

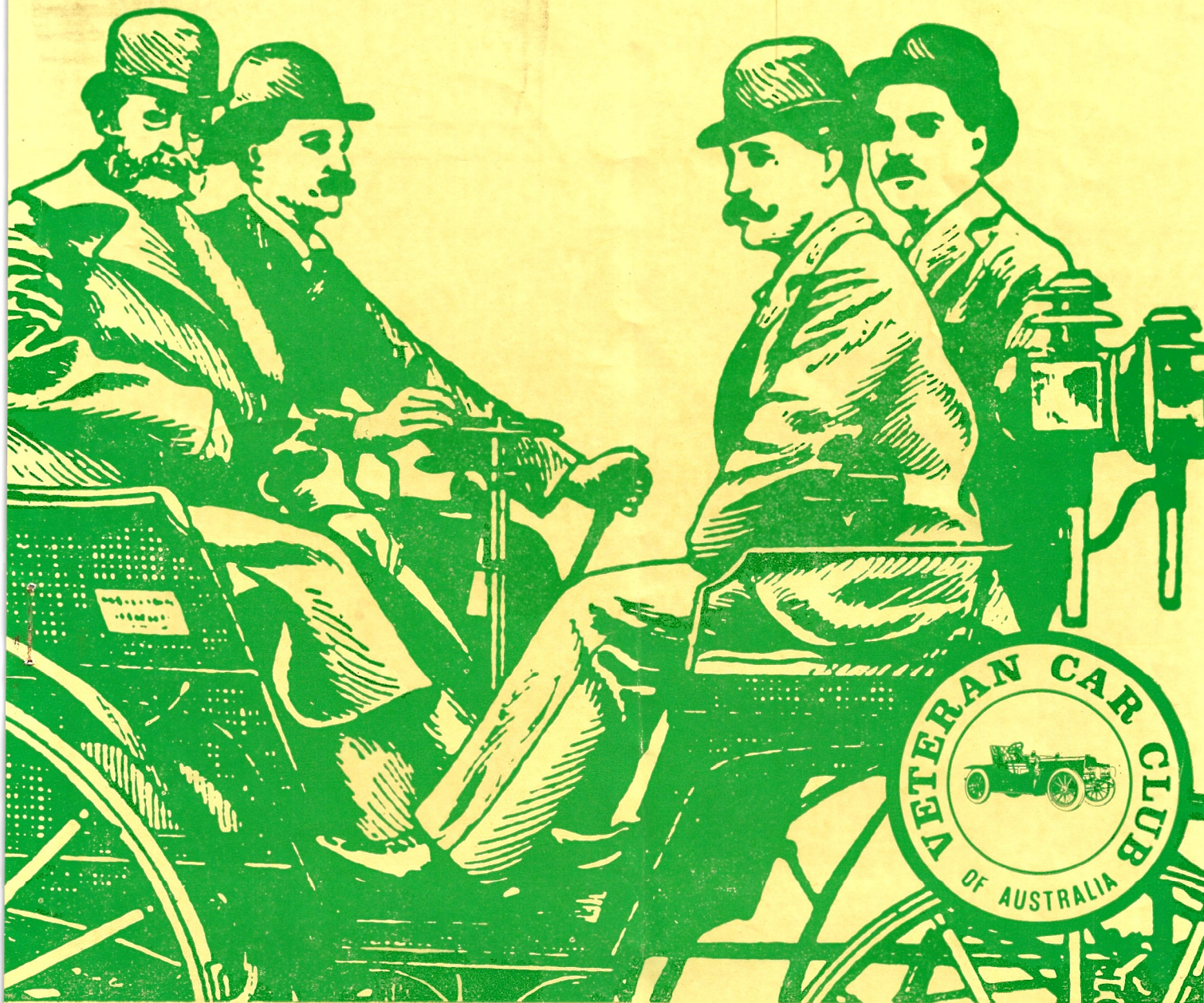
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

