

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

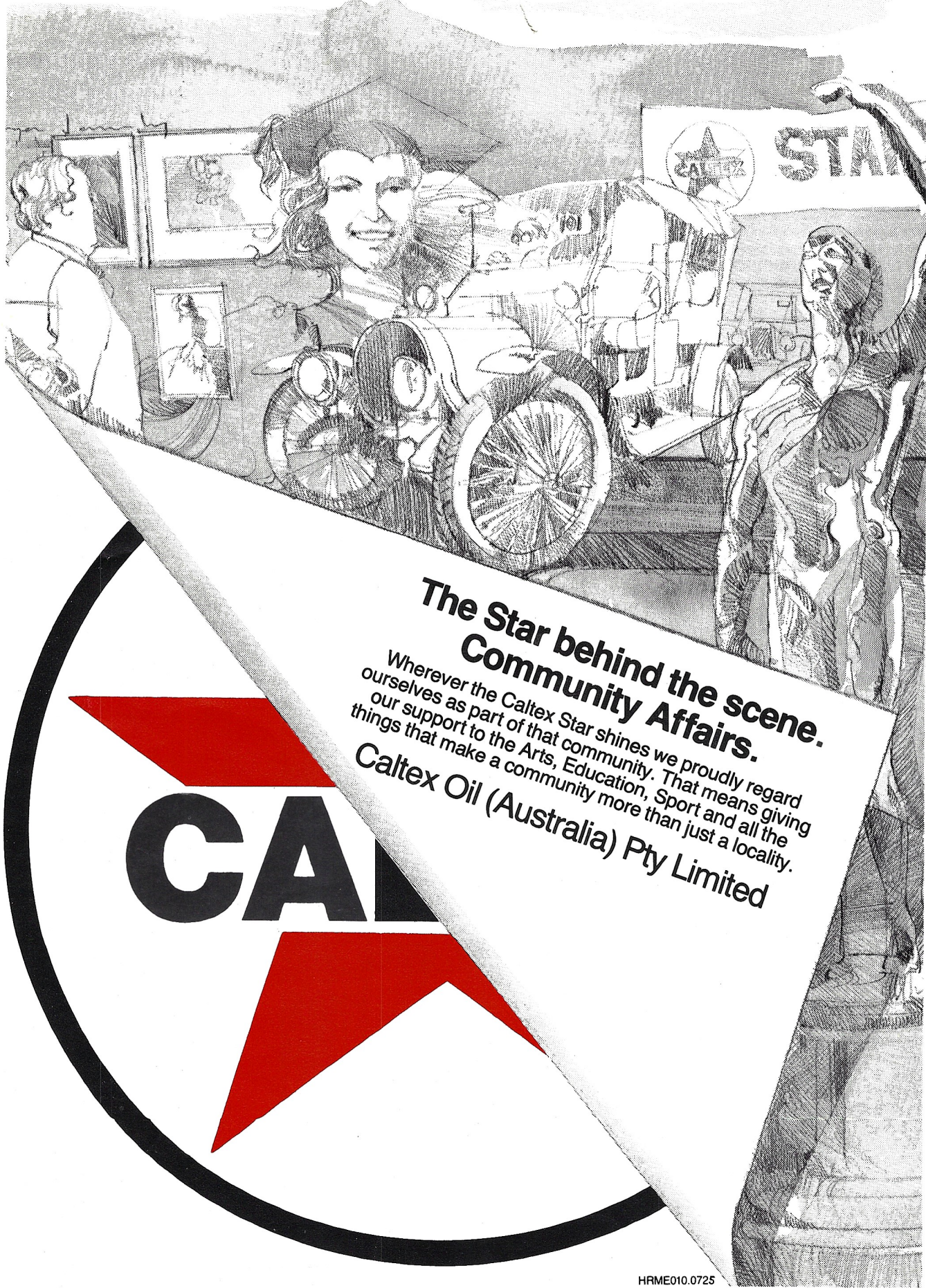
# SPIT AND POLISH

October 1979. Vol.XXI.No.4.

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**The Star behind the scene.  
Community Affairs.**

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

**Caltex Oil (Australia) Pty Limited**

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

Vol. XXI No. 4

October 1979

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Other Veteran Car Clubs have permission to copy.	

*The next Monthly General Meeting of the Veteran Car Club of Australia (NSW) will be held in the Clubrooms at 8.00 p.m. on THURSDAY, 25TH OCTOBER, 1979.*

[illegible]

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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

THE PRESIDENT'S MESSAGE

When our club came into being, its founders - like the administrators of any embryo organisation - sought to establish the skills, talents and occupations of each new member and with this knowledge used to good effect our club has progressed. Today it has both national and international affiliations.

