

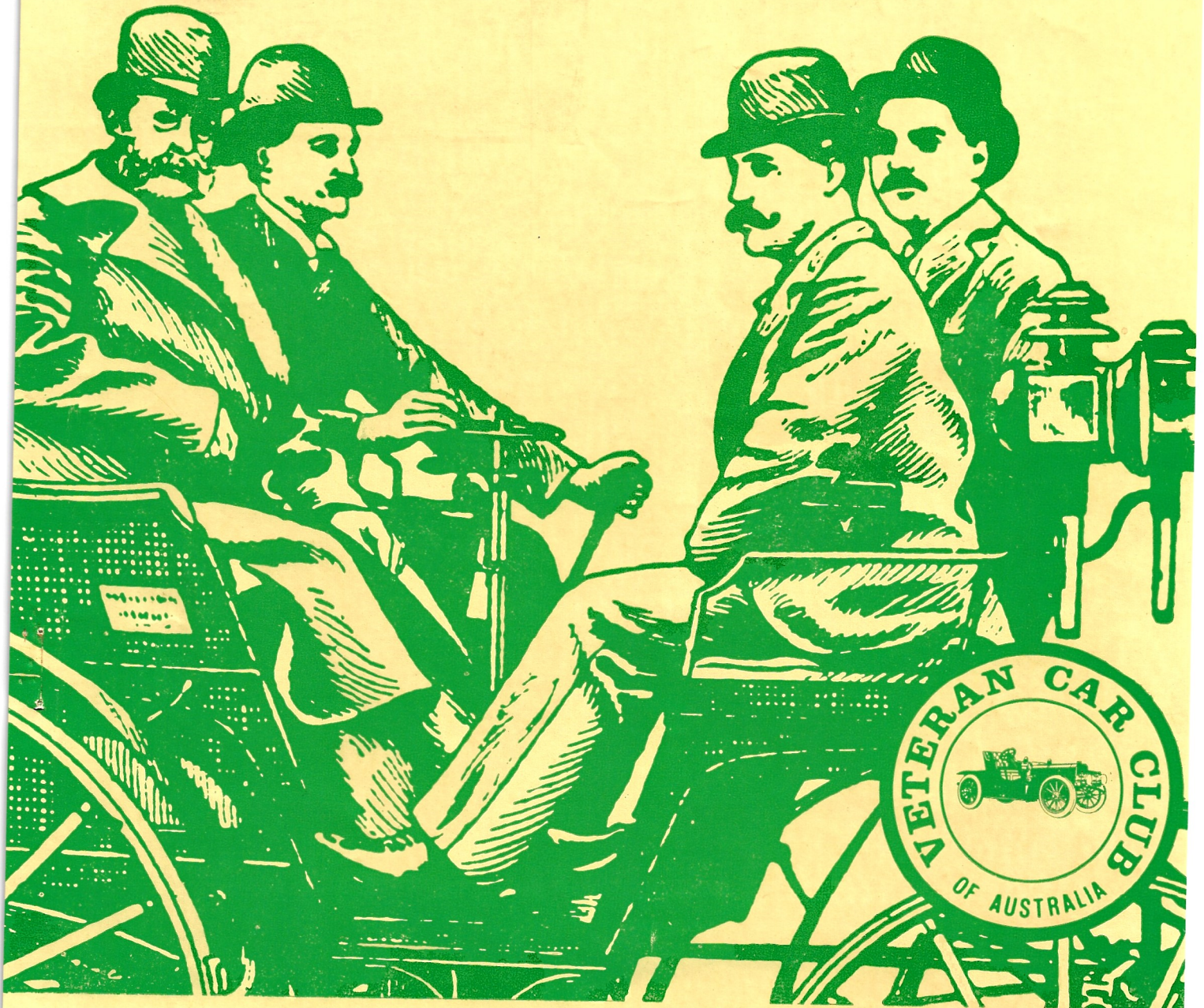
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

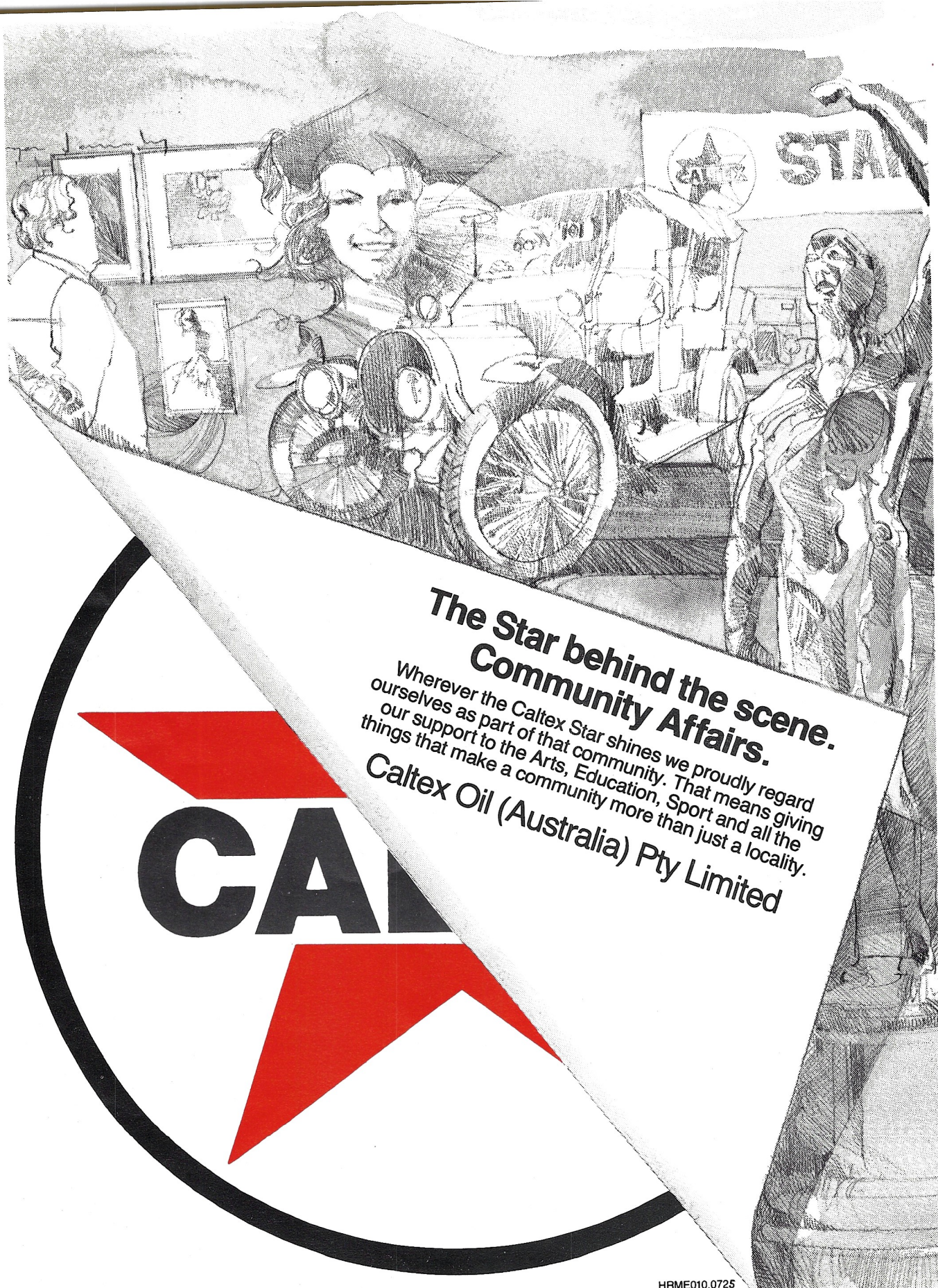
SPIT AND POLISH

March 1980. Vol. XXI. No. 7.

