

SPIRIT & POLISH

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

134 QUEENS ROAD, FIVE DOCK, 2046

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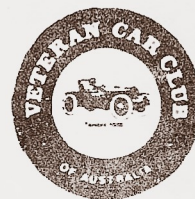
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CLUB MEETING DATES 1972-73

1972			1973		
AUGUST	Thursday	24th	FEBRUARY	Thursday	22nd
SEPTEMBER	"	28th	MARCH	"	22nd
OCTOBER	"	26th	APRIL	"	26th
NOVEMBER	"	23rd	MAY	"	24th
	1973		JUNE	"	28th
JANUARY	"	25th	JULY	"	26th

SPIT & POLISH



PAIRON:

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

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

Vol. XIV, No. 9

MARCH 1973

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COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH 134 QUEENS RD FIVE DOCK

2046



OPINION

Most people will pay lip-service, at least, to that rather smug saying "A job worth doing well". It appeals to the self-righteous in all of us. It sounds well.

And quite often, of course, it is perfectly true. A task properly executed is nearly always more satisfactory both to the one who has laboured and those who view his work.

Unfortunately, but as is so often the case, one sound maxim is obscured by another, no less sound: in this case the one about not seeing the wood for the trees.

To judge by the number of old vehicles thought to have been preserved, and the number which actually make appearances in public, quite the most popular activity on the part of their owners is restoration.

So often does one hear of another wonderful "find" being borne home in triumph: so - comparatively - rarely does one hear of it re-emerging.

But a singular point is that nearly all of the vehicles which do show themselves are like new. Indeed, quite often they look better than new and in this, perhaps, lies the answer to the mystery of the missing motors.

Anyone who has spent any time in the company of a historic-vehicle owner, can describe the process of restoration. Whatever it was taken to pieces "down to the last nut and bolt". Every scrap of paint was stripped off, and every surface filled and flattened.

Days and weeks were spent on coach-painting and finishing; tins and tins of Bluebell and wax polish in making everything mirror-bright. Finally the result makes its bow, two, three or more years after work began.

The vehicle nearly always looks exquisit; a perfect restoration; fit for a glass case - and quite unlike any vehicle of its type that was ever on the road. In other words, too much work has been done. The result is too good, and is, therefore, lifeless.

Very few vehicles, whether private or commercial, have or had coachpainted chassis during their working days. Fewer still have every piece of alloy, brass and copper, polished. Tyres in everyday use are not neatly blackened. And so on and so on.

(Cont'd. on Page 3.....)

OPINION (CONTINUED)

This is not to say that sound work and pride in ownership are unnecessary or undesirable. Far from it. Nothing would ruin the public image of the old vehicle movement more quickly than the advent of the long-haired "cowboy", imperilling life and limb in a rusty old banger.

But it would be an excellent thing if the enthusiastic vehicle owner, contemplating the rebuilding of his pride and joy, took a long hard look at history. He should realise that atmosphere and character, both almost impossible to define but still very apparent, are as important as three-dimensional fidelity.

The standard to aim at should be that achieved during a top overhaul carried out by a conscientious professional workshop. The whole should be thoroughly clean, and in sound mechanical order. But axles should not be varnished and wax polished. If the original had stoved wings, the restoration should not have eight or ten hand-brushed coats, pumiced between each.

Engines should be clean and oil-free - nuts not polished and, proud though the owner may be of his vehicle's journeyings, THOSE LITTLE BRASS PLATES SUPPLIED BY RALLY ORGANISERS SHOULD NOT BE SCREWED ON TO THE DASHBOARD.

These measures would almost certainly lead to an increase in the number of vehicles shown to the public. Perhaps it would help if the Concours d'Elegance, meaningless and misleading events that they are, gave way to competitions based on originality. Certainly there would be far fewer owners diffident of entering because their vehicles are not smart enough.

* * * * *

REPORT OF FEBRUARY MEETING

The meeting was conducted by Len Sheen in the absence of President Allan who was on the sick list.

Jock McGowan was welcomed as a visitor due to his long absence from meetings. Treasurer Bill McCarthy gave his, as usual, bright account of our finances which are very healthy.

The Katoomba Rally is nearly upon us again and Len Sheen reported on the details which can be found elsewhere in the magazine. Members were reminded of the Swap Day on 11th March and Victor Jacob outlined the program of the Bowral Rally.

There were no new members for the month but George Roberts was able to give out dating certificates. The list appears elsewhere in SPIT AND POLISH.

