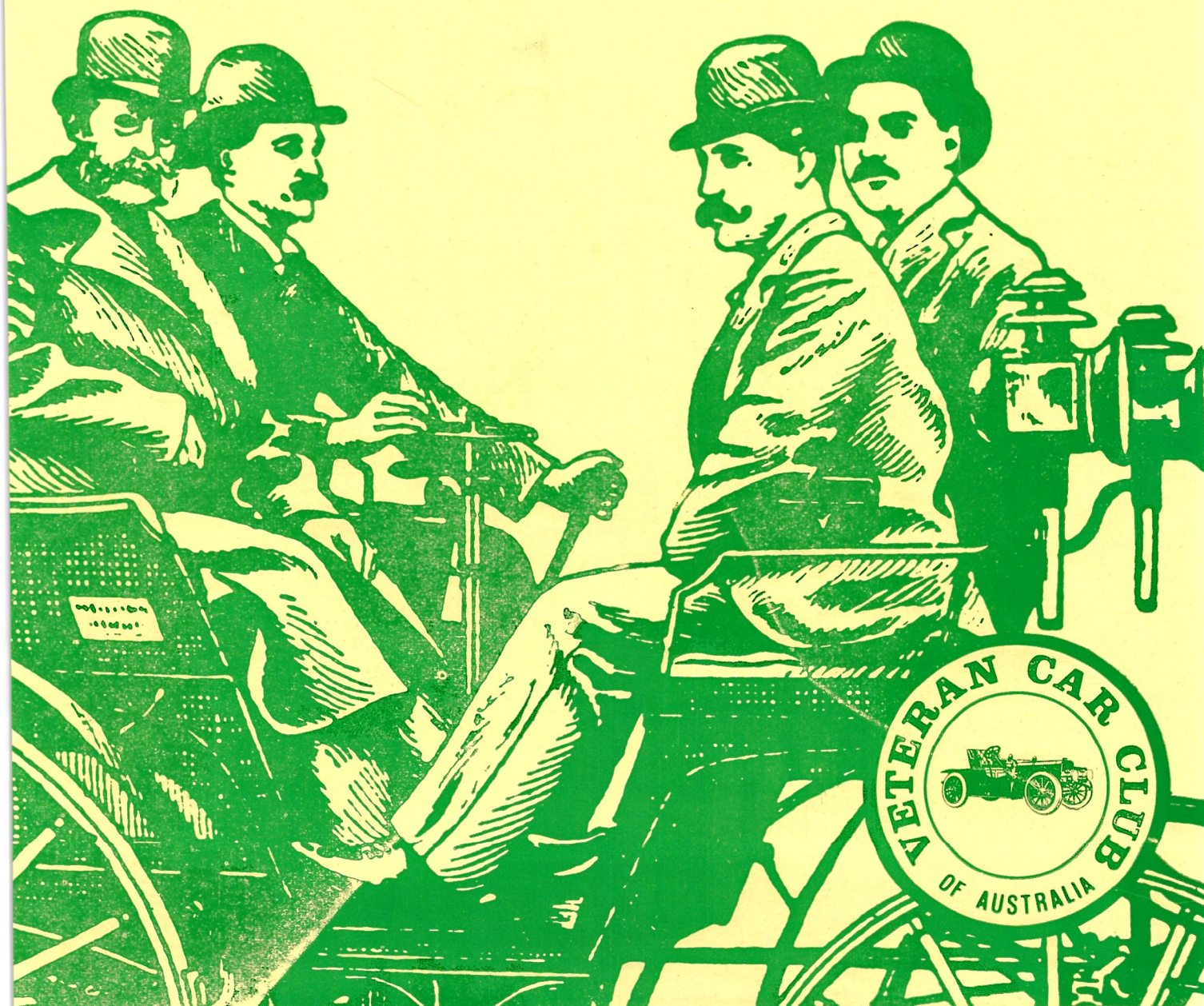


NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

# SPIT AND POLISH

May 1973. Vol. XIX. No. 11. Registered for posting  
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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. (N.S.W.)

Volume XIX Nos. 10 & 11

April & May 1978

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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, 25TH MAY, 1978.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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





# OPINION

*Most members will by now have talked to somebody who participated in the International Rally and thereby have learned what an enjoyable event it was. There were "knockers"; we have come to expect their after-event wisdom usually based on negativism, but their opinions are lost among the overwhelming view that the Rally was a most successful event.*

*The Final Dinner wasn't up to expectations and the Rally Committee no doubt recognised the catering deficiencies early in the evening by which time not much could be done to rectify the situation. 1400 diners require considerable experience and skill if they are to be satisfactorily fed.*

*The Veteran Car Club of Australia has good reason to be proud of the 1978 Rally so ably organised by Max Roberts and his band of helpers drawn as they were from not only the veteran car movement but also many other clubs, not forgetting Caltex and other sponsors.*

*Let us hope that another International Rally will be held in Australia in the next few years with the opportunity for so many of the old car buffs and their families to meet up and enjoy the motoring.*

*Editor*

\* \* \* \* \*

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

PRESENT:

54 members and 7 visitors.

The meeting was declared open by the Chairman (L. Sheen) at 8.10 p.m. and a welcome to all visitors and to N. McIntosh from South Africa was extended.

APOLOGIES:

J. King, J. Godfrey, L. Baxter, B. Pearce, B. Baxter, P. Wards, B. McCarthy, G. Garwood, J. Eisenhower.

(Cont'd. on Page 3.....)



Minutes 23/3/78 (Cont'd.)

MINUTES: The Minutes of the Monthly General Meeting of 23rd February, 1978 were read and moved J. King, seconded G. Sevenoaks. CARRIED.

MATTERS ARISING: Nil.

TREASURER'S REPORT: The Treasurer's Report was read and accepted and moved B. East, seconded B. Petersen. CARRIED.

CORRESPONDENCE: Armstrong Siddeley Car Club.  
Report from V. Jacobs.  
Letter Federal Secretary CVVTMC.

MATTERS ARISING: Minutes of Committee Meeting of 9th March, 1978 read as follows:

"...that Committee of VCCA (NSW) reject the summit proposed and that the VCCA retain its own membership and vote with FIVA. Full co-operation can be maintained with goodwill from both sides without another constituted body."

General discussion ensued and moved J. Wards, seconded G. Sevenoaks that the Management Committee's recommendation be accepted.

CARRIED.

INVESTIGATION & DATING: G. Roberts' report on 'D' type Vauxhall 1913 owned by N. McIntosh.