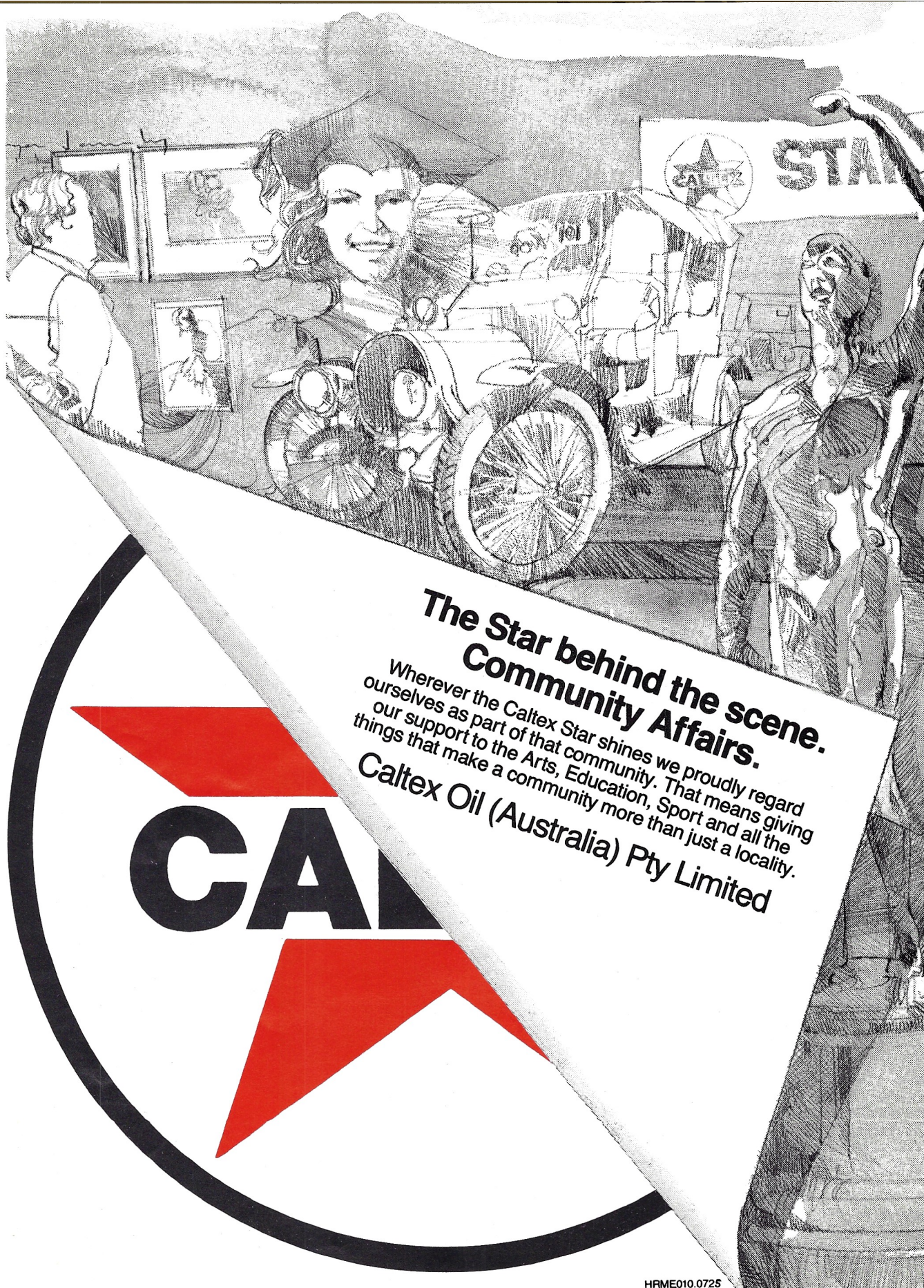
SPIT AND POLISH

December 1980. Vol. XXII. No. 6.
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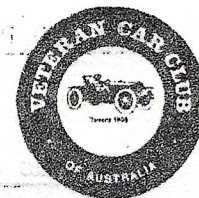


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SPIT & POLISH



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His Excellency,
The Governor of NSW
Sir Roden Cutler,
VC, KCMG, KCVO, CBE.

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

Vols. XXII No. 6
XXII No. 7

December 1980
January 1981

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Other Veteran Car Clubs have permission to copy.

*The next meeting of the Veteran Car Club of Australia (NSW) will be the
Monthly General Meeting, to be held in the Clubrooms at 8.00 p.m. on
THURSDAY, 22ND JANUARY, 1981.*

COPY REQUIRED BY FIRST THURSDAY OF MONTH

Address all correspondence to:

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

THE PRESIDENT'S MESSAGE

Christmas Spirit

Among the pleasures our hobby extends to us, none, it seems, is more popular than the service our vehicles give to others and/or a social gathering of members, coupled with the Spirit of Christmas.

The former, which climaxed recently with the Vic. Jacobs-Arthur Garthon Day, gave some 200 of our senior citizens an outing filled with a real sense of nostalgia and exhilaration 'the latter expressed by the many smiling faces' to be seen on being driven once again in the cars of their youth.

The gathering on the lawns overlooking Sydney Harbour, from Strickland House, where Vaucluse Lions and Hurstville Rotary provided, as usual, a bumper lunch, attained a picnic atmosphere, enhanced by the sing-a-long and musical accompaniment performed by the senior citizens themselves.

Entry into the grounds of Strickland House from crowded Vaucluse Road was assisted by local police and at this point, even the usual staccato exhaust bark of Victor's "Fronty Ford" took on a more harmonious note, when synchronized with the strains of a violin from the passenger's seat.

One is often encouraged by the pleasures others received at our hands and in the same sense these words must surely apply to the members of the Events Committee, led by Neil Martin, whose hard work and forethought in organising the 1980 combined children's and adults' Christmas Party received such an excellent response.

The venue and large attendance, plus a charming hostess, good cooks and a sumptuous meal, produced the right effect to lift one's spirits to the crescendo required.