As we continue to advance and be assured, our goal, "the restoration and preservation of veteran cars", is a continuing one, so new skills and talents come to light.

One such skill presented itself on Saturday October 6th last in the form of restoration of our club rooms which, not overnight, (to use a common expression) but in the space of perhaps 6 hours were, despite heavy rain and a thunderstorm, transformed from a very shabby exterior to bright and presentable premises.

We owe this transformation and our sincere gratitude very largely to the professional skill of Cyril Stanbridge, the equipment he transported to the site and the small band of workers who assisted with the project.

Now that our headquarters have received a facelift we can turn our attention to other skills and talents (in the main, planning and promotion) towards the fund-raising activities so vital to the achievement of another goal, new club rooms.

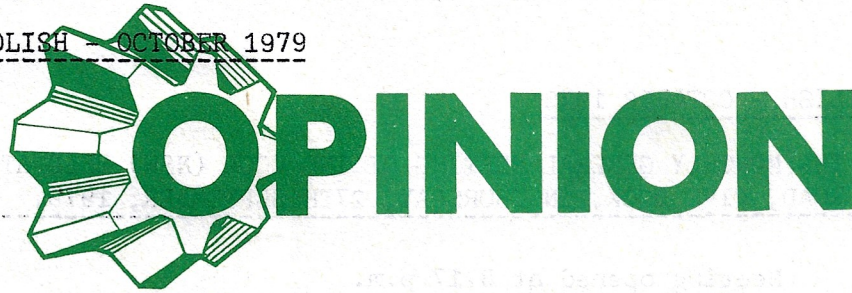
As our Hon. Treasurer stated at the September meeting it is not proposed to raise funds from members' pockets, but to promote our activity (veteran cars) to assistance from commercial interests while still pursuing a New South Wales Government, Division of Cultural Activities, Capitol Building Grant.

Plans to this effect and our prospects as they materialise will be brought to your attention.

In the interim a fund-raising committee, under the chairmanship of Vice-President Barry Thew, and with the best skills and talents available to us, is about to be formed.

- Geo. A. Roberts

\* \* \* \* \*



# OPINION

To build or not to build, that is the question perplexing most members at the moment. At the last meeting a lot of members expressed views either way; both can be debated indefinitely with similar results. These same points were debated when we originally planned to acquire our present hall, however the thing that should not be overlooked is that the original idea in acquiring our present hall was for the club to have its OWN permanent home. What with time and the elements taking their toll we must do something positive.

When we originally purchased the hall there were those who said we could not do it - we did. When we purchased the adjoining property there were those who said we could do it, well we nearly have; that happens in early 1980. The reason we have achieved these two major goals is because the club has been founded on solid management, had sound financial advice and had the solid support of you, the members. Given those same three factors there would seem to be no reason why we could not achieve this goal in building a new club hall, with even more of an added advantage if the yet-to-be-formed financial committee are able to come up with funds from outside the club it will be just that much easier.

The governing factor is that we are positive in what we do and in doing so we will have a positive result.

Ed.

\* \* \* \* \*

## ROSTER ALTERATIONS

### CHANGE OF ADDRESS:

J.E. Clifford,  
Sherwood Street,  
SCONE. 2337

### NEW MEMBERS:

Martin James Roberts,  
10 Anatol Place,  
GORDON. 2072 (708)

Richard James Kennewell,  
Chaffey Dam,  
TAMWORTH. 2340 (709)

David Phipson,  
49 Woodlands Avenue,  
LUGARNO. 2210 (710)

MINUTES OF THE MONTHLY GENERAL MEETING OF THE VCCA (NSW) HELD AT THE CLUBROOMS,  
134 QUEENS ROAD, FIVE DOCK, ON THURSDAY, 27TH SEPTEMBER, 1979.

Meeting opened at 8.17 p.m.

PRESENT: 66 members, 7 visitors.

APOLOGIES: J. King, L. Baxter, M. Pope, A. Blevins, R. McCarthy, F. Rossiter,  
P. Wards, J. Godfrey, B. Garth, B. Cliff, P. Mathews, K. Mathews,  
D. Berthon, G. Green and M. Johns.

MINUTES OF  
PREVIOUS  
MEETING: Read, moved and accepted. B. Baxter, seconded J. Cooper.  
CARRIED.

