

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

SPIT AND POLISH

January 1970. Vol. XX. No. 7.

Registered for posting
as a publication — Category B

* PRICE 70 Cents



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. 7

January 1979

TABLE OF CONTENTS

Opinion	Page 2
Dates to Remember - Coming Events	3
Hidden Cogs	4
Back One Decade	4
Steering Column	5
Don's Party	6
Why 'Targa Florio'?	7
A Brief History of the Motor Car	8
Self-Sufficiency	11
Social	12
For the Cooks	12
Advertisements	14

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 JANUARY, 1979.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



OPINION

*"I saw on the hills of the morning,
The form of the new year arise;
He stood like a statue adorning
The world with a background of skies.
There was courage and grace
In his wonderful face
And Hope in his glorious eyes."*

In retrospect, as a small lad in "ragged boys'" school, over fifty years ago, this poem by I can't remember whom (to digress, there are three signs of old age, one is loss of memory and I can't remember what the other two are) was the subject of one of our lessons and as this is the "Year of the Child" what better way to face this brand new year with all its problems and challenges than with the theme of these descriptive lines in mind?

On behalf of my co-editor spouse and myself we wish all the best for the coming 1979 with miles of trouble-free motoring, especially the veteran style.

With the annual Blue Mountains Rally fast approaching, a type of event where we find many veteran vehicles strung out along the road (very often a busy main one) it behoves me, on behalf of our much-loved President Len and that committee (often referred to in undertones as the "Mafia") to take up a suppliant position on my knees and ask one and all again not to hold up the flow of traffic by driving too close to the club make in front, or failing to pull off to the left when the opportunity occurs; your reward more often than not is a toot and a handwave.

All this belabouring of an old problem brings to mind a rally which went through Richmond, Yarramundi and on to North Springwood and a proud 1908 Brush driver was unable to ascend the steep hair pin bends so, not to be beaten and with "Excelsior" in mind, went up in reverse, resulting in a stiff neck from driving backwards, but Terry said he was able to count the cars following him much easier.

- Editor.

DATES TO REMEMBERCOMING EVENTS

Saturday	24th February 1979	Annual Blue Mountains Rally
Sunday	25th February 1979	
Sunday	18th March 1979	Annual Concourse Day
Sunday	8th April 1979	Navigators Rally

Late entries for Blue Mountains Rally please contact Len Sheen, 427.4198.
Some officials still needed - If able to help on Saturday or Sunday Len will be pleased to hear from you.

FESTIVAL OF SYDNEY PROCESSION

Monday 29th January 1979

Cars are to assemble in Art Gallery Road at 9.30 a.m.
Our parade number is 21.

RIVERSDALE RALLY - GOULBURN VETERAN & VINTAGE CAR
CLUB IN CONJUNCTION WITH NATIONAL TRUST OF AUSTRALIA -
MARCH 3RD & 4TH, 1979

Assemble Riversdale Homestead, display of vehicles, coach tour of the City with commentary - free. Presentation Dinner Saturday night. Tour to Hume's Dairy - feeding poddy calves, beef cattle yarded and different breeds explained. Then "Pelican" sheep station for shearing, wool classing, pressing etc.

Enquiries: Robert Clarke 21.5697 or Kathy Booby 21.2560.

BENSEN & HEDGES VINTAGE TOUR - MURRUMBIDGEE IRRIGATION
AREA VETERAN & VINTAGE CAR CLUB IN CONNECTION WITH
GRIFFITH VINTAGE FESTIVAL -
13TH TO 16TH APRIL - EASTER 1979

The rally will form part of the Vintage Festival and will take in the wine, citrus, rice and fruit industries in the major towns of Griffith and Leeton and environs.

Enquiries: Geoff McCorkell - 'phone 62.5068 (069) Home
62.4066 (069) Work

H I D D E N C O G S

We pay tribute this month to Jill Corby, who is a most efficient "back-stop" for John in keeping the Events Calendar and Reports "ship-shape". We would suspect, also, that Jill's efficient assistance spills over into John's business activities in no small degree.

