

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

SPIT AND POLISH

SYDNEY - MELBOURNE RECORD - BREAKER



A. V. TURNER'S 1913 AMERICAN UNDERSLUNG



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

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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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EDITORIAL

Compulsion or assistance?

We have read recently of the sudden death of two schoolboys, in a car which reportedly left the road, hit a tree, and threw its engine very many yards ahead of where the chassis stopped.

The Harbour Bridge and similar public utilities are fitted with barbed wire and spikes in order to prevent those so inclined from taking their lives. Should anyone follow this desperate line, that individual is the only one involved, for it is highly unlikely that a 'suicide' will be able to include two or three other persons in his own lamentable act.

The inexperienced car driver is not granted such immunity from possible damage to himself, and, much more importantly, to others.

In many walks of life we find that varied methods are employed to be as sure as possible that no one comes to grief, but in the case of the most lethal weapon of the lot, the moving motor car, nothing of any practical use has been done.

It has become almost an unwritten law that nothing is done to control traffic in danger spots until some poor pedestrian is maimed or killed. Then, but not till then, do the pleadings of drivers and pedestrians receive any attention, and the necessary sign is erected at the spot.

Perhaps it has not really sunk into the authorities that this particular position was reached ages ago, that is, that someone has been killed, so positive action of some sort, any sort, must be taken - provided that some action is taken.

Anything, surely, is worth a try. Why not confine new drivers to driving one vehicle only, for six months, eight months, twelve months (subject to thorough investigation, of course) and this vehicle to be recorded on the driver's licence. The main point of the whole affair is that this vehicle

(Cont'd. on P.2.....)

The next General Meeting of the Club will be held on THURSDAY, 26TH NOVEMBER, 1970 at the Five Dock Community Hall, Great North Road, Five Dock, at 8 p.m.

Editorial Cont'd.

would have its engine governed under seal, so that it would be unable to exceed a specified speed.

This suggested system, like any system one can think of, is not perfect, but then, no system ever is!

The new driver who willingly complies with this restriction can be put into the category of thoughtful drivers. The others, whose sole driving "prowess" is the ability to cram an accelerator through the floor, are potential 'big shots', who class any sort of personal restriction as anti-social. They are members of that exasperating clique who rush past you to fill that space of one or two car lengths ahead of you in the decelerating queue at the lights.

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REPORT OF OCTOBER MEETING

The President reported that he had had talks with Station 2SM on the subject of the Bessemer Bus. They will not sell it for a low figure, notwithstanding that the first thoughts on it were that the Station had had all they could out of it, and were prepared to let it go relatively cheaply. 2SM had the thought that they could lease it to us on a yearly basis, at a figure of \$1000. In support of their not letting it go lightly, they stated that they would be interested in selling overseas if a good price was offered. From the Club's angle, negotiations are not yet concluded, but they may be protracted.

Under the heading of Events, John Corby stated that he was disappointed at the roll up of only 22 vehicles at the Waratah Spring Festival Procession, considering that when calling for members to attend, thirty had stated their intention of being present. What has come to be known as "Vic Jacobs Day" has been postponed by an authority over which the Lions' Club has no control. John said that he would be unable to attend the week-end run to Bundanoon (Easter 1971) and called for someone to volunteer to organise the odd events during the weekend. He pointed out that this year is the A.C.T.'s turn to arrange accommodation, while we are to attend to the organising of events. It would appear that Santa Claus will be making an early visit this year, and has come to some arrangement with D.J.'s to the extent that he is going to drive round the city under their guidance! Apparently some ancient vehicles will enhance the scene. Shame we have no contact now with Golden Fleece. They would surely have been able to produce some Sleighs! (Not the one horse sleigh but some of the multi reindeer type).

George Roberts, for Investigations, announced the application for membership of Mrs. Margaret Dudley, with a 1909 N.A.G., and David Cawthorn with a 1916 T Ford. Neither vehicle is thoroughly mobile yet. It seems there is a Hotchkiss at A.C.T. to be taken on strength under the N.S.W. banner. We thought that George Roberts created a very bright spot by issuing Dating Certificates. Reg Jones received his for the 1908 Clement Bayard, Jim Cooper for his 1909 and 1913 Renaults, and the Editorial 1908 B.S.A. received her's. Can we claim now that our vehicles are 'certified'? A lot of their owners can be considered 'certifiable' anyway!

Max Roberts announced that all detail is in readiness for the new edition of the Register, and that the night of the meeting was the final

opportunity for corrections and additions to be accepted. Printing was to start the next week.

David Berthon announced the new arrangement for the Annual Inspection of vehicles for roadworthiness. Service City, Botany Road, Alexandria; Len Sheen's, 494 Mowbray Rd., Lane Cove; and Marshall's Motors, Church Street, Parramatta.