TREASURER'S  
REPORT: Moved and accepted as read. B. Thew, seconded J. Wards.  
CARRIED.

CORRESPOND-  
ENCE: Entry Forms, "Go Gippsland 1980".  
Change of address, J. Clifford.  
Wadham Enterprises re Harbour Cruises.  
Letter seeking information on cars and club.  
Plan of proposed new club rooms.  
Foundation 41.  
Moved, accepted as read. M. Roberts, seconded G. King.  
CARRIED.

INVESTIGATING  
& DATING: Enquiry from B. Trevan re pedals on unknown engine.

NEW MEMBERS: Martin Roberts.  
Richard Kennywell.  
David Phipson.  
Moved new members be accepted, G. King, seconded B. Baxter.  
CARRIED.

EVENTS &  
SOCIAL  
COMMITTEE: Neil Martin reported on: TRIP TO ISLAND  
1. President's Run - 9 Veterans and Moderns.  
2. Warwick Farm - good roll-up.  
(1) N. Thomson 1901 De Dion  
(2) D. Berthon 1912 Scat  
(3) N. Johnson 1912 Talbot

Next Events:

1. Parramatta Hospital - Sunday 14th October
2. Garden Party - Sunday 21st October
3. Parramatta Foundation Day - Saturday 27th October  
Procession.

Bob Baxter gave details of Gynea Lily Parade, 13th October.

BUILDING  
DEVELOPMENT &  
MAINTENANCE  
COMMITTEE:

Len Sheen reported on building progress and proposed it be done in two stages, as plan displayed. Bill Burrows explained in detail proposal. Moved by A. Foy, seconded B. Thew that we:

1. Ratify lodgment with Drummoyne Council of an application for variation of zoning of both properties to special purposes, the appointment of a fund-raising committee, and the authority of the building development and maintenance committee to proceed with the planning and development of new club rooms.

CARRIED.

Len Sheen called for volunteers to paint building. Cyril Stanbridge to supply gear and labour to clean building and apply paint.

PUBLIC  
RELATIONS:

- Mention of: 1. Success of Motor Show.  
 2. Focus Committee.

MAGAZINE:

B. Thew advised some members have not yet received SPIT AND POLISH, also requested material for same.

PERMITS TO  
MOVE:

Neil Johns, T. Ford, P. Michaels 1903 Rambler.  
 Inspection: Saturday 3rd November - L. Sheen  
 Saturday 11th " - A. Garthon  
 Correction on Vauxhall date, 1904 not 03.

REGISTRAR:

Roster forms distributed for alteration.

LIBRARIAN:

Back copies of magazine available for sale.

INSURANCE:

N.R.M.A. T.P. Compulsory \$25.15  
 South British T.P.P.D. \$ 8.50  
 Eastwood Insurance appears a good deal, but check thoroughly first.

PHOTOGRAPHER:

Still waiting for negatives.

CVVTMC:

Application from Sunbeam Owners Club and a 4 W.D. Club.  
 \$3,244.30 gate taking at Warwick Farm.  
 Expenses not completed at this stage.

GENERAL  
BUSINESS:

V. Jacobs advised 25th November Children's Day.  
 110 children to Strickland House, Vaucluse.

Meeting closed at 10.00 p.m.

\*\*\*\*\*

*'Why do you refer to your car as "she"?'  
 'Because it has beautiful curves, is not  
 altogether trustworthy, and keeps me broke.'*

NEWCASTLE BI-ANNUAL TOUR 1979

This year the Tour was again centred at Morpeth just a few minutes' drive from Maitland. Tour details were handled by John Gorton, accommodation at the conference centre by George Adams and accommodation was readily available at Maitland if required. Entrants started arriving from Friday afternoon till Saturday afternoon with eight (8) cars making the trip from Sydney.

Peter Michaels started off with the Overland but returned home after minor troubles to get the Rambler onto a trailer, with the help of Phil Bagnell who had the misfortune to have clutch problems with the Trumble during the week. Jack Hill failed to arrive and with Don Moffat's Metz immobile we were down to 15 starters.

Sunday morning saw the weather fine as we set off for an 80-mile drive through peaceful countryside. A distance of approx. 25 miles were covered through to Patterson where morning tea was served.

During this run a questionnaire sheet had to be answered which provided some quite humorous results. After our cuppa we headed toward Gresford being checked at a control by Alan Dunlop for Permits to Move, then to Vacy for a garage test by John Riley and wife, a member not seen by the Sydney members for some time.