SPIT AND POLISH readers rely on the Events Chairman to keep them up-to-date on current activities and enjoy the reports covering the events afterwards, and without such contributions the magazine would have little substance and therefore we say "thank you" to Jill for her part in the reporting, as well as the thoughtful little touches such as hot coffee and cakes provided on arrival at outings. It is much appreciated.

BACK ONE DECADE

Jim Simpson as Editor had some words of wisdom to offer on the subject of the newly-introduced breathalyser tests. From where we stand now, who can say how many lives have been saved directly or indirectly as a result of these tests? I am constantly surprised when friends and acquaintances tell me they attended "such-and-such a lively party" and went to and from it by taxi. Surely the introduction of the tests has given them an awareness of the potential dangers to themselves and to others.

Hilda Sheen was Social Secretary, and as usual had a cheery word for those who weren't so well, and kept track of the various voyagers etc. - Jack and Billie Dance off overseas; Geoff Lehmann and Esme Lewis "tripping" also.

Max Welch reported on the Christmas Children's Party with "lots of good Australian sunshine". In his inimitable fashion he reported: "George Williams was there doing sterling job writing out name tags for the kids as they arrived. This was most helpful to me in keeping a record of the winners of each race. Each kiddie was given a soft drink and a 'Paddle Pop' to keep them quiet when they arrived - it didn't work - they just asked for more. I noticed Arthur Garthon pinching his kid's drink at one stage." ... "The Dads had a race for a bottle of beer, which was won by Reg (Teetotaller) Jones. Just goes to show that a man who doesn't drink is always fit."

All the "kiddies" referred to are now young "guys" and "dolls" and a "beaut." lot they are, too!

The magazine itself was completely transformed, with the new impressive glossy cover depicting four veterans, and equally impressive advertisements for Dunlop, Marshalls Motors Pty. Ltd., Willane Glass Service and Auto Market, Wills, Hewett and Cummins Pty. Ltd. (Insurance Brokers), G.H. Burton Pty. Ltd. (Cartage Contractors), C. Dunning Pty. Ltd. (Shop Fitters), Smith's Auto Air Conditioners and Arthur Garthon Motors (Rover Dealer).

S T E E R I N G C O L U M N

I regret I shall be unable to attend the next Committee Meeting, as the duties of editor place a great strain on one and call for a vacation.

It will be our wedding anniversary whilst away - just imagine - thirty-two years married and never won an argument - but as they say, "All weddings are happy - its the living together afterwards when the trouble starts."

Our President has offered to attend to the printing, mailing etc. and we should like to say "thank you" to someone who is already a very busy man.

* * * * *

Whilst on the subject of wedding anniversaries I may be right in thinking it is Reta and Bill East's fifty-fourth anniversary of what has been a very happy married life. My spy came up with two stories - one that when Bill was courting Reta he brought her home long after the curfew, on his motor bike, to be met by a very irate future father-in-law armed with a shotgun. As a very alarmed William sped off down the road he gained added impetus as the pellets found their mark.

After having won her hand and fifty years later they returned to the same hotel where they honeymooned and my spy overheard the following:

Manager: "So this is where you spent your honeymoon fifty years ago. Would you like the bridal suite?"

Reta: "Oh no, we're too old for that sort of thing."

Manager: "Oh don't worry. If I put you in the ballroom you don't have to dance."

* * * * *

Regret that as there was no meeting in December and no outings or rallies the jottings are meagre. The good news is Hilda Sheen is improving and the end of the harsher part of her treatment is in sight, which gladdens her no end.

Some bad news: Jack Garwood informs me there is a correction to the correction in last month's issue about the number of Katoomba rallies but the good news is that he is going to write some articles on the history of the club and if we

Steering Column (Continued)

promise one and all not to take offence, he will give some of the humorous happenings on the early Blue Mountains rallies, such as one group, well primed with what was known as "brown amber" singing "Come Away With Me Lucille, In My Merry Oldsmobile", down in one of the parks.

