

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

# SPIT AND POLISH

July 1978. Vol. XX. No. 1.

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# SPIT & POLISH



PATRON:

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

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

Volume XX No. 1

July 1978

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Other Veteran Car Clubs have permission to copy.

PLEASE NOTE: Annual subscriptions are now due.

The next Monthly Meeting of the Veteran Car Club of Australia (N.S.W.) will be held in the Clubrooms at 8.00 p.m. on THURSDAY, 27TH JULY, 1978.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



*The opinion of the erstwhile editor is that he should not now have an opinion to express here. Due to the timing of the elections and production of this magazine there was not an opportunity for the editor-elect to write his opinion - if indeed he intends to continue to have an Opinion.*

\*\*\*\*\*

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.) HELD ON THURSDAY, 22ND JUNE, 1978, AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK.

PRESENT: 83 members and 8 visitors.  
The meeting was declared open by the Chairman (Mr. L. Sheen) at 8.15 p.m. and a welcome to all visitors was extended.

APOLOGIES: V. Cross, B. East, D. Rosebray, J. King, L. Baxter, B. Pearce, J. McGowen, R. Thomas, A. Maunsell, J. Garwood, G. Dibley, A. Blevins. R. & B. East apologise as they have to stay home at night in the winter months.

MINUTES: The minutes of the Monthly General Meeting of 25th May, 1978 were read and moved J. Wards, seconded J. Gorton.  
CARRIED with the following amendments:

"Apologies" amended to "Norma Heath" and "Treasurer's Report seconded Robert McCarthy."

MATTERS  
ARISING: L. Sheen advises rents paid into Building and Debenture Account  
Sinking Fund receives gross rents from the cottage.

CORRESPONDENCE:  
Letters from:  
J. Hoadly, 15.6.78  
J. Jeath  
Riversdale Rally advice.  
Newcastle Veteran Car Club Minutes.  
V. Jacobs.

Moved B. Petersen, seconded R. Jones.

CARRIED.

MATTERS  
ARISING: Nil.



SUPPLEMENT TO SPIT AND POLISH - JULY 1978

C O M I N G   E V E N T S

SUNDAY      6TH AUGUST, 1978

Southern Tour.

Starting time 10 a.m. under the Sydney Harbour Bridge on the Southern side.

The tour will be to the Camellia Gardens in President Avenue, Caringbah and then back to Sans Souci for lunch. Bar-b-que sausage or steak sandwiches with tea or coffee will be provided by the Club to augment the wine and sweets that the participants may bring.

MONDAY      28TH AUGUST, 1978

Hunter Valley Tour.

to

As announced at the June Meeting.

FRIDAY      1ST SEPTEMBER, 1978

Accommodation bookings for Cessnock closed Friday, 14th July but late entries may make their own booking - details from Frank Nissen.

SUNDAY      10TH SEPTEMBER 1978

C.V.V.T.M.C. Meeting, Warwick Farm.



Minutes 22/6/78 Cont'd.:

INVESTIGATION R. Trevan - T. Ford.  
& DATING: K. Carden - 1914 Clement Bayard.  
R. Winwood Smith - Maddison.

EVENTS: B. Thew presented following trophies for Blue Mountains Rally:  
Runner-up Trophy, Warren Irish, Bill East - 6 cylinder Trophy,  
Competitors plaques.

Tour to Model Farm at Luddenham - club trailer to be present.  
Tour organised by R. Baxter and details to be advised.

Request for cars for Uniting Church Charity Day.

Presented draft entry form for Silver Anniversary Rally, and gave  
general advice on Rally progress.

MAGAZINE: M. Chapman requests to be notified of members' change of address.  
Advises on preliminary arrangements for Hunter Valley Tour  
28.8.78 to 1.9.78.

SOCIAL  
CO-ORDINATOR: D. Berthon advises on Presentation Night.  
1.7.78 Chinese Banquet Tai Yuen Palace - drinks 7.00 p.m.

MEMBERSHIP: Membership transferred to full membership for Betty Bent for  
Late T. Bent vehicle.