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

Five new cars were registered and we hope to see them on the Katoomba Rally. Glad King gave members a run-down on the social events which should prove to be most enjoyable as usual.

Member George Williams donated a sign marked "Veteran Car Club of Aust. (N.S.W.)" for erection at the front of the clubhouse and Jock McGowan offered to donate suitable wood for George to write a list of past presidents for the club to place in a suitable place within the clubhouse.

Peter Kable asked what members' feelings would be to a special tech. class to cover the painting of Veteran and Vintage vehicles.

Bob Baxter, through the C.V.V.T.M.C. asked if members could offer an alternative venue to Warwick Farm.

John Burke put forward a proposal to establish a Record Book of Previous Trophy Winners, as some trophies are only presents given annually while others have the previous winners engraved on them and are handed on. The proposal was adopted.

As there was no further business, the meeting closed at 10 p.m., after which Peter Kable showed slides of the 1963 Katoomba Rally.

* * * * *

S O C I A L

Congratulations to Brian Lewis, who is to be married on 17th March, also to Alison Rowe on her forthcoming marriage.

Hope Leah and Allan Foy are both well again. Hear Ian Steer had a stay in hospital. Best wishes to Bill McCarthy's daughter who is in hospital.

Hilda Sheen wishes to thank all Car Club friends who remembered her sister Dorothy on her wedding day, 20th February. Dorothy also sends her thanks.

Our barbecue was a great success at Moira and Jim's beautiful home - my sincere thanks to them both for their wonderful effort. We only had to buy the meat, everything else was provided by Moira and Jim, so in the spirit of this I provided the salads and a punch. Anne Baxter and Jill Corby brought along sweets and with this combined effort I am pleased to say we have an amount of \$84.50 for the club. (Jim had to finish that keg off the next morning, boys.)

O.T.C. Paddington. Our visit to O.T.C., 363 Oxford St., Paddington will be on Tuesday 27th March (arrive 6.50 p.m.) As they have a tight security I must have a list of names and addresses available at the March meeting for the gentlemen who will be coming to show films to us. I still have 20 vacancies, so could I have your names before the meeting, please ring me.

GLAD KING

every piece of alloy, brass and copper, polished. Tyres in everyday use are not neatly blackened. And so on and so on. (Cont'd. on Page 3.....)

CONCOURS D'ELEGANCE & CONCOURS D'ETAT

JUDGING DAY AT VAUCLUSE HOUSE - HELD ON 18TH FEBRUARY

The day turned out nice, sunshine with no rain at all, quite a change from the weather we have been having. Ground quite dry underfoot as it is a sandy type of soil. In all, 17 veterans attended and with four new judges it turned out a very interesting day.

These are the cars and crews that attended:

1. Martini	R. McCarthy	(W. McCarthy, driver)
2. Star	L. Sykes	
3. Metallurgique	J. Vanstone	
4. Franklin	G. Green	(F. Merrick, driver)
5. Talbot	J. Dance	(D. Berthon, driver)
6. Rover	A. Garthon	
7. Vauxhall	G. Green	(A. Foy, driver)
8. Overland	F. Rossiter	
9. Trumbull	D. Pearse	
10. F.L.	G. King	
11. Calthorpe	R. Baxter	
12. Clement Bayard	R. Jones	
13. Humber	L. Sheen	
14. Studebaker	W. East	
15. Ford	R. Petersen	
16. Star	G. Green	(A. McLeod, driver)
17. Vulcan	W. Maunsell	

BLUE MOUNTAINS RALLY 1973

Saturday, 24th March, start. Big Wheel Hotel Motel, Hume Highway, Chullora. 8.30 a.m.

Finish Carrington Hotel, Katoomba, 4.00 p.m.

Lunch Springwood Boy Scouts Hall.

Sunday, 25th March. Start. Carrington Hotel. 10.00 a.m.

Lunch Penrith Paceway.

Finish Lake Parramatta, 3.30 p.m.

All last year's winners please return trophies to me, or at the next club meeting (March), no later please. L. Sheen.

DON'T FORGET YOUR ENTRY FOR EASTER - SEE V. JACOBS BEFORE ITS TOO LATE.

EVENTS COMMITTEE - Len Sheen
Jim Wilson
John Burke

* * * * *

"THE EISEN-QUE"

Another extremely successful function - a Saturday evening at Jim and Moira Eisenhauer's beautiful home overlooking Long Reef Beach with delicious steaks, salads, sweets and the right amount of wine and draught beer to help things along.

