

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

SPIT AND POLISH

January 1978, Vol. XIX, No. 7. 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. 6

January 1978

TABLE OF CONTENTS

Opinion	Page 2
Minutes Monthly Gen. Mtg. 24/11/77	2
Letter from Lions Club, Vaucluse	5
"This Could Only Happen in London"	6
Steering Column	7
The "Mini" Veteran	8
Scene Socially	10
The Wolseley Motor Car - Part 3	11
Roster Alterations	12
Crossword No. 3, Solution No. 2	13
Letter to the Editor	14
Heavy Moving	14
Back One Decade	16
For the Cooks	17
Advertisements	18
EVENTS/SOCIAL	Supplement

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, 26TH JANUARY, 1978.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



OPINION

A Happy New Year to all and may 1978 be another successful veteran motoring year.

Apologies are in order for the dearth of a December 1977 SPIT AND POLISH. The reasons for this are complex and may truly be said to illustrate that over-worked phrase, "lack of communication".

New regulations for concessional postage recently came into force and our application for the facility was lodged within the required period. However, Australia Post's approval with relevant requirements (not advised at the time of lodging the application) has not yet been received. The fun began when posting of the November issue was attempted in its now non-standard pre-sorted and labelled form. Eventually, after considerable talking, the magazines were accepted (for that occasion only) in their old order of marching.

The Postmaster's unused personal copy of specific conditions was issued, followed by a mutual attempt to unravel the requirements which partially enlightened both of us.

A later private misinterpretation was that we could not post between December 8th and 26th, and this precluded a December issue because of insufficient time to produce it. Subsequently this prohibition was ruled inapplicable to our magazine but this too late for setting up a December issue.

Perhaps Australia Post will eventually deliver our Registered Publication approval - it certainly seemed ironic at the time of dispute that we, the customer, were blamed for the shortcoming of the vendor's service.

Here's hoping that the rules have been correctly applied when this issue is tendered for posting.

Editor.

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W) HELD ON THURSDAY, 24TH NOVEMBER, 1977 AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK.

PRESENT: 58 members and 5 visitors.
The meeting was declared open by the Chairman (L. Sheen) at 8.05 p.m. and a welcome to all visitors and Don Liddle, President Vintage Motor Cycle Club, was extended.

Minutes 24/11/77 (Cont'd.)

APOLOGIES: B. Maunsell, Glad King, Barry Cliff, B. Spraggon, J. Lewis,
D. Steer, J. Thomson, J. Eisenhauer, R. McCarthy, M. Chapman,
J. McGowen.

MINUTES: The minutes of the Monthly General Meeting of 27th October,
were read, moved B. McCarthy, seconded J. Weir, CARRIED.

MATTERS ARISING: L. Sheen reported on no change in DMT policy in 'that you must
be a member of CVVTMC to get plates'. To report further to
next CVVTMC meeting.

TREASURER'S REPORT: B. Bronk advised that bank overdraft has now been paid out.
Monies now to be put aside to pay out debentures.
Residential property now re-let at \$55.00 per week.
The Treasurer's Report was accepted on the motion of B. Thew,
seconded J. Dance. CARRIED.

CORRESPONDENCE: Correspondence received from:

VCCA, enclosing copy minutes of Federal Vintage Car Club
meeting, copy letter of Federation of Vintage Car Clubs.
The Birdwood Mill Museum.
Colin Parker.
Aust. Grand Prix Gold Jubilee Committee, Melbourne.
Sincere thanks card - Mrs. E. Craze and family.
G.V. and J.K. Gillott.
Two letters from Dunlop Sales re tyres.
Agenda CVVTMC.

Moved J. Cooper, seconded B. East. CARRIED.

MATTERS ARISING: Minutes of CVVTMC meeting tabled.
Photo of FIVA badge circulated to meeting. Discussion re
purchase.

INVESTIGATION & DATING: G. Roberts reported whilst in Lismore, having inspected current
restoration position of Bob Revan's Ford T and 1913 Talbot.

NEW MEMBERS: Application for Associate Membership:

Ron Cox,
134 Homebush Road,
STRATHFIELD. 2135

Moved M. Roberts, seconded G. King. CARRIED.

EVENTS: 10.12.77 Family Christmas Picnic 10.00 a.m., Lane Cove
National Park, Park No. 2.
4.12.77 Static Display, Pratten Park, Rotary Club, Ashfield.
Festival of Sydney, January 1978.
Blue Mountains Rally, February 1978 - 1 day run.

Minutes 24/11/77 (Cont'd.)

EVENTS (CONT'D.): D. Liddle invited club members to join with Vintage Motor Cycle Club who are making the run a 2-day one should they desire to do so.

Vic Jacobs gave details and instructions to drivers re Lions Charity Day Run.

MAGAZINE: B. Bronk reported no magazine in December due to new Post office instructions and time limit imposed. Next magazine January 1978.

SOCIAL
CO-ORDINATOR: B-B-Q J. Corby's place - 75-80 members - \$23 profit. A vote of thanks to J. Corby was extended for use of his home.
2.12.77 Drummoyne Bowling Club, Drinks 7.00, Dinner 9.00 p.m.
25.2.78 - Poolside Party, M. & P. Roberts.

PERMITS TO MOVE: 80 cars registered. Information requested re missing plates.

REGISTRAR: Nothing further to report.

INTERNATIONAL
RALLY: Souvenir Programme now for sale \$1.00 per copy. No. 2 Bulletin now issued.

LIBRARIAN: Nothing to report.

CVVTMC: Nothing further to report. Shall attend next meeting 28th November, 1977.

PUBLIC RELATIONS: Film "Heroic Days History of Motor Racing Part 1" now available. A vote of thanks to Mel Pope was extended for his efforts in obtaining this film. Moved D. Berthon, seconded B. McCarthy. CARRIED.

Refund of \$29.00 received from 2CH re Wheels of Yesteryear Display.

OFFICIAL
PHOTOGRAPHER: Photos taken at Govt. House Day available for inspection. Shall attend Lions Charity Day Run.

INSURANCE: V. Jacobs reported that negotiations are under way with a number of companies and awaiting written quotations from these companies.

GENERAL BUSINESS: South Australian Sporting Car Club Magazine of Original Old Car Photos on sale at \$2.50 per copy.
19 club members indicated their willingness to purchase FIVA badges, see list attached.
E. Lang noted that various hirers of the Hall refer to the Hall as Vintage Car Club Hall. Requested this be brought to hirers' attention.

Minutes 24/11/77 (Cont'd.)