Moved J. Cooper, seconded J. Simpson.

CARRIED.

PERMITS TO  
MOVE: John Bailey - Oldsmobile.

CLUB ROOM  
CHAIRMAN: 1. L. Sheen advises ridge capping on hall came loose during  
recent storm and assistance given by M. Roberts to repair,  
capping now secure.  
2. New tenant for house arranged.

LIBRARIAN: Advises on need for larger book cases.

CVVTMC: G. Roberts reports on two applications from:  
1. Vintage Motor Cycle Club, Australian Section - our delegate  
accordingly instructed to oppose their application.  
2. Vauxhall Owners Club of Australia.  
3. Warwick Farm to be run by Chevrolet Club - 10.9.78.  
4. Swap Meet, Chatswood - \$409.00 received.  
5. Ford Club gathering 30.7.78 at Greens Motorcade.



Minutes 22/6/78 Cont'd.:

PUBLIC  
RELATIONS:

D. Berthon advises on "Something Old, Something New" arranged by National Trust who requested a blue vehicle and Don Steer agreed to use of his car.

OFFICIAL  
PHOTOGRAPHER:

Nothing to report.

INSURANCE  
OFFICER:

1. V. Jacobs advises receiving correspondence from South British Insurance enclosing sample policies for Club approval.
2. Announced a 15% commission on Comprehensive Policies and that discount be reimbursed to the members and not the Club. Moved V. Jacobs, seconded J. Eisenhower. CARRIED.
3. That Committee revise insurance on Club building and increase same to approximately \$25,000.00 and include removal of debris. Moved V. Jacobs, seconded B. Maunsell. CARRIED.

GENERAL  
BUSINESS:

L. Sheen advises of Committee's decision to instruct our members at CVVTMC not to stand for office.

G. Green requests our members pursue Motor Transport to obtain full registration.

A. Foy spoke in support of staying in CVVTMC.

M. Roberts spoke re our representative on CVVTMC. L. Sheen spoke in favour of our member on CVVTMC to stand for committee, and moved B. Maunsell, seconded G. Daley, that this question be postponed to next General Meeting. CARRIED.

J. Coulcher showed photos of start of International Rally.  
Alex McLeod donated books to Library.

Raffle drawn, and as there was no further business the meeting closed at 9.55 p.m.

\*\*\*\*\*

VALE JACK THORP

The sad news of Jack's death evokes the sympathy of members for his wife and family.

Jack will be remembered for his quiet gentlemanly ways and of course for his work as Club photographer. Jack made a substantial contribution of personal time and material to the establishment of a photographic record of Club cars and events.

\*\*\*\*\*



MODEL PARK OUTING REPORT

Sunday 25th June at 9.30 a.m. cars started arriving at Beaurepaire Tyre Service, Merrylands, for the day's run to Model Park. By 10.03 a.m. members and families from 11 veteran and 6 modern cars had enjoyed tea, coffee, and bickies from the club trailer.

As the cars proceeded to leave for the run, organiser Neil Martin produced a novel sub-event when he requested the driver to state the outside diameter of their tyre - Neil then proceeded on a pleasant drive through the back blocks to Luddenham and Model Park.

At this point we were joined by another three veterans and eight modern cars. The club trailer was put to use for BBQ, hot water, tea coffee plus an odd can of brown amber. Many thanks to George and Glad King and Neil Martin for making available free train rides for the children (and some big children) and for the location in the grounds.

Around 2.30 p.m. members were called around to inform them as to how they fared in the sub-event that morning; the difference went from far to near with Peter Wards at 9 1/16 (230mm) to 5/16 (11mm) by David Berthon. David was presented with a Castrol Tool Kit in a Can.

Thanks to all who attended both Veteran and Modern and a very big vote to Neil and Lyn Martin for organising such a pleasant tour, the venue, the prize and all the little things that made the day so enjoyable.