* * * * *

A very happy gathering of club members down Moss Vale way - the Chapman's, Baxter's and Reg. Jones' spent many happy hours together. It is understood that those lovers of the dance, Olive and Reg. found somewhere to "trip the light fantastic" over the New Year week-end, but wild horses wouldn't drag Max along to that function - can't say I blame him.

Ed. and Co-Ed. spent a very happy day with the "Chappies" and Baxter's but the Jones' had returned to the grindstone so we missed some of the pearls of wisdom concerning engines etc.

Since all the staff reporters, spies and counter spies are on holidays, not much to report. Maybe I'll pick up a note or two when I catch up with a few members up Surfers' way.

* * * * *

DON'S PARTY

When I told my doctor I was a schizophrenic he said: "Good, that makes four of us."

#

"No," said the teacher, "spice is not the plural of spouse."

#

To err is human - but it feels divine.

#

Pat had stomach pains after eating. His doctor's diagnosis was 'culinary thrombosis'. "You mean 'coronary thrombosis'?" said Pat. "No," said the doctor, "it's culinary thrombosis, caused by having a clot in the kitchen."

#

EXPENSE STATEMENT

		\$
October 4th	Advertisement for female stenographer	1.00
4th	Violets for new stenographer	1.50
6th	Week's salary for new stenographer	45.00
9th	Roses for stenographer	5.00
10th	Candy for wife	.90
13th	Lunch for stenographer	7.00
15th	Week's salary for stenographer	60.00
16th	Movie tickets for wife and self	1.20
18th	Theatre tickets for steno and self	16.00
19th	Ice cream sundae for wife	.30
22nd	Natalie's salary	75.00
23rd	Champagne and dinner for Natalie and self	32.50
25th	Doctor for stupid stenographer	375.00
26th	Mink stole for wife	1,700.00

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 6th 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 BRIEF HISTORY OF THE MOTOR CAR

(Produced by the Veteran Car Club of Australia (N.S.W.) - R.C.B. 11/7/67)

THE FIRST MECHANICALLY PROPELLED VEHICLE

Authentic records state that the first mechanically propelled road vehicle was made in France by M. Cugnot in 1769 and it was a three-wheeled vehicle, of timber construction, driven by a steam engine coupled to the single front wheel.

It was unfortunate, however, for after this vehicle had been running for a few short journeys we read that "while turning a corner, it over-balanced itself, and fell over with a great crash and, unfortunately, instead of being allowed to get the better of the bruise and have another trial, it was locked up to keep it out of harm". ('Autocar', 16th November, 1907).

The First Practical Explosion Engine.

The internal combustion, or explosion engine, was first patented in France by M.J. Lenoir in 1860. In this engine there was nothing new, because it was the successful combination of various experimental engines made by others. The fuel used to drive Lenoir's engine was coal gas.

The Otto Four-Stroke Cycle Engine.

In the year 1864 a German engineer, Dr. Otto, patented his revolutionary engine, the basic principles of which are still used in car engines of today. In one complete working cycle of the engine, the crankshaft turns two revolutions which causes the piston to reciprocate four strokes and the successive function of each stroke is:

1. Inlet of fuel and air.
2. Compression of fuel and air.
3. Explosion and subsequent working stroke.
4. Exhaust of spent gases.

The basis was available for:

The First Motor Car.

It is generally accepted that a German inventor, Karl Benz, built the first three-wheeled motor vehicle in 1885 and his compatriot, Gotthelb Daimler, built the first four-wheeled motor vehicle or car, as we know it, in 1886.

By 1888 the latest Benz car was capable of 14 m.p.h. and this time Karl Benz had followed the lead of Daimler and his car was four-wheeled.

Germany and France quickly established themselves as the premier motoring nations by the turn of the century (1900) and between themselves were producing eighty per cent of the world's motor cars. (Cont'd. on Page 9.....)

A Brief History of the Motor Car (Cont'd.)

England's progress in the "motoring age" was being strangled by laws that forced motorists to "pull to the side of the road and with engine stopped and wait for oncoming horse drawn carriages to pass" or when driving through designated boroughs and streets "the automobilist will cause his machine to travel less than four miles per hour and be preceded by a footman carrying a red flag". The passing of the Motor Act of 1896 saw England freed from these bonds and the nucleus of her motor industry was formed.