GENERAL BUSINESS R. Selig mentioned knowledge of 1912 Whyte Truck for sale.
(CONT'D.)

Raffle - bottle of wine and bar set won by Bob Hobson.

As there was no further business the Chairman wished all members and their families a merry Christmas and a happy new year and the meeting closed at 9.30 p.m. when the "Heroic Days" film was shown.

Annexure to Minutes 24/11/77:

PURCHASE OF FIVA BADGES

The following members have indicated they require FIVA badges -

David Berthon, G. Roberts, B. Bronk, M. Roberts, K. Cardin, P. Wards,
M. Pope, B. Thew, G. King, A. Blevins, C. Sultana, B. Hobson, E. Lang,
J. Thomson, A. Blyth (2), R. Selig, L. Sheen, W. Irish.

Letter from the Lions Club of Vacluse:

"The President of the Veteran Car Club of Australia.

Dear President Len,

On behalf of the Lions of Vacluse and St. Ives, I would like to thank you and the Members of your Club most sincerely for your tremendous co-operation and assistance on Sunday when we entertained the 100 blind and deaf children.

I think you will all agree that it was a project and an outing well worth all our organization as indeed it gave us a lot of satisfaction in brining some happiness into the lives of these unfortunate children.

We look forward to your co-operation again next year and without being presumptuous would welcome Sunday, 26th November, 1978 being set aside for a further outing and thereby allowing us plenty of time for pre-planning this activity.

With kindest regards,

Yours faithfully,

MICK CAHN

President of Lions Club
of Vacluse."

EXTRACT FROM THE DAIMLER CLUB MAGAZINE:"THIS COULD ONLY HAPPEN IN LONDON"

Late one wintry Saturday back in 1956, a dapper little man walked into the showroom of Stratstones, the Daimler agents in London. On his arm was a really exceptional blonde, a good head taller than he. The couple crossed the floor and the little man called the manager. They wished, he said, to look at the latest Daimlers. While the man sat down and lighted a cigar, the manager escorted the stately blonde around the cars. The blonde seemed to know precisely what she wanted.

Walking disdainfully past the Conquests and Centurys, she paused beside the Lady's Model, the most lavishly equipped Daimler in the showroom. 'Do you like it, darling?' said the little man. 'It's the most beautiful car I've ever seen,' said the blonde. 'Good, it's yours,' said the man, and snapped his fingers. 'May I ask how much you want for that model.'

'Well, sir,' said the manager, 'it's the most expensive car we have and the latest from the factory. It has satin chrome instrument panel, power operated windows, vanity case and features not incorporated in any other Daimler. It is 4,800 pounds.'

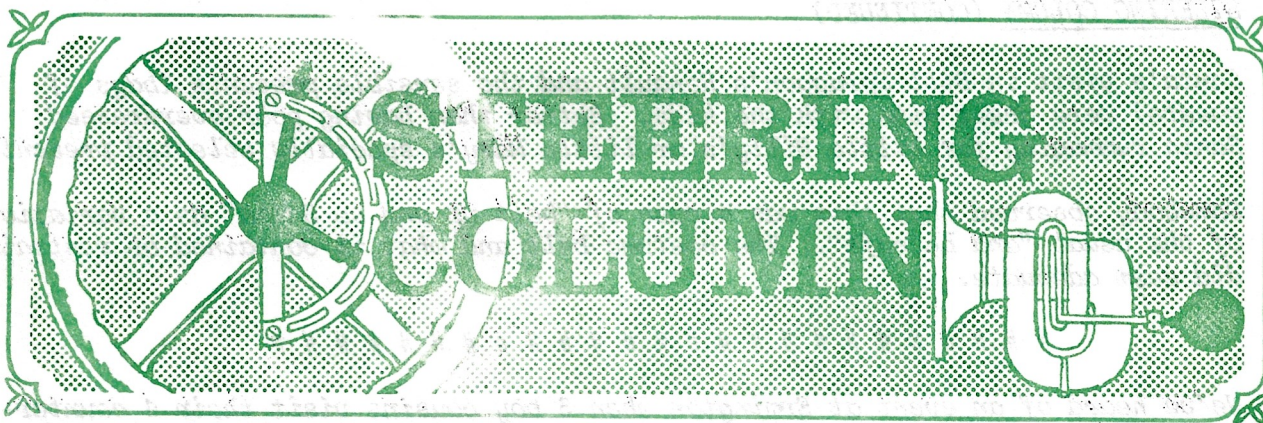
Reaching into his inside pocket the little man extracted his cheque book and pen. Beginning to write, he looked at his watch, stopped and said, 'Dear me, it's after twelve. You won't have time to clear my cheque this morning. Listen, I'll tell you what I'll do. I'll give you my cheque, and you keep the Daimler and on Monday morning when the cheque is cleared, I'll stop by and pick up the car.' 'That will do fine,' said the manager. The little man wrote out the cheque and the happy couple walked out of the showroom. On Monday morning the cheque bounced. Later the little man came into the showroom. The manager was amazed to see him but before he could begin his sharp complaint, the man held up his hand and stroked his moustache and said:

'Obviously you know my cheque has bounced and I know you are surprised to see me again.' He paused and smiled wearily, at the astonished manager. 'I have dropped by to say thank you for what has been the most incredible weekend I have ever spent in the whole of my life.'

Two men were in the changing-room at the golf club.

"Good heavens, old man!" said one. "How long have you been wearing a girdle?"

"Ever since the wife found it in the glove compartment of the car," sighed the other.



An omission from the first paragraph of this column in the November issue destroyed the sense of the comment a little. The member concerned is doing up 'a rare hot air engine'. He has already hotted up two, four and eight cylinder veterans.

No prize for guessing who is the self-styled "John L. Motors" of this Club.

One aftermath of our night at the 680 Club. When the ad. comes on T.V., Julie Godfrey says: "There's the girl who sat on Daddy's knee."

#####

At the family picnic outing.

A lively South Coast member arrived sans beard and this provided two more bits of copy. The said beard was removed in desperation following a concreting job in which it became involved. (Not stated what brand nor the quantity of blades involved in the process).

A rhetorical question: "What happened to the beard?" was answered by a bystander (jealous, perhaps as HE doesn't have beard on top of HIS head). "He probably used it for upholstery stuffing."

#####

Hilda Sheen arrived a bit late, having been to another party with 150 kids. Her name wasn't among the New Year Honours listed - surely this must have been an oversight?

