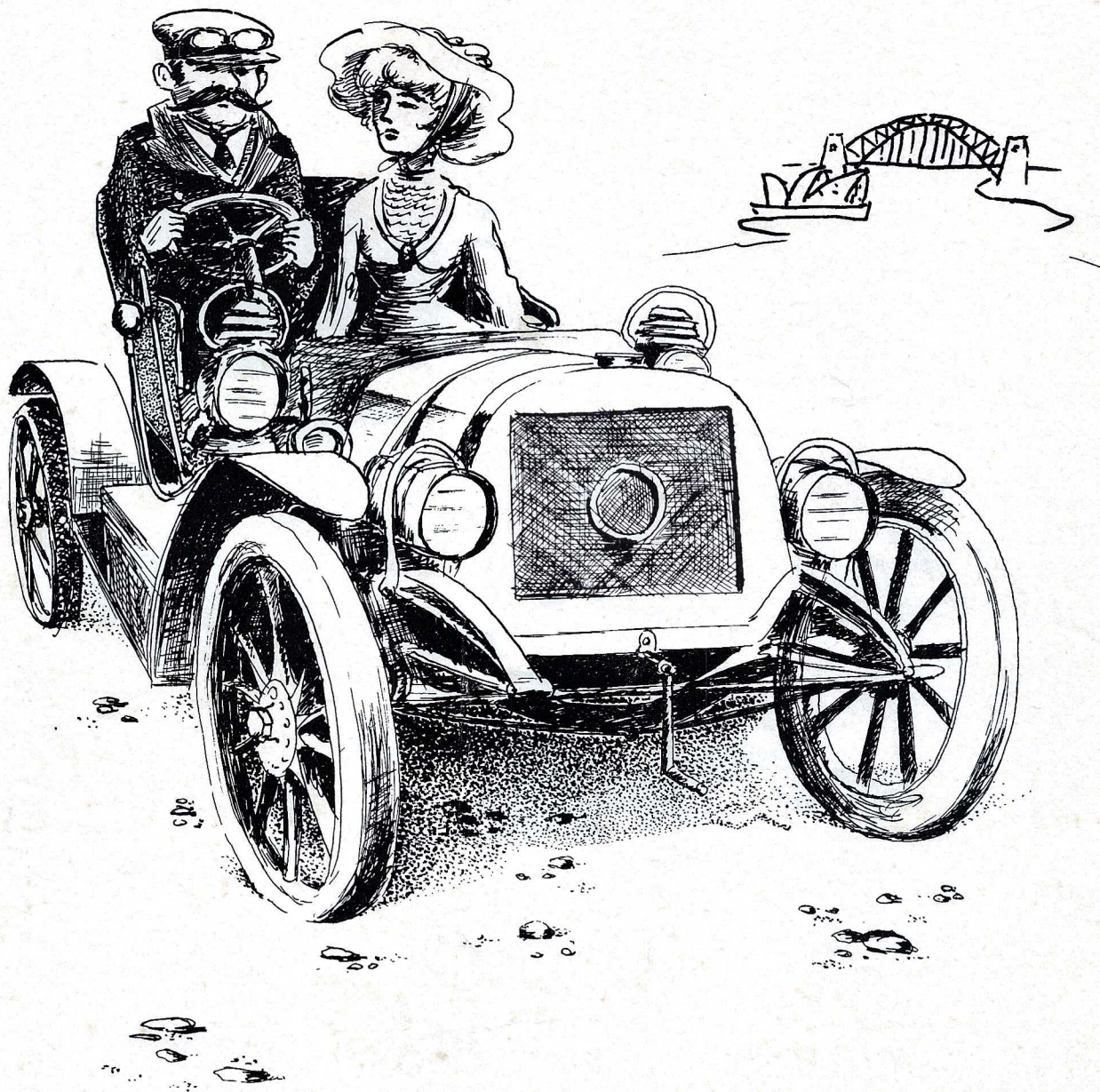


NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)
Registered at the G.P.O., Sydney for transmission by post as a periodical—Category B.

SPLIT AND POLISH



JUNE, 1972

VOL. XIII, No. 12

PRICE 40 CENTS

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 — Category "A"

Patron:

His Excellency the Governor of New South Wales,
SIR RODEN CUTLER, V.C., K.C.M.G., C.B.E.

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COPY REQUIRED BY FIRST THURSDAY OF MONTH

The next General Meeting of the Club will be held on THURSDAY, 22ND JUNE, 1972 at Five Dock Community Hall, Great North Road, Five Dock, at 8.0 p.m.

This will be the Annual General Meeting, which entails the election of office-bearers for the ensuing twelve months.

EDITORIALVETERAN & VINTAGE TRADING STYLES

Way back in the very early days man traded by barter, laying his wares out on the footpath or market place, for all passers by, and particularly potential customers, to see. After a long period this became unwieldy, and man stepped up to "payment on the spot" with coin.