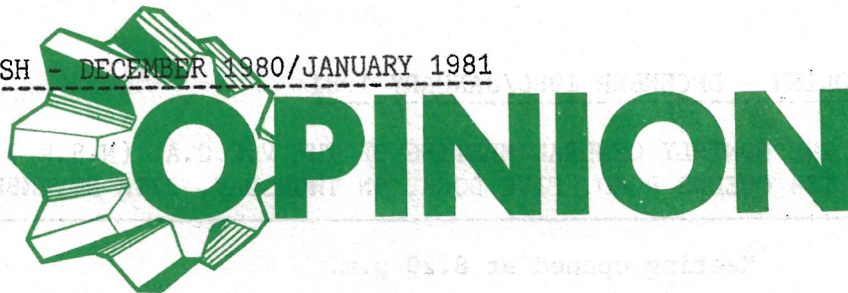
Held in the open, in the setting sun and later under a canopy of stars, but with adequate cover and coloured lighting, in the spacious grounds of Noelene Thomson's home at Round Corner and being complete with gas-filled balloons, "a number of which escaped, to soar out of sight", plus a pneumatic Fun Castle, brought and erected by Allan Blevins, for the kids, the scene took on a carnival atmosphere to the enjoyment of all present.

Thank you Noelene for making your home available and thank you Neil and Co. for an entertaining and most pleasant evening.

May I now wish you all, on behalf of the Management Committee, Pam and myself, a Very Merry Christmas and may we all keep our sights on progress towards the building of new club-rooms in the New Year.

- GEORGE A. ROBERTS

* * * * *



EDITORIAL

THE YEAR 1981

In the past the club has always tried to improve on previous achievements, and this year should be no exception, the major aim this year must be to make a positive move to have the new premises under way.

In the past we have been hampered by problems outside of the Committee's control. With these problems now solved it is hoped we can proceed in a forward direction.

On the finance side the Committee involved has tried numerous avenues to raise the capital required but with the amount of money involved it will not happen overnight and it will not happen if you, the members, do not support your working committees in a constructive manner.

The idea of raising the monies thru' the issue of debentures to members should only be contemplated as a last resort.

- 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, ON THURSDAY, 27TH NOVEMBER, 1980.

Meeting opened at 8.20 p.m.

PRESENT: 74 members and 10 visitors.

VISITORS: Ray Hill, P. Buckingham, M. Garwood, M. Pearce, Marie Haselhurst, A. Garlong, Reg Thornton, Sheilagh Thornton, Dulcie Attwood, Sandra Garrett.

APOLOGIES: Iris Cooper, G.V. Gillate, Esme Lewis, Jim Lewis, Barry Cliff, Allan Blevins, Bill McCarthy, Jack Godfrey, Malcolm Johns.

MINUTES OF PREVIOUS MEETING: Read, moved, accepted, Jim Redman.
Seconded Jim Simpson

CARRIED.

ARISING: Nil.

TREASURER'S REPORT: Attached.
Read, moved, accepted, Keith Carden.
Seconded Alan Rose-Bray.

CARRIED.

CORRESPONDENCE: Received:

Minutes of Newcastle Branch November Meeting.
Copy of 'Motoring History Book' No. 5 from Sporting Car Club of S.A., and advice re selling of same.
Letter from the Sydney Cove Australia Day Committee re our cars attending.
Letters etc. from the Crankhandle Club of South Africa.
Easter '81 Vintage Tour entry forms from M.I.A. Veteran and Vintage Car Club.
Baulkham Hills Shire Community Directory.
Letter from Jack Dance re trophies.
Letter from Blairs Tyre Service re tyres available in Sydney.
Auction Catalogue, Victoria, 14th November 1980.

Read, moved, accepted, Peter Wards.
Seconded Barry Thew.

CARRIED.

ARISING: Discussion was held on the letter received re the trophy bases.

Moved and seconded that the action of the Committee be upheld.
CARRIED.

Motion put forward by Allan Foy that the Management Committee give strong consideration to the purchase of the balance of the trophies in the next financial year at the same price.
Seconded Alan Rose-Bray.

CARRIED.

(Continued on Page 5.....)

Minutes 27/11/80 (Continued)

<u>NEW MEMBERS:</u>	<u>Name</u>	<u>No.</u>	<u>Vehicle</u>
	Garrett, Sandra	79 (F)	1910 Austin Tourer
	Thornton, Reginald	734 (F)	1913 Model 69T Overland Tourer
	Hill, Raymond	74 (F)	1905 Pope Tribune Roadster
	Garland, Alan	736 (F)	1907 Alldays & Onions Tourer
	Simmons, Ann	737 (F)	1902 Napoleon Roadster
	Moved Ben Bronk.		
	Seconded Barry Thew.		
			<u>CARRIED.</u>
<u>INVESTIGATING & DATING:</u>	All as above.		
<u>SOCIAL EVENTS:</u>	Fisher's Ghost Day - 14 cars attended.		
	Next outing - Lions Club Day - Vic. Jacobs gave members details of the programme.		
<u>BUILDING PLANNING & DEVELOPMENT COMMITTEE:</u>	Problem with fan. Len Sheen still trying to organise.		
	Surveyors have admitted that they are in error on our Hall survey certificate.		
	President advised that we will not be receiving a cultural grant for our new hall.		
	Discussions held on the new building.		
<u>BUILDING MAINTENANCE:</u>	Nil.		
<u>PROPERTY FINANCE COMMITTEE:</u>	Nil.		
<u>PUBLIC AFFAIRS:</u>	Next event - City Council Procession. Bondi Beach Day - 17th January, 1981.		
<u>CALTEX LIAISON OFFICER:</u>	Nil.		
<u>MAGAZINE "SPIT AND POLISH":</u>	Nil.		
<u>REGISTRATION OFFICER -</u>	Permits to Move. Only 75 members registered - next batch will go through early next March.		