Among the intrepids who swam the rapids of the Lane Cove River were the two Wards men. Peter no doubt needed cooling after successfully completing the Hupmobile's maiden outing and receiving the well earned admiration of his restoration job but John's reason wasn't obvious, unless he's caught the Ford boiling habit.

One could only admire the excellent spread provided and suggest that a date be set aside for repeating the outing this year so that many more members will keep the day free and not miss a marvellous event.

STEERING COLUMN (CONTINUED)

Santa's visit in Bill Spraggon's Renault and the sensible presents (bags of sweets) were great hits with the kids. Better than having poor overdressed Santa rummaging for little Billy's or little Mary's specially selected presents.

Somebody observed that this was a case of "belt up and be Santa" as a variation of the usual "and be safe". The costume belt and what it contained or restrained did seem adequate.

#####

We've heard of an event at Ermington when 3 boy cousins visit their 4 counter-parts and the only sub-events allowed are those outside the house with threats of whacks for the first to come inside.

THE "MINI" VETERAN

The car: Approx. 1912 Clement Bayard Tourer
Model CB3
4-cyl. Mono Block with radiator behind engine
4-speed gate type gear box

The car was brought to Sydney from Gunnedah approx. 15 years ago by Owen Bourke and Allen Rowe and I purchased it 12 years ago. If I don't hold a record for the slowest restoration, I must surely hold it for the best "basket case".

The car as found was completely stripped and I mean completely. Every nut and bolt had been removed, the gears from the gear box had been removed to manufacture some type of farm machinery. The sump used to hold the pig's food. The driving axles were stays for the gate posts. The flywheel tied onto a plough to hold it down. The bonnet made a beautiful dog's kennel.

The front axle had long since gone to make a trailer and this is another story for later on. Body panels had been flattened and nailed onto a split log shed to fill in the gaps.

The remainder of the parts had been put into half kerosene tins with the parts of 3 or 4 other cars which had been also stripped so that he had a tin full of bolts, a tin full of gears, a tin full of door handles etc. etc. Even the carburettor had been stripped into pieces.

The sorting of parts was comparatively easy because every single part belonging to the Clement Bayard had been stamped CB3 and a following part number. A day spent raking around the shed yielded about 2/3rds of the parts necessary to build the car.

The goodies were all loaded into a trailer and the journey home commenced. On the way home a car passed pulling a trailer and Allen commented

The "Mini" Veteran (Continued)

that the wheels had hub caps similar to the Clement Bayard. Owen made some comment about "Clement Bayard on the brain" because the wheels were modern with balloon tyres. However, at the next township this car and trailer had stopped and sure enough it was the Clement Bayard axle on the trailer. The steel artillery type wheels had been cut down and modern rims had been welded onto the spokes.

After a long wait the owner emerged from a nearby shop and an offer was made to purchase the trailer. Unfortunately he would not sell but after a lot of haggling he agreed to swapping the axle for another one. This involved taking measurements, returning to Sydney, making up a new axle then a trip back to the bush to fit same.

The most fortunate thing about the whole operation was that the axle had not been welded as is often the case when converting front axles for trailers. A plate had been bolted between the axle and the tie rod to hold it rigid. When this plate was removed the axle was back to normal.

When I purchased my "car" or box of parts from Owen Bourke I bolted the front axle, still with the small wheels, onto the chassis loaded on all the pieces and towed the chassis like a trailer. When I arrived home my children ran out to see it and my boy remarked "Dad's bought a Veteran mini". This name has stuck although now the car is completed it is fairly large.

Restoration commenced almost immediately with the average type of problems and the car was built up to chassis stage. At this stage I moved house so once again the chassis was loaded up, this time with my Cadillac pieces also and the car towed to a garage on my father's property where it was to remain for some time while I established my new home. Then came my major setback. One day when I went to "drool" over the car I found that the rear of the garage had been removed, so had half the Cadillac and the diff. from under the Clement chassis.

I went to the local police and they just laughed. They treated me like some kind of nut being upset over such a "load of rubbish".

Extensive advertising and a paragraph in the "Sydney Morning Herald" led to the recovery of some of the parts from a car yard in Windsor but some of the parts have vanished forever.

To list all those who have helped during restoration would read like the club register. I would like to thank all who have helped me and in particular the following people who have helped with major parts:

Allen Rowe and Owen Bourke for the car.

Ken Moss who swapped a spare engine he owned to Ben Bronk for

my replacement doff. Ken also gave me two wheels and tyres.

The late Laurie Sykes for two wheels.

Frank Nissen for brake drums.

Len Masser for speedo drive.

John Smith of Dubbo for side lights -

The "Mini" Veteran (continued)

and of course special thanks to Reg Jones who rebuilt my motor and helped with many other problems.

I took the car out for the first time to the Government House day just recently and unfortunately it disgraced itself in the Governor's driveway. A radiator tube burst and left a trail of bright orange water along the driveway. I suppose this will be one of a few such incidents which will occur during teething.

KEITH CARDEN

S C E N E S O C I A L L Y

The Christmas Dinner at Drummoyne Bowling Club was a very happy event for those who attended; 66 people didn't unfortunately reach the minimum required to be paid for so the Club had to subsidise in order that these bodies were not pressed into the washing up.

The recorded music provided did apparently creep up in volume at one stage necessitating shouting of fellows extolling the finer points of their veterans but, unlike the live expensive band which we cannot afford, the level was readily made bearable by the mere twist of a control.

Mrs. Green has been hospitalised for some repair work and George reported that her recovery was on the way. We all wish her a very rapid return to good health.

Recently came the sad and shocking news of the death in a road accident whilst holidaying in New Zealand of Mrs. Valmai McGowen, widow of late member Frank. Our sincere sympathy goes to the family.

Those very able and helpful people who produce this magazine, Gwen and Len Dunn have notched up another achievement - they are grandparents for the first time. A little girl; over to you, Gwen, to have the last word on details..... Thanks, lad - she is a little rosebud of a baby without a sign of "Dunn" in her. Now 8 weeks old, her name is Lauren Jane.

THE WOLSELEY MOTOR CARPART 3 - THE SIDDELEY ERA

As we have seen from our previous chapter "The Austin Era", Austin had left Wolseley in 1905 due to his difference with the directors of Vickers over making vertical engined cars and J.D. Siddeley had taken his place.