Many thanks,

BARRY THEW

ATTENDANCE LIST AND COMPETITION ERROR

<u>VETERAN</u>		<u>ERROR</u>	<u>MODERN</u>	<u>ERROR</u>
R. Coulcher	Star	+ 2 11/16"	J. Cooper	+ 1 3/16"
P. Wards	Hupmobile	+ 9 13/16"	B. Garth	
B. Thew	Hupmobile	+ 2 15/16"	W. McCarthy	+ 6 7/16"
R. Hobson	T Ford	+ 1/2"	J. Dance	+ 3/8"
F. Rossiter	Studebaker	+ 1 5/8"	J. Wilson	+ 5/8"
D. Berthon	S.C.A.T.	+ 5/16"	J. Thew (Club Trailer)	
R. McCarthy	Martini	+ 2"	J. Corby	
N. McIntosh	Vauxhall	+ 13/16"	J. Eisenhower	+ 1 11/16"
L. Watton	Fiat	+ 13/16"	J. Thomson	
L. Foy	Vauxhall	+ 1 1/2"	C. Stanbridge	+ 11/16"
N. Martin	T Ford		G. Roberts	
J. Kay	A/Daimler	3/4"	L. Sheen	
R. Baxter	Calthorpe	3/4"	A. Garthon	
M. Garthon	Rover	2 5/16"	K. Quarmby	
			G. King	
			J. King	

E. & O.E.

\*\*\*\*\*



SILVER ANNIVERSARY TOUR

At the time of going to press we have received in excess of 30 entries with over 100 personnel involved. The Committee is very pleased with the response and feels it will have little trouble in getting the required number of cars and/or motor cycles.

Those members contemplating entering should do so as early as possible so that required accommodation can be arranged. The Committee is also desirous of hearing from members who can assist as officials at the start and along the way.

In the previous issue of the magazine I requested information on cars found at points along the route, the type of information required is in the nature of photo as found, photo as restored, plus short history. This information is to be used for the publicity and promotion of this rally. All photos and copy will be returned to respective entrants.

BARRY THEW,  
Rally Chairman.

\*\*\*\*\*

SCENE SOCIALLY

A treasurer who wore his pyjamas to the Committee Meeting.

Out at St. Ives the white ants got at a garage door because it hadn't been opened for so long.

Our sympathy to Max and Pam Roberts and family on the death of their son David.

George Roberts busy with interior decorating - Pam thinks the place needs brightening when he's at home.

Reports of Jim Campbell soaking up museums in London.

Rowley Coulcher torn between body building and social activities.

Fred and Laurel Rossiter have new twin grand daughters, statistics being: birthday 29th June, birth weights 6 lb. and 5 lb. 8 oz., names - not yet.

\*\*\*\*\*





Contention re the seconder of a motion as reported in the Minutes - was it W or R McCarthy? Neither could remember and a Northerner drily observed that, as in the tyre business, prefixing by N, to form NWR, could be appropriate.

# # # # #

As discussed by George Roberts, let us have some action to restore our Hall to respectability. The paintwork and surroundings are a disgrace to any club, more so to ours which prides its reputation for worthy restorations.

# # # # #

When are we going to see the "new" restorations from Fred Rossiter and Dick Tunbridge? The gloss will be off the paint if they're not brought out soon. And what about Simpson's Bright Shining Apparatus sulking in the shed with a strined spline?

# # # # #

Newly volunteered/elected unopposed Committeeman George 70Ks intends to have the Committee well involved in running Club affairs according to his comments at the Annual Meeting - he has plenty of experience in starting things so now he'll be able to see to successful finishes too.

# # # # #

#### LETTERS TO THE EDITOR

"Dear Sir,

I would appreciate the inclusion of the following letter in the July issue of SPIT AND POLISH.

#### The CVVTMC Debate

MOTION: THAT our delegates be instructed to refrain from standing for office of the CVVTMC.

This was the motion moved by myself at the June Committee

(Contd. on Page 8.....



Letters to the Editor (Cont'd.)

Meeting after very lengthy debate by all and culminating in a general opinion as expressed in the motion.

The President refused to accept the motion and the only reason expressed by him at this meeting was the fact that he (our President) had been asked to stand as President of the CVVTMC. No more, no less.