The P.R.O., Warren Irish, told of the new postal regulations governing bulk postage. The cost per article is now 2¼¢ instead of 1¢, an increase of 175%. He referred to the loss of parts, suffered by Keith Carden, and advised that a notice would be published to that effect in the magazine. (A perusal of this edition will show that this has been carried into effect. Ed.)

No C.V.V.T.M.C. meeting had been called since this Club's September meeting.

It was moved that \$25 be paid to Len Sheen for the purchase of books for the Library.

Bill Hardman announced that he had with him some shots taken at the Cabarita Park event. He announced prices for normal shots of vehicles, and for enlargements.

The Car of the Year Award was presented to Bill Trollope. It is in the form of a plaque which is attachable to the vehicle. Obviously, the International Rally Award Winning 1914 Renault.

George Roberts spoke of two motor cars which had been built in 1901 by one man, who even made tyres for them. George is going to prepare a detailed description of them.

The President treated the meeting to some coloured film of motor races of only a few years back.

The meeting was declared closed at 9.40, almost a record!

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To save the Treasurer some time and embarrassment, please go through your records or your mind, and determine whether or not you are financial. Some of us forget these things. This reminder should put the subject in the front of your mind.

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CHANCES OF RESTORING VETERAN CARS SPOILT

During a recent subdivision of land at Pembroke Street, Epping, two houses were demolished, which left exposed an old shed. This shed contained mudguards and fittings and many other parts belonging to a 1912 Cadillac, which was being restored by Keith Carden of Epping.

Also in the shed was a dismantled differential belonging to a 1912 Clement Bayard; this was packed in a wooden box.

(Continued on P.4.....)

Over the last fortnight all this equipment has been removed, and without it the complete restoration of these two fine old cars cannot be completed.

Because of the neighbouring houses being demolished, some Veteran or Vintage car collector may have thought these parts had been abandoned and that they had found a 'gold mine', but I feel sure that, if they really appreciate old cars, they will now realise their mistake and return the parts or contact Mr. Carden, 86-5578.

K.E. CARDEN - 86-5578

STOLEN FROM SHED AT REAR OF 252 EPPING ROAD, EPPING
(REAR FACES PEMBROKE STREET, EPPING).

- 1 Pair 1924 Dodge rear mudguards, Black outside,
Red underneath.
- 1 2-piece Dodge windscreen
- 4 sets door trims red vinyl over masonite
- 2 rear 1924 Dodge wheels - polished wooden spokes, green painted
felloes, red rims complete with 500 x 24" tyres
- 1 1912 Clement Bayard differential gear dismantled and in wooden
box
- 1 pair 1911 Cadillac front mudguards very rusty
- 1 pair 1912 Cadillac front mudguards very rusty but complete
with support bars and headlight gimbals
- 5 Morris Cowley Sankey type wheels complete with 4.40 x 19
tyres and tubes. Painted black.

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Apparently Keith Carden is not the only enthusiast in trouble. We have a card approximately 8½" x 3½" which, on the right side, shows a very good photograph of the front of a 1926 Fiat, while the left side bears the words:

"\$100 Reward if you can help me recover the radiator lamps and brackets, shown in the photograph, taken from my Vintage FIAT, a 519a 1926 Tourer. The car was garaged at Kirribilli and I need the parts to complete the car. No legal action will be taken. Alternatively I will need to buy replacements or have them made. Please contact Rick Eaton, 61-8104 work, 265 Castlereagh Street, Sydney, or 36-2215 home.

P.S. If you remember scrapping the parts please let me know, as it will save my time.

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Communication from Dubbo:

"The Editor,

Dear Sir,

As a member (or am I? I put the Club Dues Account in the drawer some time ago and forgot about it till today and am forwarding it today, with apologies.) I decided I should write to you and let you know what goes on out this way. We have a growing Club here, about forty members at present, not all have cars, but there are a few under restoration. We accept cars till 1930 here, as we have only three Veterans so far - a 1912 K.R.I.T., 1914 Buick, and a 1912 Ford. But we have some very good times and outings and some pretty good members too. We also have a newsletter we call the "Auto Antics". I am the Editor and find it a very interesting and enjoyable job.

Up till now I have not written to SPIT AND POLISH to tell people how we, wife, son and myself, enjoyed the big International Rally. We are just plain folks who don't get to travelling around much, and to us the Rally was something we shall never forget. For a motoring holiday, I would never go in a modern car again. Our old Tin Lissie was just marvellous; it never missed a beat the entire trip. And the trip home from Melbourne was a little bit hurried perhaps, but nevertheless enjoyable.

I am afraid we didn't worry about points and trying to be spot on at the check points. Relaxing and seeing the country at our leisure, meeting people and seeing so many beautiful cars was to us much more enjoyable. We were pleased to be included in the ones chosen to exhibit their cars in the Exhibition Building at Melbourne.

I think the older people enjoyed seeing the cars; it must have brought back a lot of memories for them.

You know if someone had said to me in the early and mid-thirties I would be driving an old Ford on such a trip I would have thought they were mad. In those days the Ford was just another car.