After Gresford we headed to Glendon Brook where another sub-event and lunch. After lunch we headed back to Morpeth via Elderslie, Stanhope and Rosebrook. At this stage that man above turned on the tap for 5 minutes but it didn't dampen down the competitiveness displayed by all.

After tea at the Conference Centre an informal presentation of prizes took place, followed by a good natter about - of all things - old cars!

Monday morning breakfast was taken, cars readied and we all said our goodbyes and headed for home after a very easy and enjoyable weekend.

Our thanks go to Chairman Max Burke, John Gorton and George Adams and all their helpers for a job well done, the only question unanswered: when is the next one?

RESULTS:

1. Allan Blythe - Buick. Driver, N. Mountford.
2. Bill Spraggon - Renault
3. Barry Thew - Hupmobile

Entrants:

P. Michaels	Rambler
W. Spraggon	Renault
A. Blythe	Hupmobile
A. Blythe	Buick. Driver, N. Mountford
B. Bronk	Overland
J. Wilson	Oakland

(Continued on Page 7.....)

Newcastle Bi-Annual Tour 1979, Results (Cont'd.):

S. Rumble	Renault
B. Thew	Hupmobile
N. Preston	Talbot
R. Newman	Talbot
G. Adams	Studebaker
P. Adams	F.N.
D. Marr	Sunbeam
R. Thomas	'T' Ford
M. Burke	Hupmobile

Note: Most popular make - Hupmobile

\*\*\*\*\*

THE WALLABY JACK

What's that? Never heard of it?

I am seeking either confirmation or correction of a question which I put to George Roberts - er, sorry! to the President - at the day with Squire Blevins.

Amongst all the gear that we saw there, something flung my mind back a few years, and I remarked to George that it reminded me of the photograph of him, with his hand (I believe) on a couple of lengths of timber which were crossed, and standing at the rear of a vehicle just coaxed onto a trailer. He claimed no recollection of the incident.

I recall a picture thrown onto a screen. It was one of a few shot when George was outback or in Queensland, either researching or retrieving a vehicle. To be thrown onto a screen it must have been a slide. Did not Jack Garwood take along boxes of slides to meetings years ago? I have no recollection of the club meeting place at the time. One point does stand out in my mind, though. The view of George was 7/8 rear, and I have a memory of Mossie commenting (in his usual manner of those days): "We see new faces every day".

George told us that on that occasion the owner of the vehicle introduced him to the Wallaby Jack, a bush method of levering an object.

What thoughts, what facts, can some member or members supply please?

- Jim Simpson

\*\*\*\*\*

*The trouble with bucket seats in cars is that not everyone has the same sized bucket.*

NEWCASTLE BITS & PIECES

Newcastle Branch would like to thank all those attending this year's Bi-Annual Tour - especially those who made the trek up from Sydney - and congratulates the winners of the various events.

#####

A certain 'T' Ford owner is betting a certain F.N. owner that he will have his 'T' back on the road before the F.N. has upholstery.

#####

Peter, why not turn over a Paige and bring it on a run?

#####

Sandy and Peg Holmes have returned hom from a very pleasant round-Australia trip.

J.G.

\*\*\*\*\*

BACK-A-WHILE

1964 saw 25 entries in their Annual Tour. Outright winner - S. Rumble.  
Best Car - W. Spraggon

#####

9th September 1964 at Anthony Horderns Oval, Earlwood, Mrs. Olive Jones and Mrs. Marnie Thomas both won a Peanut Race.

J.G.

\*\*\*\*\*

PLAQUES COMMEMORATING 25 YEARS OF VETERAN MOTORING ARE NOW  
AVAILABLE FROM THE TREASURER:

Plaque	\$25.00	each
Postage	\$ 3.00	"

#####

Club Badges	\$14.00	each
Lapel Badges	.75¢	"
Decal	.20¢	"
Cloth Badges	\$ 2.50	"

VETERAN CAR CLUB OF AUSTRALIA ROSTER OF MEMBERS

An up to date roster is produced by the Veteran Car Club of Australia. It is desirable that the most accurate information be included to ensure the usefulness on a national basis is achieved.

The roster has, in the past, encouraged social as well as technical liaison between owners of similar vehicles and helped the free flow of parts and information so necessary to ensure our hobby is enjoyed to the full.

Please fill in your details and ensure your entry is complete to the highest standard.

Return to Club Registrar, MAX ROBERTS, 25 Regatta Road, FIVE DOCK.  
N.S.W. 2046.