The trend over the last 10 years appears to me to be a growing intrusion by the CVVTMC into the affairs of the individual Clubs, namely guide lines for the use of permits to move (published by the CVVTMC), and gradually moving into the area which particularly the Veteran Car Club should be jealous of namely, 'permits to move'.

Our Registrar, Keith Carden, was told by the Transport Dept. to collect his renewals from the CVVTMC.

Now here we have a fellow to be admired for he squashed that on the spot, and still deals direct with the D.M.T.

Now we have been threatened verbally, Len Sheen versus Mr. John Rumsey, that if we withdraw from the CVVTMC we would lose our permits.

By having one of our delegates on the Committee has not prevented this situation, and I think it is a good idea to try a different tack. This is by having your 2 delegates on the floor, joining in any debate and able to back one another on any question.

I am sorry this has become a personal issue and this is why I was not prepared to speak out on the night of our A.G. Meeting.

It is now a matter for you all to consider and please take more interest in the happenings of the CVVTMC.

BEN BROOK

\*\*\*\*\*

Constructive Criticism (enclosed with payment of a subscription, so really a Letter to the Treasurer):

"Tell the incoming Editor to publicize all events 2 issues in advance - this year the Chatswood CVVTMC Swap Meet was in May on Sunday and my magazine with notice of it arrived on Monday - I was friggin' annoyed!!

NEWTON GOLDMAN"

(The event was listed in the March supplement and it is well to bear in mind that the Club Committee are volunteers who are therefore likely to respond to requests as distinct from orders,

Outgoing Editor.)



DUMKOPF GLOSSARY

INDICATORS: DER BLINKENLIGHTEN MIT TICKEM FUR TURNEN

EXHAUST PIPE: DAS SPITZEN POPPEN BANGENTUBEN

CLUTCH: DAS KUPPLINWERK MIT SCHLIPPEN UND SHTICKEN

AIR HORN: DER VHAUTDERHELLVOSDAT KLAXON

PUNCTURE: DAS PLHATT MIT DAMMUNBLASTEN

LEARNER DRIVER: DUMKOPF MIT ELPLATZ

MOTOR CLUB: DERMEETINGHAUS FUR WAGENNATTERINELBOWRAISIN

MAGISTRATE: DER KHORTFUHRER MIT SHAUTEN "ZWIEHUNNER MARKS UND LIZENZENDORSEN"

PARKING METER: DAS TANNERPINSCHKE KLOCKENWERKE

WINDSCREEN WIPER: DAS FLIPPENFLOPPEN MUCKSHPREN UND STICKEN

ROUNDAABOUT: DAS EEOOHESITATZISCHLOST

T JUNCTION: VERGUTNESAKE DONTGOSTRAITONENKORNER

POWER BRAKES: DER SHTOPPENWERKE MIT EDBANGENONDERVINDSKREEN

JS.

\* \* \* \* \*

F O R T H E C O O K S

A couple of dips for party openers:

CUCUMBER DIP

$\frac{1}{2}$  cup peeled, seeded and finely  
 chopped cucumber  
 1 tablesp. chopped gherkin  
 1 " " parsley  
 1 teaspoon vinegar  
 $\frac{1}{2}$  " salt  
 1 cup sour cream

Combine all ingredients in a small  
 bowl and blend well. Chill at  
 least 2 hours before serving.  
 Makes approx.  $1\frac{1}{2}$  cups.

CURRIED CREAM DIP

3 hardboiled eggs, chopped  
 1 clove garlic, pressed  
 $\frac{1}{2}$  cup finely chopped celery  
 2 teaspoons fruit chutney  
 2 " curry powder  
 1 " salt  
 1 cup sour cream

Combine all ingredients in a bowl and  
 mix well. Chill at least 1 hour before  
 serving.

\* \* \* \* \*



HOW I RESTORED THE FRONTY

PART 3

- Victor Jacobs

As you may recall at the conclusion of Part 2, the diff. was rebuilt and assembly commenced and the engine was ready for testing.....