Before forgetting completely about Austin, an interesting story revolves about his first attempt to enter the baby car market. In 1905 an order was received from an Indian agent for one hundred small cars costing one hundred guineas each. A small 5 h.p. car was designed by Austin and designated car numbers X1-X52. As was the practice of the time one car was assigned to a senior staff member to take out for a weekend run. This was considered to be a very high privilege. The car had no sooner left the works than it was back again with the privileged senior staff member saying "he was not going to break his neck for Wolseley or anybody else". It appears that Wolseley then tried to put the Indian buyer off but he would not hear of it so it was no surprise that when his agent came to accept them he refused to take delivery and they were sold to a London dealer as a job lot. Someone then removed the X series car records and when an X22 came to light in 1949 no record could be found of it bar sales records. When a few old employees were interviewed the full story finally came out. Not a very promising start for the man who was to win fame with the Austin Seven.

J.D. Siddeley had been making cars with Wolseley's help and Vickers backing well before Austin's departure. As we have seen from the previous chapter Siddeley started in 1903 with 6 h.p. single cylinder, 8 h.p. twin cylinder, 12 and 18 h.p. 4 cylinder models - all vertical engined with the radiator in front of the engine having a conventional layout. The cars were very well received and sold very well.

With Siddeley's managerial appointment with Wolseley in 1905 vertical engined "Wolseley-Siddeley" cars now appeared although horizontal type Wolseleys did not disappear until after 1906. The cars with vertical engines were now known as Wolseley-Siddeley up to 1910. This fact appears to have been a thorn in the Vickers directors' side and was one reason later for J.D. Siddeley's departure in 1909.

During this 1905-1909 period the cars sold well but the company still was not showing a profit with 2 cylinder 10 h.p., 4 cylinder 15, 18, 30, 32, 40 and 70 h.p. models and 6 cylinder 45 and 50 h.p. cars. Coil ignition, low and high tension magneto and dual ignition systems were used during this period, also chain and bevel drive transmission.

It appears a similar difference of opinion between the Vickers directors and its Wolseley manager over engines occurred again with similar results - the resignation of the manager. This time it was not a case of horizontal versus vertical but whose name should go on the engine. The press seemed to leave the Wolseley name off and it became Siddeley's engine and car not the Wolseley made and financed car as it should have been. The yearly loss did not help and after many heated exchanges J.D. Siddeley left and joined with Deasy to become Siddeley Deasy and later after the first world war to amalgamate with Armstrong Whitworth to become Armstrong Siddeley. J.D. Siddeley later

The Wolseley Motor Car (Cont'd.)

became known as Lord Kenilworth.

Before we close this chapter of the Wolseley car story mention must be made of the extra activities the Wolseley organisation undertook. In the field of commercial vehicles buses were made for the Great Western Railway, special vehicles for Her Majesty Queen Alexandra in 1905 and 1910, special Wolseley "vacuum cleaner" cars and waggonettes. When the London Motor Cab company was formed they first used twin cylinder Renaults as cabs then over 500 Wolseley Siddeley cabs were bought by the cab company. One was sold to a W.R. Morris, later to become Lord Nuffield, proprietor of the Wolseley Car Company at a later date.

Marine engines were also made from 12 h.p. up to 250 h.p. They ranged from 2 cylinder to V-Eight, straight eight, 12 and 16 cylinder, the latter for submarine use.

Aircraft engines were made as early as 1908 for a Voisin biplane and also for the illfated airship "Mayfly" in 1906. This type of engine differed from the normal run of motor car engines but in post first world war times these aircraft engines were to influence Wolseley car engines to a very large degree.

Wolseley made train engines for the American Delaware and Hudson petrol electric rail car. Many machine tools were manufactureed for the Vickers empire and there seems to be very indication that the Vickers empire was used to manufacture parts for Wolseley cars etc.

With the departure of J.D. Siddeley the scene was set for the next chapter of our story - The Golden Era of Wolseley. In this chapter Wolseley reached a high point before the war interrupted production.

(To be continued.)

ROSTER ALTERATIONS:Amendment to November List:

HILL, Brian Membership No. should be 654 NOT 675

December: (Resignation: 399 PARKER, Colin,
Changes of Address: "Claremont Cottage", Claremont Cres.,
Windsor. 2756)

POPE, Mel - stop copy to old address at Bexley.

BURKE, Colin - 1 Wren Place, Lugarno. 2210

MOCKTON, Basil - Old Court House, Araluen. 2622

McGRATH, Peter - T2/39 Ocean Ave., Double Bay. 2028

MORDUE, S.W. - Lot 83 Teven Road, Alstonville. 2477

GILLOTT, G.V. & J.K., - 17 Venetta Road, Glenorie. 2157

BRONK, B. & B. - 133 Meridah Road, Baulkham Hills. 2153

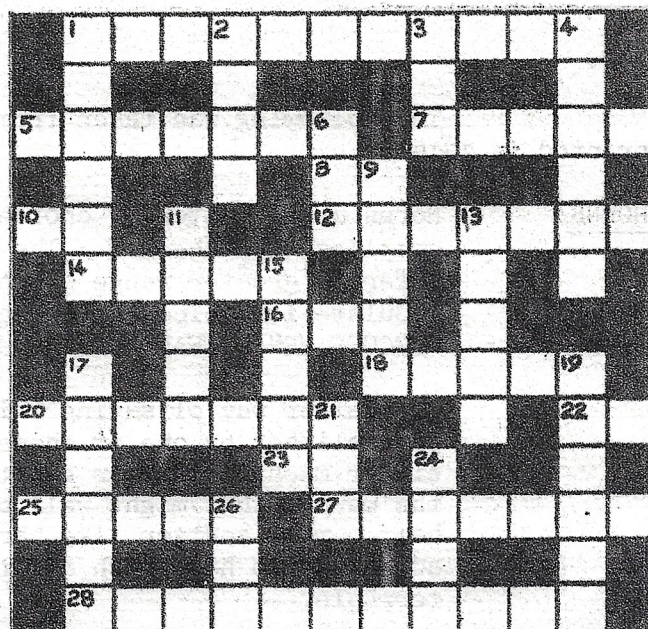
ACROSS

- 1 Penetrate pointed missile with ripe crow ear reformed into this American car. (6,5)
- 5 To panic in disarray is Sophia's husband followed by a current American car. (7)
- 7 Only "C" makes this English car. (5)
- 8 Adjutant-General. (2)
- 10 Little number is negative. (2)
- 12 Toe peg repositioned gets you a French car. (7)
- 14 Austrian car tyres remoulded. (5)
- 16 Boat propeller. (3)
- 18 Water vapour apparent when meat's destroyed. (5)
- 20 English car is a mountain dweller. (7)
- 22 Roy Rene goes back to make an Italian car. (2)
- 23 Locksmiths Union. (2)
- 25 American car makes bread when brake dismantled. (5)
- 27 Abe lied about this French car. (7)
- 28 English car made of humble biros could be a street sweeper. (11)

