

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)
Registered at the G.P.O., Sydney for transmission by post as a periodical—Category B.

SPIT AND POLISH

COONAMBLE SHOW, 1920



HOW MANY CAN YOU NAME?



SPIT AND POLISH

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

Registered at the G.P.O. Sydney for transmission by post as a periodical

Patron:

His Excellency the Governor of New South Wales,
SIR RODEN CUTLER, V.C., K.C.M.G., C.B.E.
Vol. XII, No. 8

Hon. Editor and Editorial Address—

J. B. SIMPSON,
198 Culloden Road,
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Price 12 Cents

EDITORIAL

We will always bow to superior knowledge, but some bits of 'superior knowledge' do not differ greatly from the observations of the average citizen.

The latest bit to come to our ken is the thought of Prof. Chapman, that within 1000 years man will have made contact with, and indeed will be domiciled on other terrestrial networks within our galaxy. Let us add here that if you have only a little comprehension of what a galaxy really is, better turn it up somewhere - you'll find it interesting.

Now if man is to colonise in these outer spaces, a few thoughts on the subject will not go amiss here.

- (a) With what general purpose?
- (b) We understand that these outer spheres are without atmosphere and are quite devoid of moisture.
- (c) Who wants to go there, anyway?

The probable answers are as follow:

- (a) Mainly, we imagine, as we wrote in an earlier article, "What is over that hill?"
- (b) We have nothing but praise and wonder for the space suits, but we cannot imagine anyone being cooped up for a lengthy period in one, and conditions on these heavenly bodies preclude, absolutely, the possibility of anyone taking a breather out of his "cocoon" for a while. (He would, in fact, quickly become a non-breather.) Our minds can be trained for many things and our bodies for some things, but does this lead to training them to manage without fluid? Will this metabolic transformation stem from hundreds of years of space station work, being selective breeding of humans (or would they be 'humans' by then?) who (or 'which') could be metabolically able to live under such conditions as exist on those planets?

(Continued on Page 2.....)

The next General Meeting of the Club will be held on THURSDAY, 25TH FEBRUARY, 1971 at the Five Dock Community Hall, Great North Road, Five Dock, at 8 p.m.

Presumably this state could be brought about by the Russians, who have been keen, politically, if not socially, on presiding over hordes who must do their bidding! Fifty odd years ago they came to light with Dr. Voronoff, who transplanted monkey glands into men in an attempt to give them a zest for more active living, which included retaining their youthful attributes well into middle age.

- (c) By then, i.e., after these hundreds of years of selective breeding, the specialised 'individuals' would have no say in the matter of their ordained colonising efforts, so that any desire to control their lives - as we now understand it - would be non-existent, and that would solve that problem.

Why, we even see good possibilities of our old crates being put into CKD state and transferred to one of these planets. When in their assembled state they would be run on special dope of some kind which would be akin to space travel fluid! Just imagine it - no idiot on your left, no cross streets, no parking or speed restrictions, no one-way streets! With their generally big wheels, travel on the surface of most of these planets would be practicable, but what a sensation it would be to reach a good speed. The impact of hitting a gibber or a rise at speed would bounce the vehicle away from the ground to possibly ten feet when it would virtually seem to float back to the terrain with very little downward momentum.

Yes! There are possibilities to be seen way back in the centre of the crystal ball!

* * * * *

Those responsible decided, for advertising purposes, to test the capability of an Aston Martin DB2 on a 0-ton-0 sprint. They felt that it could be slick, and it was just that. Under a half minute! 26.2 seconds! And the driver stepped out of the vehicle when he had braked it to a halt. He was not levered out of the wreck!

* * * * *

REPORT OF JANUARY GENERAL MEETING

The President occupied the Chair.

He announced that an attempt had been made to obtain an interview with the Transport Commissioner to discuss registrations and conditions. Unfortunately no real progress has been made, as the Secretary to the Commissioner was absent from town.

In his report the Treasurer included the information that the Club's bank balance was \$1608 credit.

John Corby talked on Events as per the Club Calendar and announced some alterations. He gave some facts concerning the difficulty of accommodation at Katoomba. Three of our sources have fallen by the way.