NEW MEMBERS: Application for full membership received from the following:

Neil McIntosh,  
1 Kipparra Road,  
GORDON. 1913 'D' type Vauxhall

Moved M. Roberts, seconded J. Burke and CARRIED.

H. Hughes,  
106 Duff Street,  
BROKEN HILL. 1903 De Dion Bouton

Moved D. Berthon, seconded G. King and CARRIED.

MAGAZINE: M. Chapman nothing further to report.

SOCIAL CO-ORDINATOR: D. Berthon reports on evening at P. & M. Roberts.

PERMITS TO MOVE: K. Cardin reports 4 applications received for permits to move.

REGISTRAR: Nil.

INTERNATIONAL RALLY: M. Roberts requests car for display at Grace Bros., Roselands and Chatswood, and assistance to sell magazines at Grace Bros.



Minutes 23/3/78 (Cont'd.)

LIBRARIAN: Nil.

CLUBROOM  
CHAIRMAN: Advises working bee after International Rally.

CVVTMC: G. Roberts reported that CVVTMC has no connection with Vintage Federation.  
VCC NZ advises re 1980 Rally.  
Protest by Rover Owners Club over criticism at Warwick Farm Rally.  
CVVTMC next meeting 3/4/78.  
Chatswood Swap Meet 21/5/78.

PUBLIC  
RELATIONS: D. Berthon advises re Woolshed on Wheels.

OFFICIAL  
PHOTOGRAPHER: Attended Woolshed on Wheels and Blue Mountains Rally.

EVENTS: B. Thew reports:  
Thanks extended to those who attended Sutherland Hospital.  
Concours Day - 18 cars.  
Picnic Day 16/4/78.  
Ladies' Day 7/5/78.

INSURANCE: V. Jacobs reports on rate for fire and comprehensive cover  
tr ler and typewriter.  
Report received from V. Jacobs dated 23/3/78. Discussion  
ensued and moved B. Bronk, seconded G. Green that this Club  
support International Rally Committee's decision on insurance.  
CARRIED.

GENERAL  
BUSINESS: 1910 calendar donated by B. & R. East.  
D. Berthon suggests Hunter Douglas should renew registration and  
general discussion re registration generally ensued.  
FIVA badges for sale.  
G. Stelling advises BBQ his home for pre-International Rally  
get-together, Wednesday 5th April.

Raffle won by E. Lang.

As there was no further business the meeting closed at 10.00 p.m.

\*\*\*\*\*

REPORT - HIS AND HERS TOUR

At the scheduled starting time only 3 cars were present, however things changed and before long the number had risen to 12, with a majority of Hupmobiles and a lone Ford.

The S.C.A.T. of Dave Berthon's made its long-awaited debut, Jim and Dot Wilson organised a quiz sheet to make things interesting.



His & Hers Tour Report (Cont'd.)

The cars left about 10.15 a.m. and headed into the Rocks Area for a little look around, then out through the city and around Botany Bay to Brighton for lunch at the R.S.L. Club.

A special "thank you" to Jim and Dot Wilson for organising the quiz sheets and prizes, plus the venue for lunch.

The winners: HIS - Alan Blythe  
HERS - Jean Carden

- BARRY THEW

\*\*\*\*\*

SILVER ANNIVERSARY TOUR

1954 - 1979

MAY 5-14, 1979

This tour is being conducted to celebrate 25 years of Veteran motoring by this club. We will be extending invitations to other clubs in this State and Interstate, which may have members with a Veteran Car or Veteran Motorcycle.

The tour will be run in the school holiday period covering approximately 523 miles (837 kilometres) having six (6) days of driving (one of which will be competitive) and 3 rest days for sightseeing etc., the 10th day will be for homeward bound driving.

En route we will be passing through the following: Katoomba, Bathurst, Orange, Dubbo, Mudgee, Muswellbrook to a finish in the Newcastle area.

It is to be hoped that country members of our club will be able to take part in this event, if only to join us somewhere en route and travel to the finish or start with us in Sydney and leave in their own locality.

Entry forms are being prepared and will be sent out as soon as possible.

- BARRY THEW,  
Tour Chairman.

\*\*\*\*\*



SOME STORIES FROM THE 1978 INTERNATIONAL RALLY

At the beginning (in the rain) Prime Minister Fraser did the unscheduled thing and shook the hand of Cadillac Frank Nissen. Perhaps the PM was fascinated with the steering wheel like a spectator at the scrutineering day who thought the wheel was set up for a driver with one arm shorter than the other.

The crowds were tremendously enthusiastic in spite of the rain and this enthusiasm continued throughout the Rally. In school hours it seemed the norm was to line up the children who invariably responded wildly to the toots of passing rally cars.

Bob McCarthy's Dodge sulked to such an extent that Bob and Laurie Stewart travelled the route per Morris Major and seemed to enjoy the show.

Arthur Garthon was loaned the Studebaker by Betty Bent when his Rover restoration fell behind schedule so he and Val flew through the days with or without the benefit of milk. Don Steer couldn't fit in any milk with four other people and luggage in the Argyll.

A certain Serpollet was too steamed up and cracked its heads so it travelled the round course per trailer except for very spectacular demonstration drives for display purposes.

The Gulgong Car Club were on the roadside near Berowra in the drizzling rain with their banner and its "Good Luck" sign - a very heartwarming gesture.

Only a few metres further and we came upon Barry Cliff with his sign: "Buy wisely, buy Wolseley". Impeccable advice, of course.

The Novocastrian welcome was overwhelming and in a different way so was the noise and smell next morning when the big blower Bentley was started and then revved up in the motel basement parking space.

David Manhart's Hurtu clutch played up on the way to Newcastle but he was able to obtain and fit a new leather facing overnight. If you have a Hurtu sewing machine it is useful to know that a 490 Chev. facing fits.

Sandy Holmes decided to garage Fifty Bob and proceed by modern after a series of problems at Newcastle.

Our lakeside route to Forster was delightful but marred for Bill McCarthy when the Vinot blew a 4.40-23 tyre along its bead. There were timed sections for competitive purposes throughout the Rally and it was within the one on this day that a brace of Talbots, a Calthorpe, a Wolseley and others tarried for lunch. Some timed section - some competitive spirit!

At Forster as Len Sheen drove out of the arrival control a driving axle fractured with a ban. No problem, as Len's brother lives nearby and Len was able to weld the axle, get his clothes dirty and have the Humber mobile by next morning.