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ENTRY EXAMPLE:

EISENHAUER, J.W. (Jim & Moira 412), 9 Lancaster Crescent,  
Collaroy, 2097. 98-8964 (H), 93-1799 (B).  
1900 Gardner Serpollet, 1913 F.N., 1916 Ford.

---

NAME & INITIALS .....

KNOWN NAME ..... WIFE/HUSBAND .....

CLUB ENTRY NUMBER .....

ADDRESS .....

POSTCODE .....

PHONE HOME (H)      STD CODE ..... - .....

PHONE BUSINESS (B)      STD CODE ..... - .....

VEHICLE      YEAR & NAME .....

YEAR & NAME .....

YEAR & NAME .....

Return to:      25 Regatta Road,  
                 FIVE DOCK. 2046.

WILLIAM L. BROWN, JR.

It is the policy of the United States to support the efforts of the people of the Western Hemisphere to achieve economic development and to maintain the stability of the Western Hemisphere.

The United States is committed to the principle of self-determination and to the principle of the right of the people of the Western Hemisphere to choose their own form of government.

The United States is committed to the principle of the right of the people of the Western Hemisphere to choose their own form of government.

Return to the United States, Department of State, Washington, D.C. 20520.

WILLIAM L. BROWN, JR.

WILLIAM L. BROWN, JR. (Mr. & Mrs. W.L.B. Brown, Jr. & Mrs. W.L.B. Brown, Jr.)  
(Mr. & Mrs. W.L.B. Brown, Jr. & Mrs. W.L.B. Brown, Jr.)  
1900 Brown Street, N.W., Washington, D.C. 20004.

WILLIAM L. BROWN, JR.

WILLIAM L. BROWN, JR.

WILLIAM L. BROWN, JR.

WILLIAM L. BROWN, JR.

WILLIAM L. BROWN, JR.

WILLIAM L. BROWN, JR.

WILLIAM L. BROWN, JR.

WILLIAM L. BROWN, JR.

WILLIAM L. BROWN, JR.

WILLIAM L. BROWN, JR.

WILLIAM L. BROWN, JR.

Return to: William L. Brown, Jr.  
1900 Brown Street, N.W., Washington, D.C. 20004.



*Congratulations to Noeline Thomson on winning the Veterans Section at Warwick Farm CVVTMC meeting with the De Dion.*

#####

*Definition of Traveller: STEER, as with Don and Dorothy. They both must wonder why they needed a house this last 12 months what with the Silver Anniversary Rally, Don's unfortunate stay in hospital, trip overseas, his present journey to W.A., home (?) in time for Christmas pud. then off to New Zealand for the 1980 International.*

#####

*Seen at Newcastle Rally, Blue Talbot with L Plate on, appears Bob was learning to navigate while teaching daughter Wendy to drive. Son Graham wasn't so lucky, Monday's departure saw him take the crank handle to start the car only to have the car object rather violently with a resultant broken wrist - not a very good way to finish a good weekend. Maybe some analogy can be drawn from the fact that the Talbot coat-of-arms carries the Rampant Dog and had its tail twisted so often decided to reverse the fact.*

#####

*A very long letter received from Mike and Denise Bendeich relating to the various places which they have visited and things young Jeanette has done to create her own amusement. It must have had its moments at times - hopefully they have taken plenty of photos and can give a run-through and talk on their return.*

#####

*You have no doubt heard the expression: "Do you want a hand?" well ask Ken Quarmby about his experience at a recent fete. While having a minor problem with his car, an elderly spectator sidled up, removed his artificial hand and offered same to Ken - at this point a picture would have been worth more than a thousand words.*

*(Continued on Page 10.....)*

Steering Column (Continued)

DON'T FORGET - GO GIPPSLAND 1980

1980 NATIONAL TOUR. Hurry - entries close end October.

Entry Forms with Secretary.

# # # # #

CONGRATULATIONS. The hall has now been painted. Many thanks to Cyril Stanbridge and the many helpers who helped on this day, taking into account the rather unpleasant weather that prevailed.

# # # # #

Bill Burrows informed us at the last meeting that a large grass area commonly known as a paddock is referred to as the Village Green in the SNIVES Area.

# # # # #

F O R   T H E   C O O K SPASSIONFRUIT SHORTBREAD

<u>Ingredients</u>	4 oz. butter	1 egg
	4 oz. sugar	Little castor sugar to sprinkle on top
	8 oz. s.r. flour	

<u>Filling</u>	1 cup icing sugar
	1 large tablespoon softened butter
	Sufficient passionfruit to make filling

Shortcrust. Rub butter into flour then add sugar and mix together. Beat egg and add to mixture. Mix till fairly crumbly and dry.