Taylor's Chalet is derelict, Gardiner's Inn has ceased to function (probably due, in the main, to staff difficulties). This situation engendered the position that, being widespread instead of all under one roof, it could be necessary to arrange for a watchman to be retained for the night. George

Green and Ross Marshall objected to the placing of additional cost for security onto some members unlucky enough to have to be separated from the main body of fellow rallyists, and that separation running into an appreciable mileage. Some comment came from various members against additional cost to entrants in the Entry Fee alone. John pointed out that many members are not really aware of the cost (often personally to committee members) of arranging these events. (Along these lines we always remember that during discussion on the organising of the famous Wollongong Flood run, Alby Frost stated that in the effort of attending to necessary details, he had had to drive to Wollongong on five different occasions. Ed.)

George Roberts, as the Dating Committee, announced the Club's acquisition of two new members, as under:

James Stewart Campbell, Russell Street, Wollstonecraft
Barry Hellstrom,

each with a Studebaker to be dated.

As far as dating is concerned, the Club's Brush cars are to be attended to very soon. It would appear that many differences occur between various models, and unless a knowledge of these differences is available, the work cannot be said to have been executed with the required degree of accuracy. To this end, George said that while in the States on his recent world tour he obtained access to seven of these machines, which should assist very much in dating our three vehicles.

Social Secretary, Jan Sykes, announced that there is an amount of \$200 in hand for use at the Christmas Party. It was moved that this amount be applied to any social payment in future. The Ferry Tour (a harbour cruise) has been deferred.

Three new members have joined the Club:

Junior James Stewart Campbell, Russell St., Wollstonecraft
Associate Edward John Ison, 701 Old Northern Rd., Glenorie
Associate Peter Michaels, 22 Bonds Rd., Punchbowl.

Registrar Max Roberts announced that the new Roster is an established fact, and should be in the hands of members very soon. In fact, it was so very soon for some members, that Max handed them their copy at the meeting.

Registration Officer David Berthon announced that registration has been arranged for the A C Sociable of Chris Broadbent.

For the Coffs Harbour Rally, Len Sheen was appointed Director, with assistants to be appointed to carry on during his projected absence abroad. The duration of the rally is to be from Sunday 29 August to Saturday 4 September.

The Public Relations Officer (Warren Irish) advised the meeting that contract advertising in the magazine is on a calendar basis at the present time (i.e. January to December) which puts difficulties in the way in contacting advertising men, as most are unavailable during January. He proposes to have this altered to a fiscal year basis (i.e. July to June) when organising will be easier, and will be more in keeping with standard commercial practice.

Arthur Garthorn advised that there has been no meeting of C.V.V.T.M.C., and the next would not be until Tuesday 2nd February.

George Green rose to his feet again, this time in connection with the International Rally. He said that everything is almost finalised. He praised the yeoman work carried out by George Burton and Arthur Phillips in Customs and kindred difficulties, and for transportation and storage facilities, respectively, while he said that Len Sheen's car and trailer were available on the occasions upon which they were needed. Vic. Jacobs' assistance on the accommodation front was greatly appreciated. George Roberts had a roving commission, which meant that he carried out many and varied duties, while Jack Godfrey did a man-sized job in the accounts section. The first two members mentioned were not at the meeting, but the four other worthies were presented with something small in appreciation of their services, which were anything but small.

George Roberts brought members back to the photograph on the cover of the September 1970 issue of SPIT AND POLISH, which was of W.J.C. Elliott, on his De Dion Tricycle. George has been with him and Mrs. Elliott, and in association with Mr. McGregor of the A.B.C. they have been compiling a story of the tricycle, and find some details of it. Before retiring to his seat, he said that while on his world tour he had been able to have an informative session with a daughter of that remarkable fellow Hughes, who, George told us at an earlier meeting, had built himself a motor car near Newcastle, and had driven it to Sydney. He had manufactured even the sparking plugs which the car had used - and the tyres! George said that the most surprising part of the interview, and for that matter, the most valuable part, occurred as he had considered leaving, following a two hour session. Quite casually his informant said to him: "Of course you would know my uncle - Ivan Hughes." George was most surprised, but of course intensely pleased, as he feels that Ivan Hughes (the Buick King), more than many others, has continued along lines of continuity with what has passed, and what still goes.

George Green reminded the meeting that John Caskey, in about 1956, paid £10 to the Club as a start of the establishment of a Building Fund. George now suggested that Max Welch, Max Roberts, and Len Sheen go thoroughly into the question of availability or otherwise of railway property. He instanced the hall used for the children's Christmas party 1970, which was in the Denistone/Ryde area. He suggested the establishment of a fund, which would be fed half the profits of each year's trading.