One motelier left his outside lights on overnight for added security at Forster and at least three drivers arose during the night and announced, "Lovely sunny day, dear" to their spouses (spice?).



Bob Baxter suffered with stiffness but was not heard to complain next day so he evidently was able to treat it satisfactorily.

The drive from Forster to Port Macquarie was again on a quiet road and in warmer weather. Stan Rumble was seen with wide open Renault bonnet on a steep little pinch on the way and in the town John Thomson took the opportunity to tune up the De Dion asthmatic atmospheric inlet valve while the Steer Argyll had its idling ability restored by means of a carburettor cleaning operation.

A visit to Timbertown, a reconstruction of such a settlement, near Wauchope was a highlight of the rest day at Port Macquarie and highly recommended if you are in the area. Group D left us here for Armidale.

We learned here of the one serious accident of the Rally. A Lancia had overturned near Kempsey and the passengers were in hospital. Subsequently we were told that they would be O.K. though not able to leave hospital for some time.

The leg to Coffs Harbour seemed fairly uneventful. Somewhere along this section Bob Newman was able to successfully crank a veteran Austin to life and the owner described him as "a very robust young man". Bob will no doubt be in demand on future runs when engines won't fire.

The Vinot blew its second tyre in exactly the same manner on a different rim so regretfully was garaged at Coffs; Bill and Barbara rode thence with Jack Dance in Tilly the Talbot and were able to conserve their energy for what unsuspectingly lay ahead.

A film evening was a non-event until the following evening because of a date-day mistake. On the second blustery night was shown a film of the Montague Museum and then some slides of the Schlumpf Collection. In spite of rain, sightseeing of the district appeared to be unimpeded and one saw old cars coming and going constantly around the town.

Group D rejoined us with a couple of interesting stories. Jo Nissen sat in the Cadillac whilst Frank talked to a fellow about a mining set-up he'd just shown Frank. As the car was backed away, the mining fellow picked up a rock and despatched a black with yellow and red belly snake which had crept under the warm car beneath Jo. She wasn't amused and has been checking cars, beds and luggage since in case the snake's mate also sought her company.

The other story concerns a vintage type who was using something from a gin bottle to clean his car - you've probably guessed that it was in fact the real juniper juice because he'd picked up the wrong bottle. The informant didn't know whether gin could be recommended for car cleaning.

We were provided with an excellent sit-down lunch at Yamba Bowling Club and proceeded on to our overnight stop at Ballina. The Northern Rivers Veteran and Vintage Car Club put on a barbecue at night and some intrepid souls braved the wet and cold to attend and some were denied the opportunity because the bus to Lismore where it was held did not stop to collect them.

Next day we were again on little-used roads and climbed through some very steep and picturesque country. John Wards postponed transmission band adjustment until about half way up the steepest hill. The Sundale shopping centre at the Gold Coast was our check-in point and we then dispersed to our various accommodation for two nights.



One motel receptionist had misgivings about "vintage car types" whom she swore were prone to sleeping in the car park and putting their cars in the beds.

Southport showground was the venue for a gymkhana and final judging for concours. (Preliminary concours judging had proceeded during the Rally at every opportunity until Coffs Harbour where the rest day was used to call in cars which had not been sighted by the judges.) Jim Eisenhower lit up the Serpollet and did some very spectacular laps around the oval.

A rest day at the Gold Coast was well used for sunning, swimming, spending, sleeping, supping or sightseeing it seemed. Bill and Barbara's room was fitted with a ceiling mirror above their bed; its potential became a conversational and conjectural topic, of course.

The run to Toowoomba included a very warm welcome at Ipswich where another good sit down lunch was provided and the departure route included an "honour lap" of the city. The Serpollet was again fired up and driven around the showground during the lunch break. Approaching Toowoomba there was a long steep climb which Jim Wilson's De Soto did in top gear but which caused some cars to produce steam which would have propelled the Serpollet half way round the course. One Austin Seven stopped dead and had its driver perplexed because it had not performed this way previously - the cause was not a serious defect - his wife's outsize handbag had tipped over and tripped the ignition switch!

Toowoomba's welcome was enthusiastic (we tended to take this for granted by then). Ken Quarmby (yes, the same who was written up by one of the reporters in the daily press without his "m" entitlement) wore a worried look when he pulled into the control. His engine made noises then stopped as he drove in. A restart and listen located the reason for the clatter - a sticking valve - and this was freed up later with no more trouble.

The cars were displayed on Toowoomba showground in the second evening of our stay and the huge crowd was kept informed about the vehicles by the able compering of David Berthon and Laurie Ogle. The liker of Ike lit his furnace again and with flames and fumes belching drove around the oval. No wonder people locked up their livestock and their daughters when the early motorists ventured out.

One little story illustrates the reception of the Rally in towns. A lady in a milk bar in Toowoomba fed the parking meters for two New Zealanders' cars when their time had expired. Most likely the recipients drove off quite unaware of the shopkeeper's kindness.

We travelled on over peaceful roads to Esk and a sandwich lunch at Somerset Dam, then on to Caboolture and the Bruce Highway to Charmside control where the Brisbane Veteran and Vintage Car Club extended their welcoming hand and provided hot or cold drinks for us.

The final leg to the Gold Coast was not controlled and two rest days ensued for entrants to relax and prepare for the home runs.

What should have been a highlight of the Rally - the final dinner - instead was an anti-climax. It appeared that the caterers did not have the experience nor set-up to cater for the crowd of about 1400 people, though their drink waiters were active enough to keep liquids (on a pay-as-you-drink basis) served. Perhaps we would have the name of the catering organisation for future



reference should any of our acquaintances be contemplating a similar function?

However, this was the only shortcoming of note over the whole event which after all aimed primarily to provide the opportunity for running our vehicles, including motor cycles whose riders should surely receive more than the official plaque for riding so far with minimal comfort, if any. The route traversed a tremendous range of terrain with plenty of chances to drive all types of cars at their "sympathetic" speeds.

On the topic of speed, it was enlightening to read about Bill Spraggon's reason for having a veteran capable of speed in excess of 10 mph. Perhaps he didn't expect to have his conversation with the reporter printed, but now the truth is out.

Thank you Max Roberts and all who worked for the very satisfactory rally we were privileged to enter.

M.C.