The Veteran Period.

It can be said, without equivocation, that all inventions or ideas of any magnitude relative to the motor car had been patented or devised for posterity by 1904.

All cars that were built prior to the end of 1904 are classified as true veteran cars.

Briefly summarising a few of the inventions of this period:

- Overhead camshaft engine - 1895 - Wolseley
- Steering column gear change - Benz, De Dion
- Independent front wheel suspension - 1899 - Cannstatt - Daimler
- Front wheel drive - 1898 - Latil
- Pre-selective transmission - 1901 - Lanchester
- Disc Brakes - 1902 - Lanchester
- Fuel injection - 1896 - Pennington - Patent

Motoring in this period was confined to the wealthy and pioneering types because it was a rugged and costly business. Far be it from motoring today with service and fuel facilities around every corner making trips of 1,000 miles commonplace, for the pioneering motorist had to carefully plan his fuel stops and carry all his own spare parts and tyres and be his own mechanic. (Subsequently there was ready employment for chauffeurs who could drive and maintain a motor car).

The Edwardian Period - 1905-14.

This period was named after King Edward whose activities symbolised the aristocracy of the day.

The motor car had "arrived", and by 1914 it had a basic character and look that did not alter vastly until 1930. Commerce made full use of motor transport and such vehicles as trucks, buses, fire engines, delivery vans etc., were essential for the development of primary and secondary industries.

By 1909 the American automotive industrial empire had overtaken their European counterparts and produced 121,000 cars compared with 12,000 produced in England.

(Cont'd. on Page 10.....)

A Brief History of the Motor Car (Cont'd.)

The Great War of 1914-18 saw whole armies being transported by motor convoys, in one instant every taxi in Paris was used to carry vast numbers of reinforcements to the front line for the Battle of the Marne.

The motor car had proved its worth and it was here to stay (until superseded).

NOTESA Veteran Car:

Any car that was produced before 31st December, 1918, is considered to be a "Veteran Car" and is eligible for entry into the Veteran Car Club of Australia.

A Vintage Car:

Any car that was produced in the period 31st December, 1918 to 31st December, 1930, is a "Vintage Car". Some clubs define a vintage car as "A semi-hand-built car of classic design produced before 31st December, 1930."

Records: (A list of some of the outstanding efforts.)

<u>Date</u>	<u>Speed (m.p.h.)</u>	<u>Car</u>	<u>Driver</u>
18th December, 1898	39.24	Jeantavd	Chasseloup-Laubat
29th April, 1899	65.79	Jenatzy	Jenatzy
(Record broken five times in 1899)			
17th November, 1902	77.13	Mors	Augieres
13th January, 1903	91.37	Ford	Ford
13th November, 1904	104.52	Darracq	Baras
30th December, 1905	109.65	Darracq	Hemery
26th January, 1906	127.66	Stanley Steamer	Marriott
23rd March, 1910	131.72	Benz	Oldfield
24th June, 1914	124.10	Benz	Hornsted
29th March, 1927	203.79	Sunbeam	Segrave
3rd September, 1935	301.13	Rolls Royce	M. Campbell
		Campbell	
	4	Bristol Campbell	D. Campbell

SUMMARY

Up to the time of the Industrial Revolution of the mid-eighteenth century the world progressed very slowly, but in the last three centuries progress has been outstanding, along with our industrialisation, the world's population has been compounding and future advances in the field of transport in this "Atomic Age" cannot be forecast.

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

A Brief History of the Motor Car (Cont'd.)

It can be stated, quite safely, that the time of the motor car in its present form, is quickly drawing to a finish and it must eventually be superseded by some form of individual transport to suit the population growth of cities and using some other power source instead of a petroleum product because of the dwindling natural reserves throughout the world and the toxic effect of the exhaust gases. With this in mind it is imperative that every small relic of motor cars built during this very short period must be preserved for posterity. If you ever find any parts, photographs or books of pre-1919 motor cars please contact a member of the Veteran Car Club of Australia.