On the farm where we lived, about fourteen miles from Dubbo, we used to curse them. We seemed to be always tinkering with them to keep them going, and often it was quicker to put the pony in the sulky and drive to town than muck around with them, because often we had to catch a draught horse and harness him up to tow the Ford to start it. I remember the Rawleigh Dealer used to come around every few months in an old "T" utility with an old canvas and hessian canopy on it. We used to marvel at that old "T", as it used to start with twenty or thirty cranks, but ours, you could crank it till it almost boiled before it started and then you had to jack up the rear wheel. When we drove it to town we had to leave to get home before dark, as we never seemed to have lights.

When I recall those days, it seems like reading an old book. Those days Dubbo had all-day shopping; the shops closed nine o'clock Saturday night.

Saturday morning - what a day! we were going to town. Our first job after breakfast, push the Ford out of the shed. Dad would check the tyres by going around and kicking them. Then if they needed it, my brother and myself would take turns in pumping them up. The two front tyres always seemed to have another one over the original one (you had to be careful cornering or the outer one would roll off). Mum would be inside fussing about wrapping up

eggs and putting them in a box, or making butter to take to town for sale (she had her usual customers each week). I think we got a shilling a pound for butter and the eggs were a shilling a dozen also.

Then came the cranking. We would take it in turns to wind up old Lizzie. While this was going on Mum would be putting the eggs and butter (with a wet cloth around it) in the car. "You kids watch where you put your feet, 'cause that is all the eggs I could find." "Can't you get it to go yet?"

Well after it started: "Les run down and open the gate. John did you shut the fowls in? Have the dogs got water?" "Yes Mum." "Well, come on, jump in, watch where you put your feet and don't let those rugs blow out", and we were off to town, fourteen miles away.

Funny, isn't it, our mechanical knowledge those days didn't get beyond putting a bolt in a swingle bar or replacing a hame hook. When I look back, it is a wonder we ever got it to go at all. The engine was often topped up with plough oil - no wonder it used to chase us when we used to start it and more than once the front wheel bearings had our own brand of grease in them (kerosene and fat) - after all, it worked all right on sulkies and spring carts. Goodness knows what the plug gaps were, or the coils (they were adjusted by sound), and the commutator - I'll bet it was a beauty, it was often changed. We had six or seven in an old kerosene tin and they used to get changed about quite often. I would like to see one today.

Today I can go to my 1912 Ford and about two pulls up on the crank handle and it starts. It does not creep forward and never seems to miss a beat. (Yeah, it is a Ford, Vic.) From the time we left Dubbo till we returned on the Big Rally we did a little over two thousand miles without one missfire or mishap. Just shows what a little know-how can do. It certainly is the only way to see the country beautiful. Thanks once again to the International Rally and the Organisers.

Yours faithfully,

JOHN SMITH."

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There are members who do not see all the daily papers ('you can tell the men from the boys by the paper they read' - so we heard a few years ago).

A perusal of the S.M.H. "Complaint Column" (i.e. Letters to the Editor) would have brought to light the interesting fact that during the last week, three members of this Club have each had his voice heard - one, concerning the unsightly distribution of electricity across the countryside, and two members with complaints about the incorrect allocation of blame for the many serious road accidents.

As far as is known at this stage, all three acted independently of each other. It is strange, though, that it has all occurred in the one week. For those who wish to chase up these in chronological order, the days were: 30th October, 3rd November and 5th November.

Unknown to the general public, our Club is having its voice heard.

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SYDNEY-MELBOURNE RECORD-BREAKER

Our cover photo this months shows A.V. ("Archie") TURNER at the wheel of his 40 H.P. AMERICAN UNDERSLUNG during his record-breaking run from Sydney to Melbourne on May 10, 1913. He successfully lowered the record by 45 minutes, his elapsed time being 19 hours 2 minutes (that's an average of more than 30 m.p.h. and just look at the condition of the "road"!) The previous record had stood to the credit of Messrs. G.G. White and F. Cunstance for three years.

Note the smooth tyres on the car and the lack of rear mudguards. Also, it appears that the car has two electric headlights in addition to the two huge gas ones. It seems incongruous that he would choose a car with such a small ground-clearance for such a journey, although it was probably fitted with an undertray to enable it to slide over the rough terrain.

Our thanks to George Roberts for supplying the photograph and the information to go with it.

My reference (James Flood Book of Early Motoring) shows that A.V. Turner also won the 1914 Reliability Trial, a run of 627 miles from Melbourne to Sydney, taking in the South Coast. He was driving a Benz in this event and set the fastest time on the Bulli Pass Hillclimb - 5 minutes 12 seconds (and don't forget it was all dirt then!)

On February 24, 1924, he succeeded in reducing the Sydney-Melbourne record to 12 hours 34 minutes in an Itala, not quite achieving his aim of covering the distance in less than 12 hours.