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The Star behind the scene. Community Affairs.

Wherever the Caltex Star shines we proudly regard ourselves as part of that community. That means giving our support to the Arts, Education, Sport and all the things that make a community more than just a locality.

Caltex Oil (Australia) Pty Limited

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.)

Vol. XXI No. 9

March 1980

TABLE OF CONTENTS

President's Message	Page 2
Treasurer's Bazaar	2
Opinion	3
Minutes of Monthly Gen. Mtg. 28/2/80	4
" " " " 12/2/80 NEWCASTLE	6
" Annual " " 12/2/80 "	7
Roster Alterations	8
Newcastle Correspondent	9
Book Survey	10
Steering Column	11
Library	11
Art & Practice of Soldering - Part 2	12
Invitation to Rally at Goulburn 1981	13
National Rally, Canberra A.C.T. 1981	13
History of Fort Denison	14
Events - Annual Concourse Day 30/3/80	18
- Pre-Katoomba Rally Get-tog. 19/4/80	18
- 24th Annual Blue Mts. Tour	
25,26,27/4/80	19
Golden Jubilee Rally of Veteran Car Club	
of Gt. Britain 2-7/6/80	21
Advertisements	22

Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the Veteran Car Club of Australia (NSW) will be held in the Clubrooms at 8.00 p.m. on THURSDAY, 27TH MARCH, 1980.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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

THE PRESIDENT'S MESSAGECapital Building Grant

You will recall that in June of last year, advice was received from the New South Wales Government, Division of Cultural Activities, that our club's application for a Capital Building Grant had been rejected, but inviting a fresh application in 1980.

In compliance with this invitation a further application was lodged with the Premier's Department for a sum of \$50,960.00, being 50% of the estimated building costs.

Summarized, this application is to assist the erection of a building upon lands already owned, for the purpose of establishing and maintaining early motoring archives and for the provision of storage facilities therefor and a meeting place for persons and organisations associated with the preservation and restoration of antique motor vehicles and the collation of the history of antique motor vehicles and for motoring generally, particularly in so far as such pursuits involve the State of New South Wales.

Compilation of this application, comprising more than sixty pages of foolscap, was a major task involving, particularly, our Hon. Legal Officer, Malcolm Johns, and others, in an intensive programme and many hours and days of thought provoking work.

I'm sure it is your wish that on your behalf I express to Malcolm our sincere appreciation for his efforts, and in doing so, join with him in remembering the work of the late John Thomson, who laid the foundation to this request.

Naturally the greatest appreciation of all concerned will be the acceptance and hopefully activation of a Capital Grant in our favour.

- GEORGE A. ROBERTS

TREASURER'S BAZAAR

BOOKS: History of the Vintage Motorcycle Club \$10.00

I am also taking orders with money for:
SOUTH AUSTRALIA MOTORING HISTORY BOOKS \$3.50
(Nos. 1, 2, 3, 4)

STILL AVAILABLE:

Veteran Car Club Badges	\$2.50 each
Windscreen Stickers	.20¢ "
Car Badges	\$14.00 "

(Also a limited number of commemorative plaques in Presentation Case - \$25.00 plus postage.) Nett proceeds of Plaques goes direct to YOUR Sinking Fund for YOUR NEW HALL AND LIBRARY.)



OPINION

ORGANISERS' SUPPORT

One of the most frustrating, but also the most rewarding position within the club must be that of the Events Organisers, whether carried out by one person or a committee.

Having served on the Events Committee I feel that comments that are made here will be those felt by other members who have had the privilege of filling these positions.

Firstly the frustrations which can be downright exasperating are brought about by one simple fact, the lack of support shown by the non-attendance at events. There can always be a justifiable reason given for non-attending, but members should always consider the amount of effort put into organising a so-called simple one-day outing, some of the more common requirements - where to go, what to do, permission to use parks etc., security of member cars, plus something that will want the members to attend - all this and only 4 or so cars attend.

From the members' side it may be that certain types of events are not to their liking - if this is the case then they should make some indication as to the type of event they feel would be more to the liking of members, which could save the organisers spending a lot of their time and effort on something that is not going to be supported.

One member recently took the time and wrote a letter to the committee on what he thought would be good events to run; if a few members were to do a similar thing the events organisers would have more of an indication as to the type of events that would give the majority of members what they would like to attend, after all it is not much fun when your car just sits in the garage.

Conversely the rewards associated with this position can be most gratifying, especially when you have worked hard and long on organising an event and have a large attendance with the members all enjoying the event.

Finally, so that we can all enjoy our fine hobby, let us make the effort and attend the events and show support for those who organise them, and should you have what you consider is a good idea for an outing, then step up and be counted.

- Editor

* * * * *

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.) HELD AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK, N.S.W., ON 28TH FEBRUARY, 1980.

Meeting opened at 8.00 p.m.

PRESENT:

61 members, 4 visitors.
Visitors: Philip Harkin-Wynne from England, Bruce Knight, Frank Thornhill and E.M. Bronk.

APOLOGIES:

Graham Tate, Jim Lewis, Alan Maunsell, Lionel Follan, Don Steer, Barry Pearce, Esme Lewis, Jim Lewis, Jack Dance, John Wards, John King, L.A. Baxter, Bill Spraggon.

MINUTES OF PREVIOUS MEETING:

Read, moved, accepted Peter Wards, seconded John Gorton,
CARRIED.

ARISING:

Nil.

TREASURER'S REPORT:

Moved, accepted as read, John Pickup, seconded George King.
CARRIED.

ARISING:

Nil.

CORRESPONDENCE:

Letter from Boys' Town, Engadine, re supply of cars for a show on their Gala Day.

Land Tax account for 1979 - \$79.50.

Letter from the Society of Archivists re a series of workshop lectures.

Moved, accepted as read, Bill East, seconded George King.

ARISING:

Nil.

INVESTIGATION AND DATING:

Bob Walker - 1909 Austin
M.J. McKenzie - 1913 Renault.

NEW MEMBERS:

Bob Walker, M.J. McKenzie.

EVENTS AND SOCIAL COMMITTEE:

Annual Concourse Day - Vacluse House - 30 March 1980.
Social Get-together (one week before Katoomba Rally)
Saturday, April 19, 1980, Denistone, after 7; more people for Fort Denison.

ARISING:

President outlined letter re "One Cylinder Rally" from Stan Rumble, and thanked Stan. Club to reply.

BUILDING DEVELOPMENT & MAINTENANCE COMMITTEE:

Have received approval from Drummoyne Council for us to consolidate both blocks and build in two stages.