We have often observed the fact that history is repeated in many ways, and we were struck by this thought when we attended the Swap Meet at Chatswood. There they were, all the small time traders, their spare bit (of all grades of condition, value, desirability and use) all spread out on the floor of the 'market place', most of them on sheets of cloth or tarpaulin, others laid out on trailer floors. The general picture lacked one aspect of many a market place in that no one was shouting to all and sundry about the quality of his wares.

This old, old method of trading was brought more forcibly to our mind by the recollection of what might be described as a "super colossal" auction of only a few days earlier.

Whereas at the auction the quality of the wares was appreciable in most cases, so, at the Swap Meet, some of the wares left us with the thought: "Now, whoever would have a use for that?" But it is wonderful the odd buyer who is searching for a specific thing, and finds it in just this type of place.

We departed from the area with an old slogan ringing in our ears: "Sure to get it at Grace Bros."

* * * * *

PRESIDENT'S MESSAGE

As the end of the Club Year draws near, it is time to stop and ask ourselves if we have achieved all we had hoped for during this last year. Certainly, much has been done to secure the Club's future, but have our efforts been as great as they could have been? Have we supported the various committees in every possible way? These are questions each and everyone of us should ask OURSELVES.

I don't doubt that elsewhere in this issue there will be some comment on what has become known as "The Auction". It will be some time before the full effects of this widely promoted event are fully realised. It seems to me though that it was only a matter of time before world trends in old car values caught up with us here. The fact that the catching up has not been gradual is what has caused the greatest impact.

Election time is with us again. Nothing reflects a club's enthusiasm more than to see a number of candidates nominating for each position. "New Blood" is a cry we often hear, but how often do we get it?

ALLAN FOY,
President.

REPORT OF MAY MEETING

The President was in the Chair, and the Hon. Secretary himself was in attendance at the top table, having returned from the "four-seasons-in-one-day" city.

Visitors Alan Tester and Daryl Swain were welcomed from the Chair.

The correspondence, of which there was only a small amount, included a letter from a Miss Bruce, of Narrabeen, who stated that she has a veteran car. Very few details were given, and she was asked to attend a meeting.

Events Committee (Peter Kable) spoke of the Endurance Run to be held on Sunday 4th June. It is to be the first event to have been started from the new Club House. He said that it was to start at 9 o'clock, and to finish by 3 o'clock.

George Roberts (not King George, but Prince Henry) as Investigating Officer, stated that he is investigating a 1905 Unic, a 1911 Vauxhall, and an International truck, considered at this stage to be 1917. George said that he had received a letter from an old gentleman at Coonabarabran, in which the writer described a car that he had seen many years ago. He wrote that his recollection was of "several straps running down to the mudguards" and "headlamps way out in front and highly polished". George has had conversation with a certain F.J. Howard of Condell Park, who mentioned a 1908 8 h.p. Renault and a 1910 International Buggy.

Three new members have been signed up:

John E. Ryder, Coonabarabran, Full Member.

R. Gilbert Wright, Blaxland, Associate Member.

Daryl Swain, 10 Clark Street, Granville, Associate Member,

the last named pending the dating of the International truck.

Discussion took place of the Swap Meet under the sponsorship of the Chevrolet Club, held at Grace Bros., Chatswood, on Sunday, 28th May. It opened at 8 o'clock.

The Treasurer (Bill McCarthy) reported that the title to the Club's premises was transferred to the Veteran Car Club of Australia (N.S.W.) on 19th May. The purchase price of the Hall was \$9500, on which a 10% deposit was paid, leaving a sum of \$8550 to be met at the appropriate time in appropriate amounts. This has been added to, to the extent of a proportional amount of each of Water & Sewerage Rates, Legal Costs, Registrar General's imposts - er! correct that! - charges. When the amount paid by the Rural Bank has been taken into consideration, as well as funds and deposits, the Club has to find only \$1100 in order to clear the debt. There is also an amount of \$850 in the Building Account, but this will have various calls on it for sundry items.

(Continued on Page 4.....)

Max Welch, as Project Propagator Extraordinair, gave a description of, rather than a list of articles delivered to the Hall. He pointed out that it would not be wise for any volunteer workers to attend the Hall unless they first spoke to Max or to Arthur Garthon, in order to be sure of gaining entrance. Working Bees will be held on an average of one day of each week-end. Vic. Jacobs held the view that the only really successful means of ensuring a flow of 'volunteers' was to virtually roster them. He said that as far as he was concerned personally, he would be more likely to attend if specific days were made for him, than if he were allowed to turn up voluntarily - go off better to a 'push start' as it were! He got very little support for a motion that he wished to put.

The consensus of opinion of the meeting was that the services of helpers must be absolutely voluntary, as many members must always have personal and domestic difficulty with regard to writing off part of any week-end. Bob Baxter put an amendment to the motion that members be given specific days on which to attend. He withdrew this amendment later. Vic expressed the opinion that "if everyone put in only one day of duty on the roster system, the job would be completed in short time." His motion was lost.

* * * * *

LETTERS TO THE EDITOR

Unfortunately I have been unable to attend as many outings this year as I would have liked, but I have heard nothing but praise as to routes, venues etc. for these.