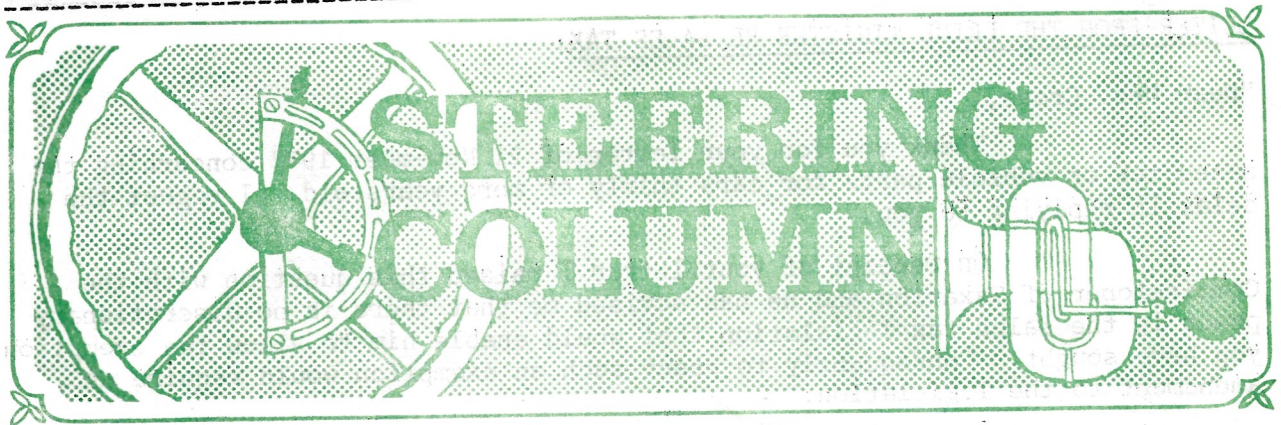
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# PRIZE WINNERS - INTERNATIONAL RALLY

	<u>Won by:</u>	<u>Rally No.</u>	<u>Year &amp; Vehicle</u>
Outright Winner & Class 8	T. & M. Willmot	507	1929 Essex
Best Performance by Vintage	" "	"	" "
Overall Car Concours	T.J. Lester	90	1930 Auburn
Veteran Car Concours	N. Martin	133	1918 Ford
Overall Cycle Concours	C. Daniel	481	1907 F.N.
Vintage Cycle Concours	R. Fellowes	406	1922 A.J.S.
Class 1	W.D. Read	300	1914 Delage
Class 3	C. Pearce	521	1911 Sunbeam
Class 4	P.H. Harris	142	1914 Vauxhall
Class 5	S. Rumble	454	1911 Renault
Best by Renault	"	"	"

	<u>Won by:</u>	<u>Rally No.</u>	<u>Year &amp; Vehicle</u>
Class 6	A.W. Ohl	321	1928 Austin
Class 7	L.A. Bade	380	1922 Sunbeam
Class 8A	G.D. Healy	410	1930 Chevrolet
Class 9	J. Grant	351	1920 Rolls Royce
Class 11	R.A. Cook	319	1914 Sunbeam M/Cycle
Class 12	A. Kennedy	449	1919 Harley Davidson M/Cycle
Class 13	R. Fellowes	406	1922 A.J.S. & Sidecar
Lady Driver	Jennifer Tweedie	2	1930 Nash
Fiat Trophy	K.P. Melville	167	1925 Fiat
Most Meritorious Performance	P. & F. Grace	165	1930 A.J.S. & Sidecar
<u>GYMKHANA</u>			
Veteran	P. Harris	142	1914 Vauxhall
Vintage	A. Johns	386	1930 Austin
Motorcycle	A. Pendlebury	175	1924 Chater Lea
<u>SUB-EVENTS</u>			
Veteran	J.W. Jones	326	1907 Alldays & Onions
Vintage	G.J. Cowled	280	1927 Morris Cowley
Motorcycle	A.E. Parkes	162	1926 A.J.S.
<u>HARD LUCK</u>			
Veteran	L.K. Sheen	144	1914 Humber
Vintage	R.J. Barron	361	1928 Chevrolet
Motorcycle	N.V. Elliott	245	1917 Indian
<u>ENTRANT MOST FREQUENTLY AIDED</u>			
	Owen Bourke	147	1921 Spyker





Most activity seems to have occurred on the International Rally and the ones who did something have been mentioned in the article on the Rally. However, a couple of stories received after that article was compiled can be told here.

We know that things are tough on the farm and that Ford Fronty operation is an expensive business, but our eyebrows went up slightly at the sight of Vic hawking at the Gold Coast. There he was, basket under arm, cajoling the passing public with "Fresh prawns, come and get your fresh prawns." Probably unlicensed, too.

#####

In this age of terrorist attacks there must have been quite a stir at one Gold Coast motel when Mike was tuning the Chalmers (not stated whether No. 1 or No. 2). It comes of having too many spark plugs. Mike forgot to replace one plug and when the engine was turned over there was a tongue of flame out of the side located plug hole which seared the bonnet paint and singed the Blevins hair nearby and the bang which accompanied this shook accumulations of dust from the ceiling and no doubt destroyed the image of veteran car types as quiet sedate motorists.

#####

One knocker was most unwelcome on the return journey from Queensland. It turned up in Ben Bronk's Overland near Tamworth - a run big end with no prior warning on level running. Ron Selig came to the rescue.

#####

The Motorail from Murwillumbah allows a strict maximum height for vehicles and Keith Carden's Bayard was within a fraction of the allowance. As he drove on over a sort of loading hump the top of the hood just touched and two PTC helpers grabbed the offending hood bow to spring it downwards and broke the bow in halves.

#####

The Steer Argyll, like its owners, tries to keep to the straight and true path. As it neared home a clonk was discerned in the back end when steering into or out of corners. The differential gears have somehow become locked solid.

#####



LETTER FROM THE PRIME MINISTER RE SALES TAX:

"Dear Mrs. Cross,

Thank you for your letter of 21 November 1977 concerning the sales tax on vehicle parts for cars thirty or more years old. I regret the delay in replying to you.

On receipt of your letter I raised this question with the Commissioner of Taxation and he has advised me that there is no discretionary power in the sales tax legislation that would enable him to allow the exemption you have sought. Consequently to grant such an exemption would require an amendment to the legislation.

The question of exempting these parts from sales tax would involve different factors from those applicable to customs duty. The imposition of customs duty and sales tax do not go hand in hand. Broadly speaking customs duty is a protective measure and sales tax is a revenue measure and because of this difference, requests for sales tax exemption are usually considered during the preparation of the Budget when their relative merits can be weighed and measured.