(Continued on Page 6.....)

Minutes 27/11/80 (Continued)

REGISTRAR: Nil.

LIBRARIAN: Nil.

C.V.V.T.M.C.: New President - Ron Nymen.
Next Meeting - 2nd February, 1981.

INSURANCE: No increases from insurance companies as yet.

PHOTOGRAPHY: Nil.

GENERAL BUSINESS: Jim Redman raised the point that we may be able to get some revenue from the Bondi Beach Day.

Mrs. Stanbridge suggested that in the future all purchases by the club to be made on an official order form.

Jack Garwood - Member No. 6 - gave a talk on the history of the club - and also showed a film thereon.

Meeting closed - 11.05 p.m.

ROSTER ALTERATIONS:

Renewal of Membership:

GARRETT, Sandra (F)
13 Linden Way,
Castlecrag. 2068 No. 79

HILL, Raymond (F)
14 Isabella Street,
Nth. Parramatta. 2151 No. 74

New Members:

THORNTON, Reginald, (F)
9 Couche Crescent,
Kooilewong. 2256 No. 734

GARLAND, Alan (F)
12 Patti Place,
Woy Woy. 2256 736

SIMMONS, Ann (Mrs.) (F)
76 Fore Street,
Canterbury. 2193 No. 737

(Continued on Page 7.....)

ROSTER ALTERATIONS (CONTINUED)Change of Address:

MITCHELL, Fay (Mrs.) No. 685
P.O. Box 349,
Milsons Point. 2061

Dear Member:

Your Committee is offering the members of the V.C.C.A. (N.S.W.) a new service.

Should at any time you wish to dispose of your veteran car or motor cycle, we will endeavour to introduce you to a buyer or negotiate a sale on your behalf.

Your club will retain a commission of 10%, all of which will assist in building new club rooms.

The same service can be extended to cover books and parts. On the sale of books and parts your club will retain 15%.

Should you be interested in this service, please contact:

BARRY THEW 638.1155

MAX ROBERTS 449.1722

BEN BRONK 624.8224

BRIEF BUT IMPORTANT

Several of us motored to Peter and Neryl's lakeside retreat for the Newcastle inspection day and I am pleased to say that all vehicles inspected passed after minor adjustments to same.

A drizzle of rain kept the cars cool on the run down but disappointed the small fry who were ready for an afternoon in the lake; they braved the elements however and had a swim after all.

Not much to report this time, but our John has contributed some notes on Antique Engine Club from Balcombe, Vic. This recreation has kept him extremely busy in his spare time and made his first year away from home a lot easier for him.

Regards to all,

BELT DRIVE BURKE

THE ARMY APPRENTICE SCHOOL, BALCOMBE, VIC.ANTIQUE ENGINE CLUB

by John Burke

I became acquainted with the Army Apprentice School's Antique Engine Club when I became an apprentice mechanic in January 1980 at the Army Apprentice School on the bleak and cold Mornington Peninsular, Victoria. Not a bad place really and quite good in summer.

After three weeks of induction training I started trade training and involved myself in the Antique Engine Club as I have been very interested and involved with Veteran cars and motor cycles for some time. It didn't take me long to become a member of this club which caters for the restoration and preservation of antique, stationary engines and small farm machinery from Veteran, Vintage and Post Vintage years.

I have restored a NEVER TIRE 5 H.P. stationary engine, vertical cylinders manufactured by Ronaldson and Tippet and I am now in the process of restoring a 1922 3 H.P. AUST. MADE TYPE K. COOPER which was manufactured in Sydney. It is the horizontal cyl. type. I have reached the final stage of the restoration now having obtained the engine in an almost complete state, the magneto side covers, a timing gear cover and a compression spring for the exhaust valve being the only missing parts. The inlet valve is opened by pressure differential, i.e. the vacuum created by the piston on the induction stroke and the atmospheric pressure acting on the valve; it is returned to its seat by a spring. Our club has a total of 24 engines of which 18 are fully restored. These engines, when all assembled, running and working, make a great display, especially when our 2 drag saws are in operation. The Antique Engine Club is often involved with local displays in the community and fund-raising organisations.

We do many local displays and rallies, one such National Rally is held at Echuca on the N.S.W.-Vic. border, while two other National Rallies are held at Lake Goldsmith in Vic. These rallies attract engines from all over Australia, not only stationary engines but steam traction engines, motor cycles and cars, they are occasions to remember and afford me the opportunity to meet and mix with fellow V.C.C.A. members who attend with their engines and cars and motor cycles. I have been fortunate in meeting quite a few not known to me previously.

