was really a fitting culmination to a pleasant country-style event.

Monday morning, farewell to my host and hostess and back to Christchurch with the afternoon spent at their popular Ferrymead Museum Park, an open day attracting thousands, and how that display grows year by year! After a free day in the Mainlands Capital, we then did Christchurch-Blenheim some 200 miles in about seven hours driving, an overnight stop, a sunny ferry trip across the Strait, a short evening run and Paraparaumu was reached and I had my first opportunity to see the Southward Museum and spend an hour or so with Len S. in his workshop behind the Museum proper. (Cont'd. on P.16.....)

N.Z. National Rally, Timaru, Easter 1981 (Cont'd.)

Understood to have cost several million dollars, the building, grounds, car parking and the ornamental lake must be in world class as it houses some 150 vehicles ranging from an Austin Seven to a Bugatti Type 57 Saloon and dozens in between. Natural light predominates and the high ceiling and plain light colours give great openness to the display. In the workshop a Marion was being finalised whilst in the Museum Foyer a vintage Rover 9 was bedecked with thousands of chrysanthemums in the National C. Federation Display.

Farewell to Len S. and over the hills to Hastings, inland again to Taupo, Rotorua and Tauranga on the coast and a few more days and to Auckland. A full week there and we return to Australia by different aircraft, just like the Royal Family. Join up the battery, add a little petrol and drive home.

- PAUL W. BUTLER

ROAD MOTORS IN AUSTRALIA

(Taken from the "Daily Telegraph" June, 1901 and written by Percy Hunter and given by Martin Magill of 1 Jessica Gardens, St. Ives.)

CONTINUATION: A COUNTRY TRIP WITH A DE DION CAR

SOME HILL-CLIMBING TESTS

OVER THE BLACKSOIL PLAINS

Once on top of the Waldron Range, the run down into Murrurundi was easy, it being mostly downhill. The descents in places were very steep, though no grade like that on the other side of the hill was encountered. The car and the tricycle made the run down splendidly, motors being very handy, fast, and safe down hills, no matter how steep. But before the town of Murrurundi was reached the Voiturette was put to another test. This was running through an unbridged creek.

The descent to the bed of the creek was steep and rutty, and this prevented the car being taken to the water at a fast pace. The water was about 2 ft. deep in the centre, and about 30 ft. across, the rise on the other side being steep and the surfact thick mud. With a 10 ft. run at the creek, the car took the water in dashing style, and the engine on the low gear pulled through without hesitating, and climbed the bank on the far side most successfully. A waterproof blind stretched under the gearing kept a great deal of the water out from the engine and prevented any of the electrical connections being wetted. These blinds are not fitted to the cars by the manufacturers, the attachment being an idea of Mr. Elliott's, to keep the mud out of the gearing on slushy roads. The blind is a most effective fitting to the car for country touring, and no doubt saved it a stop in the creek.

After the car had tested the depth of water in the creek, I essayed the passage across on the tricycle. I struck the water at a 12-miles bat, and after the first five yards the cylinder was entirely submerged, the electrical contact

ROAD MOTORS IN AUSTRALIA (CONT'D.)

breaker being also under water. The engine, however, kept going to within a couple of feet of the opposite bank, when it stopped dead.

The bottom was good, or the tricycle would not have gone on so far, though, if I could have got a longer run at the water, it would have gone right through.

We hauled the machine to the top of the bank, and, suspecting that a short circuit of the current, owing to the water, had stopped the engine, inspected the contact-breaker case.

It turned out to be full of water, and, after wiping it dry, cleaning the platinum tips on the trembler, and wiping the wet connections elsewhere, the machine started off again, none the worse for its wetting.

The remainder of the run to Murrurundi was made without incident.

Next morning we started for Quirindi for lunch, and I joined Mr. Elliott and Mr. Foy in the Voiturette, having accomplished the tests we wished to make between the car and the tricycle. There was very soon an opportunity to test the point whether the car felt the weight of its extra passenger, for a few miles out of Murrurundi we had the Liverpool Range to climb, an ascent of about two miles and a half.

The grade for about a hundred yards was about one in twelve, and patches higher up were steeper. But the surface all the way was excellent, and notwithstanding the extra passenger, the car ran up on the low speed at an average pace of seven miles an hour, never hesitating.

At the top a view of a magnificent valley was obtained, with the little town of Murrurundi lying at the foot of the distant hills. The main northern railway seared the sides of the hills in zig-zag lines and, stealing across the middle distance on the hill was a puffing freight train. We made a halt here while Mr. Foy, who is an expert with the camera, photographed the car on the top of the range.