With regard to the question of reducing the value of the goods for sales tax by an amount equal to the value for duty, the Commissioner has advised that the sale value upon which sales tax is calculated where goods are imported by a person for his own use or for sale by him by retail is a statutory one. The Commissioner has no discretion to vary the value in any way. The Commissioner has pointed out, however, that parts for veteran and vintage cars have gained some measure of tax relief through their being accorded duty free entry. The sale value on which sales tax is payable includes the amount of duty payable on the goods and the elimination of duty on the parts in question has the effect of lowering this sale value.

The position of parts for veteran and vintage cars could not be considered in isolation from other imported goods as the statutory sale value applies across the board to all taxable goods imported by persons for their own use. Arrangements have been made, however, to have this matter considered when the sales tax law is next under review.

Thank you again for writing to me,

Yours sincerely,

(SIGNED) MALCOLM FRASER.

CANBERRA, 14th March, 1978."

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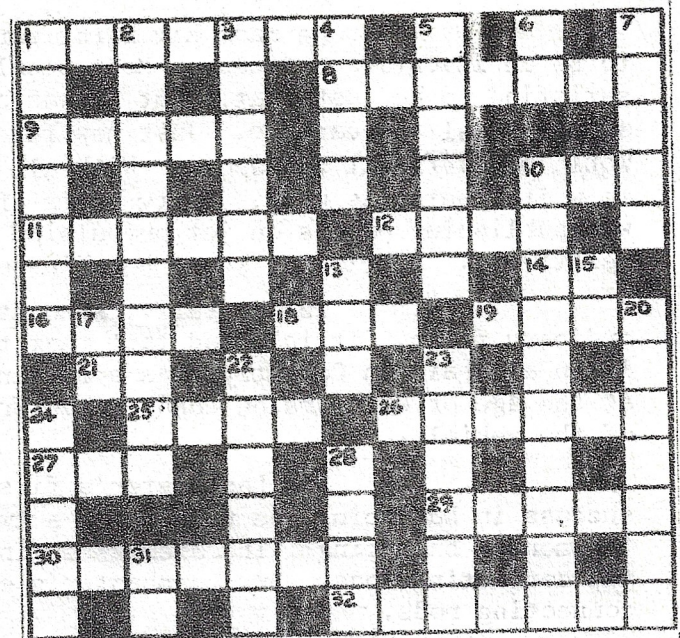
ACROSS

- 1 Bees Liz destroyed in a French car. (7)
- 8 Reprime the first American car. (7)
- 9 A goat looks after the kids. (5)
- 10 Little sister. (3)
- 11 "Le Horn" makes a German car sound like an aloof individual. (6)
- 12 American car is a hot-rod in reverse without the exclamation. (4)
- 14 United Nations. (2)
- 16 Say "S" about Postcode 2582. (4)
- 18 Desire for Japanese currency. (3)
- 19 Object of worship sounds like a slow-running engine. (4)
- 21 Short court. (2)
- 25 Muse about Australian birds. (4)
- 26 Small bin got destroyed. (3,3)
- 27 Beetle is 12 across before tea. (3)
- 29 Symbolic coin is a knock-out reversed in the count. (5)
- 30 A Swiss car cocktail. (7)
- 32 Rev main Belgian car. (7)

DOWN

- 1 Belt yen around for an English car. (7)
- 2 English car made of ranch steel. (10)
- 3 Cold cot is bicycled around without 150. (3,3)
- 4 Fencing sword has peewee mixed up without us. (4)
- 5 and 23 Do doubt in one French car. (2,4,6)
- 6 Greek letter sounds like a light meal. (2)
- 7 Clean up with this American car. (5)
- 10 American car made out of a busted rake. (10)

CROSSWORD No. 6



- 13 Ore crushed to make an American car. (3)
- 15 Negative number. (2)
- 17 Current type English car. (2)
- 20 Hag load upset by an English car. (7)
- 22 Aunt is knocked about by this English car. (6)
- 23 See 5 down.
- 24 Crazy up in South Australia, this English car belongs to the first person? (5)
- 28 Heat upholstery could be part of a Ford wheel. (4)
- 31 Concerning the second note of the octave. (2)

SOLUTION No. 5

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



DR. FREDERICK W. LANCHESTER

Truly a remarkable man.

He made his first car in 1895, and in doing so, showed himself to be an inventive engineer. Most people in those days would have been quite satisfied to be just that. But he was also a musician, a physicist, and aeronautical researcher. Just how far aeronautical research went in those days would be difficult to assess. With all these practical abilities, he managed to write poetry as well. Forty years after the production of his first car he was publishing papers on jet propulsion (trying one upmanship on Fritz Opel?) and relativity. (It is not known how Einstein would have taken that one.)

Incidentally, Lancaster's brother George possessed an extraordinary flair. It is a sad fact that the first Lanchester was totally destroyed in an air raid on Coventry. As a fitting thumbing of the nose to the Germans, at the age of 83 years he constructed from memory, an excellent quality model of the vehicle.

Dr. Lanchester's first claim to fame was undoubtedly his success in balancing the running of a two cylinder motor. We hear nowadays of 'harmonic' balancing. The average engine of two cylinders carries one crank and two connecting rods. Dr. Lanchester's engine had two cranks and a system of six connecting rods.

Other thoughts that he put into his engines included the adjustment of sparking plug points while the engine was running. Oiling was automatic, doing away with the drip system, in which it was necessary not only to remember to turn it on when starting the engine, but to turn it off when the engine had been stopped. The engine was mounted between the two front seats, with the hand controls fixed to a console on top of it, almost the design of many trucks. The suspension was so flexible that any one wheel could be mounted on a block one foot high without affecting the other three wheels. We always have a feeling that a body must be so fitted that it would seem to be an integral part of the chassis. The Lanchester body was supposed to be detachable "in five minutes without tools". One is therefore led to believe that winged nuts have been used. There was even a glass framed port let into the radiator shell to give a view of the water height.

\*\*\*\*\*

#### BACK ONE DECADE

From SPIT AND POLISH April and May 1968.

There was a report of a session with Alan Rose-Bray and a 'fairly bulky record is to be made of the history of the Club and this will be put in SPIT AND POLISH in serial form, month by month'. The road to ..... paved with good intentions?

That regular and prolific correspondent, Jack Chenery, wrote that he would be unable to continue contributing.

REVS. AND BACKFIRES seemed to border on libel. The old back-firer himself was sighted at the Newcastle control on the International Rally still looking spry. Reg Jones was reported to have produced his Talbot at the end of the Blue Mountains Tour and demonstrated its slow idling.