Does any member have more information on the career of this colourful gentleman, and does that official record of 12 hrs. 34 mins. still stand?

- WARREN IRISH

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"MYSTERY PHOTOGRAPH" IDENTIFIED

The cars in the photograph on the October issue of SPIT AND POLISH have been identified by Les Ford of Woy Woy. He writes:

"The cars in the photo are "Alldays" cars made by Alldays and Onions of Birmingham and London and the year model of these cars would be late 1906 or early 1907. The three on the far end with the longer bonnets are obviously of the same make, but can't give any reason for this difference unless they were 4 cyl. models, which they did make (I have an engine only here) but to my knowledge was brought out some time later. The others are 2-cyl. T head 10/12 H.P. cars.

I have an Alldays in the course of restoration and it is the very same car as the front car in this photo and incidentally, this photo will be of great help to me.

The different horns, lights and windscreens is of no great importance as to model identification as these items seemed to be rather changeable or optional in those days I think."

Thanks, Les, for that interesting information and I'm glad the photo will be of use to you in your restoration. I've been doing a little

digging myself and found an illustration of a 1910 10 h.p. Alldays on page 233 of the James Flood Book of Early Motoring. It certainly appears to be the same as the cars in the photograph, although your dating of 1906/1907 is probably correct. According to G.N. Georgano's Complete Encyclopaedia of Motorcars, this 2-cylinder 1.6 litre car was produced from 1905 to 1913. He also mentions a 16 h.p. 4-cylinder car joining the range in 1906, so this is probably the one with the longer bonnet.

Perhaps some other members can shed more light on this? The Editor will be glad to hear from you.

-- WARREN IRISH

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THE VINTAGENT. We feel that most members have heard of this publication, but few will have seen it. A copy has been forwarded to the Club, as they have stated, "... for your Club's library."

An attempt will be made to pass this magazine round at the meeting, so that all may see for themselves what type of publication it is. They put in what we personally consider to be interesting items, and they are well written. The publishers have made an excellent job of it, by using glazed paper throughout - unlike most monthly newsletters and magazines turned out by motoring clubs, which have to consider overhead.

Issued monthly, it is \$6.60 per annum, post free. Application forms will be available at the meeting.

TRANSPORT BOOKMAN. A guide and trade reference work, published in England bi-monthly. Subjects covered include Motoring, Motor Sport, Railways, Aviation. This is a reference sheet of publications. They are going for world coverage, and list 16 countries, showing the price of the sheet in the currency of each country. The Australian price is 56 cents. We will endeavour to pass round this publication, also, at the meeting.

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The Story of Australian Motoring, an interesting publication dealing with the motoring scene in Australia right from the beginning, has the details from each state written up by a different individual. N.S.W. was covered by Bill Daly. The earlier members will recall his dry sense of humour, and it is readily discernible in the following words:

"1909 saw a new Traffic Act, which produced a spate of convictions, as follow:

Negligent Driving	2
No tail light	18
Excessive Smoke!!	19
Exceeding 6 M.P.H. across intersections and 4 M.P.H. round corners	16"

Holy Smoke! Can you imagine a great Panhard and Levassor howling round a corner in a mighty "four wheel drift", with the constabulary pedalling in hot pursuit and peering through the "excessive smoke" to see if the maniac (undoubtedly guilty of negligent driving) possessed a tail light?

* * * * *

TARGA FLORIO

The course is in (or is it 'on'?) the island of Sicily, starting and finishing at Cerda, 30 miles east of Palermo. The track is a little over 90 miles in length. In those days there were no real roads in Sicily, only mule tracks. The track would climb mountains to 3670 feet, then drop to sea level. More than 90 miles of the most crazy highway it was possible to imagine, with the road struggling painfully to attain altitude, twisting, doubling back on itself as if giving up in despair, then resolutely attacking the vertical mass in a rage of determination to reach the fortified village towering above it. The road surface was considered passable - passable for mule carts - for in 1905 other means of locomotion were practically unknown in Sicily. One would have the feeling that, brought up to modern methods, some motoring or public organisation would have had erected an apparently never-ending sign along the course, with the word DANGER thereon. There was one straight stretch of approximately 600 yds. near Cerda.

The first Targa Florio was in 1906. Few villages, no telegraph or wireless communication, no trains, no linkage with the outside world quicker than that of a mule.

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We have before us a cutting from a certain newspaper, such cutting handed to us at the October meeting.

It concerns Bill McCarthy and the one and only Martini. The first part of the article was passable, but the second half, in our estimation, was positively scurrilous. While we are fully aware that that was not the paper's intention, it does seem to be a mean trick to play on someone who, virtually, has no right of reply. We feel that with his attention to detail, Bill would certainly be the last one to run his motor bone dry. Maybe this 'news' item does not matter, nor would it have a serious impact on Club members, but we think it most unfair that it should be read by outsiders, quite a few with a knowledge of the Club, and many who are acquainted with Bill.