SELF-SUFFICIENCY

The aeronautical experiments and successes of Orville and Wilbur Wright are known to most of us. They experimented for years on a two-winged glider, achieving such advancement that they decided eventually that it would have to be powered.

In 1903, three quarters of a century ago, they had stabilised their knowledge of aerial flight to the point of building an aeroplane correct in all, what are now considered to be, essential aerodynamic principles. It weighed only 620 lbs. and was fitted with a motor which weighed 200 lbs. It drove oppositely revolving twin propellers geared down by a cross chain drive.

As this occurred in 1903, most members will set to wondering what make of motor was used. Would you like to make a guess? They did not study the catalogues, nor did they call for tenders. What then? They made one of their own design! Both designed and built by them entirely. How old was the internal combustion engine in 1903? The Wright's engine had 4 cylinders of 4 inches bore and stroke, and lay on its side. It fed from a 6-gallon tank of benzine.

The capacities that some people possess for achieving the apparently impossible is really incredible. We read that they designed it. Well, yes and no. Probably got some hints from an existing engine or two. Notwithstanding this, still quite a bright achievement.

J.S.

Quotes:

True contentment is the power of getting out of any situation all that there is in it.

G.K. Chesterton.

The sea never changes and its works, for all the talk of men, are wrapped in mystery.

Joseph Conrad

S O C I A L

I would like to thank everyone for attending the Christmas Party and special thanks to Len Sheen for his assistance with the organisation.

I have had several requests for a Harbour Cruise so have decided that on SATURDAY, 10TH MARCH to have a dinner cruise on the John Cadman.

This is a little more expensive, being \$18.50 per head for a 3-course a la carte dinner and dancing, plus drinks. If you could start letting me know, I would appreciate your support for this function (which we will have had time to save up for!)

Full details of departure times etc. will be announced at the meeting and printed in SPIT AND POLISH February issue - but I would like an indication of numbers.

- Fay Mountford,
502.1182

* * * * *

F O R T H E C O O K S

SAUCY BANANAS

Weight Watchers' Baked Bananas in Strawberry Sauce.

3 firm, medium bananas, peeled
1 teaspoon lemon juice
cinnamon to taste
3 cups strawberries, sliced
artificial sweetener to equal 1½ tablespoons sugar (or to taste)
½ teaspoon vanilla essence

Brush bananas with lemon juice, sprinkle with cinnamon. Bake on a non-stick oven tray or baking dish in a moderate oven for 10 minutes.

Mix ¾ cup strawberries with sweetener and essence. Process in a blender until smooth. Mix with remaining strawberries and serve over bananas.

(More recipes on Page 13.....)

MALAYAN MELODY

(Spoon measurements are level and standard 8 fl. oz. measuring cup is used in this recipe.)

1 pkt. Chinese Rice-a-Riso	1 cup green beans (cut into chunks)
2 tablespoons oil	1 cup shredded cabbage
2 large onions (sliced)	$\frac{1}{2}$ cup chopped shallots
1 pint boiling water	1 lge pkt. Planters salted peanuts
1 red capsicum	1 tin tuna (16 oz.)

Brown Rice-a-Riso in the heated oil with the onion. Stir in the contents of seasoning sachet, water, capsicum, beans and cabbage. Bring to the boil, cover and simmer gently for ten minutes. Add tuna and shallots and cook 5 minutes extra. Toss through the peanuts and serve piping hot.

(Serves 4-6. Cost: approx. 19¢ per serve.)

MEATBALLS WITH ITALIAN TOMATO SAUCE

Meatballs: 1½ lbs. minced steak
 Half cup soft fine breadcrumbs
 Two tablespoons milk
 1½ teaspoons salt
 One egg
 One clove garlic, crushed

Sauce: Four rashers bacon, diced. One medium onion, one clove garlic.
 2 lbs. fresh tomatoes or a 1-lb.15 oz. can. One teaspoon basil,
 1 teaspoon oregano, one bay leaf. Half cup beef stock, one
 tablespoon cornflour, $\frac{1}{4}$ cup red wine or stock, one teaspoon sugar,
 half teaspoon salt, $\frac{1}{4}$ teaspoon pepper.