This weekend I was able to attend the first run to leave our new clubhouse. It was great to come out of the fog at 9 a.m. and see 3 cars ready to depart. After waiting for a further ½ hour for more starters, we set off and saw 2 more heading for a late start.

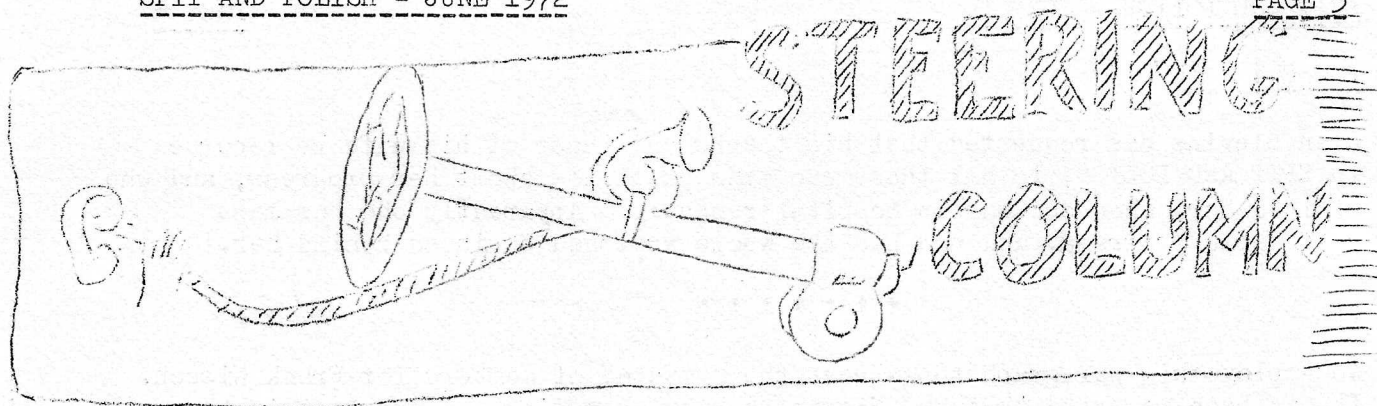
On arriving at Beverley Park Orthopaedic Hospital at Campbelltown, we were met by Ken Quarmby. Morning tea put on by the hospital staff was a welcome interlude. (Provisions supplied for 60). On to Nattai by a traffic-free route for lunch, the grand total of 10 car-loads arrived, including a couple of vintagers. You could not have had better weather or finer scenery. A most enjoyable run ended at Liverpool Swimming Pool.

What more do other members want? A rally around your own suburb with petrol paid. Admittedly some members have a valid excuse, but surely not enough excuses to cover nearly every outing put on by an Events Committee who have worked hard for several weeks to find a new and interesting route to somewhere you have probably never been. I heard some who attended say they had not been to Burragorang Valley for 30 years or more.

As this outing was open to Veteran, Vintage and Modern cars, I find it hard to forgive 99% of the remaining 200 odd members who live in the Sydney Area for not attending.

ONLOOKER

* * * * *



That Grand Olde Dame of Veteran Cars "Henrietta" has issued a challenge to any other Veteran car in Australia that they cannot better her record of over 30,000 miles travelled in various rallies including two International events. ANY TAKERS ?????

#####

Now that the Queen's Birthday Honours Lists are known - this column has its own ideas on how the lists should read:-

SIR KENNETH MOSS, K.C.B.C. (Ken's Cars Big Caddies)
 LEN SHEEN, O.B.E. (Oil Burning Exhaust)
 LIONEL JONES, C.B.E. (Camshafts, Burnished, Elongated)
 VICTOR JACOBS, R.O.W.S. (Royal Order Wooden Spoon)
 ARTHUR GARTHON, C.M.G. (Cars Mended, Guaranteed)
 REGINALD JONES, B.E.M. (Big Ends Machined)

#####

We were informed that Jim Eisenhower brought the Buick hearse at "The Auction" but Jim tells us this is not so - but he started to "Coffin up" some information on the vehicle. (Jim was also able to inform the auctioneer that the E.M.F. Roadster was owned by a little old lady who drove it to second place at Bathurst.) The information is as follows.

Once owned by a relative of Ben Hall the bushranger (no relation to Sep. Hall). It had a 'Rigor' body (these bodies were renowned for their mortise joints). The next owner had some modifications made to the Hearse to make it go faster. These were carried out by a Mr. I.M. Saten who was a speed fiend (believe he is still in business). These modifications included: 30 thou. off the ignition key, high lift door handles, duel coffin extractors, twin overhead wall vases (with lightweight fibreglass flowers), brakes which were sudden death. It ran off a mixture of 50% Formaldehyde and it was guaranteed to drag off a ghost.

Talking of the big auction, we would have like to have seen the buyer of the \$240 'T' Ford Motor Inn stand's face when the latest 'T' Ford Times magazine arrived from America a few days later with a fully-restored Vintage chassis reconditioned motor and 4 brand new tyres for sale, price \$250, listed in the "For Sale" column with many similar adverts. That is a good example of what realistic prices are and how mad people go at auctions.