Vic. Jacobs gave the impression of having been put thoroughly ill at ease by Jock McGowen, who pointed out to him, in sincerity, that by having driven the T Model to Coff's Harbour, he had violated the regulations as they apply to the use of Veteran vehicles, and would thus have found his insurance policy invalidated had he met with any insurable mischance. George Green considered that the whole matter should pass out of the ken of members generally, and should be handed to the Club's legal representative to have the point thoroughly elucidated. The President told the meeting that as regards insurance, members' vehicles are covered for 24 hours per day against damage or destruction, whether in use or not.

After the coffee break George Roberts (should be able to spell his name by now! Ed.) showed a number of coloured slides, made during his recent world tour.

LONDON TO BRIGHTON - OR BUST!

Some excerpts from Bob McCarthy's letters to home:

His host, by name Fowler, entered two cars, an 1899 De Dion Quadricycle (Bob's Chariot) and an 1899 Star Dog Cart. Here we quote Bob:

The De Dion is more like a pushbike with 4 wheels and a seat in front (my spot). Driver sits on a bicycle seat and steers with handlebars, while helping the 1 cy. motor with an occasional pedal.

On the eve of the Rally went to a cocktail party and saw Frank Craze and wife - good party.

Sunday was beautiful regarding weather, though it was well before dawn when I helped get the cars out. Hyde Park at 7.0 a.m. had an atmosphere I'll never forget (I think it was the best part of the Rally) - cars, some with oil lamps burning, the autumn colours vaguely visible, and the half light on the Serpentine Lake, and thousands of people, made quite an atmosphere. We got off at 8 a.m. and got halfway before breaking down completely (I guarantee I had pushed the best well over half the distance, anyway.) The inlet valve snapped off at the neck, so no compression and I still have to complete a London to Brighton. The Star Dog Cart blew up - crankshaft - the works. Bits of car all down the road - kids picking up pieces everywhere.

The Rally was most impressive and never to be forgotten for the delightful cars, the crowds of people, the tremendous London police (presumably their service, not their physical build. Ed.), but lacked the friendship and "stop-to-help" atmosphere of our Rallies. Finished the Rally - hitched with a tender car. Went to the cocktail party at the Royal Pavilion at Brighton (built by George III for his mistress) then on to the excellent dinner, looking very nice in my hired dinner suit - but didn't have cuff links, so used bootlaces! Approx. 600 seated at dinner.

Visited the Technological Museum at Vienna. Saw Austro Daimlers, Graft und Stift (type the Archduke was shot in), Benz 1893, 1885, 1899, also a very rare bird - an 1875 Marcus. Steamers include Locomobile 1900, Serpollet 1897, and Knoller 1906. Interesting visit to the factory of Mercedes Benz at Suttgart.

Went to a big Air Vet./Vintage "do" at Booker Airfield at Wycombe. 391 cars were listed in the programme. The main interest was the flying, 2 Spitfires being put through their paces, including dogfights. The Rothman's team of 4 aerobatic bi-planes, some World War I German and French 'planes, parachuting, free falling etc., and a demonstration flight by the last Fairey Swordfish complete with torpedo, this being the last airworthy Swordfish. I saw a Mosquito and many others. I'll never forget the sight and sound of the MK IX Spitfires. There was also the oldest and rarest "Spit", a MK I, flying flat out a few feet above the airstrip. It featured in the film "Battle of Britain".

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HOW MANY CAN YOU NAME?

Our cover photo this month was kindly sent to us by John Smith of Dubbo. It was taken by his father who was a photographer in Coonamble at that time.

As John points out in his letter "it must have been a good Ford town" (most towns were at that time!) and he also refers to the silver hub caps on the Ford on the right ("must have been a real hotty!")

John tells us that they have an enlargement of this photo on display in their Clubrooms in Dubbo.

We would be interested to hear from any sharp-eyed members who can identify some (or all) of the cars in the photo, and if you have any old photos such as this tucked away at home somewhere why not send them in so that we may feature them in SPIT AND POLISH?

Thanks again John for sending us this photo and we'll let you know (via SPIT AND POLISH) just what those cars are.