Because it was in the workshop and taking up valuable productive workspace all the mechanics and apprentices considered it would never go and quickly became nicknamed "The Yellow Terror", which name has stuck to this very day. It was not unusual for me to go in on a Monday morning and see humorous signs around the car such as "another F1-11" - a couple of weeks later another sign "another Opera House" and finally a few weeks later someone had brought in green weeds 2ft high sprouting from each of the wheels! Yes, everyone made fun of it, and between them they all had secret bets that it just would not go!

However, the great day dawned when we had the motor in, four wooden wheels and a makeshift firewall holding the steering. With wires just joined together we gave it its first crank. The timing was trial and error as we were all scared that it would not kick. Tired and haggard we finally got the tow rope out and towed it around Service City at 10.00 at night, then, all of a sudden, it burst into life.

Madly adjusting things to get the right lever positions we did not notice that the exhaust had not been tightened correctly and "The Yellow Terror" started to catch alight. I know my fellow members would be aghast to learn that the Fronty nearly died in infancy!!!

We quickly extinguished the flames, back into the garage, and we called it a night, content in the knowledge that it was a "goer".

The following Saturday, Peter Kable came around with Bob Hobson and a mechanic and we did some fine tuning, put some traders plates on, a kerosene tin as a makeshift seat, and decided to drive along General Holmes Drive. We must have looked a sight - a chassis, 4 wheels, radiator and two kerosene tins with a string as the hand throttle. After a good tow start, Bob and I "set sail" with Peter and the mechanic in a "Jag" behind together with all the emergency gear. It was an exhilarating feeling with no mudguards, watching the wheels go round and the shock absorber springs moving in and out as the car drove along the road. We were pushing along at about 20 m.p.h., everyone passing and staring at this funny contraption on the road until some young boys in a Mini came abreast and started to "gawk" at us.

Bob looked at me and said "Why not pull the string and see what happens". I pulled the string and it was like being hit in the rear by a 10-ton truck. We took off like a shot and left the Mini and the "gawking" boys for dead. We flew under the airport tunnel with Peter flat out keeping up behind and later informed us that we were travelling at approximately 70 m.p.h. That was our first burst, we turned around and back to the workshop excited about the

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



HOW I RESTORED THE FRONTY (CONTINUED)

performance and drank the success of our achievement.

We now started on the final assembly work, undercoating and painting the body - that is what there was of it - I collected the instruments from many quarters. Mike Bendeich supplied the brass oil pressure gauge, Neil Martin the rev. counter and other parts were borrowed or stolen. A woodbender made the steering wheel which I wanted to stain and use a Dulux Timberglo, but the experts at Dulux said there was no way it would stay on in the sun. After exhaustive enquiries I decided to be the "expert" myself and put the Timberglo on each night over a period of 5 nights, sanding in between each coat. After 10 years the Timberglo is as good as ever and the steering wheel has been admired by many people.

My first outing with fellow members was to a charity day by Rotary at Ashfield, but because the fly-wheel was cut down so much, it was most difficult to crank and start. With about 9:1 ratio, one had to really get the feel of how to crank it - Bob and I could do it, but only with a lot of effort and sometimes we would crank all morning before she would fire. Members quickly found that whenever I was present they would all have to push to get me on my way. It was therefore decided to pull the engine down and put in a new fly-wheel with a larger diameter. But to no avail - it was still a big problem to start. After more exploratory work a very good friend of mine, the late Ron Body, formerly Service Manager of Hastings Deering, came on the scene and after pulling the engine down for the third time, told me that there was no way to get this "cranky machine" to start easily, and that in the members' interest I should put on a self-starter!!

Down came the engine again, a self-starter was applied which was the greatest thing I ever put on the car! This was agreed to by Reg. Jones, Arthur Garthon, Bob Baxter and others who were my "best pushers".

In November 1968 I considered that "The Yellow Terror" was completed and I commenced competing in many Club Rallies but always to the jokes of many members which incidentally we T-Ford owners must put up with. But what a car it has been - I did not know it would have so much character and appeal. As soon as it was put on the road it became a sexy, sporty car which captured the imagination of everyone and besides looking sporty, it is sporty (and sexy) - half a bonnet for ventilation, it has one load of power, a quick take-off and to get the 60 m.p.h. well inside a minute. I have never changed out of top gear on any hill in Australia or New Zealand over the past ten years!!!