By all means let writers have their head to write what they consider to be humorous or eye-catching, or even derogatory, but they should consider at all times the impact that their words can have on some who read the article. And don't they want everyone to read the article? Copy writers who know their profession should be able to express themselves in such a way that they put over their message without offence to anyone. We have always endeavoured to do just that.

Perhaps we're serious minded - editors have to be! But we consider that the wanton use of words, expressing ideas distasteful to someone, is not clever. As we observed earlier, there is a lot we can say of almost any character--provided we word it correctly. "Tain't what we do, but the way that we do it."

And while our pen and our mind are warm to the subject of unusual behaviour, we have been perusing a letter which has come to our hands, the truth (or otherwise) of which we cannot personally vouch for. However, one cannot be run into the ground for feeling that "where there's smoke, there's (probably) fire."

In this 'report' Reg. Jones' name has been linked with Stirling

Moss, and our informant mentions some propaganda re the Hemi-Pacer.

Reg has been reported as fitting hemi-spherical lightweight pistons to the Clement Bayard. It is now felt by our informant that a logical outcome of this would be the descriptive appellation of "Hemi-Clemmie".

For ourselves, we are not convinced that such modification has, in fact, been made. Why Reg is such a stickler for purism that he exclaimed with horror at Terrigal, that a radiator cap that he saw had a gasket of plastic. And you should have seen the look of horror on his face! (How could that face ever express horror?)

We state that we are not convinced, but we will add a little to that by saying that in our estimation, the old Reg must have a very good reason for so doing, if indeed he has fitted such pistons.

A lot of acts that many of us commit seem to hit the headlines for a while, then slip into the limbo of the past.

Take this bit of brilliant reporting, for instance: "These days when one visits that well known authority on tyres and wheels, Ken Moss, the conversation always turns to his new 1912 Cadillac, and the problems of making a new replica aluminium bonnet, and if to cut a quarter of an inch off a new petrol tank, or take that amount off the body work under the seat, and you should see those eyes twinkle when he tells you about that brand new double-acting switch he has found in a dealer's yard, yes exactly what is wanted for the dash of the Cadillac. When the Katoomba Rally comes round next year nobody will be prouder than Ken Moss as he turns that switch on and rolls up to the starting line in the Caddy, and won't those three pretty little daughters be excited too."

And just where was that paragraph copied from? See Page 15 of this magazine.

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E.M.F. RACEABOUT

In an earlier edition I had mentioned the acquisition, and trekking home the remains of a fairly complete 1911 E.M.F. raceabout car from south western Queensland. Here is a progress report on its restoration.

The chassis was stripped down and along with the 24" wire wheels, various engine parts, mudguard supports etc. was sand blasted by Metal Protectors at Granville - most effectively and at reasonable cost - before spray priming. Then several coats of enamel, rubbing down between coats, and a little bit of pin striping here and there to decorate (lining brushes are available at Williamson Croft's and very in price according to size, say 85¢ to \$1.75.) A couple of quick snorts are recommended before lining commences to steady the old hand up, making sure the paint is flowing easily and a large rag for removing the botches!

The motor was taken to a Company who advertise in the Antique and Classic magazine, for crankshaft grinding, re-metalling, boring and sleeving etc. New pistons are being fitted (4" Ford) as two of the originals were missing and weighed a ton anyway. On checking to see how the work was going I found that little had been done in the seven weeks it has been there but they assure me that they will get a move on soon and that I will be very pleased with the result. The fellow who rebuilt the Napier motor took just on seven months, so I hope that this Company won't repeat

the performance.

Gearbox diff. unit on outside appearance looked good but inside was a different story. Both the crown wheel and pinion were chipped and pitted by rust (to have new ones made, \$189.00), second gear was stripped and several other gears were quite badly damaged. To have new gears made (including the crown wheel and pinion) would have cost well in excess of \$400.00 not to mention the eight to twelve week time factor. So when I had a note from Victoria one afternoon recently, mentioning the sight of what could have been an E.M.F. gearbox diff. unit in a backyard in Western Victoria, I took the chance and was off like Flynn for the said spot. Sure enough, it was E.M.F. and although the casings were damaged, it was full of grease and all of the gears were in good order - in fact almost perfect. The crown wheel and pinion, being in a separate chamber without the grease protection had a slight coating of rust but are more than good enough to use. Whew! What a lifesaver! Thank you Victorian member of the V.C.C.A. at Cohuna. (On the same trip came across the remains of a Flanders, which is the companion make to the E.M.F.)

So now, with a little time spent on new bearings - did I say a little time? - a lot of time is more like it, down at B.S.C. at Homebush where the counter sales boys were anything but helpful until I struck an old fellow who had been with the Company for years and was prepared to do the cross-referring of numbers to find the correct bearings for me. They had them in stock all right - it was just a matter of finding them.