Here at Balcombe I have met with members of the Victorian North Central Vintage Car Club. A trade instructor of mine has a 1917 T Ford and is a member of the Mornington Peninsular Car Club. I hope to attend one of th meetings soon. A fellow member in the Antique Engine Club is Ian Gillott who is restoring a 1943 air cooled Southern Cross. Ian's father is a V.C.C.A. member from Sydney.

I had hoped to attend the National Swap Meet at Bendigo this year but our club was committed to a display elsewhere so maybe next year.

Yours in Veteran Motoring - JOHN BURKE, Army Apprentice School,
Balcombe, Vic. .../9

Army Apprentice School, Balcombe, Vic. (Cont'd.)

Members may be interested in our register - a list of our machinery is as follows:

- (A) 1907 Ronaldson & Tippet Austral Stationary Engine No. 847. (An early one).
- (B) 1919 Roseberry Drag Saw.
- (C) Lister Petrol Engine.
- (D) Kelly & Lewis Engine.
- (E) Ronaldson & Tippet No. 6519.
- (F) Southern Cross (Restored by Ian Gillott).
- (G) International Engine 5 h.p.
- (H) Cooper Type K Oil Engine. (Owned, restored - J. Burke).
- (I) Crossley.
- (J) Wolseley.
- (K) Sunshine
- (L) Mogal.
- (M) Hucules Drag Saw.
- (N) Never Tire R & T Drag Saw.
- (O) N Series Ronaldson & Tippet.
- (P) Roseberry Stationary Engine.
- (Q) Cooper Shearing Plant (2 of).
- (R) Baltic Simplex.
- (S) New Record Drag Saw.
- (T) International 3 h.p. Engine.

(Note: Spelling is John's and could not be checked. Mogal (Mogul) and Hucules (Hercules) look particularly suspect.)

EVENTS COMMITTEE REPORTFISHERS GHOST VETERAN CAR RUN TO N.S.W.
STEAM PRESERVATION RALLY - 16/11/1980.

Weather - overcast and humid day 28°C.

Fourteen veteran and recycled veteran cars took part in an approx. 30 mile pleasant drive in the rural Macarthur district. The route was well organised by Ken and Joan Quarmby and Neil and Dorothy Johnston. They also organised a much appreciated and delicious morning tea stay at Cowells Fuchsia Nursery, Terry Road, Cobbitty, where members purchased plants of their choice.

The visit to the Steam Museum was much enjoyed with lots of traction and portable engines powering different types of antique farm equipment. Also on show were numerous types of antique oil engines, most in working order.

Members who attended:

Ken Quarmby and family	Hupmobile
Neil and Dorothy Johnston	Talbot
Bob and Ann Baxter	Calthorpe
Joe Heath and Friend	Model "T"
Jim Simpson	B.S.A. in mischievous form
Jeff Vanstone	Metallurgique
Alan and Melba Rowe, with	Buick
passengers Cliff and Betty Wards	
Doug Pearce	Vintage Bentley
Joan Quarmby	Recycled Veteran
Maxine Johnston	" "

Good to see Cliff and Betty Wards travelling with the Rowe's and hope to see them with Austin in future events - maybe Katoomba.

#####

FAMILY CHRISTMAS PARTY, 6TH DECEMBER, 1980.

Seventy six members and friends and fifty four children attended the Christmas function held at the home of Noelene Thomson at Dural. The weather held fine and a good time seemed to be had by all.

The catering committee wishes to extend their thanks to:

Noelene Thomson for the use of her home
 Santa and Mary Claus (Cyril and Penny Stanbridge)
 Bill Spraggon - supplier of onions
 Cake makers - Meryl Godfrey
 Dorothy Steer
 Jean Carden

The Boys Behind the Hot Plate
 The Lady Behind the Fine Weather

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

FAMILY CHRISTMAS PARTY (CONT'D.)

Thanks (Cont'd.) to:

Allan and Beryl Blevins - supplier of castle.

Two ladies' lucky door prizes were won by Denise Bendelch and Noelene Thomson.

Two gents' lucky door prizes were won by Norm Wakeham and Dick Tunbridge.

The Christmas Hamper was won by Judith Thew.

Many thanks to the members who attended, making this function a success.

#####

NEXT SOCIAL OUTING WILL BE A PROGRESSIVE DINNER ON SATURDAY, 21ST FEBRUARY, 1981:

Please keep this evening free.

Start 6.00 p.m. at Bob and Elizabeth Hobson's home, 3 Lawrence Street, West Ryde. Pre-Dinner Drinks.

Main Course - Jack and Merryl Godfrey's, 30 Ryedale Road, Denistone.

Sweets/Swim/Coffee - Peter and Robyn Wards, 27 Ashley Ave., West Pennant Hills.