Of course you have to be born either rich or lucky and I am afraid I am endowed with the latter because one day the telephone rang and the conversation went like this -

"Mr. Jacobs, you don't know me but my name is Eric Lang and I am interested in buying a Veteran T-Model Ford and I would like some advice on how much to pay for it, etc. etc. etc."

(Continued on Page 12.....)



HOW I RESTORED THE FRONTY (CONTINUED)

Over a period of years I have had dozens of conversations like this and sat back in my chair and tried to appear interested even tho' I was busy as how can you value a 60-y.o. car over the telephone. I therefore appeared as interested as possible to this "nut". I asked him some questions about the car and asked if it had any accessory gear to make it more valuable and he replied -

"It has racing T-Model Ford wire wheels".

I immediately came to life - this was no "nut" I was talking to but a man who had to be respected and from my many queries I was assured they were genuine, Ford racing Fronty wheels. I convinced him that they were the wrong type for his car!! And the Club frowned on anything not original for a roadster type of car. So over the telephone we did a deal of his wheels for my wooden ones, plus my friendship. Eric Lang certainly got a good deal!

Joking aside, since then Eric, his wife Peg and I have been great friends.

Since 1968, the Fronty has proved a long distance runner. It has been on three International Rallies, six National Rallies and many long distance runs throughout New South Wales. Perhaps its greatest achievement was to drive from Sydney to Perth in 1973. I suppose if I count the many Katoomba, Canberra and Newcastle smaller runs, the Fronty has driven well over 30,000 miles - it must have because Ken Moss has supplied it with three sets of tyres.

Yes, I am afraid I must agree with my fellow members, it is "a beast" but has given me and a lot of other people a lot of pleasure.

\*\*\*\*\*

ROSTER ALTERATIONSCHANGE OF ADDRESS:

M.N. Johns,  
25 Eucalyptus Street,  
ST. IVES. 2075

340

K.W. Harding,  
C/- John Hills Auto Inds.,  
3 Enterprise Avenue,  
PADSTOW. 2211

646

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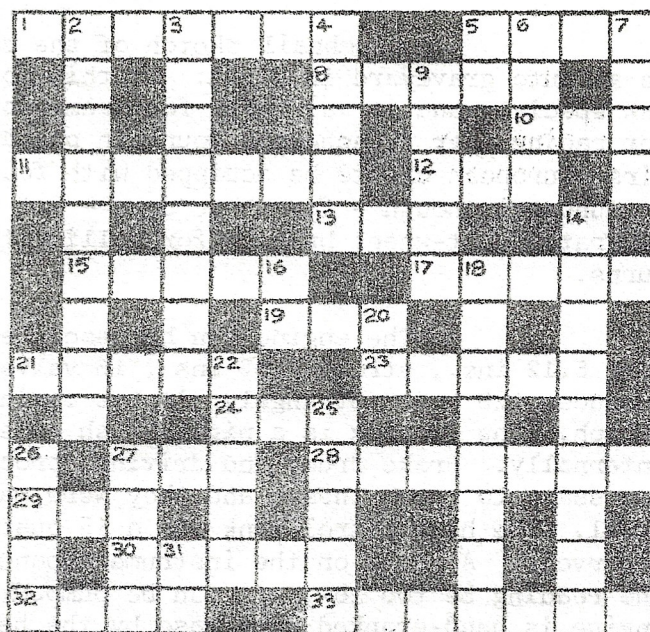
## ACROSS