#####

S O C I A L

Alan Blevins has requested that his thanks and those of his wife be recorded in SPIT AND POLISH, to all those who made enquiries about her progress, and who visited her, when she was in hospital recently. Apparently she has made remarkable progress, and now has the whole wretched business behind her.

* * * * *

We employ this paragraph to express the sympathy of members for Frank Nissen. It has been reported that Mr. Nissen, senior, has died. A sad time in the lives of all those concerned.

* * * * *

Congratulations to Peter and Ellen McKeown on the birth of their son Geoffrey James (someone to help change tyres on the Delaunay Belleville.)

* * * * *

E V E N T S

Due to the changeover of office-bearers and lack of support from club members, planning of future events cannot be justified.

PETER KABLE

* * * * *

T H E E N D U R A N C E T R I A L

JACK DANCE

Was it the name given to this outing that scared off all you dedicated veteran motorists, who thought maybe you, or your car, or maybe both, were not capable of competing in a so-called Endurance Trial, or was it the bit of fog we had on Sunday morning, June 4th? Whatever the reason, only 8 cars took part, which must have been deadly disappointing to Peter Kable, Eric Lang and John Burke who organised it.

The day was perfect weatherwise and the route on quiet roads through delightful country. Morning tea at a hospital for crippled children at Campbelltown, where they had catered for 60 people, only to have 20 turn up.

On through The Oaks and Oakdale to have lunch at Nattai Lookout with a breath-taking view down the Burraborang Valley.

A most interesting run home through Old Cobbitty, to finish at the Olympic Pool at Liverpool, bringing to an end an altogether enjoyable and satisfying day of veteran motoring, combined with excellent club fellowship.

Try and make it next time; I am sure you will be sorry if you don't.

* * * * *

CLUB ROOMS RENOVATION

As far as possible there will be working Bee's on at least 1 day every weekend from now on. The main contacts will be Max Welch or Arthur Garthon: we can't be present all the time, but will make sure that a Foreman is nominated to advise what is to be done.

Please report to him and do the work he requests. If you want to volunteer for a day's work ring Arthur or myself during the week, and we will compile a list of names and pass them on to the appropriate Foreman, who will be on duty the day you can turn up. We will also advise you who he will be.

It is intended to carry out work in the following sequence for a start:-

(a) Make toilets useable. (b) Carry out repairs and paint outside of hall. (c) Install new windows. (d) Fit security screens to windows. (e) Carry out alterations to inside of hall (to be determined). (f) Paint inside of hall. (g) Move in.

We want to concentrate on the outside of the building to preserve it, make it waterproof and make it secure. The present windows are in poor condition and leak badly. Further, it is no good putting valuable possessions in the hall without it being secure. We all have individual ideas of what should be done first and who is to argue which ideas are correct, however after discussing the matter your Committee feels that the list above is not a bad order of priority.... ThanksMAX WELCH.



Malcolm Garthon, Arthur Garthon and Jim Weir with Sam, (on right) having lunch at Club working bee. Signs were found in the hall.

ON THE JOB



That's Max Chapman replacing boards that Bob Baxter removed with his little pinch bar. We think Bob thought the building was to come down by the amount of bad boards he removed from the back.



Max Welch sawing, Mel Pope nailing, the division for the toilet block. (This is no indication of the bodies Max is capable of building on Veterans).

WILD WEST TOUR

A running commentary by Peter Kable, of his adventures at the Tour, and the run that Sally and he enjoyed in travelling to and from the event. He set it out as follows:

Holidays are due - where to go, what to do, always a problem. There's no point staying at home. Friends in the country have invited us to stay with them, so we decide to kill all birds with one stone, and incorporate a rally also.

The venue Parkes-Dubbo, and the Western Districts Veteran and Vintage Car Club's WILD WEST TOUR, held over Easter. As the T Model is as reliable as both modern cars, we decided to drive it up and back. (That doesn't mean the T is great; more that the others have had it.)

Luggage is always a problem, but Mel Pope came to the rescue with a luggage rack for the running board, and so we were away. As we intend to drive to the Perth Rally in September this year, I set this trip up as a test, so woke up on the Wednesday morning, loaded our gear, drove down to the service station, filled up the tank, checked the oil, and away we went.

By the time we were on the road properly it was past eleven o'clock, so we headed for the Mountains. The weather was fine and warm (couldn't be like that for the Katoomba Rally - no chance!) At two o'clock we were in Lithgow, where we had lunch. After lunch we headed for Orange. The sun was very hot by three o'clock, so up went the hood before the nose was burnt off.

Orange was reached just after five o'clock, where we were to stay with friends on an apple orchard for the night. Thursday at eleven o'clock we were on our way again, this time heading for Parkes, where the rally was to start.