DOWN

- 1 Spot or make a German car. (6)
- 2 Liar goes up a train track. (4)
- 3 Gigantic bird seen by Royal Observer Corps is an English car. (3)
- 4 No twin makes this American car gain a heavyweight. (6)
- 6 Headgear for a Belgian car. (3)
- 9 Rages upset toothed wheels. (5)
- 11 Large dismantled American car fit for a king. (5)
- 13 Being injured by a bull shows an embarrassing effect. (5)
- 15 Rene and Jolson make an American car under patronage of a king. (5)

CROSSWORD No. 3



- 17 A little baking soda twice over a muddled crustacean sounds like the purchase of a fuel mixer. (6)
- 19 Boil me an American steamer. (6)
- 21 The heart of the matter is a small lump as the cake rises. (3)
- 24 Short adverb. (4)
- 26 Latin thing. (3)

SOLUTION No. 2

M	E	R	C	E	D	E	S		S	C	A	T
I			L	E					T			I
T			E	E	L	S			C	R	A	N
C	R	I	M	E	A				A			I
H			E	H					S	K	I	D
E			N	A	T	V	E					C
L	A	S	T	L	Y		A	I	R	W	A	R
L			B	E	M	U	S					O
			S	T	A	R		X	Q			S
K			Y					H	O	U	S	E
R	E	G	A	L			T	A	X	I		L
I			R					L	R			E
T	H	U	D				W	O	L	S	E	L

XXXXXXXXXXXXXXXXXXXX

LETTER TO THE EDITOR:

Sir,

The following was taken from the book on MOTORING by A.E. Berriman, printed in 1914:

HORNS: Horns are a matter of choice, for any sort of sound instrument complies with the law. The advantage of a bulb horn is that it offers a greater range of control, and so enables the driver to modulate its voice to the equivalent of such expressions as "EXCUSE ME", "THANK YOU" and "GET OUT".

The latter way of saying things is far more effectively accomplished by one of those noise boxes that are operated either mechanically or electrically. There are instruments on the market that might well be guaranteed to make everyone within half a mile scatter like hares at the first note. It is a great advantage to have such a fitting on the car, but its abuse is terrible.

BRAKES: When leaving a car standing on a steep hill it is inadvisable to trust to the brakes alone. Either the front wheels should be turned into the kerb, or else a brick should be placed behind the rear wheels.

* * * * *

HEAVY MOVING

One of the earliest of the 'big muscle movers' would appear to have been Scammell, and we have found an interesting case which concerned them.

In 1928 or 1929 a heavy road haulage company approached Scammell with the thought that a lorry with a carrying capacity of at least 100 tons would assist them in the moving by road of abnormal indivisible loads, such as furnaces and railway engines, heavy machinery, castings, forgings etc., often up to 100 tons.

One firm was building locomotives for export, which had to be transported to the docks ready for shipping to overseas customers. This section of the heavy transport industry became almost a specialty. Obviously, it had to be known what bridges, if any, could be negotiated or driven under (as the case may be); what road corners and curves could be taken; what were the most appropriate times as regards traffic, and so on.

The original unit was powered by the standard Scammell 4 cyl. 7094 c.c. petrol engine, developing 80 h.p. at 1800 r.p.m. It had 5" and 5½" bore/stroke. The final reduction in the tugging ratio i.e. 1st gear with a 2-speed driving axle was only 196:1 - a fairly low ratio, by ordinary standards! They improved efficiency by converting to diesel, having a Garner 6 LW fitted. Being a longer and heavier engine it necessitated forward extension of the

Heavy Moving (Cont'd.)

chassis. It also increased the unladen weight from 32 to 35 tons. One great benefit, anyway, was a dramatic reduction in fuel consumption from $3\frac{3}{4}$ m.p.g. (only 660 yards - a bit more than six football field lengths) to 4 m.p.g., fully laden. It was fitted with three fuel tanks, with a total capacity of 103 gals., enough for a bare 25 miles!

The increase in the size of the engine, the consequent and necessary lengthening forward of the chassis, the massive double cranked front axle with cast wheels, the cast steel steering wheel and low geared screw and nut steering gear, plus the huge cab, all added up to a front axle load of 8 tons! The effort required to steer such a massive front end entailed seven turns from lock to lock.

The rear end stood on four twin tyred (solids) driving wheels, and they were designed for a load of 40 tons. The 8-wheeled carrier bogie carried a further 80 tons.

As the vehicle had a length of 70 feet, it was essential to have the rear bogie steerable. A spring loaded steersman's platform was supplied, which housed the 'steering wheel', an exact copy in metal, of the helmsman's vertical steering wheel on a boat, and approximately 4 feet in diameter, thus giving good leverage. They even thought of loudspeaker telephonic communication with the driver. The steersman also operated the screw-on type rear bogie brakes. Manoeuvrability was greatly increased with loads under 65 tons, as the leading axle of the rear bogie was then removed. As this was non-steerable, it tended to drag on curves, but was nevertheless necessary for additional weight carrying.

Weight distribution was considered important, and 3 tons of the carrier's thrust was transferred to the front axle by placing the massive ball and socket turntable pivot one foot forward of the prime mover's rear axle. Rubber buffer units were fitted to this ball joint cum turntable to cushion the weight of the swan neck front end of the trailer both initially and for absorbing road shocks, mainly when running unladen.

We mentioned the reduction figure of 196:1. It is understood how achievement of this goal was reached, when it is known that the transmission included a hefty differential, each live shaft from which, in turn, actuated its own secondary differential. The ratios of the primary and secondary differentials are not given. Each of the secondary differentials had its own two live shafts, each of which energised a heavy chain drive to one of the driving wheels, with a fairly big gear reduction, giving four rear wheels as power points. As each wheel - cast steel with solid rubber tyres - was dual, the load was carried by eight wheels. Each pair of wheels was separate, thus improving road adhesion, but it would still have been necessary, more than desirable, to run on level surfaces.

Power was transmitted through a cone clutch and a single fabric disc coupling, through a four speed box. From the rear of the gearbox power was taken by a short Spicer jointed telescopic propeller shaft to the bevel geared primary differential of the countershaft. This whole assembly fitted into a cast steel

Heavy Moving (Cont'd.)

casing with flanges, on the ends of which were bolted casings containing spur gear reductions, one for each side.