- WARREN IRISH

* * * * *

1971 NATIONAL TOUR TO COFF'S HARBOUR

Entry forms for this tour are available NOW from Len Sheen, Tour Director, 694 Mowbray Road, Lane Cove, 2066, Tel. 42-4198. Entries are limited to 120 cars and 10 motor cycles and completed entry forms must be returned before 30th April, 1971, so give Len a ring or drop him a line right away, otherwise you might miss out on the event of the year.

Reprinted below is the first official information bulletin on the Tour which is being sent to other veteran and vintage clubs all over Australia:

1971 National Tour to Coff's Harbour

29th August to 4th September 1971.

The tour to Coffs Harbour will be a family tour of the Hub type with day tours to banana plantations and local beaches. Coff's Harbour is approximately half way to Brisbane from Sydney. The climate is very mild in August/September. Swimming is in full swing, so bring your swim gear, golf sticks, bowls etc.

The Lions have undertaken to display the cars at the Showground which is close to the centre of the town and it has covered parking for practically the whole contingent. They have also undertaken to print souvenir brochures, handle all the accommodation requirements from motel-to-hotel-to-caravan parks, luncheons on the Tour Days, courtesy cars from the display point to the hotels/motels etc., provide night watchmen and other helpers and arrange honorary membership at the bowling, golf and R.S.L. Clubs. In addition, they are going to organise a Banana Plantation Dance which should be something very unique.

From what has been arranged, the 1971 National Tour to Coff's Harbour should prove a most popular one and more details will be published on this in later bulletins.

1971 National Tour to Coffs Harbour, Cont'd.

SUGGESTED ITINERARY

<u>Date</u>	<u>Day Time</u>	<u>Night Time</u>
Sunday 29.8.71	Arrive.	Informal get-together at the Bowling Club.
Monday 30.8.71	Casual day. Organise a short tour for those who have already arrived, as it is believed others will be arriving during the day. Charity Drive by taking senior citizens for a one-hour drive at say 3 p.m.	4.30 p.m. Suggest Civic Reception by Mayor. Free night.
Tuesday 1.9.71	Visit a banana plantation - say 40 mile drive there and back.	A Banana Plantation Dance. 4 miles out of town Candlelight procession.
Wednes. 2.9.71	Tour to be organised by Lions Club. Local beaches.	Free night.
Thurs. 3.9.71	Tour to be organised by Lions Club.	Smorgasbord Dinner. Presentation of prizes at the Bowling Club or R.S.L.
Friday 4.9.71	Golf, bowls, fishing, tennis etc. for those remaining during the day.	Free night.

Prizes and Trophies

Car Driven Longest Distance to Tour.

Hard Luck for Car Travelling to Tour under own power.

Concours d'elegance.

Cars manufactured before 1911.

Cars manufactured 1912 to 1918.

Cars manufactured 1919 to 1930.

One Motor Cycle Trophy.

Concours d'etat.

Cars manufactured before 1911.

Cars manufactured 1912 to 1918.

Cars manufactured 1919 to 1930.

One Motor Cycle Trophy.

Most Popular Car chosen by Lady Mayoress or Lions Club President's wife.

The Tour is designated to coincide with the school holidays and therefore accommodation will be at a premium. Those who dilly dally around will have to sleep under the banana trees, but I can assure you all that the local Lions have got it really organised to turn on the hospitality for the Veteran Car Club in 1971. See you there eh?

* * * * *

"Editor, Spit and Polish.

Dear Sir,

We know that Len and Hilda Sheen are aware of details of this year's Emancipation Day Run, but the attached article taken from November 1970 issue of "In Britain" may interest other Club members. Partly because of the film "Genevieve", I suppose, I was under the impression that the run took most of the daylight hours. Others could be similarly misinformed.

Yours sincerely,

1st Feb. 1971.

MAX CHAPMAN"

MAX: Thank you for this information.

MEMBERS: Here is the article from "In Britain" -

'If you are in London on 1 November, it would well be worth your foregoing your usual Sunday morning lie-in to see the start of the annual London to Brighton Veteran Car Run. About 250 gleaming veterans will be taking part, and they leave Hyde Park at 8 a.m. Do not expect the deafening roar of a mass start, for this is not a race; it is merely the commemoration of "Emancipation Day" 1896, when the law was amended to raise the speed limit from 4 m.p.h. to 12 m.p.h. and to abolish the requirement that all self propelled vehicles should be preceded by a pedestrian. The first cars to reach Madeira Drive, Brighton, after the 53 mile run from London, are expected at about 10.30 a.m. Alas, some entrants usually fail to reach Brighton at all, but all those who get there by 4 p.m. receive a special finisher's medal.'