After having a counter lunch, which we just managed to get before two o'clock, Sally and I went out to the car, to find some of the local car club members there. Garry Gibbs and Alan Payne welcomed us, but officially we were a day early, as most cars were naturally arriving on Good Friday. Sally's bridesmaid lives 35 miles out of Parkes. As this was one of our stops we headed out to the property.

The last 15 miles was literally turning back the clock 50 years. A dusty, rocky road, loose ground, big potholes, just the road for beaded-edge tyres. I slowed the Ford down to 15 m.p.h. and we eventually arrived at the property without mishap, except for a couple of rear end breakaways, which are a strange feeling travelling at slow speed, almost like slow motion.

After a late night we woke and after all the various animals were fed, set out for the dam to catch yabbies. Never had a better time fishing. No sooner got one off one line than I had to grab the other line and so on, one line after the other. In no time two of us had a five-gallon drum full. Very simple operation. One piece of cotton 4 feet long, one piece of raw meat tied to one end and a stick tied to the other. Put the stick in the bottom of the dam, and when the cotton becomes taut, pull it to the surface, scoop under the

meat, and presto! a yabbie, sometimes three. Beats the Georges River any time, and they taste as good as lobster.

The showground in Parkes was open from one thirty in the afternoon, so we took the Ford back to town for the display and judging that was to be held that night. When we arrived the showground was a hive of activity. Most of the cars were on the trotting track. Ken Moss and Arthur Phillips were doing the judging. One A Model Ford had boiling troubles and was subsequently filled with kerosene and run till the kero boiled. (It apparently worked, as he had no more trouble that I could see.) The T was filthy dirty so I grabbed a hose and started to wash some of the dirt off. Within ten seconds half a dozen people had descended onto the car, and after being issued with brasso and cloths, had the car sparkling clean in no time. That's the sort of spirit that prevailed throughout the rally.

The cars were locked up in the showground pavilion overnight ready for the start at 9.0 a.m. Saturday. As none of the cars were allocated numbers, quite a tussle developed for poll positions. We ducked out the back gate and got ahead of most of the vintage cars.

First stop was for morning tea at the Parkes Radio Telescope. Somehow the milk was left behind but only a short delay occurred before more was obtained. The cars were stirred up and headed for Peak Hill. The rally then did a detour off the main road in a semi-circle and finished at lunch which was at a little one-horse town called Tomingley. The club members supplied lunch after being let down by the caterers at the last moment. The first of many excellent meals.

A northerly wind sprang up after lunch which slowed up progress, especially for some of the smaller cars. Chris. Broadbent misjudged his fuel consumption as his speed had been cut down from 25 m.p.h. to 15 m.p.h. with the headwind. He ran out of petrol just out of Dubbo and had to borrow some from a Bull Nosed Morris on a trailer, that had run its bearings.

Most of the cars competing were very well restored, nearly all vintage, mainly Chevs., A Ford, etc. The Sunbeam that was advertised for \$25,000 at one stage in the Sydney Morning Herald was there (I think a couple of thousand would stop it.) The Thomas Flyer imitated Sunbeam was there also, which upon closer examination proved to be an excellent job done by the modern method rather than as originally done, which was cheapened somewhat (the finished product).

Two vehicles - an International truck and a Studebaker - were driven the entire rally route on trailers (might well have left them at home!) When we arrived at Dubbo they were driven off and put with the rest of the cars.

Dubbo was reached by 4.30 p.m. where we were greeted by the mayor. The cars were then taken to the R.A.A.F. base and parked in a hangar. We then were taken to our accommodation to prepare for the highlight of the rally - the Saturday Night Barbeque.

What a barbeque! Held in the front yard of John Smith's place. A bullockwaggon with bales of hay provided a stage for the country and western

band. Bales of hay in a large square provided the seating, a log fire in the middle provided the warmth inside. The meal was again provided by the members and their wives. The music, the food, the warm fire, the people - all gave to make the night most enjoyable. Ken Moss and Bill Spraggon finished it with a midnight swim (the claret speaking, no doubt!)

Sunday morning the cars were driven to the showground where more judging took place. The kids were given rides on the bullock waggon, towed by a tractor along with a couple of vintage trucks loaded with bales of hay. After another good lunch the cars did a run out to the airport and back to Dubbo, taking in the local points of interest, then on to the R.A.A.F. base.

Sunday night saw a presentation dinner which was rather cramped, but this did not stop everyone having a good time. Several prizes were given, including combined ages of vehicle and driver, best paintwork, and best lighting to blend in with car and conform to modern requirements. The combined ages was won by Col. Colinridge from Cootamundra, whose total of bike and self was 125. The best paintwork was won by an Essex Speedster 1926 owned by Jim Hewett of West Wyalong with a 1928 Minerva. A guessing competition was held at the showground on Sunday morning consisting of old hubcaps and all sorts of strange objects, shearing heads, saucepan cleaners, Calthorpe con. rods, and what turned out to be a Japanese airplane control knob (no one got that one!) Gladys Broadbent won the guessing competition.