Application to Cultural Grants Committee to be lodged with the Premier's Department on February 29th, 1980.

(Cont'd. on P.5....)

ARISING: Nil.

PUBLIC RELATIONS: Michael Bendeich to show slides of his recent trip.

MAGAZINE: Hunter Douglas cars for sale:
1922 Star; 1913 Metz; 1910 Overland.

PERMITS TO MOVE: New plates available.

REGISTRAR: Roster now available.

LIBRARIAN: Nothing to report.

INSURANCE: Victor Jacobs impressed upon our members the importance of insuring their cars.
Discussed insurance rates and recommended South British as having the most attractive rates.
Ben Bronk advised that calls to South British are referred to Bill Hatton of Hatton Lynne and Associates.

PHOTOGRAPHER: Still calling for photos of cars.

CVVTMC: Discussion re authority of G. Rumsey - air now cleared - our letter and that of Vintage Vehicle Club tabled.
Ron Nymen has resigned, and Jennifer Tweedie is standing in until the next election.

Warwick Farm	\$4,974.50
Expenditure	2,716.48
Balance	<u>\$2,258.02</u>

New Clubs:

Classic and Specialist Car Club of Northern N.S.W.
Bristol Owners' Club of Australia
Veteran, Vintage and Classic Motor Cycle Club of Broken Hill.

GENERAL BUSINESS: Thanks to Neil Martin for repairing hall clock.

Newcastle Branch - congratulations to:

John Gorton, Chairman
George Adams, Secretary
Ian Moffat, Treasurer
Sandy Holmes, Auditor
Peter Adams, Bob Newman, Doug Marr, Max Bourke - Committee.

Request for wedding cars from John Kempler.

(Cont'd. on P.6.....)

GENERAL BUSINESS:
(Cont'd.)

Request from John Kenywell, from Tamworth re radiator for a veteran Buick.

Request for details on photo received from John Sherwood, President R.A.C.A., have been sent.

Jim Simpson feels we should get better response at events from members with their cars.

Meeting closed at 9.30 p.m.

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.) NEWCASTLE BRANCH,
HELD AT THE HOME OF GEORGE AND BEATRICE ADAMS, MOUNT HUTTON, ON 12TH FEBRUARY,
1980.

MEETING OPENED

8.25 p.m.

CHAIRMAN:

M. Burke.

MEMBERS PRESENT:

13 members and 4 visitors.

APOLOGIES:

J. Riley, M. Holmes, R. Thomas and J. Burke.

MINUTES OF PREVIOUS MEETING:

Moved by W. Holmes, seconded by P. Adams, that the Minutes of the previous meeting be accepted as read. CARRIED.

TREASURER'S REPORT:

The Treasurer reported that the Balance at Bank was	176.62
Building Society	179.59
Petty Cash	5.60
	<u>\$361.81</u>

Moved by J. Gorton, seconded by G. Newman, that the Treasurer's Report be accepted. CARRIED.

ACCOUNTS:

Moved by D. Barker, seconded by W. Holmes, that the sum of \$50 be paid to the Y.M.C.A. as deposit on Crangan Bay Camp Hire. CARRIED.

CORRESPONDENCE:

Moved by N. Preston, seconded by R. Newman, that the Inwards Correspondence be received and dealt with and the Outwards Correspondence accepted as read. CARRIED.

GENERAL BUSINESS:

It was decided that we have a late afternoon outing on 15/3/80 at Peter and Neryl Adams place at Wangi between 3 and 4 p.m.

Max Burke gave a resume on the evening run organised by Peter, which gave everyone a good look at the construction being carried out at the new Eraring Power Station.

"Sandy" Holmes spoke about the Vauxhall display at Birkenhead and his talk was most interesting.

(Cont'd. on P.7....)

Newcastle Minutes (Cont'd.)

It was decided to get our Annual Tour arrangements started as early as possible.

MEETING CLOSED:

9.30 p.m.

* * * * *

MINUTES OF THE ANNUAL GENERAL MEETING OF THE V.C.C.A. (N.S.W.) NEWCASTLE BRANCH
HELD AT THE HOME OF GEORGE AND BEATRICE ADAMS, MOUNT HUTTON, ON 12TH FEBRUARY,
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9.30 p.m.

CHAIRMAN:

M. Burke.

MEMBERS PRESENT:

13 members and 4 visitors.

APOLOGIES:

J. Riley, M. Holmes, R. Thomas and J. Burke.

MINUTES OF PREVIOUS MEETING:

Moved by W. Holmes, seconded by P. Adams, that the Minutes of the previous meeting be accepted as read. CARRIED.

AUDITOR'S REPORT:

The Auditor reported that the books were well prepared and presented a true and correct statemnt of the Club's financial affairs. Moved by J. Gorton, seconded by N. Preston, that the Auditor's Report be accepted as satisfactory. CARRIED.

THE CHAIRMAN:

Max Burke, on declaring all positions vacant, thanked all members for their assistance during the year and said that he had had a very enjoyable year's motoring and hoped to have the same this year.

Mrs. Evelyn Gorton was asked to act as Chairwoman pro tem for the Election of Officers.

ELECTION OF OFFICERS:

Chairman	J. Gorton	Nominated by R. Newman Seconded by W. Holmes <u>ELECTED UNOPPOSED.</u>
Secretary	G. Adams	Nominated by D. Barker Seconded by R. Newman <u>ELECTED UNOPPOSED.</u>
Treasurer	D. Moffat	Nominated by P. Adams Seconded by W. Holmes <u>ELECTED UNOPPOSED.</u>
Auditor	W. Holmes	Nominated by G. Adams Seconded by D. Barker <u>ELECTED UNOPPOSED.</u>

(Cont'd. on Page 8.....)

Newcastle Minutes (Cont'd.)

SPIT AND POLISH Correspondence

M. Burke

Nominated by R. Newman

Seconded by J. Gorton

ELECTED UNOPPOSED.

Inspection Committee

Moved by N. Preston

Seconded by G. Newman

THAT the following members be elected to the Inspection Committee:

M. Burke, R. Newman, P. Adams, D. Marr and
D. Barker

CARRIED.

MEETING CLOSED:

9.50 p.m.

ROSTER ALTERATIONS - New Members, Resignations and Changes of Address:

NEW MEMBERS:

HUGHES, Kerry,

90 Penshurst Road, Narwee. 2209

M'ship No. 713 (Full)

REDMAN, J.M.

11 Norwood Ave., Lindfield. 2070

M'ship No. 714 (Associate)

ROBERTS, J.T.

2/35 Bond St., Maroubra Bay. 2035

M'ship No. 715 (Junior)

SIMMONS, J.

76 Fore St., Canterbury. 2193

M'ship No. 716 (Full)

McKENZIE, Maurice John

Warrigal, Hillston. N.S.W. 2675

M'ship No. 717 (Full)

WALKER, Bob

17 Carmen Drive, Carlingford. 2118

M'ship No. 718 (Full)

RESIGNATIONS:

PYE, K.

FORD, L.T.

THOMPSON, G.F.