Pack mixture into greased and floured 8" sandwich tin. Rough up top with fork and sprinkle with castor sugar.

Bake in moderate oven for 30 minutes. When cold cut and fill with passionfruit.

Filling. Cream butter and sugar. Add enough passionfruit to make it the consistency of whipped cream.

\* \* \* \* \*

'If a policeman stops you for a motoring offence, answer him back and show him who's boss!' was Tommy's motto.

A policeman stopped him once for driving through traffic lights when they were on red, and said, 'Didn't you see those traffic lights on red?'

'Yes,' answered Tommy. 'Well, why didn't you stop?'

'Because when you've seen one, you've seen them all!'

And the policeman went away.

And Tommy went with him.....

NATIONAL HEART FOUNDATION OF AUSTRALIA

(NEW SOUTH WALES DIVISION)

GARDEN PARTY, GOVERNMENT HOUSE

SUNDAY, 9TH DECEMBER, 1979

FOR FOCUS

COMMITTEE OF WIVES OF THE

N.S.W. LABOUR GOVERNMENT

Assembly Point

Enter top gate into Government House off Macquarie Street (near Conservatorium of Music) and once inside, take the West Road (the Gardeners Road off to the left). Proceed down this road, turn around at end, form a queue facing back up the hill.

Cars must be assembled no later than 1.30 p.m.

The procession is timed to start at 2.15 p.m. SHARP.

On entering main gate into Government House, cars are to form a queue on the left hand side of the driveway. When this queue is full, form another queue on the right hand side as directed. Because of space limitations, please park reasonably close to car in front.

Afternoon tea will be served in the marquees from 2.45 p.m. to all drivers and passengers.

The Garden Party will only be cancelled in the event of torrential rain.

DRESS: Gents

Lounge Suit

Ladies

Afternoon Dress

(Children most welcome)

Period costume can be worn

ALL ENQUIRIES: DAVID BERTHON  
639.0603 (Home)

\*\*\*\*\*

C O M I N G     E V E N T S

SCHOFIELDS AIR SHOW - SUNDAY, 11TH NOVEMBER, 1979

SCHOFIELDS AIRPORT

HOW TO GET THERE:

Proceed along Windsor Road through Baulkham Hills and Kellyville.  
Turn left into Schofields Road and into Burdekin Road, where airport will be seen.

Cars to meet outside Entry Gates at 9.30 a.m. then proceed into airport and park on grass field in closed-off area.

Bring own lunch and seating. Refreshments and food on sale.

CARS WILL BE ON DISPLAY UNTIL APPROX. 3 P.M.

Features of Air Display Programme:

1. Finals of National Aerobatic Competition.
2. Semi-Finals of Closed Circuit Antique Air Race.
3. Flying display of Home Made Aircraft.
4. Demonstration of business, sports, commercial and recreational aircraft.
5. Ultra-Light Aircraft Display.
6. History of Flight Display.
7. Air Spectacular, Part 1, including Helicopters, Hang Gliding, Ballooning and Parachuting.
8. Static Display.

ENTRY FREE TO VETERAN VEHICLES AND FAMILIES.

This should be an excellent family day and would look forward to your support.

CONTACT: MEL POPE     237.8222 (B)  
                                 521.2821 (H)

See Page 13 - Fisher's Ghost Rally; Children's Christmas Party

"     "     14 - Christmas Party Dinner Dance

C O M I N G   E V E N T S   (CONT'D.)

FISHER'S GHOST RALLY - TO BE HELD IN CONJUNCTION WITH ANNUAL FISHER'S GHOST CELEBRATIONS

DATE: SUNDAY, 18TH NOVEMBER

This will be a local tour commencing from Bradbury Park, Campbelltown.

Cars to assemble at Bradbury Park at 9.30 a.m. for departure soon after.

Tour to proceed to the Steam Preservation Society's facilities at Menangle for approximate arrival at 11.30 a.m.

Members to bring own lunch.

The club's mobile barbecue will be available. Final details next meeting.

CONTACT: KEN QUARMBY 046.25.0693

NEIL JOHNSON 046.25.5964

NEIL MARTIN 632.5047

\* \* \* \* \*

C O M I N G   S O C I A L   E V E N T

CHILDREN'S CHRISTMAS PARTY

SATURDAY, 1ST DECEMBER, 1979

WARATAH NATIONAL PARK, MONA VALE ROAD, TERRY HILLS

ARRIVAL TIME: 10.00 A.M.