For the meatballs combine meat, breadcrumbs, milk, salt, egg and crushed garlic. Mix lightly to blend. Shape into about four dozen meatballs and fry in a little heated oil or butter, until well browned on all sides. In the pan used for frying the meatballs, saute the bacon until crisp. Drain and discard all but about one tablespoon of the fat. Add the onion finely chopped and cook until soft. Add the crushed garlic, tomatoes, basil, oregano, bay leaf, stock. Bring to boil and simmer for about 30 mins. Blend together the cornflour, wine or stock, sugar, salt and papper. Stir into the tomato mixture and cook, stirring until the mixture boils and thickens. Add the meatballs and simmer together for about 20 minutes.

COOL RICE SALAD

2 cups cold, cooked rice	1 rock melon
$\frac{1}{2}$ cup mango chutney	Grated rind and juice 1 lemon
1 tablespoon vinegar	$\frac{1}{2}$ cup finely chopped celery
$\frac{1}{2}$ cup mayonnaise	$\frac{1}{2}$ cup chopped cucumber, no seeds
$\frac{1}{2}$ cup sour cream	Crisp lettuce; mint sprigs

Have rice cooked the day before, if possible. Make dressing. Add vinegar to chutney, mix thoroughly. Fold into mayonnaise and sour cream. Fold dressing into rice, cover, chill. Make melon balls or cut melon into chunks. Put in bowl, add lemon rind and juice, celery and cucumber. Cover, refrigerate until required. Cover a large platter with crisp lettuce, serve rice on this, topped with prepared melon. Garnish with mint sprigs.

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

FOR SALE

1 new 34 x 4 S.S. Tyre \$25.00.

- BEN BRONK,
624.8224

AVAILABLE FROM THE TREASURER - AT ALL MEETINGS:

Car Badges	\$12.00 each
Transfers	.20¢ "
Lapel Badges	.75¢ "

FOR SALE

Copper Plaques available of your own Veteran or Vintage Car taken from photographs or slides. Any size as required from 6" by 8" to 36" by 24".

- RON SHEEN,
427.4198

VETERAN AND VINTAGE MOTOR CAR BODIES:

Wooden bodies for these vehicles repaired, restored and built, to order. There are no wild claims regarding perfection, but I do work to the highest professional standards, usually far better than the original. Two completed bodies (30/98 Vauxhall; veteran Napier) available for inspection. This work is being sought to help finance continuing research for the publication of my book 'A History of Motor Cycling in Australia'.

- PETER JONES,
476.6235

STOLEN

Anyone having information about or knowing the whereabouts of a 1929 La Salle running chassis that could have been taken from the rear of Metal Coatings Pty. Ltd., Brunner Road, Greenacre is asked to contact Mr. Burnett, telephones 709.2933 or 709.2580. A reward is offered for recovery of this vehicle.

SHOTBLASTING

For all your shotblasting needs contact Mr. Burnett of METAL COATINGS PTY. LTD., Brunner Road, Greenacre. A good, quick job is assured for a reasonable cost.

You'll be on the road to all your dreams when you start saving regularly at Fidelity Permanent

Whether you're saving for the veteran car of your dreams, or to do some work on the car you own, when you save regularly at the Fidelity Permanent Building Society, you'll watch your savings grow faster.

We have a no-fuss withdrawal system, complete safety and a very friendly service. That's why more and more people are joining Fidelity.

Fidelity House, 6-10 Geeves Ave., ROCKDALE. 2216 Telephone 599 2122.
Fidelity Arcade, Shop 7, Restwell Street, BANKSTOWN. 2200 Telephone 70 1358.
459 King Georges Road, BEVERLY HILLS. 2209 Telephone 57 3817.
8 Pitt Street, MORTDALE. 2223 Telephone 579 4988.

save safely at
FIDELITY
PERMANENT BUILDING
SOCIETY