After a late night everyone retired to prepare for the trip home. During the night it rained, but had cleared by morning. Reluctantly we departed, this time heading for Canowindra, where we stayed overnight with more friends. (Friends come in very handy on holidays, don't they?) Tuesday afternoon we moved on to Bathurst and Wednesday on to Sydney. We had travelled nearly 700 miles, had perfect weather, competed in a very fine rally. What more could you wish for in a holiday? I personally recommend rallies in the country for pleasant motoring, very friendly people, and a good time assured.

STOP PRESS

On Sunday, 28th May, only seven members turned up for working bee at club house. 3 were Committee members.

On Saturday, 3rd June, two Committee members only turned up.

Members are asked to please support their club more enthusiastically.

SUPERCHARGING, SCAVENGING & TURBO CHARGING

An interesting treatise by Eric R. Anderson, M.I.N.Z.M.I., supplied to us by Carl Bliim.

We feel that it must prove interesting to many of our readers, though owners of veteran vehicles will doubtless find very little actual use for the information.

It may come as a surprise to learn that it was in 1902 that the first supercharger was patented, and it was by Louis Renault. However, the first known supercharger was fitted to the Chadwick, an American car, in 1905. Actually this supercharger was a three stage type, and the Chadwick was entered for the Vanderbilt Cup in 1908.

Hispano Suiza (that would have to have been Mark Birkgt), foresaw the advantages to be gained from pressure charging, and fitted a twin cylinder supercharger in 1911.

The supercharger seems to have been used more widely than has been realised by many people. During and after the first World War the Junker submarine engines used scavenging pumps and in addition, round the 1930's they were in use by such engine manufacturers as M.A.N. Carel, and Polar.

During the second World War Spitfires and Hurricane fighters were fitted with superchargers or turbo chargers.

Pressure charging, as started by Renault, was adopted by Franklin, Graham, Miller, Stutz and Duesenberg and was used on their cars between 1920 and 1940.

In the early 1920's Bentley, Austin and M.G. were supercharged.

The Germans have never been far behind anyone else (actually in front in some cases), so in 1922 they fitted a twin Rootes type supercharger to a 1499 c.c. 4-cylinder Mercedes.

A year later (1923) Fiat fitted a vane type Witting blower.

This is by no means an exhaustive list of users, only some of those early in the field.

In the paper from which this article has been copied, the writer has taken the trouble to make clear what takes place in the cylinders of an engine while it is running, and he gives it thus:

"A normally aspirated engine (i.e., one 'breathing' by the pistons' suction) operating with an ordinary induction and exhaust system, may be regarded as working under an air pressure equal to that of the atmosphere, which forces the charge into the partial vacuum created by the descending pistons on the induction stroke. With other factors being equal, the power output depends upon the temperature and pressure of the charge at the beginning of the compression stroke."

Working on this thought, namely that air at atmospheric pressure rushes past the valve seating on its way into the cylinder, we find that when the piston rushes down at a prodigious rate the air has insufficient time in which to pass at its fullest extent into the cylinder before the valve is closed and the piston is on its way up again. Tests have been made, and measurements taken in this regard have shown that a normal engine of 1000 c.c. capacity will compress approximately only 850 c.c. at 4500 r.p.m., while with revolutions increased to 6000, it will compress barely 750 c.c. Hence the need to push the air into the cylinder at greater than atmospheric pressure. So, up comes the supercharger as a means of ensuring that the full amount of air does make its way into the cylinder.

* * * * *

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

COMPLETE CHASSIS 1915 OVERLAND including radiator, some body parts, windscreen and some lamps, also few of original instruments. Steering column and box are missing.

Will SWAP for 10 brass veteran items such as kero side lamps, tail lamps, carbide generators etc.

1923 F.N. COMPLETE CHASSIS vehicle in driveable order. German silver radiator. Some original instruments but no body. WILL SWAP for 8 veteran brass items such as lamps, carbide generators etc. CONTACT: COLIN PARKER,

113 Comleroy Rd.,
Kurrajong.

'Phone: K'jong 71.422

#####

AVAILABLE. One Cylinder Cadillac runabout 1903 with fore and aft springs. (ALL STATES) Good offer required before it goes back to the U.S.A. These are rare and therefore not cheap.

Offers to:

JAS. A. IRWIN,
Box 46, P.O.,
Nagambie, Vic. 3608
'Phone: Avenel 15.

P.S. The old '14-'18 Digger is getting too old to take on the long Annual Rallies now. J.A.I.

WANTED (ALL STATES). 1913 Fiat Radiator, steering column, petrol tank. RAY STANDERWICK,
Lakes Entrance, Vic.

WANTED. One P. & H. Kero sidelight, L.H., no dents, 1'11" overall.
WANTED TO SELL OR EXCHANGE. One small Klaxon Horn, one pair of Gas Headlamps. One FISK, non-skid, 765 x 105.

BERT HEDGES,
Larpent Park,
Larpent Wayside Mail,
Larpent, Vic.

FOR SALE. Trailer with three good tyres 500 x 21. \$50 the lot.