#####

COMING EVENT:

LONG LEGS DRIVE - ORGANISED BY BOB NEWMAN

SATURDAY, 31ST JANUARY, 1981

This outing will start at the "Map of Australia" at Berowra, Pacific Highway (Route 1 Sign).

Lunch to be at Somersby Falls.

Start 9.00 a.m.

#####

ANNUAL BLUE MOUNTAINS TOUR

SATURDAY & SUNDAY - 7TH & 8TH MARCH

This event is being organised and is to start in the Auburn Botanical Gardens on Saturday morning and finish at Green's Motorcade Museum for a barbecue lunch and dispersion centre for the homeward journey.

Thirty four entries have been received to date.

NOTE: ENTRY FORMS AVAILABLE FROM NEIL MARTIN - 632.5047

#####

ANNUAL CONCOURS DAY

SUNDAY, 26TH APRIL, 1981

More information in a later issue of SPIT AND POLISH.

- NEIL MARTIN
- PETER WARDS

The Events and Catering Committee wish all members a happy Christmas and a Prosperous New Year.

Reminder:

SYDNEY CITY COUNCIL FESTIVAL OF SYDNEY PARADE

DATE: SATURDAY, 24TH JANUARY, 1981 (Long Weekend)

TIME: Departure 12.30 p.m.

ASSEMBLY: 12.00 p.m. Art Gallery Road, Domain.

THEME: 80th Anniversary of Federation.

This year the route will be shortened and will travel from the Domain into Macquarie, Hunter, Pitt, Bathurst, Park and College Streets and then return to the Domain.

- MEL POPE

A cheerio call and a speedy recovery to two of our Novocastrian members, namely George Adams and Max Burke. Also Vice-President Len Sheen has had a stint in hospital and we trust he will be back on active duty shortly.

BATHURST OR BUST

The year was 1910, the car a 1908 Darracq 4-cylinder and I can still see my father driving in the back gate in Leicester Ave., Strathfield, quite vividly. After the previous owner's chauffeur had said to him: "You push that down and pull that back" etc. etc., that was the only driving tuition Dad ever had and somehow he managed to drive the car home without hitting anything. Mind you its very doubtful if he even saw another car on the road as the very great majority of traffic was horse-drawn.

We had only had the car a few months when it was decided to drive to Bathurst and visit friends who had a property about four miles out of Bathurst at Eglington. The great problem of distance travel was the supply of fuel as there were no such things as petrol pumps, so this meant carrying enough petrol to at least get you to where you were going, and hopefully acquire sufficient to see you home again. With the Darracq this meant carrying two cases or four four-gallon tins of petrol which, together with a full tank, was usually sufficient for the trip, with possibly a little left over.

One must remember that because of the tremendous amount of gear work, good petrol mileage was a very doubtful possibility and usually varied somewhere between 10 and 14 m.p.g. As well as the fuel we always carried 2 gallons of oil and four gallons of water, together with 3 spare tyres and 10 spare tubes stowed under the back seat, as blowouts and punctures were the main problem. Imagine, if you can, all this plus all sorts of tools, a heavy towrope, our parents, we three kids, of whom I was the youngest, and all our luggage, and you will have a fair idea of how the poor old car was weighted down and we wondered why we used to break springs with monotonous regularity.

The day dawned bright and sunny as the travel books tell us, and 6 a.m. start saw us heading up Parramatta Road which was so unbelievably bad you just rolled out of one enormous pothole into another and to make about 10 m.p.h. was quite an achievement. Turning on to the Great Western Highway the road surface improved somewhat and a higher sustained speed was possible. There was virtually no settlement between Parramatta and St. Marys, which was a very small hamlet with a pub and half a dozen shops, and so we pushed along to Penrith and Emu Plains where the real fun began as we were faced with climbing Lapstone Hill.

This wouldn't have been so bad had the road, or I should say 'track', been in even fair condition, but it meant climbing over rock ledges, over stumps and boulders and into water gutters. We three kids had to walk as there was no way the car would take the lot of us up the hill. Once to the top the next pull was up Boddington and another walk for the kids.

By 1 p.m. we had arrived at the Hotel Imperial at Mt. Victoria for a well-deserved dinner and a cooling off and checkover for the car before descending Victoria Pass. This was quite a feat. Because of the steepness of the grade and the bad surface, together with two wheel brakes (which we all know about) it was necessary to hitch a log to the rear axle with a chain which we carried for that purpose, and this had the effect of slowing things down

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

Bathurst or Bust (Cont'd.)

considerably and helping to not burn the brakes out (brake linings in those days left a lot to be desired.)

Once at the bottom of the mountain we had Lett River hill to contend with and another walk for the junior members. In those days the road did not go through Lithgow but turned off at Old Bowenfels and necessitated another walk up the hill before entering the village of Rydal. After negotiating the road out of the Rydal valley up to Mount Lambie we could reckon on a ride all the way to Bathurst.

We arrived at Eglinton around 6.00 p.m., having taken 12 hours less 1 hour for lunch, so at 11 hours' travelling time, considering all things, the Darracq performed reasonably well.