The front axle has been straightened, slight bingle at some time on driver's side - to bend that axle they must have hit Ayers Rock - king pins have been re-bushed, new wheel bearings and F.L.A. seals, new king pins (Mercedes Benz) and cotter pins etc. etc., so with a little bit of luck the E.M.F. should be on its wheels soon ready for the raceabout body.

New coachwood was obtained from C.D.S. timbers at Richmond who had a good supply stacked ready for milling. The two bucket seats are away being upholstered in brown leather. Perhaps it will be ready for the next Blue Mountains Rally.

-- COLIN PARKER

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It seems that inconsiderate drivers have been with us since the earliest days of motoring. The following delightfully worded letter appeared in the correspondence columns of "The Autocar", September 19, 1910:

"INCONSIDERATE DRIVING

Having seen you have been good enough to ventilate several cases of motor hooliganism in your columns, I have ventured to write and tell you what occurred to me the other afternoon.

I was driving my 8 h.p. De Dion with my wife and luggage between Alresford and Alton between one and two p.m., when, on looking round, I saw a green car coming up the hill overtaking me. I pulled in to my left, and it passed on till it was just level with my front wheels, when the driver pulled sharply over to his left, leaving me the alternative of having my wings crumpled up or running off the road. I was forced to leave the road, and all but broke my springs, as the car jolted into one of the road gullies. I

shouted and blew my horn to attract the driver's attention, but though one of the passengers looked round he did not stop. The car, as I have said, was dark green, and open with a Cape cart hood, which was up, and held a man and woman behind, and a dog in front with the driver. I could not see the number, but think it was AA. If this letter should chance to catch the eye of the gentleman (sic) who was driving the car, perhaps he will be good enough to tender me some explanation of his conduct.

(Col.) H. Master."

One can well imagine the irate colonel venting his fury all the way home and then sitting down to express his indignation in the above letter, but I doubt very much that the "gentleman" concerned ever tendered an explanation!

WARREN IRISH

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THREE AND A HALF MILES UNDER GRAVITY

We have here a precis of a radio talk with a citizen who was a member of a bomber crew during World War II.

One can be excused for classing some happenings as impossible, although all details can be authenticated. Take the case of this rear gunner of a Lancaster Bomber.

A tour of bombing had ended, and the Lancaster received a direct hit. In no time the 'plane was in flames. The rear gunner, in consequence of his very cramped position was quite unable to wear his parachute. Rear gunners were generally lying prone, with their arms and hands free to manipulate the gun and replenish its ammunition.

When the order had been given to 'abandon ship', he made his way to the fuselage and opened the door. He was immediately aware that the amount of flame the other side of the door made it quite impossible for him to enter, so he quickly shut the door. Reflecting on the situation, he felt that if he was to attempt to save his life, he must have his 'chute. So he opened the door again, possibly only seconds after the first opening. By now the flames had reached the 'chute. The outer cover was burning, and the silk, packed under pressure, was springing out in small clumps which were immediately destroyed by the flames.

Even in this terrible situation the flyer remained calm and realised that he would have to do something. If he stayed with the burning bomber he would be incinerated, and of course, to this there was only one logical physical alternative - to take a gamble on jumping out. At least, with no device to restrict his speed, death would be instantaneous. He jumped, and in a few seconds, looking past his feet, he saw the stars. He was 'standing to attention'. Due to a combination of his rate of rushing through the air, and the lack of oxygen at that height, he lost consciousness.

Four hours later he regained consciousness, and, looking round, discovered that his fall undoubtedly must have been eased a little by his crashing through the branches of a fir tree, and his final impact was cushioned by a deep bank of snow. He well remembered that his first reaction on regaining consciousness was one of complete surprise, and he recalls having

exclaimed: "Jesus Christ, I'm alive!!!"

While lying in the snow he felt for his rescue whistle, and blew many times on this. Eventually some German soldiers arrived, placed him on a large tarpaulin, and dragged him away. The actual terrain that he was dragged over varied from snow and earth, to rocks, so he had a most uncomfortable 'ride'.

He was placed in hospital and treated for burns, lacerations and bruises. His face was badly burnt by flame in the bomber, and later by frost while in the snow. While being questioned later by his captors, he was told that he had had difficulty in breathing, and owed his life to a German M.O., who had been recalled from leave, and who made an incision in his throat and allowed him to breathe.

The official examination left his questioners in extreme doubt as to the authenticity of his evidence. He pointed out that as his 'chute had not been fitted onto him, clips and fasteners on his web equipment would not have been opened. An examination of his harness proved this to be so. In addition he pointed out that the remnants of his 'chute would be in a certain position in the wreck, the most tangible pieces being the brass fittings. The wreck was searched by the Germans, who found that the parts really were there, as the prisoner had said.

War or no war, this was an extremely interesting case to 'fellow' aviators, and the German officer told him with sincerity that he was a very lucky man to be alive, and would certainly have to relate the incident to his grandchildren.

His closing remark was that in the intervening years he had indeed acquired a grandson, to whom he would undoubtedly relate the incident.