CHANGES OF ADDRESS:

BLYTHE, Darryl

26 Haig Street, Bexley. 2207

LEE, Greg

50 York Street, Tahmoor. N.S.W. 2573

COULCHER, J.

24 Stuart Street, Blakehurst. 2221

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

ROSTER ALTERATIONS - CHANGES OF ADDRESS (CONT'D.):

JOHNS, N.M. 48 Yarranabbe Road, Darling Point. 2027
 KING, J.W. 266 Burraneer Bay Road, Caringbah. 2229
 HUGHES, H.J. Officers Quarters, N.S.W. Dept. of Corrective Services,
 Hill Prison, Cooma. N.S.W. 2630
 WORBOYS, A.R. P.O. Box 20, Wellington. N.S.W. 2820
 BISLEY, H.M. 84 Ramah Ave., Mount Pleasant, Fairy Meadow, N.S.W. 2519
 HUNTER, R. 122 Lower St. Georges Crescent, Drummoyne. 2047
 JOHNSON, Les 94 River Road, Chatswood. 2067
 NUTT, K.N. & C.E. 226 Elizabeth Drive, Vincentia. Via Nowra. N.S.W. 2540

NEWCASTLE CORRESPONDENTBRIEF BUT IMPORTANT

No. 1 hard worker for Newcastle October rally team elected to Chairman of branch - his name, John Gorton. Like the Hastings steel vent piston ring - "Tough but oh so gentle" - and better looking than his namesake from the Capital.

Almost missed the meeting when the chain came off the Honda and locked the wheel on the way to George A. Caused by a combination of rough road and big hurry up. Should stick to Carbine Jap and Belt Drive.

After learning his single cylinder knowledge from Ed Simms on the Anniversary rally last year, John Burke is now an apprenticeship mechanic with the Army.

Why was Peter Adams studying the 12 cyl. GM engine on our last run? I know he fiddles with odd instruments but is he looking for a bigger engine for the F.N. or is he going to steal it and sell it for scrap to pay off his wager to Don Barker?

George Adams - Inventor. How does he do it? Easy - just wears a hole in the radiator bottom tank and makes Student Baker a steamer. Now not content with this he is trying to find a way to make the battery, which failed after a year or so, last as long as the last one which still lit the tail light after 20 years.

Don Barker's Speed Shop. At last the veteran car in Don's garage is ready for the road again after a quick re-restoration over the last 15 or so years. Says he can now give veteran motoring his full attention after selling his vintage Coupe. If the veteran is half as good as the Coupe it must be a winner as Don knows his cars - I think the make is Ford.

Did anyone notice how quickly Wendy Newman changed to the Hupmobile with the hood down. Our Maxie thought Wendy was coming to sit with him but she brought two boys with her - the young Adams boys.

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

NEWCASTLE CORRESPONDENT - BRIEF BUT IMPORTANT (CONT'D.)

I thought my new side lights were bright but when Newman turns on his headlights we all have to light a candle to see if our lights are on.

Twilight run such a great success another planned for one month's time.

Doug Marr to fit the lights to his Sunbeam. At present lights are being used as fowl nests. If not on for the run the kids will sit on each front guard with a lantern and as Doug likes to get away early no tail light is needed as no one can catch him to see if it is on.

Don Moffat is once again our treasurer. Very good at figures our Don and something of a globe-trotter. All started with the camping safari to Central Australia when Audrey put him on the under 25's bus by mistake and then he wouldn't get off.

ADVERT.: For exchange, one husband, fiddle and music.
Will swap for good stove or washing machine.
No free trial or returns. Will deliver.
- NERYL

Must go as enough damage done.

(P.S. My banjo is not for sale despite what family says)- BELT DRIVE BURKE

BOOK SURVEY

Evan Green's "WORLD OF MOTOR SPORT", published by Paul Hamlyn Pty. Ltd., is written by a man who knows the sport as few observers do. As a works driver for both European and Australian Rally Teams his prowess has carried him through many continents and in both hemispheres, while on the racing scene he has managed teams in Australia and organised numerous major motoring events. His experience as motoring editor of a major newspaper and motoring commentator on television has brought him wide acclaim and a large following.

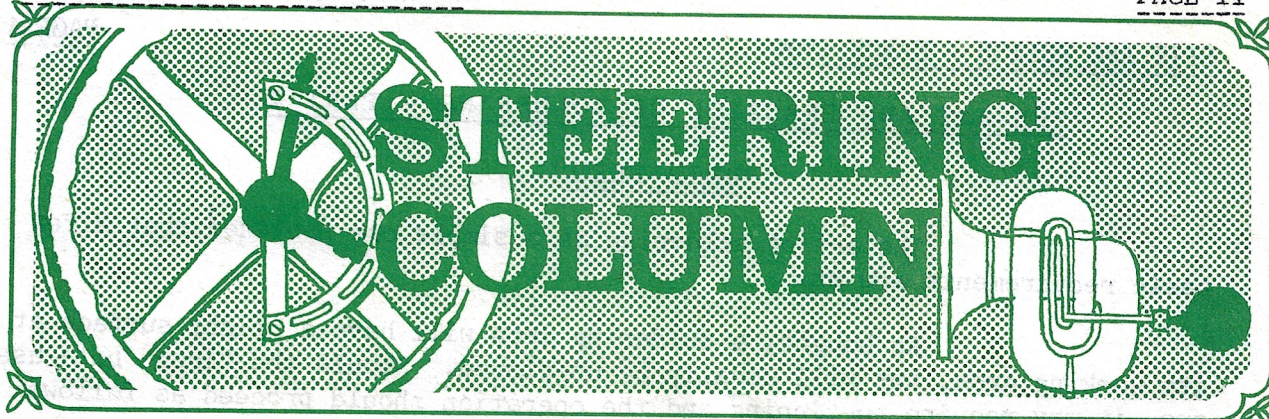
This is his fourth book and tells the story in words and graphis illustrations of the world of motor sport in all its phases, incidents and history from 1895 to the present day.

It lists Australian Grand Prix winners from 1928 plus all the championship racing, including the Armstrong 500 at Phillip Island, Hardie Ferodo, Bathurst 500 and 1000 km. and others.

He tells of the racing teams and the special breed of men and women who control their machines to the adulation of millions.

When first published in 1977, this book - which measures 6.6 cm x 4.6 cm, sold at \$9.95. Greens Motorcade Museums now offer it to club members at \$3.50, less 10%.

- JAN COULCHER, Librarian.



There is no foundation for the rumour that the recent apparently spontaneous fire at Phillip Island, resulting in the destruction of forty vehicles was in any way initiated by a member with a "consuming" passion for fire insurance.

The rumour mentioned such a suggestion as a "Sales Lurk" but somehow the incident does set one thinking. Thinking of fire that is, not of over-exuberant salesmanship! (J.S.)

#

Unfortunately this section is lacking from loss of supply. To overcome this situation I require the services of a "Nut" behind the wheel to revive it - any takers?

#

LIBRARY

After a recent Sunday morning working bee by George Roberts, Ben Bronk, Roley and myself, members should be able to see a significant difference in our library cupboard. The job is a long way from finished, but with a few more Sundays spent in similar manner, we should have the start of a very worthwhile library.