THE WOLSELEY MOTOR CARPART 6 - THE VINTAGE ERA

After the end of the 1st World War the job of rearranging to peace time work had to begin. Wolseley's found themselves with large amounts of worn out machinery, tools etc. of no use to peace time car production. Unlike William Morris' way of assembly-only type production, Wolseley had carried out most of their own manufacture and machining so their job of re-organising and utilisation of excess space was greater and costlier.

The new post war models showed the company's war-time experience in aero-engines. The new engines had overhead camshaft and valves driven with a vertical shaft and a cross flow head. This became the basic style of Wolseley's engines until the mid-1930's.

The Wolseley 10 HP was the prewar Stellite chassis updated with the new 4 cylinder OHC engine. This model with minor improvements later became the 11/22 and later still the 12/32. The new larger 15 HP 4 cylinder OHC Wolseley later became the 15/40 and ceased to exist by 1926. At this time a new 6 cylinder OHC 16/45 Wolseley was introduced. This car was to win fame as the "Silent Six".

Some public opposition was experienced to these new OHC engines so to cater for this clientele in 1923 a 14 HP 4 cylinder side valve Wolseley was produced, later known as the 16/35 but by 1927 it was discontinued. This was also the last year for the large 6 cylinder side valve 20 HP, 24/30, 24/55 line of Wolseley cars. In 1928 the 6 and 8 cylinder overhead camshaft 21/60 models were introduced this being the first Wolseley straight 8 production car design and the last was the 32/80 model in 1930.

A most interesting early vintage model was the 7 HP Wolseley. This little 2 cylinder horizontally opposed engined car designed to capture the small car market lasted on 2-3 years being unable to compete with the Austin 7. So once again a Wolseley attempt to get into the small car market failed. A new distinguishing feature of the vintage Wolseley was the oval radiator badge.

To help publicise the new models Wolseley once again entered the racing field. A modified Wolseley 10 covered a total of 1,456 miles at an average 61.06 mph in two 12-hour periods. Also a 15 HP was driven for 12 hours covering 1,015 miles at an average of 84 mph. Both cars established new records for their feats, in fact, the 15 HP gained the 13 hour record with its 12 hour distance. As with their previous racing experience in 1902/5 the financial position of the company halted any extensive involvement in racing.

By the end of 1926 the crunch really came for Wolseley, in fact, the company was placed in the hands of a receiver for the second time. How did this happen to Wolseley, producer of well-engineered high-class cars? Was it to be the end of the company? To find out the reasons and results a comparison between William Morris' activities and Wolseley's could prove to be helpful.

1. After the war Wolseley had to engage in a heavy re-equipment programme and a shift of factory to Ward End (the old Stellite factory); expensive London premises were built; production of new models were delayed by the re-equipment programme; the Vickers Co. wished to sell their interests in



The Wolseley Motor Car (Cont'd.)

Wolseley Motors Ltd. and these large capital movements did not help, causing the company to become heavily indebted to outside creditors.

As William Morris' plant was an assembly place only no new factory was required and very little re-equipment was necessary. He had stocks of parts on hand ready to get cars on the production line and the ex-serviceman provided a keen market as they had seen and used the new mode of transport in the war.

2. Wolseley cars did not sell well due to their higher price caused by a lack of long production runs and the higher cost of the OHC engines. Wolseley quality cost more and although some "Standard" models were produced at a lesser price you got less for your money.

William Morris' keen buying of components helped to lower his costs and enabled him to reduce prices when other manufacturers were increasing them. This in turn helped to create long production runs and further reduced the cost of his cars.

3. Wolseleys' continuing change of managers and directors, Vickers' departure and outside interests all lacked the long term direction and planning the company needed.

William Morris and Herbert Austin were both strong and constant advocates for their causes and helped to guide their respective companies through good and bad times.

When the Wolseley company was put up for sale three sources were trying to buy. An American Company, obviously trying to get a manufacturing hold in England as imports were heavily taxed to protect the local industry. Herbert Austin supposedly for sentimental reasons, but I would think also to keep the Americans out, as well as for his past association with Wolseley. (Austin had proposed a merger in 1924 with Wolseley Morris and Austin, but this was rejected by Morris.) William Morris, like Austin, wanted to keep the Americans out but he also wanted to add a luxury class car to his Morris range. The new 16/45 OHC silent six engine was just what he needed. The prestige of the Wolseley name together with its manufacturing and design capabilities were also in his interest.

After some spirited bidding Morris purchased Wolseley for 730,000 pounds. As was his practice he personally acquired the company and changed its name to Wolseley Motors (1927) Ltd. and basically the Wolseley company retained its independent character.

Morris' genius now reorganised Wolseley to a profitable identity. Many of the Wolseley sidelines were disposed of. The Adderley Park factory was turned over to Morris commercial cars and Wolseley activities were confined to Ward End. A special investigation into the production and tooling requirements was carried out in 1929/30 and gradually improved production methods lowered costs.

The 12/32, 16/45, 21/60 6 and 8 cylinder model cars carried on into 1930 with the 21/60 carrying on as the Messenger. Also Wolseley's



The Wolseley Motor Car (Cont'd.)

excess manufacturing capacity was used for the Morris empire. The new Morris Minor of 1929 had a 4 cylinder OHC engine manufactured at Ward End, however, due to pressures of price and economics this engine was dropped for the 1932-33 season. M.G.'s also sported OHC engines of Wolseley design and manufacture.

This brings to a close the vintage era of the Wolseley Motor Car. As can be seen from the above, the reason for the small quantity of vintage Wolseleys in existence today is due to the company's poor performance. The next period covers a more successful era for the company with the famous Wasp, Hornet, Viper (insect series) and the eventual demise of Wolseley as a separate identity within the Morris empire.

End.

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HINTS FOR MOTORISTSCIRCA 1912

Extract from and compiled for "THE ROADS OF QUEENSLAND", a road directory published in Brisbane for motorists of this era.

A few useful little things to know when on a Motoring Trip, which, if carefully followed out where they are concerned will always bring you home.

STARTING ENGINE: If starting crank is broken or bent, through striking an obstruction etc., jack up one rear wheel, place gear in top engagement and turn wheel in direction of running.

FRONT AXLE BENT: Take piece of chain or several lengths of fence wire, fasten through spokes of one front wheel to hub; place a jack on bent part of axle, lead chain or wire over jack and fasten same to other hub through spokes and raise jack.

STEERING LINKS: These can be straightened in same way as above.