It has been calculated that his final velocity would have been in the vicinity of 120 m.p.h. Factors such as wind resistance and drag would enter into the calculations, so that one cannot stick to the well-known formulae $V = U + ft$ and $V^2 = U^2 + 2fs$. It was still a heck of a speed to be travelling at with no brakes.

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S O C I A L N E W S

Congratulations to Les and Jean Parry on the recent arrival of twins, Shane and Michelle.

I hear that Mrs. Jack Jeffrey is now out of hospital and Pam Roberts from Dover Heights is home again. Jim Cooper, Snr. is also on the crok list. Hope they are all fighting fit very soon.

As you know, our Trots Night was cancelled due to the weather. I noticed it did not rain again all night after we got notice it had been called off. Our thanks just the same to Sally and her father for their organisation. Better luck next time.

CHRISTMAS PARTY

My apologies for the wrong address last month. The correct venue is:

Concord Memorial Hall, Cnr. Majors Bay Road and Davidson Avenue, Concord.

Social News Continued

Don't forget the date of the Christmas Party - 8 p.m., 5th December. Tickets to be paid for at, or by, the November meeting.

- JAN SYKES,
Social Secretary.

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VETERAN CAR CLUB OF AUSTRALIA N.S.W.PRELIMINARY CIRCULARBUNDANOON RALLYEASTER 1971 - COMMENCING 9TH APRIL, 1971

Due to the heavy bookings for the Easter period in Bundanoon, the Accommodation Committee advises members that entries will close for accommodation on 30th November, 1970.

It is essential that members wishing to attend this outing - which should prove to be a highlight of our "Veteran Year" book early as accommodation will be on a "first in first served" basis (modern vehicles will be most welcome).

Prices vary from \$20.22 full board for the weekend for adults, being \$5 deposit per person and balance on arrival.

Children's prices vary from \$10 for 4 year olds to \$16 for 12 year olds (also full board - deposit \$5 per child).

Please note that deposits are non-returnable, but member may arrive in Bundanoon from Thursday night onwards at no extra cost.

Late entries accommodation fees could cost to \$28 - so be early.

Limited hotel accommodation is available at \$10.50 full board daily. (All prices are subject to variation.)

The Saturday night and Presentation dance will be held at Rosnel and once again please book for these evenings.

May we extend a cordial invitation to all members and friends to join us at Bundanoon for what should be a most enjoyable and entertaining weekend.

Don't forget your golf sticks - tennis racquets and walking shoes.

More details later from your Events Committee re daytime outings and entertainment.

FOR ENTRY FORM - CONTACT HON. SECRETARY, JACK DANCE

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

EXCHANGE 1924 Chain Driven Douglas (2-speed), complete but
unrestored,

for: Brass Acetylene Generator, suitable for 1912 T Model Ford.

- JOHN SMITH,
72 Brisbane Street,
Dubbo. 2830

WANTED Radiator and shell for 1918 T Model Ford.

- NEIL MARTIN,
Tel. 632-5047

* * * * *

HAVE YOU NOTED EDITOR'S NEW ADDRESS:

198 Culloden Road,
EASTWOOD. 2122 ('Phone unchanged: 869/1350)

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ANSWER TO QUESTION ON PAGE 10 (CADILLAC STORY): SPIT AND POLISH,
NOVEMBER, 1959.

" S P O K E S I N T H E W H E E L "NEWCASTLE BRANCH

Hon. Editor & Editorial Address:

H.J. Hughes, 86 Verulam Road, Lambton. 57/4390

November, 1970

NEWCASTLE TOUR AND ALL THAT

Before proceeding with a tongue in cheek report I would like to say how sorry we were not to see some of the regular competitors on this year's tour. Some names which spring to mind are Vic Jacobs, Bill Spraggon, Don Moffat, Norm Robinson, Max Pratt, Greg Knodler and John Cowan.

Of the five cars which had trouble to any extent, three were from Newcastle, namely:

Gladys and Chris Broadbent's 1911 F.N. broke an axle at the front gates of the guest house after having successfully completed the run.

Alva and Laurie Macey's 1903 Schacht had lubricator and ignition trouble.

Hunty and Bunter Thomas' 1914 Ford suffered extensive internal radiator damage at the top of Bumble Hill, caused by a bit of waste blocking the overflow.

The two Sydney cars which had trouble were:

Jim Weir's 1914 Buick which sheared a key on the pinion shaft the day before the rally. This was fixed at Bob Newman's garage the same afternoon.

Jim Simpson, whose 1908 B.S.A. had waterpump trouble.

Joe Webster was a very happy lad on the Saturday morning. It seems he had a look at the engine in Laurie Macey's Schacht and immediately recognised it as being identical to one he has. The front axle, fuel tank, chassis, as well as some other parts, also corresponded, so it looks as though this could be the start of another really old veteran.