We were to do this trip many times - next in a 1912 T Ford and finally in 1916 in a Fafnir.

This concluded our motoring to World War I; it wasn't until 1924 when we acquired a 1922 Buick 4-cylinder roadster that we took up motoring again, having advanced from the Veteran to the Vintage era.

- JACK DANCE

* * * * *

FISHERS GHOST TOUR - 16TH NOVEMBER, 1980

I would like to express my thanks to all those people (veteran and vintage cars) who made the run a most successful day.

As most people realise, a lot of groundwork goes into preparation of such tours and to have so many cars turn up was a pleasure to behold.

We were very privileged to be able to look over "Glenavon", a stately home at Campbelltown, built in the early 1800's, and also to have a very quick look inside the stables containing the local museum.

The gardens around "Glenavon" are beautifully maintained. A special tree growing in the front garden is reputed to be over 800 years old. Mr. and Mrs. Oakman were very courteous to all visitors. The two Oakman boys came on the tour and had a great time. It is a pleasure to take out lads who appreciate and respect older type vehicles.

Morning tea was delightfully presented by Dorothy and Neil Johnston and family, at Cowell's Nursery, Theresa Park. This nursery specialises in azaleas, camellias and fuchsias. Everyone, even the men, enjoyed the nursery and Mrs. Cowell made us very welcome. The fuchsias were in full bloom and were

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

Fishers Ghost Tour (Cont'd.)

very tempting by all to buy lots of plants. Perhaps we could go again in the spring when the camellias and azaleas are out, ladies!!

Lunch stop once again at the Steam Museum at Campbelltown. Thanks to Neil Martin for bringing along the Club B.B.Q. trailer.

Ken and I hope all the cars travelled home safely in the Sunday traffic and that all participants enjoyed the day. Particular thanks to the lone ranger - B.S.A. Jim - for making the trip. A run would not be complete without you, Jim!

- JOAN QUARMBY

Footnote:

The Festival Committee have asked that appreciation be passed on to the Veteran Car Club and its members for the display of cars and for the interest that the run created on the local scene.

An invitation for next year has already been extended to the Club and the Campbelltown veterans, Ken and Neil, look forward to the opportunity of again arranging the tour.

#####

ROAD MOTORS IN AUSTRALIA

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

A COUNTRY TRIP WITH A DE DION CARFROM NEWCASTLE TO MOREEA TEST AGAINST A TRICYCLE

I.

The great motor racing events in France and Germany which recently electrified the world, on account of the wonderful speed results achieved, have turned general attention to the question of the utility of the motor car. We have already dealt in a comprehensive way with the progress of the movement, having given the experiences of one of our staff in the thousand-mile tour of the Automobile Club of Great Britain in May, 1900, and also accounts of the first long-distance Australian motor tour, undertaken by the same member of our staff and Mr. W.J.C. Elliott, of Sydney, from Melbourne to Sydney.

That ride was accomplished on De Dion motor tricycles of 2-1/4 horse power, and after a break-down necessitating the abandoning of the first

(Cont'd. on Page 16....

ROAD MOTORS IN AUSTRALIA (CONT'D.)

trip, when half the journey had been traversed, Mr. Elliott made another journey between the two capitals, making the 600 miles at an average of 17 miles per hour. This reads very modestly alongside the extraordinary performance of the leading driver in the recent Paris to Bordeaux race, when the 350 miles were traversed at the authenticated rate of 56½ miles per hour. But considering the difference in the roads and the class of country, and also in the power and style of the machines, Mr. Elliott's ride from Melbourne to Sydney was an extremely meritorious performance. Indeed, it has been admitted in motor circles in England, by men who are capable of judging, to be a better performance than any other known on a similar class of machine.

Mr. Elliott is an experienced and exceedingly successful bicycle racer, and he learned to handle motors at the hands of one of the most experienced chauffeurs of France. He drives with nerve, and for really fast work great nerve is required, keen judgment and skill, and would be well qualified to compete in some of the big events of the old world. Australians have excelled in all other branches of sport, and, given the requisite cars, there is no reason why they should not match themselves against the speediest and most daring drivers of France and England.

Anyone who has stood on the footplate of a railway engine when travelling at anything upwards of 50 miles an hour will appreciate the position of a motor driver, handling a car at a speed of 56 miles an hour, without any rails to hold him in place, and dependent upon his hand, nerve and eye for safe steering. The slightest swerve, the least fraction of mismanagement at such a pace, means instant disaster.

While in France, in England and in Germany the motor cars have been perfected, and the industry has progressed by leaps and bounds, until now a complete and an immediate revolution in road and street traction of all kinds and conditions is threatened, Australia has gone ahead more slowly. But we are going ahead. In Melbourne and Sydney it is now no uncommon sight to see small motors on the streets, and when intelligently handled they invariably create a favourable impression.