These in turn on each side had two alternative pinions which meshed with two crown wheels of secondary differentials. They now had 1st gear (obviously fairly low), a differential (probably 5 or 6:1), the driven shafts operating through reduction gears, and these final drives passing through secondary differentials with a consequent further reduction. Eventually these driven shafts ended with a sprocket each, actuating 2½" pitch roller chains to corresponding road wheels.

This detailed application of gear reductions was achieved by a central differential to compensate the near side pair of road wheels against the off side pair of wheels, and on top of this, an additional differential on each side to compensate individual wheels of each pair.

This is by no means the complete article, but sufficient has been reproduced to show how a big build up of torque for heavy haulage was achieved. Remember that in order to move loads of up to 100 tons (including a specialty of 50-60 ton locomotives) necessitated a strength which eventually topped the 35 ton mark. We are not told the ultimate power of the Scammell, only that the original 4 cyl. petrol engine of 7094 c.c. delivered 80 h.p. at 1800 r.p.m. This, however, was replaced, as stated earlier) by a Gardner 6LW diesel. Some readers may know this power unit.

J.S.

BACK ONE DECADE (From SPIT AND POLISH December 1967 and January 1968)

We commenced using the Drummoyne Rugby Union Club premises for our meetings (and had to change from the fourth Thursday to Tuesday nights).

Ken Quarmby joined the Club with his Hupmobile.

Somebody had the back panel cut out of her dress prior to the Christmas dinner (not stated whether it was repaired, replaced, or worn as was to the "do").

Arthur Garthon and Alex McLeod did a round trip to Emerald and collected two Studebakers for their trouble. (Bob Baxter made disparaging remarks about their activities.)

E V E N T S

MONDAY, 30TH JANUARY

Procession in connection with the Festival of Sydney. Details at next meeting.

If you happen to be in Melbourne, the Cavalcade of Transport should be worth seeing.

SATURDAY, 18TH FEBRUARY

Annual Blue Mountains Rally. Because of the International Rally, a one-day tour only is arranged this year - an excellent chance to run in some of the modifications you have done during the slack Christmas period. Entry forms were in the November SPIT AND POLISH.

10TH TO 17TH MAY

Bush Council Rally at Albury. Organised by the Antique Car Club of Albury Wodonga. Rally Director, George Edwards. No address on the pamphlet supplied.

R E P O R T - FAMILY PICNIC DAY AT LANE COVE NATIONAL PARK

The outing was a great success - ask anybody who attended.

Events Director, Barry (and all of us) wish to thank the following for their efforts in making the day so enjoyable:

Bill Spraggon - donation and Santa transport
Mike Bendeich - arranging ice cream supply
Ron Cox and wife - arranging meat supply
David and Di Berthon, John and Evelyn Gorton, Judy Thew
and Lorraine Michaels - working like beavers
preparing and serving food
Don Steer - Santa

And any others whose names might have been omitted.

B.T. (per M.C.)

S O C I A L

SATURDAY, 25TH FEBRUARY 1978

Poolside party at Max and Pam Roberts,
10 Anatol Place, Gordon at 8.00 p.m.

Enquiries: Pam Roberts, 449.1722 or
David Berthon, 639.0603

FOR THE COOKSMANGO SWEET (a la Talbot)

1 can mango slices (use half syrup only).

Sour cream.

Sugar.

Fresh cream.

Place mangos in bowl with half the syrup. (I use pyrex pie plate).

Spread sour cream over top.

Sprinkle small amount of sugar over.

Place in oven 250°, leave until sugar has lightly caramelised.

Serve in individual sweet dishes with whipped cream on top.

(Peaches or apricots may be served in same way if desired.)

Serves 4. (Very nice.)

GLAD KING

CHOCOLATE BISCUIT CAKE

8 oz. milk coffee biscuits.

6 oz. Copha

3 tablesp. cocoa

12 oz. icing sugar

Allow to stand out on tray overnight to soften.

Heat slowly in pan. Do not boil.

Add to this 3 tablesp. boiling water.

Stir until well mixed.

Place in bowl and add 1 egg and

½ teas. vanilla essence. Mix lightly.

Add cocoa mix then shortening gradually.

Beat well. Fill loaf tin which has been lined with greaseproof paper with

alternate layers of choc. mix and

biscuits, beginning and ending with

choc. Stand in cool place to set.

Then hide - particularly if your family are sweet tooths.

(Peppermint essence is also nice.)

PENNY STANBRIDGE

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

WANTED PLEASE.

To hire, beg, borrow or steal -

A 4-wheel car trailer for the International Rally to tow behind my Mercedes in case of breakdown of Serpollet or any other rally car in trouble.

- JIM EISENHAUER
98.8964

WANTED

For 1915 T Ford, ignition switch, front and rear springs, 16 rim bolts and nuts plus rim clamps to suit 30 x 3½ demountable rims, water outlet for cylinder head, set of wide style cast bonnet catches, good exhaust manifold, 1914 style fire-wall.

These parts are needed for the International Rally this year, also pair headlights in very good condition.

FOR SALE OR SWAP

Brass divers helmet tail lamp, Lucas brass headlamps gimble mounted, NEW old stock Kingston 4 ball carby, large quantity Garford spares, many new parts, fire engine fittings, crown wheel and pinion for T Ford new, Dennis fire engine suit parts or restore, 20 h.p. Rolls Royce parts book.

- ROBERT FORBES,
537 Chapel Road, Bankstown. 2200
70.2098

WANTED

Vintage Rolls Royce parts to fit Phantom I. One set (8) new or used diff. planet gears and pins, water temp. gauge, 2 wheels 20 inch split rims or one well base. Needed for International Rally. Will pay top price or trade for brass lamps, horns, 19 inch wheels, tyres and spats etc.

- D. JACQUOT,
P.O. Box 111, Rose Bay. 2020
371.4222 (Office hours only).

FOR SALE

1914 Sunbeam 12/16 tourer. Recently reconditioned engine, brakes, differential, fuel tank etc., older body restoration, fast and reliable - \$10,000.00

- M.N. JOHNS,
233.5888 (Bus.)
328.6021 (Home)

FOR SALE - ALL STATES

FOR SALE OR SWAP:

Chassis only to suit the following cars:

1913 Hup, 1914 Buick, 1912-1914 Fiat, 1917 Buick,
1918 Buick, 1914 Overland (front half only),
1911-1913 Talbot model M, 1912 Ford (back part only),
1915 Studebaker, 1915 Overland 81, 1915 Maxwell
(rear half only with three quarter elliptic springs).