DUMB IRONS BENT: Remove bolt from front end of spring, faster chain or wire to end of Dumb Iron and to any convenient part of frame member, place a jack under wire or chain and on bent part and raise jack.

CRANK SHAFT BENT AT FLY-WHEEL END: Use jack on side of Fly-Wheel, pass chain over and anchor to bearer arms of crank case, raise jack.

BROKEN SPRINGS: Secure a block of wood between frame and spring with a piece of old cover on each side of wood, wire up spring from end to end with fence wire to draw broken ends together and tighten up on clips.

BROKEN SPOKES: Obtain piece of iron, bend into a hoop of less diameter than rim of wheel, fasten same to each spoke, broken or whole, with wire; bolts are better (if procurable) with plates and nuts.

BROKEN OR STRAINED REAR AXLE HOUSING: Jack up chassis off axle to take weight off same, wire several strands of fence wire loosely to spring seats and over differential housing and twist up wires separately with a nail or pieces of hardwood; these should remain in the wire and be fastened with string etc.



HINTS FOR MOTORISTS (CONT'D.)

BROKEN BALLS IN CUP AND CONE RACE: Take out all balls and substitute a piece of round iron, as a ring, same diameter as balls and grease well.

ENGINE CYLINDER MISFIRING: If this cannot be cured do not drive with dead cylinder under compression; remove valve caps.

BROKEN OR BENT CONNECTING RODS: Remove Rod and Piston. Drive on other cylinders. Valves and Plugs must not be taken out.

RADIATOR LEAKS: Take two washers and two pieces of old air tube, pass a bolt through one, then through the radiator and tighten up with the other washer and nut, keeping rubber next to the radiator. Common mustard put into radiator whilst engine is running will stop all small leaks. NEVER PUT COLD WATER into a hot engine if it has run dry - allow it to cool down first.

PETROL LEAKS: May be stopped with ordinary soap and binding, preferably with insulating tape.

BLOW-OUTS: A piece of old cover, placed inside the tyre and carefully bevelled off on edges, is a good temporary repair; blow up tight.

PUNCTURES: If you have no spare tubes, take out tube, pack cover tightly with grass etc., draw down well on security bolts; it is better to change tyres with a front wheel, as rear wheels of unequal diameter (one being deflated) cause big strains on differential gearing.

CAR STUCK IN SAND: Strips of canvas or old sacks cut down the sides but not the bottom, laid closely together TRANSVERSELY with the road so that both driving wheels are on the same piece at the same time, will get you through any sand patch.

CAR STUCK IN BLACK SOIL, MUD ETC.: Get scrub, small branches and bark and place under wheels, as much as is possible; do not let wheels spin, this causes car to sink deeper, but use more bark. If this occurs bind wheels with ropes. Wire netting is also useful. It is always easier to back a car out of such difficulties than to drive it forward as the "gearing" is the lowest and places less strain on engine and transmission etc.

CAR ON FIRE: Turn off petrol at once from tank to carburettor, start engine and race same to draw off all petrol from carburettor and push car a few yards as petrol may be burning under it. Make sure that there is a tap on the petrol pipe of your car and where it is located and also that there are drain holes in the tray.

- GEO. A. ROBERTS

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VALE NORMA HEATH

It is with regret that we record the death of Norma who will be remembered as a regular attender with Joe in the Ford Roadster from the time it went on the road. Norma was always friendly and cheerful and without complaints when she was ill some years ago. The sympathy of all members goes out to Joe and family.



LETTERS TO THE EDITOR

"The Editor,

Dear Sir:

As spokesman for the Starting Committee of the 1978 International Veteran and Vintage Motor Rally, I have the pleasant task of extending to every marshal who helped at the start our sincere thanks for your effort. The total effort necessary to get the entrants organised and on their way was quite considerable, but due to the individual efforts of over forty conscientious marshals who worked as a team, the start was a success.

Every marshal who helped with the start at Macquarie University can feel justly proud that he or she contributed to the team effort that enabled the Rally to get under way successfully.

- BOB PETERSEN."

"The Editor,

Dear Max:

May we, through your magazine, express our thanks to Max Roberts for his efforts in organising the 1978 International Rally.

From our side of the event we were able to reap the benefit of three years of careful planning and intense preparation by Max and his Committee, culminating in the most enjoyable sixteen days of motoring, camaraderie and socialising that has been the apex of our Veteran Car Club membership to this point.

Prior to the start and during the rally Max has had to endure quite a few brickbats thrown by dissatisfied customers (I threw one myself) and with the assistance of his Committee he was able to solve all the problems successfully.

The arrangements made for our accommodation, meals, starting and finishing worked so smoothly each day and made the rally a very pleasant experience.

I must thank all the tireless officials who worked so hard, particularly several "faces" who were sighted clocking cars at the start and finish each day and in all weathers. It was reassuring to have the back-up vehicles trailing the field and very satisfying not to have called on their services.

Thanks again Max and thanks to all those helpers, big and small, involved in the rally.

Yours sincerely,

- ANNE & BOB BAXTER."



Letters to the Editor (Cont'd.)

"The Editor,

Dear Max:

We would like to express our appreciation to the V.C.C. of N.S.W. members for the work and effort which went into the 1978 International Rally, making it such a success. We thoroughly enjoyed the Rally, in particular the interesting roads and variety of scenery on Route D, the opportunity to renew friendships and to meet other enthusiasts and see new cars.

Having been involved in the running of both the 1965 and 1972 Rallies in N.Z. we know how much work is required to make a rally go smoothly. Thank you to all those who worked so hard behind the scenes, those who were responsible for accommodation - which must have been a huge task - those who looked after the N.Z. cars on their arrival (perhaps especially the members who pushed our car off the ship!), the people who manned the check points and so on.

Our only regret is that as the routes diverged and with such a large entry, we really did not have the chance to see as many of the veterans as we would have liked.

Thank you all for such an enjoyable rally and for the kindness and hospitality we have received while in Australia.

Sincerely,

- JACK & LEITH NEWELL,

New Zealand. Entry 72."

\* \* \* \* \*

ROSTER ADDITIONS AND ALTERATIONS

<u>NEW MEMBERS:</u>	Malcolm John Garthon, 43 Gloucester Road, HURSTVILLE. 2220	J/M	No. 681
	H.P. Hughes, 106 Duff Street, BROKEN HILL. 2880	F/M	No. 682
	N. McIntosh, 1 Kipparra Road, GORDON.	F/M	No. 683
<u>CHANGE OF ADDRESS:</u>	M.J. Johns, C/- Boyd, Johns & Curwood, Solicitors, 88 Pitt Street, SYDNEY. 2000		
	The Secretary, Armstrong Siddeley Car Club, H.J. Emmerton, 37 Waugoola Street, EAST GORDON. 2072		



F O R   T H E   C O O K SAPRICOT NECTAR CHEESECAKE

Base.           155g (5 oz.) plain sweet biscuits  
                  75g (2½ oz.) butter

Combine finely-crushed biscuit crumbs and melted butter, mix well. Press mixture firmly on to base of 20 cm (8") springform pan, or lamington tin. Refrigerate 1 hour.