Editorial Comment: Presumably Max reasons that the 250 vehicles are started at, say, one minute intervals, taking approximately four hours. That takes till midday. Should some, due to roadside misadventure (such as tyre trouble, carburettor or magneto or hot tube trouble) take, say 4½ hours, it will be pretty well dark in poor old England by 4.30.

* * * * *

A.V. TURNER

I have read with interest and amazement the articles on that great sporting driver A.V. Turner, by Warren Irish and the Editor in the November and December issues of SPIT AND POLISH, and I hasten to straighten the matter out before it gets too far out of hand.

Whilst I cannot give an account of Turner's early career, I have a personal knowledge of his activities from the early twenties up to his unfortunate death in 1926.

In the very early 1920's Turner had a car showroom, with workshops attached, at 116-120 Phillip Street, Sydney (exactly where the Commonwealth Public Services building sits astride Phillip Street today.)

He had an agency for Benz cars and also Italia and this would account for his Sydney-Melbourne record attempts with the latter make. Around 1923 Brescia Bugattis began making themselves felt in competition. Turner acquired the New South Wales agency for Bugatti, and both he and Hope Bartlett and others had many competition successes in these wonderful little cars.

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

A.V. Turner, Cont'd.

I can well remember my friend the late Dr. John Newton and myself, as schoolboys, gazing in awe at brand new Brescia Bugatti chassis in Turners showroom at £535. That was in 1925. We both became Bugatti addicts. He remained that way all his life, and I myself am still a Bugatti addict.

Turner ran in trials, races and hill climbs in these cars until on May 15th 1926 whilst competing in the Sydney Bicycle and Motor Clubs Hill Climb at Harbord in an 8-cylinder Bugatti he was fatally injured in a smash. The car, after completing the hill climb, got out of control on the rough surface, left the road and knocked down three panels of fencing and posts before it could be stopped. He was taken to Manly Hospital where he died the following evening.

Now as regards the Vauxhall and Alvis cars referred to in the Editor's article, I would venture to say that Turner never drove either of these makes in competition.

The Vauxhall mentioned is no doubt the "Presentation 30/98 Wensum Vauxhall, presented by Vauxhall Motors Ltd., Luton, England, to the late Boyd Edkins who was at that time the Vauxhall agent in Sydney. I have owned this car for the last 30 years.

- GEOFF COLLINS.

(Many thanks to Geoff for having put the record straight for us. We were fairly junior in those days, and we have been trading on memory, rather than on written records. Ed.)

* * * * *

CRESCENDO

For many years Germany was preparing for World War II. Actually, the same position held just prior to World War I. The final International was the French Grand Prix of 1914. The German engines were of a type which powered their aircraft a few months later. In the Swiss G.P. of 1939 Mercedes finished 1, 2, 3, the drivers being Lang, Caracciola and von Brauchitsch. A few weeks later it was war again, and examination of destroyed German gear showed very easily the way that lessons learnt on the racing track had been embodied in war vehicles of various kinds. It has been conceded that the famous Liberty aero engine of W.W.I fame was developed from one of the French G.P. Mercedes. This was achieved by acquisition of one of the cars by U.S.A., and it won the 500 in 1915. Its engine was subsequently copied for the Liberty. Unfortunately, whether to chase a brain wave or to reduce production costs, the revamped type was given a thinner head and single valves, and thus lost some of its original proficiency.

It was not till 1921 that Germany produced another racing car, in the form of the Mercedes 6-cyl. 28/95, which filled second place in the 1921 Targa Floria.

Not till 1934 did the Mercedes, now Mercedes-Benz, produce the cars which we know as S, SS, SSK, and SSKL. These letters designated, respectively, the Sport, Super Sport, Super Sport-Kurz (short wheelbase), and Super Sport-Kurz-Leicht (Leightweight).

(Cont'd. on P.10.....)

These were not racing cars, but Sports Cars. Their acceleration has been spoken of as 'prodigious'. Some eminent users of high performance cars have recollections of the tremendous 'clout-in-the-back' sensation of an SSK getting into the collar.