Information has reached the editorial desk that long-haired Ross Marshall and John Broadbent intend auditioning for parts in the rock-musical "Hair". I also heard that congenial Bill Spraggon has already tried, but unfortunately he failed the medical.

THE LUCK OF THE DRAW. Having arrived on the Saturday afternoon John Riley and I tossed a coin to decide who would get top or bottom bunk. I won, and chose the lower bunk for myself. For the benefit of those who may be wondering, the loud thump at five a.m. on Sunday morning was me falling out of bed.

Did you know that drinking warm Johnnie Walker with warm water on a warm evening definitely does not make for a good following day's veteran motoring?

NEWS OF CARS

Those people who remember Mr. Rose and his large and very complete Crossley tourer from Warner's Bay will be interested to learn that it is now owned by Sydney member, John Corby. Restoration has already commenced and the engine is at present being examined by Reg. Jones. The car was sold new in March 1919. A very historic vehicle, it is known to have been used in one of the early royal tours of this country.

Bob Trevan and Ross Marshall left the "California" bright and early on the Monday morning and set off for Newcastle, returning with former member Dick Codecas' controversial 1902 U.F.M. runabout.

NEWCASTLE VETERAN OF THE MONTH

This month we start a new feature in SPOKES IN THE WHEEL, with a profile on Len Masser's

1906 DE DION BOUTON

The story of the acquisition and restoration of this car goes back to the middle of 1955. A friend of Len's told him of the car, resting chassis deep in mud on a property near Gulargambone. Although the original rear-entrance tonneau body was long gone, most of the mechanical components were there, including the very hard-to-get gear box diff. The single-cylinder eight h.p. engine, however, was missing.

After considerable interrogation of the former owner Len learned that the vital component had been sold to a local doctor back in 1935 for eight pounds.

Eventually a helpful B.M.A. official came through with the name of a likely medico who had lived in Gulargambone but since moved to Binnaway. A telephone call soon put Len's mind at ease. The old engine was still in use - the retired doctor had installed it on a sawbench.

After a few minutes' conversation it changed hands for ten pounds, two pounds more than it had been sold for twenty years previously.

With the essential components in his clutches Len set to work. The motor was found to be in reasonably good condition, requiring only miscellaneous bearings, and to this day it still uses the original piston, valves, valve springs, spark plug and ignition coil.

A much more formidable problem was the water pump, which was missing. An original De Dion manual in Len's possession gives detailed drawings of the part and so patterns were made and parts cast. Len did the final machining in his home workshop.

Next came the gearbox, the biggest headache of them all. Most of the ball bearings were found to be frozen in their cages. Having removed these, Len was forced to replace them with larger-sized roller bearings, a task which involved more than five hundred different lathe operations.

Next came the front axle, which required new king pins and bushes, thrust washers and a new track rod.

Having completed the chassis, a runabout body was constructed, and then with something like six hundred hours of tedious work under his

belt, Len was ready to take the little car on it's first Rally - the 1956 Katoomba run.

In 1965 the car was re-restored and a replica 1906 coupe body was installed on the chassis. Today the car cruises at eighteen m.p.h., and has a top speed of twenty-seven m.p.h.

LIST OF ENTRANTS, 1970 TOUR

<u>CAR NO.</u>	<u>MAKE</u>	<u>DRIVER</u>
1	1903 Schacht	L. Macey
2	1908 Maxwell	L. Diemel
3	1915 Ford	B. Garth
4	1911 F.N.	C. Broadbent
6	1909 Maxwell	S. Rumble
7	1914 Buick	J. Weir
8	1911 Talbot	J. Dance
9	1911 Albion	J. Riley
10	1912 Humber	L. Sheen
11	1912 Minerva	S. Hall
12	1914 Ford	H. Thomas
13	1918 Studebaker	G. Adams
14	1914 Delahaye	A. Garthon
15	1917 Ford	R. Petersen
16	1912 S.P.A.	R. Robinson
17	1915 Ford	M. Roberts
18	1912 B.S.A.	R. Craze
19	1915 Ford	J. Wards
20.	1912 Star	A. McLeod
21	1912 F.N.	P. Adams
22	1915 Ford	J. Godfrey
23	1915 Buick	J. Corby
24	1913 Hupmobile	K. Quarmby
25.	1914 Talbot	R. Newman
26.	1915 Ford	J. Webster
27	1916 Hupmobile	B. Thew
28	1912 Delage	D. Berthon
29	1913 Hurlu	D. Manhurt
30	1911 Talbot	R. Marshall
31	1910 Chalmers	M. Bendeich
32	1908 Clement Bayard	R. Jones
34	1916 Hupmobile	M. Burke
35	1918 Buick	D. Marr
37	1914 Chevrolet	J. Cherry
38	1913 Talbot	N. Preston
39	1908 B.S.A.	J. Simpson

Success was awarded as follows:

1ST	BOB ROBINSON	S.P.A.
2ND	KEN QUARMBY	HUPMOBILE
3RD	REG JONES	CLEMENT BAYARD