ALSO FOR SALE - SUIT RESTORER:

1916 Overland 75 almost complete mechanically but no
body parts.

- IAN MC EACHERN,
P.O. Box W.62,
West Tamworth. 067-65.6696

WANTED

Talbot 1914 motor 4 c.b. plus radiator.
Have Model M parts to swap.
Also wanted 1925 Auburn early 8 cyl. chassis.

- IAN MC EACHERN,
P.O. Box W.62,
West Tamworth. 067-65.6696

VETERAN CAR CLUB OF AUSTRALIA

Dear Member,

At the 1977 Federal Conference, it was agreed that events, meetings etc., be published for the benefit of all Australian members, in the hope that this would give you the opportunity to participate in more of our activities when travelling Interstate. A full program has been supplied by State Secretaries and is reprinted here for your reference. Wishing you all the best in motoring for 1978.

1978

E V E N T S

JAN. 8	Day run, Vintage Drivers' Club.....	VIC.
JAN. 15	Beach run with Model T club, vintage.....	S.A.
JAN. 22	Day run.....	VIC.
JAN. 28-30	Busselton rally.....	W.A.
JAN. 28-30	Hiaroeix eacing, Oran Park, invitation VSCCA.....	NSW *
JAN. 28-31	Twin-City Rally, Goulburn.....	ACT
FEB. 5	Southern Vales run, veteran.....	S.A.
FEB. 5	Social run.....	W.A.
FEB. 7	Film night, vintage.....	W.A.
FEB. 11	Festival of Perth rally.....	W.A.
FEB. 12	V.C.C.A. vs. V.D.C. sports day.....	VIC.
FEB. 18	Annual Blue Mountains tour, one day event.....	NSW.
FEB. 19	Council run direct to Hall Showground, all clubs.....	ACT
FEB. 19	Hills run, vintage.....	S.A.
FEB. 19	Working bee.....	QLD.
FEB. 25	Poolside party, enquiries Pam Roberts 449.1722.....	NSW
FEB. 25	Social night.....	ACT
MAR. 4	River cruise.....	W.A.
MAR. 4-5	Wings and Wheels run, veteran, vintage classic.....	S.A.
MAR. 5	One day rally.....	QLD.
MAR. 11-13	Three day rally.....	VIC.
MAR. 12	Autumn rally.....	W.A.
MAR. 12	Annual Concourse D'Elegance and D'Etat.....	NSW
MAR. 18-19	Victor Harbour rally, veteran and vintage.....	S.A.
MAR. 19	Molongle Gorge run, Manuka car park, 1.30 p.m.	ACT
MAR. 18-19	Toodyay Veteran Rally.....	W.A.
MAR. 24-27	Model A National meet, Canberra showground.....	ACT
MAR. 24-27	Albany Easter rally.....	W.A. *
MAR. ??	State Wide rally (date to be set, normally 1st weekend March).....	TAS.
APR. 8-9	Two-day motor-cycle trial.....	W.A. *
APR. 8-24	International Rally, veteran and vintage.....)ALL starting Macquarie University, Sydney, finishing Gold Coast, Q'd.)STATES	
APR. 15	Day run.....	VIC.
APR. 15-16	Uloola run, vintage.....	S.A.
APR. 16	Tour for non-International event entrants.....	NSW
APR. 16	Captain's Flat run, 10 am Queanbeyan car park BYO all.....	ACT
APR. 23	Working bee.....	QLD.
APR. 23	Day mystery run, vintage.....	S.A.
APR. 25	Jandakot Airport social.....	W.A.
MAY 7	York social event.....	W.A.
MAY 7	Tour and picnic day.....	NSW
MAY 10-17	Albury tour, one week hub rally.....	VIC.
MAY 13-14	Veteran social event.....	W.A.
MAY 20	Annual dinner.....	QLD.
MAY 21	Treasure hunt, 10 am Lakeside car park.....	ACT.
MAY 27	Oresentation night, Drummoyne, enq's. Di Berthon 639.0603.....	NSW
MAY 28	Swap day, P'enty Hall.....	VIC.
MAY 28	National Trust run to Gawler, veteran and wintage.....	S.A.
JUNE 3-4	Vehicle examination.....	W.A.
JUNE 4	Tour.....	NSW.
JUNE 10-12	Three day rally.....	QLD.
JUNE 11	Restoration run.....	W.A.
JUNE 18	Acclimatization run.....	VIC.
JUNE 25	Luddenham, Sydney Society of Model Engineers (moderns).....	ACT

continued.....2/-

E V E N T S

1978		
JULY 2	Tour and picnic day.....	NSW
JULY 8	Council social or ball.....	ACT
JULY 15-16	Mid-Winter rally.....	VIC
JULY 16	Winter rally.....	W.A.*
JULY 16	Cotter-Wee Jasper-Yass run.....	ACT
JULY 23	Day run, vintage.....	S.A.
JULY 30	Swap meet, Canberra showground.....	ACT.
AUG. 13	Day run.....	VIC.
AUG. 13	Round the town, veteran.....	S.A.
AUG. 13	Gyrkhana.....	W.A.
AUG. 20	Combined run with Chev club, vintage.....	S.A.
AUG. 20	Point Hut Crossing, 10 am, Manuka car park.....	ACT.
SEPT. 17	Veteran, Vintage, Classic hillclimb (provisional) Collingrove....	S.A.
SEPT. 17	Day run.....	VIC.
SEPT. 17	Spring rally.....	W.A.*
SEPT. 17	CVVIMC rally, Warwick Farm, veteran, vintage, classic (prov)....	ACT/NSW
SEPT. 24	CACMC concours and family fun day, Hall showground.....	ACT
SEPT. ??	possible run to Kalgoorlie, date to be set.....	W.A.
OCT. 7-9	Hub rally.....	W.A.*
OCT. 15	All sections charity run, veteran organizing.....	S.A.
OCT. 15	Council Combined Car Display, Canberra showground.....	ACT.
OCT. 28-29	Barossa rally, veteran.....	S.A.
OCT. 29	Pre-rally judging and roadworthy.....	VIC.
NOV. 11-12	Annual rally.....	VIC.
NOV. 11-12	Mandurah rally.....	W.A.
NOV. 19	All sections, club picnic day, vintage organizing.....	S.A.
NOV. 26	Christmas party and picnic day.....	ACT
DEC. 1	Presentation night.....	VIC.
DEC. 2	social evening, adults only, Lake Cruise, Burley Griffin.....	ACT
DEC. 3	Brighton run, veteran.....	S.A.
DEC. 9	Christmas party.....	W.A.
DEC. 9-10	R.A.C.V. Anniversary rally.....	VIC.
DEC. 10	Winery run, vintage.....	S.A.
DEC. 17	Xmas run Santa's day.....	VIC.