In the '30's Mercedes-Benz put out cars which were less of the sporting type, being the 320's, and, more widely known, the 500's and 540 K's. These were mechanically very much 'way out' and were big, luxuriously finished, very comfortably 'tailored', and apparently quite fast enough for all practical purposes, as they would hit 'the ton'.

A new G.P. formula was drawn up for 1934-1936. Distance - 500 Kms. (approx. 312 miles); weight (empty) - not more than 1600 lbs. Although the purpose in this case was to keep speeds down, really the result was the antithesis of that required. Germany set out to revive the glories of the pre-1914 era, and produced 600 h.p. engines to fit into light alloy chassis, which resulted in 200 m.p.h. coming up.

In an endeavour to rectify this, those in power drew up fresh rules for 1938/39, which stipulated 3 litres (183.60 c .ins.) maximum displacement with supercharger, and a maximum of 4 litres (274.59 cu.ins.) unblown, to go into a chassis of at least 1624 lbs. They wasted their corrective and collective thinking, for the Mercedes-Benz were still pretty formidable, and in cases where they failed to get the chequered flag, their mate Auto Union took the honours.

By 1934 the Nazis were rearing their politically ugly heads, and all actions were directed (below the surface, and, it might be said, below the belt) towards an eventual blow up. They felt that a successful racing programme could be of double use - produce potentially valuable technical advancement, and, with success, a great amount of propaganda. The Oldies will remember some of it - "Germany is unbeatable" (Deutschland ube alles) and "Heil Hitler". Some of the propaganda used was of a physically frightening character, which led to the Stuka being a noisy, screaming aircraft, guaranteed to scare the living daylights out of any cowering, down-trodden enemy. On this thought it was probably engineered that the 1934-39 Mercedes and Auto Union racing cars produced 'the most soul-splitting bellows ever heard on earth until jet engines arrived, 10 years later, to demonstrate what a really inhuman racket was like.'

Due to the ever rising costs of track work, including research, of course, the German government subsidised the successful G.P. racing car manufacturers. Following this, the first of the big Mercedes-Benz cars, the M25, won 4 of 10 races in 1934, and 9 of 11 in 1935. The first engine was a straight eight of 3.3 litres, and produced a mere 354 H.P., followed soon by a 3.9 litre (presumably a straight eight) which produced 430 H.P. at 5300 r.p.m. This, however, was a difficult car to handle, and was replaced by the W125, which was of a totally new design, including a bigger engine, this time a 5.6 litre and 646 H.P.! At that time (1937) the W125 hit 193 m.p.h., the fastest speed ever recorded by a road racing car, and with higher gearing, would reach 200 m.p.h.

We are not sure how many were produced of this W125 and to our recollection one remains as a showpiece in the Mercedes-Benz Museum at Stuttgart.

In 1938 the 1.5 litre Type M165 was produced. It was a small version of the M163 and had a blown V8 giving 278 h.p. at 8250 r.p.m. It is

pretty correct to say that the Mercedes-Benz engines of 1935/39 represented the absolute maximum of efficiency of the petrol engine as we know it. The W125 (just mentioned) was approximately the same size as a 160 H.P. Cadillac or a 180 H.P. Chrysler, but it produced 646 H.P. Not a truck for heavy duty at Hammersley, but a road racing car! Seems incredible! By now, any extensive research (and cost) will be put into jet power rather than into the principle that we have used for nigh on 70 years. Remember the original three-wheeler of 1896? 1½ H.P. And Germany finishes the run on the W125. 646 H.P.

But to add a prospective finale to this account, let us add that Allied investigators after World War II discovered a car designed by Mercedes-Benz for an attempt on the land speed record. It was completely cowled, enclosed and streamlined, and had a modified Daimler Benz 603 aircraft engine. This was an engine which had outclassed most planes during the first years of the war. The vehicle weighed only two tons, produced 2830 H.P. at 3000 r.p.m., was run on alcohol, and, according to calculations made following its discovery, it should have been capable of 466 m.p.h. A very ingenious and helpful device was incorporated. Should wheelspin have developed at any speed the throttle opening would have been reduced immediately. Apparently the design was the brainchild of the well known Dr. Ferdinand Porsche. He has been responsible for the VW (of course), the Porsche (of course, again!) and for the Auto Union, which is another rear engined car, and, during the war, the Tiger Tank.