- 1 French car makes Bert lie. (7)  
 5 Very early German car displayed in Doomben Zoo. (4)  
 8 Raise a heavenly Latin ram for a French car. (5)  
 10 Little paragraph at face value. (3)  
 11 Italian car makes nice car. (7)  
 12 Article New York equates with half Hogan's slogan. (3)  
 13 Boil the honey-maker off a lubricant. (3)  
 15 East English car is a bird. (5)  
 17 German car leader upset when bearing removed. (5)  
 19 Limb weapon. (3)  
 21 Rev or reverse an English car. (5)  
 23 Tyres make an Austrian car. (5)  
 24 Irish Republican Army. (3)  
 27 Query. (3)  
 28 Royal Automobile Club of Queensland gets behind a little radiator reversed for a famous French car. (7)  
 29 Listen to this alphabet. (3)  
 30 This French car, unhurt about lost direction, sounds like it might be dangerous. (5)  
 32 Maintain a little look back. (4)  
 33 French car seen in Japan? Hardly! (7)

## DOWN

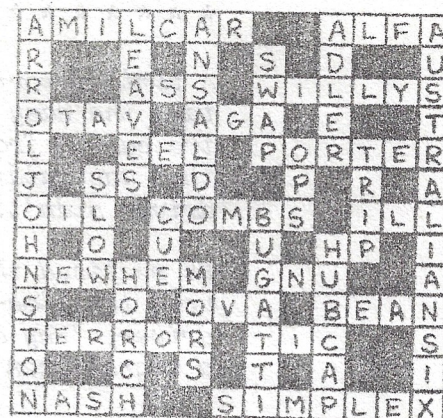
- 2 Creole Six is a higher Latin Belgian car. (9)  
 3 and 18 Alsatian car gives rich oriental ride. (8,8)  
 4 Prohibited Polynesian thank you hoot. (5)  
 5 Exist. (2)  
 6 Catch sight of Eastern agent. (4)  
 7 Fil. (4)  
 9 Italian loses in an Italian car. (5)  
 14 This muscle type draws back concerning the farm imple-

## CROSSWORD No. 8



- ment. (9)  
 16 Tea and a thank you. (2)  
 18 See 3 down.  
 20 Modern miss manuscript. (2)  
 22 Trike rider conceals an American car. (5)  
 25 Total in the year of our Lord a little pudding rises. (3,2)  
 26 Small nail vessel direction. (4)  
 27 Pain has His Excellency under a hundred. (4)  
 31 Not down under proof. (2)

## SOLUTION No. 7



X X X X X X X X



ISOTTA FRASCHINI - 1913 MODEL

A thumbnail sketch of the cardinal features of a derelict found in an auto graveyard in U.S.A. Of this model, only 25 were built. The design was special, and it was built for tremendous drive and maneuverability, particularly for racing over treacherous mountain passes in Italy. To this end, it was the first European car to be equipped with four-wheel brakes. Braking on four wheels was unusual enough - for those days - but the I.F.'s set has optional or separate front-wheel braking for pulling the car into skids round narrow hairpin turns.

The engine can be described only as 'massive'. It has 4 cyls., bore 5.12 ins., stroke 7.87 ins., 16 valves and dual overhead camshafts, and produces 120 h.p. Strangely, it has chain drive. The engine revs. at 800 rpm at 40 mph. The gearbox is a nightmarish size, and incorporates the differential internally. Brake drums and driving sprockets are integral. It was found necessary to renew these, and they were machined from solid blocks of stainless steel. The huge petrol tank has a 15 quart tank ahead of it. This is an oil reservoir. A gauge on the instrument panel indicates the sump oil level. Should the reading be too low, oil can be pumped by a lever, from the reserve. The engine is hand-cranked with ease by the help of a compression relief valve.

\*\*\*\*\*

WHY 'TARGA FLORIO'?

The name given to a road race founded in 1906 by a Sicilian by name Don Vincenzo Florio. Son of an extremely wealthy native of Sicily, by the age of 20 years he was determined to be a racing driver, and he started the series of annual races on 6 May, 1906. It was run on a 90-mile circuit, rising and falling 4,000 ft.

The word TARGA is an Italian word meaning 'plaque' and he added his name FLORIO to the race. Whether a plaque was issued to each winner, or the original plaque was competed for annually is not known at this point, but Florio was part and parcel of the race till his death in 1959 at the age of 76 years.