Filling.       470 g (15 oz.) can apricot nectar  
                  1 tablespoon gelatine  
                  375 g (12 oz.) packaged cream cheese  
                  ½ cup castor sugar  
                  1 tablespoon lemon juice  
                  ½ pint cream

Measure 1 cup apricot nectar from can (reserve remainder for topping). Pour nectar into small saucepan, sprinkle gelatine over. Place over low heat and stir until gelatine is dissolved, allow to cool and thicken slightly. Beat softened cream cheese and sugar until mixture is smooth and creamy, add lemon juice. Beat in apricot mixture on to crumb base, refrigerate 2 hours or until firm.

Topping.       1 tablespoon sugar  
                  1½ dessertspoon arrowroot  
                  1 dessertspoon rum

Place sugar and arrowroot in saucepan, gradually stir in reserved apricot nectar. Bring mixture to the boil, stirring constantly, remove from heat add rum. Continue stirring for a few minutes to allow mixture to cool slightly. Spread topping over cheese cake, return to refrigerator for 1 hour.

- MERYL GODFREY

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PHOTOGRAPHIC NEWS

Jan Coulcher has been in contact with Pacific Films and has been promised the loan of their album containing photos of every International Rally entry as it left the start. The album should be at the June Meeting when orders for copies will be taken. Jan also reports that 20" x 30" posters can be reproduced from colour print negatives for \$12.95 each. More details at the May Meeting.

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Enfield.

FOR SALE

"The Petrol Engine - Troubles and Remedies" by C.W. Brown, circa 1909.

- MR. WHARRIE,  
451.4003

FOR SALE

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North Ryde.  
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607.4698

WANTED:

1909-1913 Hupmobile "20" parts. Particularly rear springs, front-end and steering parts. Items available for swapping are:

Hupp 20 engines and transmissions (2)  
1911-1912 Ford "clamshell" rear axle housing  
1911 Ford engine block, number 52066

- HOWARD HUGHES,  
P.O. Box 99,  
Ballina. 2478

AVAILABLE:

Early Ford Coupe Convertible. Wood Wheels.

- BERNIE MADDON,  
10 Carmen Street,  
Guildford. 2161  
681.3026

\* \* \* \* \*



SUPPLEMENT TO SPIT AND POLISH - APRIL & MAY 1978

C O M I N G      E V E N T S

SUNDAY	MAY 21	CVVTMC Swap Meet - Grace Bros., Chatswood.
SUNDAY	JUNE 25	Visit to the Model Park, Luddenham Meet at 10.00 a.m., Beaurepaire Tyres, Pitt Street, Merrylands.

S O C I A L

PRESENTATION NIGHT - DINNER DANCE

Annual Presentation of Trophies - Saturday, 27th May.

Drummoyne Bowling Club, Hythe Road, Drummoyne.

Sherries and Savouries from 7 p.m. (included in price).

3-course dinner at 8 p.m.

Excellent Bar Service available.

Dance music for all age groups and tastes.

Presentation of Trophies at 9.30 p.m.

\$20.00 double.

PLEASE ADVISE DI BERTHON ON 639.0603 IF ATTENDING TO HELP WITH CATERING.

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P.T.O. for 21st International Rally .....



21ST INTERNATIONAL RALLY

To be based in Rotorua, centre of N.Z.'s thermal wonderland, from 24th February to 8th March, 1980. Rotorua is renowned world-wide for the sightseeing available and is within easy motoring distance of many other interesting places, some of which will be visited on the organised day runs and others can be visited in the entrant's own time on the free days. The programme is as follows:

SUNDAY, 24TH FEBRUARY. All vehicles to be on display at the racecourse, Arawa Park, Fenton Street, Rotorua, from 11 a.m. Judging of the optional concours.

MONDAY, 25TH. The first day's run. Vehicles will be divided into 6 groups according to speed as requested. For example, on this first day one group will go to Tauranga, one to Whakatane, one to Tokoroa, another to Taupo, to Hamilton, while the remaining group will compete in the Regularity Test and Gymkhana. Groups will be distinguished by colour.

TUESDAY, 26TH. Free day.

WEDNESDAY, 27TH. Rally Day, each group travelling to a different locality to that of the first day's run, and this will be the procedure on each Rally Day. Start points change each day according to destination. All are adjacent or at the racecourse.

THURSDAY, 28TH. Rally Day. Sections terminate each day at the lunch stop, giving ample time for afternoon sightseeing etc.

FRIDAY, 29TH; SATURDAY, MARCH 1ST; SUNDAY, 2ND. Over this period entrants can take advantage of the interesting motoring and scenic attractions. Suggested routes and places to visit will be publicised. Also some one make runs can be arranged. Other one make runs will be arranged on free days. It is proposed to hold an invitation speed event and there is also to be a Swap Meet on the Saturday and Sunday. This is an opportunity to buy, sell and exchange and no doubt members, particularly from adjacent Branches to Rotorua will bring goods. Stands are to be allocated and further details will be advised later.

MONDAY 3RD. Rally Day.

TUESDAY 4TH. Rally Day.

WEDNESDAY 5TH. Free Day.

THURSDAY 6TH. Rally Day.

FRIDAY, 7TH. Free Day.

SATURDAY, 8TH. Vehicle Display. Presentation of awards, farewell dinner. The competitive sections are optional but all entrants will be issued with starting times and speeds to which they must adhere. There will be six days of events giving seven marked sections. The Regularity Test and Gymkhana are on the same day for each group. Points will be assessed on the best five results, one of which must be either the Regularity Test or Gymkhana, but both could be included in the final points total. A Class winner or overall winner could therefore need only to compete in 4 day runs and Regularity Test and/or Gymkhana. It is of course in the entrant's interests to compete in all the seven marked sections.

ENTRY FORMS: Entry forms and accommodation/shipping forms go out with "Beaded Wheels" in August and entries will close on 15th February next year. Should you require further information contact the Rally Director, Box 2546, Christchurch, N.Z.



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