Waratah Park will provide barbecues and ample firewood.

Enclosure provided for veteran cars.

BRING: Lunch, Kids, Steaks & Liquid Refreshments

ADMISSION: \$2.50 for Adults (Payable on day)  
\$1.50 " Children

CONFIRMATION & BOOKINGS REQUIRED BY 15/11/79

CONTACT: MEL POPE 521.2821 (H)

237.8222 (B)

C O M I N G   S O C I A L   E V E N T

CHRISTMAS PARTY DINNER DANCE - SATURDAY 24TH NOVEMBER, 1979

ST. GEORGE MOTOR BOAT CLUB, ST. KILDA ROOM, 2 WELLINGTON ST., SANS SOUCI

VENUE: Arrival at 6.30 p.m. for pre-dinner drinks.

Seating for dinner at 7.30 p.m.

Dinner to consist of:

Entree - Main Course - Sweets & Coffee

Floor Show to commence at 9.00 a.m. for approx. 45 mins.

Dancing and Orchestra after Floor Show.

THE COST: A mere \$9.00 per head, which includes pre-dinner drinks.  
Wines and liqueurs available at moderate prices.

(Price of \$9.00 per head dependent on 80 in attendance.)

Confirmation, payment and bookings by 15/11/79 at latest.

CONTACT: MEL POPE    521.2821 (H)  
                             237.8222 (B)

POST PAYMENTS TO:

Mel Pope,  
241 Forest Road,  
KIRRAWEE. 2232

\* \* \* \* \*

NEW CAR RUNS ON ANY FUEL

(Article taken from "Modern Motor" June 1956).

The latest experimental car can run on whale oil, peanut oil, banana oil and other animal or vegetable oils.

It thrives on any mineral oils, from high-octane petrol to so-called Bunker "C" or residual fuels.

This useful engine is the brainchild of General Motors Corporation who have been experimenting with it for three years and came out with it for the first time in April, in the shape of a torpedo-like car called the XP-500.

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

New Car Runs on Any Fuel (Cont'd.)

With its new power plant, called a "free-piston engine", the XP-500 is a revolutionary concept which Detroit thinks may be the immediate stage between today's piston-engined cars and tomorrow's gas turbines.

The XP-500 engine has no crankshaft or connecting rods, and no rotating parts in the manner of a conventional auto engine with its pistons spinning a crankshaft.

How It Works

The "guts" on the engine is two parallel cylinders, each containing a pair of horizontally-opposed pistons. Basically the pistons operate like a tyre pump or old-fashioned fire bellows.

An air-fuel charge exploded between the pistons with injectors like a diesel drives the pistons apart, compressing air at the ends of the cylinders. The compressed air slams the pistons back towards inner "dead centre", and as they move back the pistons also compress air (like a bellows), which is forced through a diesel cylinder.

The back and forth movement continues to compress air, which is piped through to a turbine wheel geared to turn the car's rear wheels.

The XP-500's engine has few high precision parts compared with conventional piston engines and gas turbines. Also, according to the engineers, it is inherently balanced so that it operates virtually without vibration, and the comparative absence of rotating parts would cause little wear of rubbing metals.

The engine, described as a Siamese unit, is small and compact, generating a nominal 250 horsepower. It is positioned under the bonnet. The pipe to the turbine runs along one of the chassis side-members, thus giving the passenger compartment a "flat floor". In the rear compartment the turbine is combined with the transmission-axle unit that transmits power to the rear wheels.

Principle Not New

Actually, the term "free piston" is a misnomer - for the two pistons bouncing back and forth in the cylinder have to be kept "in phase" with a connecting device. In other words, they aren't free to rattle back and forth like two peas in a sealed tube, as the term "free piston" implies.

The "free piston" principle has been known for more than 30 years and has been applied in Europe to locomotives, ships' engines and stationary power-plants, in units usually consisting of a large single cylinder, or banks of disconnected single cylinders, each containing two pistons.

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

New Car Runs on Any Fuel (Cont'd.)

But G.M. claim to be the first to adapt the principle to cars. Apart from its undoubtedly appealing "unfinicky" fuel tastes ("this engine never heard about 'octane'," say G.M.) the XP-500 has another special quality which appeals to engineers who are trying to put a Car of Tomorrow on the roads tomorrow, if not sooner; its turbine wheel runs cool (no higher than 900 degrees Fahrenheit), which means that it does not need costly heat-resistant alloys, the bugbear of the men working on the gas-turbine car.