From this point into Quirindi the road was undulating, and the surface excellent, and the car, with its increased load, made splendid pace, a measured two miles being run off in five minutes forty seconds, and this distance included a hill of about 200 yards long on which the low gear had to be requisitioned.

It was between the top of the Liverpool Range and Quirindi that the car made its second stop of the run, the engine failing owing to the petrol from the reservoir having leaked away, through a fracture in the tube.

A repair was made in this in a few moments and Quirindi was reached in good time.

ROAD MOTORS IN AUSTRALIA (CONT'D.)

After lunch at Quirindi we made another start, with the intention of staying at Mr. Clift's Breeza Station for the night.

We went by the "Who'd have thought it" road, in preference to that through Werris Creek, and in half a dozen miles struck the black soil plains.

Fortunately but little rain had fallen and the black soil was fairly dry. We went through Box Hill Station, off the main road, in order to give the car a thorough testing.

For miles the wheels sank three or four inches in the soil, necessitating a drop to low gear, but it pulled through all right. The danger of keeping running on the low gear continuously is that by reason of the greater number of revolutions the engine makes it will run hot.

But the car's trip through the black soil did not have this result, and Breeza Station was reached, with the engine still going strong.

There are over 100,000 sheep on Breeza, and the motor caused no little consternation amongst them. It was the first motor seen in that part of the country; indeed, it is the first car that has traversed any of the northern roads, but, as a rule, the country people took very little interest in it.

It is a characteristic of Australians that they are never surprised at anything, and certainly the people we met on the trip seemed to be endowed with this trait. In many instances they never even turned their heads to see the car go by, although occasionally a party was met who took a great interest in the motor, and its performances.

A general question was the cost of running and the simplest answer to this was a gallon of petrol at 2s.6d. a gallon will take you 35 miles. The petrol will become much cheaper as it is imported in larger quantities. Our arrival at the station caused a little excitement, all hands taking an interest in the machine that was going to knock horses out of the market.

The engine, after it had run across the plains, was not unduly heated, though after a careful consideration of the car's performance on the black soil, we came to the conclusion that it would never make it right across the plains if they were wet.

I left Mr. Elliott and Mr. Foy at Breeza and returned by rail to the city. They intended to do some shooting at the station, and afterwards continue the journey to Moree.

Mr. Elliott wired to say they had reached Boggabri, having gone there from Breeza in the afternoon. It was raining on the black soil plains and the car had been bogged several times but was still going strong. They left Boggabri for Narrabri yesterday morning.

TO BE CONTINUED.

\* \* \* \* \*

A FINGER IN THE DYKE'S

(Being a random selection of useful hints and suggestions from Dyke's ~~Automobile and Gasoline Encyclopedia~~, Ninth Edition, 1919).

Water which comes from a chalky district should preferably not be used in the water-circulation system, because this results in deposits of lime forming in the pipe and radiator. Distilled water or well-filtered rain-water should be used.

A test for worn piston rings. When there is an escape back past the piston rings of hot gases the crank case will get warm. When the escape is past the valves this is not found.

To start engine if starting crank is lost or starter fails to work: Jack rear wheel, let clutch in, place gears in "high" and turn the wheel. Or let clutch in and have someone push car until engine starts and quickly throw out clutch when engine starts.

A test for trueness: Upon examining crank shaft or connecting rod bearing if you find that they are worn a little more at the ends than in the middle, it means that the crank shaft is not quite true.

Tight bearings. When the removal of a shim makes the bearing too tight for free use, a piece of manilla paper in place of the shim will often give correct adjustment, and will permit a slight tightening if needed subsequently.

To loosen sticking wheel: When a wheel on a taper axle sticks, and you haven't any wheel puller, here is a way to loosen it: Run the nut off entirely, and then run it on again with the castellated end toward the wheel. True the other end of the nut up flush with the axle, letting the wheel down onto the ground from the jack. Hit the nut three or four good cracks with the hammer and the wheel will start every time.

Loose rear wheels: It is wise occasionally to examine the rear wheels for slack. A little wobble on the axle will soon wear the key or key-seat into a dangerous wheel condition.

Broken balls are first indicated by a "clicking" sound. If not promptly remedied entire bearing will be ruined.

Knocks are expensive: At the end of the first two thousand miles the average automobile will require slight tightening up of the crank shaft and connecting rod bearings. To allow small knocks to go uncared for will result in great damage to the parts very soon.

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