E. BRAIDWOOD,
17 Marquis St.,
Ashburton, Vic.

(At home most of time - 'phone: 25.4098)

WANTED (ALL STATES). Curved dash Oldsmobile parts - 5 h.p. 4½" x 6" single-cylinder horizontal motor, 2 speed epicyclic gearbox, chain drive diff., or parts. Also literature and information on this model.

NOEL HOLBROOK,
61 Ardlie Street,
WARRNAMBOOL. 3280

FOR SALE. Spark Plugs, 18 mm., ½" reach, particularly suitable for engines with little clearance between base of spark plug and top of valve. Several different makes, 85¢ each.

DAVID INGLIS,
8 Windermere Court,
Blackburn, Vic. 3130.
Tel. 878.0496

#

FOR EXCHANGE OR SALE:

Rear luggage Trunk (cabin wardrobe type).
Veteran clock (pocket watch type).
Tyres B.E., 30" x 3" - Michelin 2 No.
4.40 x 23 Olympic 1 No.
Dietz Union Driving Lamps, Steel, Pair, Good condition.
Ford "T" electric lamp shells, pair.
Brass acetylene headlamps, Australian made, pair.
Magnetos, 4 cyl. Bosch ZU-4, B.T.H. G.4.
Veteran Carburettors, Dodge, Claudel Hobson
Renault 2 cyl. Engine, less block.
Limousine Vases, pair, mounted.
Ford "T" Kerosene side lights, pair, fair.
Large Enamel Sign "Plume", good order.

FOR SALE:

Hupmobile 1914 Tourer with spare chassis, engine, gearbox, axles etc. \$825 (Requires complete rebuild).
Magneto, Bosch - 6 cyl.

WANTED:

Austin Seven Radiator (damaged in N.Z.)
Metz 1914 Radiator, Lucas Bulbhorn, or similar.
Vintage English spotlight (can exchange Lucas Divers Helmet Tail-light).
Kerosene Tail-light (suit Metz).

PAUL W. BUTLER,
1 Darley Rd., Randwick,
N.S.W. 2031.

Telephones: Office 29.3086; Private: 39.4786

#

AVAILABLE: 1926 Dodge chassis with engine, transmission, drive shaft, front and rear axles, springs, wheels and steering. POOR DONDITION.

Will sell or swap for vintage or veteran "T" Ford parts (preferably mechanical or chassis). ANY CONDITION.

GREG LEE,
Rockford Rd., Tahmoor.
N.S.W. 2573.
'Phone: Picton 88667

FOR SALE. Light trailer axle and wheel assembly. 19" wire wheels with tyres and tubes. Springs with shackle hangers and bolts, ALL IN QUITE GOOD CONDITION. Price \$10.

JACK DANCE,
17 High Street,
Epping. 2121
'Phone: 86.1432

WANTED. 4-cylinder 1915-18 Buick Chassis 880-120 B.E. detachable wheels.

JOHN CORBY,
Home: 634.2177

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Advertisement.

Did you read the latest description of a WELCH PLUG under "Steering Column", SPIT AND POLISH, May 1972? If any member is restoring a car and requires woodworking expertise, please contact me. I can make for you - windscreen frames, dovetailed battery boxes or trembler coil boxes, laminated mudguards, running board tool boxes, aluminium faced fire walls as well as complete or partial body framework. I am restoring a 1911 Clement-Bayard and need some bits and pieces so if you require any of the above for your vehicle, and have something I want, payment can be on a barter basis. The same applies if you can make or restore something for my vehicle that I can't do, or haven't the equipment to do, we can come to a mutual arrangement. Failing the above suggestions, I will humbly accept cash which will be invested in my car.

MAX WELCH,
357.9242 - Business
440.8418 - Home

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WORKING BEES will be held on the following days (please give this your urgent attention):

SUNDAY	18TH JUNE	Arthur Garthon
SATURDAY	24TH JUNE	Len Sheen
SUNDAY	2ND JULY	Bill McCarthy
SATURDAY	8TH JULY	Jack Dance
SUNDAY	16TH JULY	Max Welch

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MORE FROM THE VICTORIAN NEWSLETTER

We thought at the time that the earlier articles that we quoted as having come from the pen of Russell Stapleton, of Victoria, would have been the final ones. However, on reading through the May copy of that periodical, we find additional matter which we, Editorially, consider to be particularly interesting.

Do you remember that in 1907 S.F. Edge took a Napier round Brooklands for 24 hours? We mention specifically S.F. Edge for the reason that this 'stunt' drive was indulged in by three Napiers, which averaged 64, 65 and 66 m.p.h. respectively. Edge himself drove singlehanded in the car which covered the greatest distance in the 24 hours. He did have a sort of break here and there by virtue of the fact that each car had considerable tyre trouble, and each one was delayed for a total of approximately 1½ hrs. for wheel changing. That gives approximately 22½ hours actual running time.