* * * * *

Cars have been pensioned off for many reasons and here's a story of a 16/20 h.p. Wolseley, a similar model to mine. And that was the reason why I called on the man who'd wrecked the Wolseley, during a recent trip North.

He'd bought the car from the local butcher who could no longer tolerate the cold weather starting drill.

The engine couldn't be cranked over until the car had a "warm-up" in the sun, and the reason for this was revealed when the new owner dismantled the car. It had a factory fitted optional extra, a tray beneath the engine. This held an accumulation of oil-soaked dirt which was packed around the fly-wheel, effectively braking this member at low temperatures.

The discovery didn't halt the wrecking. The wheels and axles went for the almost inevitable horse-cart conversion and the non-ferrous materials to scrap - the latter including a solid aluminium scuttle like the one on Newton Goldman's car. The radiator escaped to do duty on a Fiat engine which was used to drive a lighting generator and was spotted some years ago by the late Larry Leresche. "Acting on information", as the police reports put it, I was able to buy the radiator to enable my car to take the road.

So beware, all of you owners with trays under engines - keep 'em clean!

- MAX CHAPMAN

* * * * *

S O C I A L N E W S

The very best of future luck and happiness to Sally and Peter Kable who were married on 6th February. Luckily the rain held off until later in the evening, as their reception was held in the open air.

There are a couple of bon voyages this month. Michael Bendeich is joining the ever increasing list of globetrotters in the Club. Ron and Beryl Sheen have left on a round-Australia trip which is planned to take three months.

Our Presentation Night is on 1st May 1971 at Denistone East Bowling Club, Cnr. Kings Park and Salter Crescent, Denistone.

The minimum age is 18 year olds, so we hope to see a few of the younger crowd there. Dress, for a change, will be semi-formal, so here is the chance for the girls to wear their "glad rags".

Drink can be purchased from the club, so the fellows don't have to lug along those Eskys.

Tickets are \$1.50 each, supper will be provided.

As there is a limited number, it will be first in first served, so don't be frightened to let me know right now that you are coming.

- JAN.

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

EXCHANGE. Metal coil box with switch fit '15-'16 model T Ford for 1914 "square top" coil box with switch.

- ERIC LANG,
61 Pacific Ave., Penshurst.
579-5790

WANTED. Original bronze V.C.C.A. car badge, also yellow V.C.C.A. badge to finish off new restoration.

- ERIC LANG. (as above).

FOR EXCHANGE: Matching pair brass P x H Kero side lamps.
" " " Deitz Dainty side lamps.

Pair steel and brass solar headlamps (gas).

Medium size pair Lucas kero side lamps.

Pair large Lucas kero side lamps (only fair condition).

Square Ford Steel and brass kero tail lamp. Jno. Brown (only fair).

WANTED: E.M.F. parts, especially radiator.

Brass Castle gas headlamp No. 1208.

Brass solar headlamp No. 1236.

Brass solar r.h. side lamp No. 1132.

WILL LISTEN TO ANY REASONABLE SWAP PROPOSITION. - COLIN PARKER, K'jong 71.422

WANTED. Radiator and Engine Bonnet for 1918 T Model Ford (1917-1922).

- NEIL MARTIN
632-5047

" S P O K E S I N T H E W H E E L "NEWCASTLE BRANCHHon. Editor & Editorial Address:

Howard Hughes, 86 Verulam Road, Lambton. 2299, 'phone: 574390.

NEWS OF MEMBERS AND CARS

Anyone staying up late on the night of February 13th to watch the election telecast would have seen a very familiar car in a television commercial, namely the ex-Ray Thomas 1916 Buick now owned by Laurie Macey. Laurie is very kindly donating the entire fee received, to the Club. Many thanks for your generosity, Laurie.

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Chris. Broadbent called in the other day on (or rather in front of) his "new" 1910 tiller steered A.C. Sociable. This tiny tri-car must surely be one of the most remarkable restorations ever completed.

Originally owned by a doctor in Wallsend (an outer Newcastle suburb) who used it on his rounds instead of a horse and buggy, it was eventually broken up and many of the parts are believed to have been thrown down a disused well.

About six years ago Chris came by the few remaining bits and pieces, which included the chassis (much altered) front end (incomplete) and a motor which was in fairly good order.