One result of our clearing out is the availability of back copies of SPIT AND POLISH. Anyone wishing to obtain copies to complete their own collection may either pick them up prior to commencement of the March and April meetings or contact me at home to put them away. Any spare copies left after the April meeting will be disposed of.

Another result was the uncovering of many very old photographs and other memorabilia which should be of assistance in tracing our club history.

- JAN COULCHER

* * * * *

THE ART AND PRACTICE OF SOLDERING - PART 2."DRIP FEED"

The art of soldering is a simple one provided that a few basic requirements are met.

As bought, a soldering iron will have a bright surface at its working area, but will usually be un-tinned. Should the "iron" be a used one, it may require re-tinning and the operation should proceed as follows:

1. Using a coarse file, bring all working surfaces to a bright finish.
2. Fold a piece of clean galvanised iron, about the size of an envelope, to form a trough.
3. Heat the "iron" until it will melt the 50-50 solder, and drop a few melted pieces into the trough.
4. Using un-killed spirits, add a tablespoon or so of the liquid to the solder in the trough.
5. Move the heated iron to and fro in the trough and through the mixture already there. Turn the "iron" so as to "tin" all surfaces.

Be sure to carry out this operation well away from any metals, as the fumes are highly corrosive. Provided now that killed spirits or other flux is available, the operator may begin the actual process of soldering. It is absolutely essential that any part to be soldered should be perfectly clean and free from grease and oil. The "iron" MUST be kept in close contact with the work so that it may approach the heat of the iron, and this will greatly facilitate the work. Where the work is of a thick or heavy nature, a degree of additional heat should be added to it, otherwise satisfactory work will not be possible. This may be done with a blow lamp or handi-gas torch. The same procedure may be necessary, too, when soldering brass or bronze objects. These metals, due to their superior heat conducting properties, are difficult to bring to a soldering heat, using the iron only. Whatever flux the operator may choose to use should be applied to the work prior to commencing the soldering process, and it is usually advantageous to make further applications as the work proceeds.

Paste fluxes are usually non-corrosive, but liquid preparations are generally so, and the work should be well washed in water following the soldering process. A further wash in kerosene and coating with oil should be carried out on Bowden wire nipples and it is essential for satisfactory work of this nature, to use "50-50" solder. The attachment of nipples to Bowden wire by the soldering method should be preceded by bending the wire ends over at right angles and pulling the wire firmly outward before applying the solder. In some cases, it may be necessary to file away portion of the nipple so that this may be effected. Usually, the countersinks provided in nipples for this purpose are inadequate in size to provide an effective recess for the wire ends when bent over.

- ARTHUR PENDLEBURY

I N V I T A T I O N

GOULBURN VETERAN & VINTAGE CAR CLUB RIVERSDALE RALLY AT GOULBURN

BULLETIN NO. 1

OTHERS TO FOLLOW.

FOR VETERAN, VINTAGE, CLASSIC CARS & MOTOR CYCLES

JANUARY 24TH, 25TH, 26TH, 1981.

SEE HISTORIC GOULBURN & DISTRICT & ENJOY A FULL RALLY WEEKEND.

MAKE IT A DATE TO COME TO THIS GREAT RALLY IN '81.

For further information contact:

Secretary,
P.O. Box 173,
GOULBURN. N.S.W. 2580
'Phone (048) 21.1812

* * * * *

1981 V.C.C.A.

NATIONAL RALLY

CANBERRA A.C.T.

MAY 6TH - MAY 13TH

To celebrate its 20th Anniversary, the Veteran Car Club of Australia A.C.T. has been granted the privilege of hosting the 1981 V.C.C.A. National Rally in and around Canberra, The National Capital.

Tours into the rural countryside with its historic charm and picturesque beauty will be complemented by guided tours of the nation's capital city with its many sights of interest.

The Committee considers the comfort and enjoyment of all entrants is a paramount consideration, and the eight days will be geared to maximum leisure and pleasure.

Essentially a *hub rally*, the programmed events will cater for vehicles on age and performance. Cars, motor cycles and commercial vehicles manufactured before 1942 are welcomed.

We urge you to plan ahead, set aside this date for your major 1981 rally. We further invite you to complete the attached *Preliminary Registration Form* to indicate your preliminary interest. In the event of a quota early registrants will be assured of acceptance.

(Cont'd. on P.14.....)

1981 V.C.C.A. NATIONAL RALLY, CANBERRA A.C.T., MAY 6TH-MAY 13TH (CONT'D.):

Entry Forms will be available in early 1980, and will be mailed direct to all those who submit early Registrations.

We sincerely look forward to your company, and anticipate a minimum of several hundred cars. If it's enjoyable rallying you desire, may we suggest that you "Rally for Fun, in '81".

ELIGIBLE VEHICLES:

Cars, motor cycles and commercial vehicles in these categories:

Veteran: Manufactured before 31/12/1918

Vintage: Manufactured between January 1st 1919 and December 31st 1930.

Post-Vintage: Manufactured between January 1st 1931 and December 31st 1942.

ENQUIRIES TO:

The Director,
1981 V.C.C.A. National Rally,
P.O. Box 394,
MANUKA. A.C.T. 2603

* * * * *

HISTORY OF FORT DENISONFORT DENISON - SYDNEY HARBOUR

This small island is one of the most interesting historical relics in Australia, and with its martello tower - one of the finest examples of its kind in the world - is even an object of interest to travellers on Sydney Harbour.

ABORIGINAL NAME

In the earliest days of New South Wales this small island, called by the natives "MATTEWAI" (meaning small rocky island), or "MATTENWAYA" but which is now known as Fort Denison, was a pyramidal shape. It was more rocky than the other islands in this part of Sydney Harbour, and possessed a rugged beauty all its own. One of the first white men to see it was Governor Phillip in 1788, when in search of a suitable site for the infant settlement.

WHY FORT WAS BUILT

Toward the middle of last century it was decided that Sydney was inadequately defended against possible enemies. The direct cause of this uneasiness was the unheralded appearance within the Harbour at dawn on Saturday, 30th November, 1839, of the American Sloops "Vicennes" (780 tons) and "Peacock" (650 tons), with five lesser warboats, which were on "an exploratory trip to the South Seas" under Commodore Charles Wilkes.

(Cont'd. on Page 15.....)

HISTORY OF FORT DENISON (CONT'D.)WORK BEGUN 1841

In 1841, the work of converting "Pinchgut" into a fort was actually commenced. There was much hard rock on the island which reached 75 feet above the water line, and this had to be quarried down. When the work had partly progressed, the Authorities in England refused to sanction with expenditure of further money on this remote fortress, and it accordingly remained unfinished for a number of years.