And at an early date Australians will make the acquaintance of a high-powered car, as Mr. Mark Foy is having imported for him a 12-h.p. Panhard-Levassor. This car will be on similar lines to that on which the Hon. C.S. Rolls led throughout on the 1000-mile tour in England and Scotland. Mr. Rolls since then has had the honor of driving the Duchess of York, who was staying at the country seat of his father, Lord Llangattock, 80 miles on the same car. Mr. Foy's car will be more speedy than that of Mr. Rolls, as the company have since fitted several improvements, which materially increase the power of the 12-horse cars. Mr. Rolls frequently achieved a speed of over 40 miles an hour on the English roads during the big tour, and it is expected that Mr. Foy's car will travel at the rate of 50 miles in the 60 minutes on our best roads.

(Continued on Page 17...

ROAD MOTORS IN AUSTRALIA (CONT'D.)

There are of course not many roads in Australia capable of carrying a car at this rate, but there are a few in the northern district round Singleton and Scone, and long stretches in the western district of Victoria.

The advent of the car will be awaited with the greatest interest by all who are observing the motor movement with attention. The Panhard-Levassor is universally acknowledged to be one of the leaders of the motor world, and some idea of the quality of the cars may be obtained from the fact that Panhards finished second, third, fourth, fifth, sixth and seventh in the Paris-Bordeaux race, and second and third in the Paris-Berlin event.

Motor experts have arrived at the opinion that the speed attained by the 70-horse power Mora in the Paris-Bordeaux and the Paris-Berlin races, 56½ and 46 miles an hour respectively, represents the highest practicable road speed. It would be possible to build motors to drive the cars faster still, but not practicable to procure tyres to carry them at the pace, nor roads to hold the cars at the speed. The fastest of the cars can be driven at a walking pace if necessary, and a big reserve of power retained for rough roads, hills, or heavy loads. The handling of a motor does not necessarily mean tearing along the roads at the speed of express trains.

But it is impossible to disregard the signs of the times, and now that cars capable of beating the times of express trains are being constructed some startling changes in the mode of travel must be looked for. The winner of the Paris-Bordeaux race actually beat the time of the Sud express by 47 minutes.

Australians, while noting with attention the extraordinary performances which the motors have recently achieved in France, are naturally more closely interested in the work they are able to do in Australia, where conditions are certainly different, and not nearly so favorable to the cars. Therefore, a few particulars about a country trip on a 4½-horse power De Dion Voiturette, undertaken at the end of last week by Mr. W.J.C. Elliott, Mr. Mark Foy, and the writer, will, doubtless, be interesting. The trip sketched out was from Newcastle to Moree, a distance of 311 miles. As the roads between the two towns traverse all kinds of country, mountain, valley and black soil plain, it was felt that the test of the car would be a heavy one, and that this fact would render the results all the more interesting.

The car was imported for a Moree medical practitioner, who intends to use it for the purpose of travelling the country around Moree in his professional work. And our experiences with the car on the trip were such as to demonstrate beyond doubt that the car is eminently fitted for such work.

The writer left Mr. Elliott and Mr. Foy at Breeza on Tuesday night to return to the city. They intended to put in a day's turkey shooting on Breeza station, a magnificent sheep-grazing property on the black soil plains, and to continue the journey through Gunnedah and Narrabri to Moree today. They will probably stay at Narrabri tonight, and go on to Moree tomorrow.

(Continued on Page 18.....)

ROAD MOTORS IN AUSTRALIA (CONT'D.)

Up to the time the writer left, the car had only made two unauthorised stops, one for a punctured tyre at Singleton and the second for an unimportant fracture in the copper tube leading from the petrol reservoir to the carburettor. Both faults were repaired on the road in a few minutes. Apart from these two incidents the car ran from Newcastle to Breeza over good roads and bad roads alike without a halt, and occasionally on favorable stretches of level ground reached a speed of $26\frac{1}{2}$ miles an hour. Such a record was exceedingly satisfactory, especially in view of the fact that the car was only built to do a maximum speed of 24 miles an hour on the French roads.

The motor is a $4\frac{1}{2}$ -horse power De Dion, built at the French factory, and like the majority of modern motors is petrol driven. The reservoir fitted over the engine for carrying petrol holds $2\frac{1}{2}$ gallons of oil, which will take the car over average roads about 70 miles. The petrol is worth about 2s.6d. a gallon retail. There is plenty of room for carrying more reserve oil, and in touring, it is always advisable to have another can of petrol with you in case of accident. We experienced the value of this precaution when the feed tube from the reservoir broke, and our petrol dropped through the fracture on to the road, our first intimation of the mishap being the loud explosions of air in the cylinder. If we had had no reserve we would have been helpless on the roadside, but with another can in front we quickly made the necessary repair, and charged the reservoir again and were on our way once more in a few moments.

There is practically no limit to the amount of petrol you could carry on a car, enough to take you 1000 miles being a possible load. But, of course, there is an objection to overloading a car, and in long distance touring it would be advisable to send oil on ahead by rail. We did this, picking up fresh supplies at Singleton and Quirindi.

TO BE CONTINUED.

(In February SPIT AND POLISH the story picks up leaving Newcastle early in the morning in bad weather.)

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

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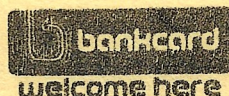
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