Eventually another motor was located in northern Queensland and the two-speed epicyclic gearbox which also serves as the rear-wheel hub, was sent to Chris. by a friend in England.

It is the only mobile veteran A.C. in Australia.

Congratulations Chris. on a job very well done.

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Doug Marr obviously doesn't believe in doing things by halves, in fact it would be nearer the mark to say that he does them by doubles.

He has two veterans under way at the present time, namely a particularly rare 1910 Italian Diatto, and a 1913 12/16 h.p. Sunbeam which is entered in the 1972 International Rally in New Zealand.

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Ray Thomas is at present scouring N.S.W. in search for 1918 Buick parts. I always say, once bitten, twice shy - Chairman Ray has bad luck with Buicks.

On the subject of Buicks I am told that new member Fred Lenton's 1916 Buick "6" Tourer is nearing completion. Fred certainly deserves praise for his diligence with this car as he has done all the work "under the stars", with no protection from the elements whatsoever.

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Was the 1909 Coventry Humber which was mentioned on Page 5 of January's SPIT AND POLISH, the same one which was advertised as being for sale in the November-December 1970 edition of the "Horseless Carriage Gazette", which is for the benefit of those who are not aware the magazine of the Horseless Carriage Club of America.

It's a small world! Your hon.editor recently had reason to spend an afternoon at Waratah Hospital. After being patched up I was told by the nurse to lower my trousers and lie on the couch (face down). It was whilst I was in this position, receiving a penicillin injection, that a certain well known member of the Newcastle Vintage Car Club (John Moore) spotted me. There I was, with no trousers on, alone in a room with a nurse. How embarrassing! eh, eh, eh?

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The Veteran of the Month for February 1971 is -

John Cowan's 1904 Renault Factory Racer

This unique vehicle, which is believed to be the oldest racing car in Australia, was originally located and purchased by ex-member Bob Atkinson of Toronto, in the Tamworth district about ten years ago.

When John bought it from him, a few years later, it was found to be mechanically complete and original, the only components missing being the body and the original beaded edge wheels.

When seeking information from the Renault Company's Museum in France, John was officially informed that his very car was indisputably assembled late in 1904 for the 1905 racing season. However nothing is known about its racing history. It was presumably returned to the factory, re-bodied and then sold as a new touring car.

It's engine is a four-cylinder side valve affair with cylinders cast in pairs, mounted onto a common crankcase. The bore and stroke are 90 x 120 m.m. and ignition is by a combination magneto and distributor with a centrifugal advance mechanism.

The huge radiator - it takes two men all their time to lift it - contains miles of tiny copper tubes.

A brake works on the four-speed gearbox mainshaft so that the gears are slowed down where the cone clutch is used, despite this refinement however, gear changing requires great nerve and strength. Thus, although the car accelerates well, the gear changes are so slow that the car invariably slows to a crawl between gears.

A modern feature of the car is its double acting hydraulic shock absorbers which are situated at each corner. The pistons in these are made of hardwood and were in perfect condition when inspected.

In common with most racing cars of this period, the Renault has a seat provided for a terrified mechanic. It is mounted several inches lower than the driver's - probably to keep him in his place in the scale of things.

A huge petrol tank is mounted behind the seats and behind it is an even longer wooden tool box (which, incidentally, caught fire during the 1967 Newcastle Tour). A rack behind this carries all the spare beaded edge 815 x 105 tyres necessary for a Peking to Paris race.

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

WANTED. Parts and information on circa 1908 Adler.

- NORM ROBINSON,
335 Turton Rd.,
New Lambton. 2305
'Phone: 2-5141 (bank hours)

WANTED. Early hub caps and early enamel oil company signs to add to collection.

- MICHAEL BENDEICH,
167 Ryedale Rd.,
Denistone, 2114.
'Phone: 85-3954

WANTED. Any veteran 6-cylinder Buick parts.

- RAY THOMAS,
37 Clarence Rd.,
Waratah. 2298
'Phone: 68-3181

WANTED. Engine, gear box and radiator for circa 1913 Fiat.

- HOWARD HUGHES,
86 Verulam Rd.,
Lambton, 2299.
'Phone: 57-4390

WANTED. Any number plates and/or spark plugs for collection.

- HUNTER THOMAS,
26 Christo Road,
Georgetown. 2298.