\*\*\*\*\*

*A timid motorist, caught in the fog, decided to take the easy way out and followed closely behind the car in front. This worked fine until the car that was guiding him stopped short, and the timid driver didn't!*

*He realised that the crash was his fault, but he used the time-honoured way out and asked the other driver, 'Why don't you stick your hand out and give a signal when you're going to stop?'*

*'In my own garage?' was the unexpected reply.*

\*\*\*\*\*



JACK THORP

It is sad to have to realise that such a member as Jack was, should be amongst us no longer. His general attitude of "Peace on earth goodwill to all men" was evident in his ready smile, and his generally jovial aspect, in that he always took keen interest in what the other fellow had to say, rather than foist an opinion on him. A very desirable attitude, particularly where one rubs shoulders constantly with the same individuals. It seems pretty certain that Jack's voice would never have been raised in anger.

Many members will carry a memory of Jack for a long time, that is, those members owning a photograph of their veteran vehicle. His photographic record of members' cars will remain in the Club to bear witness to his capacity as a photographer and his enthusiasm as a member. Surely Jack's camera must be regarded as his "vehicle".

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BACK ONE DECADE

From SPIT AND POLISH, July 1968.

Arthur Garthon was the new President.

Sir Roden Cutler granted his patronage to the Club.

Jack Godfrey became the understudy of Treasurer, Bob McCarthy.

Len Masser was accused of being too shy to come forward to collect the Larry Leresche Trophy which his revving and backfiring had earned.

The Club kitty in the form of fixed deposits stood at \$5,755.12.

An inspection of the unfinished Opera House drew 30 veterans and their crews.

George Green replied to Bob Baxter's letter re admission of vintage cars and ended it with "It is most desirable that we have a united movement, but leave the simple 'let us unite and reorganise' to the C.V.V.T.M.C."

(The present situation appears to be neither simple, united nor organised.

Ed.)



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

FOR SALE      Dietz brass and black lamp. Frosted glass.

- MRS. MC KINNEY,  
"Fairfield", Peel Road,  
Kelso. (063) 31.3147

WANTED      The following back copies of SPIT AND POLISH for binding into a complete set:

1964      -      June  
1964      -      July  
1964      -      November  
1964      -      December  
1965      -      July  
1967      -      November

- MAX CHAPMAN,  
94.6402

AVAILABLE (Due to lack of time and space).

1905 1 cyl. De Dion type "2": Chassis (cut) front and rear axle; hubs, brake drums, some wheels, some caps. Levers, pedals, some linkages. Tail shaft, drive, axles. Motor (reasonably complete), carburettor, water pump, clutch, gearbox, diff. (All internals and selector plate), steps (new copies), steering box.

1907 2 cyl. De Dion type "AV": Chassis, front and rear suspension and axles, hubs. Brake drums and shoes, drive axles. Some wheels, some caps. Tail shaft parts, steering parts, clutch parts, magneto, carburettor.

De Dion Radiators:    1. 24" between mounting bolts.  
(Conventional type)    25" height. Core poor.  
                                 2. 24" between mounting bolts.  
                                 24" height. Core reasonable.  
                                 3. 26" between mounting bolts.  
                                 22" height. Good condition.

- F. OPPRECHT (Continued on Page 17.....)



ADVERTISEMENTS (CONTINUED)

AD. FOR F. OPPRECHT (CONT'D.):

De Dion Gearbox parts: for 3 speed expanding type box. Both shafts, all gears.

De Dion Rear Axle: 2 dead axles 40" between spring center bolts.

- F. OPPRECHT,  
73 Wilpena Terrace,  
Kilkenny. SA 5009  
(08) 268.3748

WANTED: 1915 'T' Ford chassis, exchange or swap.

- B. GARTH,  
Lindsay Street,  
Ermington.  
638.2608

WANTED: 1910-11 Talbot radiator.

" " 4AB Talbot engine..

" " " " parts.

Parts for 1911-12 Mitchell. Van Sichlen speedo to suit 1916 Hupmobile.

- B.T. THEW,  
62A Spurway Street,  
Ermington.  
638.1155

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