Like the gas turbine, the XP-500 is purely experimental. G.M. have no immediate plans to produce the free-piston engine. But it's no toy.

Gas Turbine Progress

As for the gas-turbine car; well, that vital first milestone, the transcontinental journey of 3,020 miles, has been passed - by Chrysler's gas-turbine test car, a white 1956 four-door Plymouth dubbed "The Turbine Special".

The Special left New York on a Monday and reached Los Angeles on the Friday - which is just about par for the course.

Like hundreds of other passers-by, I was allowed to peep under the hood. The gas turbine, publicised as "a cyclone in a box", looked like no other car engine, having no radiator, cooling fan or carburettor. It needs no transmission, since the turbine itself acts as an automatic transmission. For the trip it burned petrol, although it could perform also on kerosene, according to Chrysler, who were otherwise close-lipped about it.

While their experts huddle now over the results, assembling and analysing the research data obtained on the trip, Chrysler stay mum - naturally they're not going to give anything away which might help their competitors. All I can tell you about this history-making car is that under way its engine chattered like an old fashioned typewriter, and that its gold-lettered name, "The Turbine Special", looked very pretty.

New Metal Gives Hope

Probably the most likely place to look for sensational developments in the gas turbine car field in the next few years is not Detroit, but in research laboratories connected with the motor industry only indirectly, if at all. For example, a news item which was probably more significant than the Chrysler Special's cross country run was the announcement about the same time from University of Michigan scientist Dr. R.A. Flinn. Dr. Flinn said his research team at Ann Arbor had developed a new process of melting a nickel-base alloy in a vacuum furnace, to produce an alloy which had a greater strength at high engine temperatures than the cobalt alloys now used in aircraft gas turbines and many experimental auto gas turbines.

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

New Car Runs on Any Fuel (Cont'd.)

This is the kind of news automotive engineers are hungry for - because unless metallurgists do come up with a metal strong enough to withstand the terrific heat generated, and cheap enough for mass-production, there just won't be any gas-turbine-powered family car on the roads, ever.

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(Cont'd. on Page 18.....)

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POST SCRIPT: Unfortunately we have to report that JEAN MASSER is in the Royal North Shore Hospital for major spinal surgery and we trust that she is on the mend soon.

VALE It is with regret that we record the passing of JEAN SEVENOAKS. The club extends its sincere sympathy to George, Ron and families.

## EVENTS AND SOCIAL CALENDAR 1979-80

1979

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

SUNDAY	JULY 15	— Picnic Day
SUNDAY	AUGUST 26	— *Navigators Rally
SATURDAY	SEPTEMBER 15	— Orange Blossom Festival Procession
SUNDAY	SEPTEMBER 16	— C.V.V.T.M.C. — Warwick Farm
WEEKEND	SEPTEMBER 29-OCTOBER 1	— Newcastle Tour
SUNDAY	OCTOBER 21	— Government House Garden Party
SUNDAY	OCTOBER 28	— Parramatta Foundation Day
SATURDAY	NOVEMBER 10	— *Registration Inspection Day (Compulsory)
SUNDAY	NOVEMBER 11	— Schofields Air Show
SATURDAY	NOVEMBER 17	— *Registration Inspection Day (Alternative)
SUNDAY	NOVEMBER 18	— Fishers Ghost Rally
SATURDAY	NOVEMBER 24	— Christmas Party - Dinner Dance
SUNDAY	NOVEMBER 25	— Vaucluse Lions Club — Charity Day
SUNDAY	DECEMBER 2	— Family Christmas Picnic

1980

MONDAY	JANUARY 28	— Sydney Festival Procession
WEEKEND	JANUARY 23-24	— Camp Out
SUNDAY	FEBRUARY 24	— Picnic Day and Rally
SUNDAY	MARCH 30	— *Concourse Day
WEEKEND	APRIL 25, 26 and 27	— *Annual Blue Mountains Tour sponsored by Caltex
SUNDAY	MAY 25	— Model Engineer's Society — Luddenham
SATURDAY	MAY 31	— Trophy Presentation Nite
SUNDAY	JUNE 29	— Picnic Day and Rally
SUNDAY	JULY 27	— Picnic Day and Rally

\*Indicates Point Score Outings.

### MANAGEMENT COMMITTEE 1979-80

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	— Barry Thew - Phone 638-1155 (H)
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"SPIT AND POLISH" EDITOR	— Barry Thew - Phone 638-1155 (H)
PHOTOGRAPHER	— Arthur Porter - Phone 605-2016 (H)
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