* denotes : date firm; others subject to change.
 Details can be confirmed from club secretaries
 as listed on back page.

M E E T I N G SWESTERN AUSTRALIA

Thursday, 26th January	Thursday, 27th July - A.G.M.
" 23rd February	" 24th August
" 23rd March	" 28th September
" 27th April	" 26th October
" 25th May	" 23rd November
" 29th June	" 14th December

VENUE/s : please contact secretary or president.

VICTORIA

Tuesday, 8th February	Tuesday,, 8th August
" 14th March	" 12th September
" 11th April	Friday 29th September - A.G.M.
" 9th May	Tuesday 10th October
" 13th June	" 14th November
" 11th July	" 12th December

VENUE/s : CAMBERWELL CIVIC CENTRE.

AUSTRALIAN CAPITAL TERRITORY

Wednesday 15th February	Wednesday 19th July
" 15th March	" 16th August
" 19th April	" 20th September
" 17th May	" 18th October
" 21st June	" 15th November
	" 13th December

VENUE/s contact Secretary or President

QUEENSLAND

General Meetings held on the first Monday of each month commencing at 8.00 p.m. except where the first monday falls on a public holiday and then the meeting is held on the second Monday. (A.G.M. July 3rd)

VENUE: Clubrooms, Railway Terrace, Milton (right behind the Milton Railway Station) and a very short distance from the centre of Brisbane.

Interstate visitors please contact Grahame Wilkinson - 379 8887 for any further detail, viz: meetings, social nights, and get-to-gethers.

SOUTH AUSTRALIA

General club night	- every wednesday evening 8 p.m.
Vintage section meeting	- second Friday
Veteran "	- third Friday
Classic "	- fourth Friday
VENUE: clubrooms: Sporting Car Club of S.A. Incorporated,	
260 Portrush Road, Beulah Park, South Aust.	
General Secretary: Mrs. June Longbotham, club:316878 ah 301681	
Vintage "	: Mr. Ian G. Hunter, home 'phone 74.2063
Veteran "	: Mr. John Wien-Smith, " 44.2011

NEW SOUTH WALES

General Meetings held on the fourth thursday of each month, excluding December (A.G.M. June 29th).

VENUE: Clubrooms, V.C.C.A./N.S.W.,
134 Queens Road, Five Dock, near Regatta Road.

Interstate Visitors, please contact John Thomson (Secretary) 651.2247 or President, Len Sheen at 42.4198, for any further detail.

NATIONAL EVENTS

1979 : October 13-23, "Rally West" organizers: VCCA/WESTERN AUSTRALIA
enquiries to: P.O.Box 79, Bentley, W.A.6102.

1980	: date to be set	VICTORIA
1981	" "	" AUST. CAPITAL TERRITORY
1982	" "	" QUEENSLAND
1983	" "	" TASMANIA
1984	" "	" SOUTH AUSTRALIA
1985	" "	" NEW SOUTH WALES.

continued....4/-

OFFICE BEARERSWESTERN AUSTRALIA (std:09)

President: Geof Moor,
5 Heather Road,
Roleystone 6111
397.5515 private
458.5055 business

Secretary: Ray Hillbrick
18 Hickson Place,
Armadale 6112
399 1197 private
277 4655 business

VICTORIA (std: 03)

President: Albert Blashki
27 Hope Street,
Springvale 3171
546.9154 pte.

Secretary: Bob Smith
40 Davey Avenue
East Brighton 3187
578 8193 pte.

Vice Pres: Ron Hobbs
62 Bryson Grove
Lower Templestowe 3107
859 4114 pte

Treasurer: Neil Gibbs
359 The Boulevarde
East Ivanhoe 3079
49 5855 pte.

TASMANIA (std 002)

President Don Dewdney
10 Suffolk Street
Launceston 7250

Exec.Sec. Brian Cullen
10 Coolabah Road,
Sandy Bay 7005
25 3221 pte
72 5799 bus

Snr.Vice Allan Wood
President 78 Alexandra Street
Ulverstone 7315

-ditto- Roger Self
Empire Hotel,
Elizabeth Street
Hobart 7000

Vice Pres. Bill Bannon
100 Foster Street
Railton 7305

-ditto- Don Stevenson
61 Queechy Road
Launceston 7250

-ditto- Ron Gaudion
23 Wayne Avenue
Sandy Bay 7005

AUST. CAPITAL TERRITORY (std 062)

President Ian Irwin
25 Palmer Street
Garran 2605
81 6925 pte.

Secretary Dick Van Wely
2 Parkins Street
Torrens 2607
86 4422 pte.

QUEENSLAND (std 07)

President John Jones (345 2478 pte)
8 Aylton Street
Coopers Plains, Brisb. 4108

Snr.Vice Noel Vinall
President 75 Sexton Street
Ekibin, Brisbane 4121
392 2523 pte

Jnr.Vice Don Roberts
President 12 Kendall Street
East Ipswich 4305
281 5878 pte

Secretary Grahame Wilkinson
100 Leybourne Street
Chelmer, Brisbane 4068
379 8887 pte.

Treasurer Ray Allan
47 Pring Street
Hendra, Brisbane 4011
268 2233

SOUTH AUSTRALIA (std 08)

President Ivan Blanchard
7 Erightman Street
Flagstaff Hill 5159
270 2509 pte
43 8121 bus.

Secretary John Wien-Smith
2 Briar Avenue
Medindie
44 2011 pte
223 3133 bus.

NEW SOUTH WALES (std 02)

President Len Sheen
1 Cumberland Avenue
Lane Cove 2066
42 4198 pte

Secretary John Thomson
Lot 14 Davey Road
Round Corner, Dural 2158
651 2247 pte
709 5188 bus.

Vice Pres Max Roberts
10 Anatol Place
Gordon 2072
449 1722 pte.
74 0226 bus.

Vice Pres George Roberts
49 Elake Street
Dover Heights 2030
371 8626 pte

FEDERAL (std 02)

President Len Sheen - N.S.W. as above

Secretary Valda Cross
51 Westminster Road.
Gladesville 2111
89 3526 pte
660 1844 bus

Dating
Chairman George Roberts - NSW as above

Rally
Director Max Roberts - N.S.W. as above

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 1353.
459 King Georges Road, BEVERLY HILLS. 2209 Telephone 57 3817.
8 Pitt Street, MORTDALE. 2223 Telephone 579 4938.

save safely at

FIDELITY
PERMANENT BUILDING
SOCIETY