WORK COMPLETED 1855-1857

When in the "Fifties" England and France were at enmity with Russia, which culminated in the war in the Crimea, the possibility of the Russians invading New South Wales made the defenders of the Colony anxious, and the Governor, Sir William Denison (1855 to 1861) who had been an officer in the Royal Engineers, sought to have the unfinished fort completed. After many despatches between him and the Home Authorities, his efforts were successful, but the necessary permission was granted on the understanding that the colonists themselves found the money. Work was accordingly resumed in 1855. A contract was let to Mr. W. Randle, who, incidentally, constructed the first railway line in New South Wales - to Parramatta Junction (now Granville) - and the first line in Australia, namely, from Melbourne to Sandridge (Port Melbourne) in Victoria. It is recorded that some 8,000 tons of stone were used on the fort, and that this material was lightered from Thrupp's Quarry on the neighbouring shore at Kurraba Point, Neutral Bay. The walls of the fort are between 11 and 12 feet thick at the base and 9 feet at the top. The keystone of the last arch in the basement of the tower was laid by the Chief Engineer of Public Works, Colonel Barney, R.E., on 24th July, 1856, and on it may be seen the initials of that gentleman, the Governor (Sir William Denison), W. Coles (Superintendent Engineer) and W. Randle. It is worth the visit while to notice the wonderfully deft fashion in which the huge blocks of stone are locked together by small diabolo-shaped cross pieces of granite (known to builders as joggles), revealing true expertness in the stonemason's art.

NAME "FORT DENISON"

During the progress of the work, Colonel Barney wrote as follows:

"Pinchgut may be considered as about two-thirds completed; the workmanship is excellent and I think the work has now assumed the character worthy of a better name than 'Pinchgut'."

To Colonel Barney, therefore, belongs the credit of initiating the change of name from Pinchgut to Fort Denison, in honour of the Governor. The change was actually made on 17th October, 1857, by the Administrators of the Government in the temporary absence of Sir William Denison at Norfolk Island.

GOVERNOR DENISON'S VIEW OF FRENCH AMERICANS AND RUSSIANS

It is evident that Governor Denison had not been afraid of the Russian scare from the following extract of a letter dated 21st May, 1855, which he wrote to a friend, Sir Roderick Murchison, a famous British geologist, after whom the Murchison Goldfields in W. Australia and the River Murchison in Q'land are named.

HISTORY OF FORT DENISON (CONT'D.)

"You laugh, and with reason, at the panic which led people in these colonies to insist upon fortifying themselves against the Russians. I never partook of this panic, but I have gone into the question of the defence of Sydney for the purpose of keeping off much more unpleasant neighbours than the Russians; namely, our friends the French, and our relations the Americans. The access to this harbour is so easy that unless we have some batteries ready to open upon vessels lying off the town, a few frigates might run in under cover of the night, and the first notice I should have of their arrival would be a 32 lb. shot crashing through the walls of my house. Of Russia I have no fear."

MANNING AND EQUIPMENT

Manned by Royal Artillerymen from England, the armament of the Fort consisted of two 10-inch guns and twelve 8-inch 32-pounders. Happily, the occasion never arose for those to be used except for practice. In the tower there still remain three of the 32-pounders, and around the room may be seen in neat array the powder buckets, ram-rods, sponger and other gear required to fire these now obsolete "monsters". The three 32-pounders were in position before the tower was actually completed in 1857, and so narrow are the passages leading to the tower room that it would not be possible to take them out without dismantling at least a portion of the beautiful tower itself. The battery, tower and barracks are stated to have cost 16,550 pounds.

In the tower room may also be seen the brightly polished measuring utensils formerly used for filling with oil the fixed red navigation light on the tower. This light was first exhibited on 21st June, 1858. There is also to be seen a huge brass gong which, before the installation of the electric fog signal, was sounded to assist mariners when the harbour was enshrouded in fog.

CONVICTS NEVER IN FORT

Fort Denison has unfortunately been the subject of more fiction than fact. Many people have been led to believe that the three cells of roughly triangular shape at the base of the tower were used years ago for the imprisonment and cruel treatment of manacled convicts. This is not correct. The cells were never intended to be used other than as a place of safe storage for powder and shot.

The Fort was completed in 1857, whereas transportation of convicts had ceased in 1840. An attempt was made in certain quarters to revive transportation in 1849, when the two convict ships, the "Hashemy" and "Randolph", came to Sydney with convicts on board, but the opposition in the colony was so strong that the authorities dared not land them.

WATER SUPPLY

A well which measures 28 feet long, 14 feet wide, and 14 feet deep, with a capacity of 33,500 gallons is on the island and is soundly constructed in stone, and is in an excellent state of preservation. Its sides and floor are now cement surfaced, and it has double-dome ceiling, which is supported down the centre by four stone pillars, each eighteen inches square. Periodic rainfall

(Cont'd. on Page 17.....)

HISTORY OF FORT DENISON (CONT'D.)

on the island maintains the supply of water in the well. This is not now used for household purposes, the domestic requirements being supplied by pipe line from the City, via Garden Island.

ELECTRICITY SUPPLY

The electricity required for illuminating the fixed red navigation light (height 61 feet, visibility 5 miles) on the tower and the flashing green light at the southern extremity of the island, as well as for the fog signal, is generated with the aid of a diesel engine.

ACOUSTICS IN TOWER ROOM

Another feature of the Fort is the acoustic peculiarity of the tower room. With one's ear against the wall one can hear words whispered close to the wall on the opposite side of the room. In this respect Fort Denison bears a resemblance to St. Paul's Cathedral in London, with its world-famous Whispering Gallery in the dome.

TIDE GAUGE AND TIDAL INFLUENCES

An item of special interest is the automatic tide gauge in a room near the tower. This mechanism accurately records by ink line on a chart every variation of the tide. The chart is 24 inches long, and the pen marks an inch each hour. Great earthquakes which occur at long distances from Sydney cause their own tidal disturbances and these travel through the ocean and reach Sydney Harbour, where they are recorded by this tide gauge. Charts on view in the tide-gauge room are a permanent record of the effects of some such earthquakes on the tidal waters of Sydney Harbour.

Earthquakes clearly registered by the unusually erratic operation of the pen at Fort Denison were those in Chile on 11th November, 1922, in Japan on 3rd March, 1933, and subsequent New Zealand earthquakes. The full effect of the catastrophe in Japan did not manifest itself on this tide record at Sydney until 54 hours afterwards, and the explanation offered by the Hydrographic Surveyor of the Maritime Services Board of the delay is that the "tidal" waves, travelling at approximately 400 miles an hour, crossed the Pacific Ocean and rebounded off the coast of South America prior to reaching Australia.

EFFECT OF WAR WITH JAPAN

The outbreak of war with Japan at the end of 1941 led to the closure of Fort Denison to the public. It was occupied by the military as an anti-aircraft station, and a circular concrete gun emplacement at the southern end of the island still testifies to such occupation. The island was finally handed back for civilian use on 1st April, 1943.

AN HISTORICAL GEM

Fort Denison was built as a military fortress, but it has happily never had to be used as such. It stands in a lovely setting as an attractive piece of man's handiwork in stone, a link with all the great works of builders and stonemasons of the past. It is of constant interest to ferry and seaborne travellers, and is a permanent reminder of the fascinating early history of Sydney, where British settlement in Australia was cradled.

E V E N T S

NEXT EVENT - ANNUAL CONCOURSE DAY - POINT SCORE OUTING

DATE: SUNDAY, MARCH 30TH.

TIME: 9.30 A.M.

PLACE: VAUCLUSE HOUSE, WENTWORTH ROAD, VAUCLUSE.