We have pinpointed S.F. Edge for the reason that what has every indication of being the actual car that he drove on that occasion has not been massacred and disintegrated, but is indeed, 'fine and dandy'. How remarkable, after 65 years! The details are contained in a letter sent to Russell Stapleton from America. We shall refer to this gentleman later, but for now, his letter reads, in part:

"While I was in Argentina recently securing some other early cars, I was able to acquire what I believe to be the Napier that Mr. S.F. Edge drove at Brooklands in 1907 in the 24 hour (run). Its 6 cylinder engine is huge and is oversquare. That is, it has 127 m.m. bore with a stroke of 102 m.m., and it runs beautifully. I opened the gearbox and was pleased to note that the idle shaft is free floating in direct drive. The final drive ratio in high gear is only 1.2:1, yet the box has three forward speeds. As for age, it looks as if it was made in 1906 or 1907. The car was acquired from Mr. Cipriano Newton, who gave us the detailed history, and who lives in Argentina. Mr. Cipriano Newton is the nephew of the late Mr. Frank Newton, who raced alongside S.F. Edge. He said that in 1908 he prevailed upon his uncle, Frank Newton, to allow him to acquire the car and bring it to Argentina, which he did. It has been in their family ever since. During the course of the years there have been slight modifications bodywise and some chassiswise."

Notice the important words (to veteran admirers) that "it runs beautifully". It is not crying out for restoration, nor does one have the words on one's lips: "What a shame to think of it in such a state!"

Continuing: "He then goes on to give me engine numbers etc. to hopefully establish whether or not it is the Edge car", and adds: "The radiator seems to rest about six inches ahead of the front axle, and the bonnet is roughly 56" long. Obviously, the engine is huge." End of main body of letter.

It seems to us that Lord Montagu could well have brought out here for the 1970 Rally, one of the three record-breaking cars.

Continuing the letter: "From my understanding, there were two Napiers that came to Argentina in the early part of the century, and I was fortunate enough to acquire the other one as well. It is approximately a 1905 incorporating a touring body with flat front fenders etc. It was quite complete but had been outside in a breaker's yard for some 30 years. It also has a 6-cylinder engine, but it is much smaller. It seems to have a long stroke and a smaller bore. This 1905 Napier is now being restored for me in Argentina, so I can't give you more details on this one. However, the reputed Edge car is at my home and I am currently working on it."

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CARS OF MY LIFE

Excerpts from a book by W.O. Bentley

From the mind of the late W.O. Bentley we read some interesting comment, passed in 1961 on a few topics.

"No one in their right mind can be against the principle of road legislation that will make driving safer and more pleasant. It is foolish legislation that makes us angry and frustrated. There is talk at present of some diabolical instrument called, I believe, a breathyliser, to test whether a driver has had so much to drink that he is incapable of driving a car. I suppose it registers something on a dial. Does it also take into account, I wonder, the age and general state of health of its victim? His susceptibility to alcohol? Whether he has been to a noisy party and has to drive home in the dark on icy roads a car that is tricky to handle? Or whether he is a doctor, home for a quick sherry after a hard day's work and called out to an emergency case? This sort of thing just doesn't make sense to me. Next it will be a reaction tester - regardless of the fact that a good driver should NEVER be surprised, NEVER have suddenly to do anything."

At one stage he berates the law for permitting young fellows without experience to purchase and drive a 500 c.c. motor bicycle. He states that some of them have the acceleration of a G.P. car, and a top speed of well over 100 m.p.h. He then runs in a reminiscent vein, and states: "When I was still much too young I had a huge Indian motor cycle which I often drove at night at over 80 m.p.h. and did things with it which I remember only with horror - and amazement that I am still alive. I loved showing off on it, just as it is quite natural and healthy for any young man to show off and experience that heady, exciting sensation of speed that only a fast motor bicycle can produce."

He gave a description of an interesting project. He was very keen on the front wheel drive of the Citroen of that era with its engine mounted over its transmission. The Lagonda firm in 1945 had ideas of just the same thing, and he says:

"By combining aircraft engine practice with the benefit of front wheel drive I thought we might be able to learn some valuable lessons, and perhaps even get some way along the road towards the ideal small car. We therefore worked on a 5 cyl. radial engine driving vertically down onto the

front wheels. This was to be a very light unit with an aluminium head, air cooled, with a cowled-in fan forcing the air onto the finned cylinders. The valves were to be inclined, operated by pushrods, and the cam gear followed Bentley Rotary engine practice, which itself was based on Clerget principles.

The combustion chambers were hemi-spherical, the pistons aluminium - in fact, the heaviest single component was the flywheel, which was necessarily quite substantial. Transmission was through an all-synchro. gearbox. Originally, I think, the pistons were to have been 63 x 72 mm., but we later enlarged these to 72 x 69½ mm., a slightly oversquare engine with a capacity of some 1360 c.c., and an R.A.C. rating at that time, of 15 h.p."

For various reasons the radial engine was shelved, and they worked on an aircooled flat 6 cyl. "Although the layout was entirely different, of course, to the radial, the size and pattern were similar, and lightweight was to be achieved again by using aluminium cylinders and pistons and an aluminium head. The 6 cyls. were horizontally opposed, with the many advantages that this layout combined.

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