VENUE: Cars to arrive at 9.30 a.m. for Concourse Judging in courtyard.

As a barbecue will not be permitted, we suggest a lunch be brought by all in attendance.

Lunches will be available at the cafeteria at a small cost.

Anticipated time of departure: 3.00 p.m.

REMEMBER: This is a Point Score outing.

#####

SOCIAL EVENT - PRE-KATOOMBA RALLY GET-TOGETHER AND SOCIAL NIGHT

SATURDAY EVENING, APRIL 19TH

Your Host and Hostess:

MERRYL AND JACK GODFREY

ADDRESS: 30 RYEDALE ROAD, DENISTONE

TIME: 7.00 P.M.

VENUE: An outdoor barbecue is planned.

COST: Approx. \$5.00 per head, to be paid on night.

BRING: Your own drinks, and if possible, collapsible folding aluminium chairs.

A maximum number of 50 persons could be catered for. As this social event has gathered a lot of support we would request that all interested in attending advise urgently.

Enquiries and notification of attendance, please advise:

MEL POPE

521.2821 (H)

237.8222 (B)

237.8481 (B)

EVENTS (CONTINUED)

24TH ANNUAL BLUE MOUNTAINS TOUR -

SPONSORED BY CALTEX

PUBLICATION OF ITINERARY

COMMENCEMENT: FRIDAY, APRIL 25TH, Green's Motorcade Museum,
Hume Highway Crossroads

Morning tea will be available from the Museum's dining room at .25¢ per person for tea/coffee and biscuits etc.

First car away 9.30 a.m. sharp. Class 1 (12 m.p.h.) to leave first, followed by Classes 2 and 3 in one-minute intervals.

All cars to assemble at the start no later than 9.00 a.m.

LUNCH STOP:

St. Columbus College, Springwood. A barbecue lunch will be provided from our club's mobile barbecue. 1 hour will be allowed for lunch.

If room permits, it may be desirable to bring collapsible folding chairs for the lunch stop.

COMPETITIVE SECTION:

The competitive section will apply only on Friday 25th and will terminate at the Everglades Motel, irrespective of accommodation arrangements.

All entrants will be advised of their accommodation arrangements at the Rally start.

FRIDAY EVENING APRIL 25TH:

This will be an elective evening with no official function planned. All motels will provide dining room facilities with the exception of the 3 Explorers at Echo Point.

SATURDAY APRIL 26TH:

A visit to the Zig Zag Railway has been arranged for Saturday morning. Cars to leave their respective motels at a time to be determined, and proceed to the Zig Zag at Clarence, a distance of 26 miles.

A barbecue lunch will be provided in the "1869 Dead End" car park, which will accommodate 80 cars.

(Cont'd. on page 20.....)

SATURDAY APRIL 26TH (BLUE MOUNTAINS TOUR) CONT'D.:

All persons may enjoy a train ride from the "top points" to the bottom section where railway carriages in various stages of restoration may be inspected. Cost of the train ride will be .80¢ per person. Duration of the train ride is approx. 5 minutes each way and leaves every 45 minutes.

Souvenirs and literature on the Zig Zag complex are available from the ticket office and kiosk at the "top points" station.

From here, all cars will return to their respective motels by mid-afternoon.

SATURDAY EVENING APRIL 26TH:

This will culminate in the Official Rally Dinner sponsored by Caltex at the Everglades Motel, Leura.

For all persons accommodated in outlying motels a return bus service will be provided, the departure and return times being advised on your rally pack.

SUNDAY APRIL 27TH:

All cars to leave their respective motels in order of class and proceed to the Rally finish point where a lunch will be provided.

At the time of publication, the Rally finish point has been unconfirmed, however, this will be advised and will be in the Parramatta area.

A sheet was included in the February issue of SPIT AND POLISH requesting all entrants to advise the speed class of which to compete in. This has resulted in a very poor and disappointing response.

In order for your Events Committee to ensure the complete success of this Rally, we urgently request that this information be provided in order that Rally information packs and a starting sequence can be compiled.

- MEL POPE

* * * * *

Point of Interest:

Rumour has it that Bob and Elizabeth Hobson have entered the computer age with the recent completion of their new self-serve gas bar at Lidcombe, featuring computerised electronic petrol dispensing pumps.

The old "Phil-Ezi" service station is no more, taking some 6 hours to demolish.

They are also sitting on ¼-million litres of petrol. - Good friends to have during the next strike!

GOLDEN JUBILEE RALLY OF THE VETERAN CAR
CLUB OF GREAT BRITAIN

Having only just celebrated our Silver Anniversary in 1979 it is interesting to note that 1980 is the Golden Jubilee Year of the Veteran Car Club of Great Britain which surely must make it one of the world's oldest established motoring clubs in the world. Several members of the club felt this particular milestone should be celebrated with the largest Rally in its history and after a well-received world-wide questionnaire to assess its viability, a committee was formed and as a consequence the Golden Jubilee Rally of the Veteran Car Club of Great Britain will be held from 2nd to 7th June, 1980. The maximum number of entries for the event is 250 with entries invited from overseas clubs to participate.

The event will comprise 4 separate Rallies (i.e. 1, 2, 3 and 4) starting respectively on 3rd June, 1980 at Newcastle, Liverpool, Yeovil and Brighton and all finishing at Stratford-upon-Avon on 6th June, 1980. Rally 4 will be limited to cars dated prior to 1st January 1905. Total mileages will be approx. 360 miles (120 miles per day average) for each of Rallies 1, 2 and 3 and 180 miles (60 miles per day average) for Rally 4. Rally 1 assembles in Edinburgh on 2nd June and proceeds to Newcastle on 3rd June for Rally start. All rallies combine at Stratford-upon-Avon on 7th June and rally to Heathrow Airport, London, for the finish. All competitors will be transported by coach to the Guildhall in the City of London that evening for the official banquet and prize-giving with a Royal Guest Speaker in attendance.

As most people are probably aware I have entered the S.C.A.T. in the event and appear to be the only Australian entry. To be shipped from Sydney on March 28th, the car will be met at Flushing, Holland on 13th May and after the channel crossing will be driven up the east coast to Edinburgh. At the conclusion of the event the car will be placed on display at the National Motor Museum, Beaulieu, Hampshire, for approx. 6 weeks. I have entered in the 24 m.p.h. average speed class and will certainly be trying to bring a trophy back to Australia. The Rally will be a total family affair as we will be joined on the Rally by my mother who is holidaying in U.K. - nothing like a built-in baby-sitter!

The trip, whilst initiated totally as a personal effort, has been helped by advice from a number of members who have undertaken similar trips. To them, in particular George Green, I am especially grateful. One thing that perhaps has come out of the 6 or so months of planning, and something that I hope I can impress on my children, is that well-advertised but seldom adopted slogan: "Have a go - Australia".

- DAVID BERTHON

P.S. For those interested in the Rally and the S.C.A.T.'s progress, I will be sending reports back daily to Radio Station 2CH. I will advise times in SPIT AND POLISH nearer the event.

ADVERTISEMENT SFOR SALE

With the increasing difficulty of procuring suitable lubricants for Veteran, Vintage and P.V.T. cars and motorcycles, Penrite of Melbourne are now catering for the needs of the old car movement.

Green's Motorcade Museum Park Pty. Ltd. of Hume Highway, Cross Roads, have been appointed N.S.W. agents.

As from early January the garage at the Motorcade will have stocks of Penrite's complete range of lubricants available seven days a week - 10 a.m. to 5 p.m. All enquiries to Mr. John Jacobs, 'phone 607.2585.

FOR SALE

1914 Silver Ghost 6TB, red, in very good condition, motor excellent.

1929 4½ litre W O Bentley completely done mechanically and the body and upholstery are very good.

1950 Mark VI Bentley - needs some restoration but a sound car.

- GEORGE HARRIS
3 Hillcrest Rd.,
Pennant Hills. 2120
(B) 848.9280
(H) 86.1254

FOR SALE

1922 Star \$5,000

1913 Metz \$5,000

1910 Overland \$8,000

- JOHN GERDTZ
(H) 624.6080
(B) 638.0199

WANTED

For 1905 De Dion-Bouton, Model Z.

Driver's side Lucas Model 726 side light spade mount.

Tail light Lucas to match side light spade mount.

Hub caps front and rear wheels.

Tie rod ball joint.

Oilers.

Grease cups branded "Albert Lifevre Fils. B^{TE} S.G.D.G."

Sizes 1, 2 and 3.

De Dion-Bouton spark plugs, any condition.

De Dion-Bouton oil tins.

Any De Dion-Bouton tools.

Any spare parts that could be used on my car.

- ROBERT FORBES
537 Chapel Rd.,
Bankstown. 2200
02.70.2098

(Cont'd. on Page 23.....)

ADVERTISEMENTS (CONTINUED)FOR SALE

1916 Hupmobile Roadster fully restored. Ideal for long tours. Photograph in Flood's Book No. 3, Page 290, \$10,000.

- BARRY THEW,
(02) 638.1155 (Home)

WANTED

Complete gear box or any gear box parts for International 2-cylinder motor buggy.

- FRANK NISSEN,
11a Lennox Street,
Gordon. 2072
(02) 498.1238

FOR SALE
ALL STATES

1914 Type AG Hotchkiss.

Believed to be the only one of this model in the world. Completely rebuilt and has won trophies at rallies.

Price to be negotiated.

- ALLAN PICKUP,
28 Carnegie Crescent,
Narrabundah. A.C.T. 2604
95.8766

WANTED

To complete restoration of 1905 6 h.p. De Dion Bouton:

Any expanding clutch transmission parts.

Two 700 x 60 b.e. wheels and rims, 12 spoke.

- JOHN HAM,
178 Copland Drive,
Evatt. A.C.T. 2617
58.2587

SWAP

Stepney Rim Size 880 x 120 Beaded Edge Rim, can swap a similar unit in 815 x 105 in excellent condition.

- GRAEME EDWARD,
3 Eton Street,
Wendouree. Vic. 3355
(053) 39.2009

WANTED

For Dodge about 1917:

Speedo - Johns Manville, Silver face, black numerals.

- J.L. SAMUELS,
234 Lady Gowrie Drive,
Largs North. S.A. 5016
(B) 49.6014
(H) 49.7151

FOR SALE

1912 Hupmobile 4 cyl. - fully restored.

1907 I.H.C. Motor Buggy - 2 cyl.

- ALLAN CAMPBELL,
29 Mayfield Street,
Ascot. Q'ld. 4007

(Cont'd. on Page 24.....)

ADVERTISEMENTS (CONTINUED)

WANTED

Door Locks for Veteran (about 1910).
Also an old forge.
CAV Dynamo for Veteran.

- ADRIAN DENMAN,
24 Northcote Tce.,
Gilberton, S.A. 5081
44.1748

WANTED

Old Veteran and Vintage spark plugs, and old model- ?
engines.

- ALLAN PARKER,
28 Second Ave.,
St. Peters. S.A. 5069
42.1462 (H)
223.9773 (B)

WANTED

ALL STATES

Any Information for the Model Z 1905 De Dion Bouton.
Any parts would be very appreciated.
Condition not Important.
Can anyone in Australia help him?

- BEN SCUDDS,
36 Pomona Road,
Stirling. S.A. 5152

WANTED

ALL STATES

A 1919 Studebaker Radiator Cowl,
L.H. front door, dashboard and headlights.

AND HAS FOR SALE:

An Austin 7 back axle and 2 back mudguards for a Maxwell.

- DAVID FEWSTER,
3 Cameron Ave.,
Darlington. S.A. 5047
(H) 296.6094

* * * * *

EVENTS AND SOCIAL CALENDAR 1979-80

1979

ENQUIRIES — MEL POPE PH. 521-2821 (H)
NEIL MARTIN PH. 632-5047 (H)

SUNDAY JULY 15
SUNDAY AUGUST 26
SATURDAY SEPTEMBER 15
SUNDAY SEPTEMBER 16
WEEKEND SEPTEMBER 29-OCTOBER 1
SUNDAY OCTOBER 21
SUNDAY OCTOBER 28
SATURDAY NOVEMBER 10
SUNDAY NOVEMBER 11
SATURDAY NOVEMBER 17
SUNDAY NOVEMBER 18
SATURDAY NOVEMBER 24
SUNDAY NOVEMBER 25
SUNDAY DECEMBER 2

- Picnic Day
- *Navigators Rally
- Orange Blossom Festival Procession
- C.V.V.T.M.C. — Warwick Farm
- Newcastle Tour
- Government House Garden Party
- Parramatta Foundation Day
- *Registration Inspection Day (Compulsory)
- Schofields Air Show
- *Registration Inspection Day (Alternative)
- Fishers Ghost Rally
- Christmas Party - Dinner Dance
- Vaucluse Lions Club — Charity Day
- Family Christmas Picnic

1980

MONDAY JANUARY 28
WEEKEND JANUARY 23-24
SUNDAY FEBRUARY 24
SUNDAY MARCH 30
WEEKEND APRIL 25, 26 and 27
SUNDAY MAY 25
SATURDAY MAY 31
SUNDAY JUNE 29
SUNDAY JULY 27

- Sydney Festival Procession
- Camp Out
- Picnic Day and Rally
- *Concourse Day
- *Annual Blue Mountains Tour sponsored by Caltex
- Model Engineer's Society — Luddenham
- Trophy Presentation Nite
- Picnic Day and Rally
- Picnic Day and Rally

**Indicates Point Score Outings.*

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- Ben Bronk - Phone 624-8224 (H)
- Keith Carden - Phone 871-2158 (H), 70-0381 (B)
- David Berthon - Phone 639-0603 (H) and (B)
- Mel Pope - Phone 521-2821 (H), 237-8222 (B)
- Neil Martin - Phone 632-5047 (H) and (B)
- Jan Coulcher - Phone 587-2880

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DATING COMMITTEE
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PHOTOGRAPHER
PROPERTY OFFICER
BUILDING DEVELOPMENT AND
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- George Roberts, Max Roberts
- Max Roberts - Phone 449-1722 (H), 74-0226 (B)
- Barry Thew - Phone 638-1155 (H)
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