The 54 members who were there were unanimous in their praise for Jim, Moira and Gladys King for a perfect club social night.

The Chief Chef, George King, lived up to his reputation - he served his apprenticeship peeling spuds on an Australian corvette in the Red Sea and preparing meals on wheels for the "Aarabs" - his steaks were fit for a King. (Don't know about the rest).

George Green threw his full 8 stone behind the show and acted as barman extraordinaire, pouring beer like a 1940 model Central Railway milk-bar girl. (He has now gained an R. and shall be known as an R.R.R. specialist.)

That shy retiring millionaire schmock Victa Jacobs arrived sporting a well-groomed wig from "Sours" and complete with blonde on arm. Peter Wards was all smiles with that delightful Robin Godfrey on his arm - obviously not married yet!

Once again those who saved their pennies and stayed home missed a wonderful night.

* * * * *

INSURANCE

Law Union Rock and Insurance Co. Ltd. wrote re compulsory Third Party Rates, their letter dated 29th November 1972 being quoted for your information:

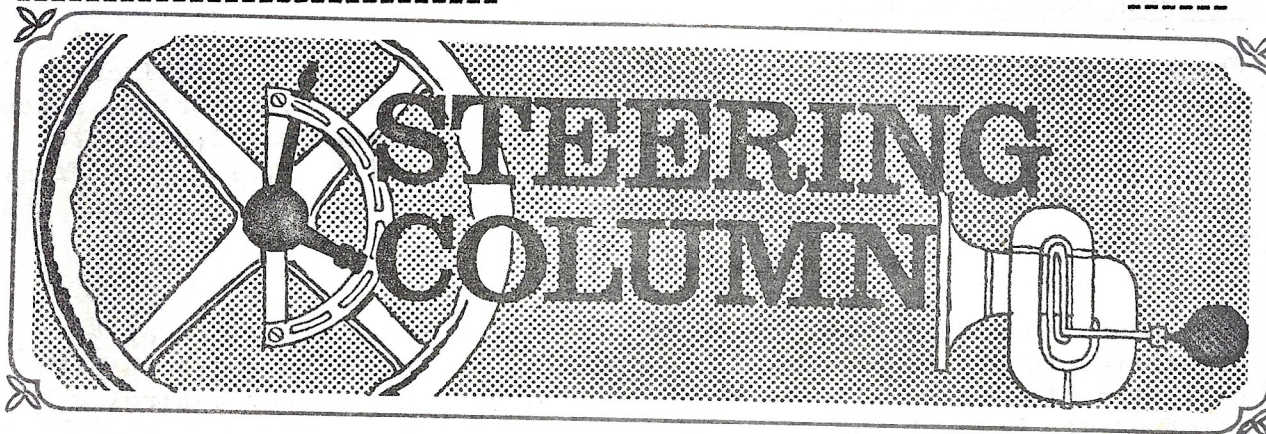
"We acknowledge your letter in regard to the future premium rate on veteran and vintage cars and, while we can appreciate the comments made, regret that we are not able to reduce the amount.

The awards being made today by the courts are astronomical, e.g. \$100,635 to a young woman injured in 1970 and verdict given yesterday, which shows that it would take many years of volume premiums to "balance the books" even in the event of one claim.

After long consideration, we believe the premium rate is commensurate with the risk involved.

The question of \$50.00 excess on claims has been reconsidered and in view of the claims experience it has been decided not to apply this to renewals and new business as from 1st January, 1973, reserving the right to re-examine the position at the end of 1973."

(This letter addressed to the President of C.V.V.T.M.C. was signed by H. Page, Assistant Manager of Law Union and Rock.)



Watch out for the stork on the Katoomba Rally. Diana is expecting and is likely to give Berth-on the way. Rumour has it that David is fitting a siren plus flashing light to the car.

#

Whilst on the Castle Hill clique, Ross M. is up in China - wonder if he is trying to persuade Chairman Mao to build his Consulate in Excelsior Ave.????

#

Anti-corrosive wallpaper. Noticed Jim Eisenhower had one of the walls of his living room covered with copper sheeting to protect it against sea spray. We didn't mind but he could have made a better job of hanging it because there are too many dents in it!!

#

Scene: Concours Day at Vaucluse.

An impressive line up of veteran cars including "The Calthorpe" of Vice-President Robert Baxter awaiting the arrival of daughter Julie plus current beau in "the" M.G. T.C.

Up walks Julie, sans M.G. Robert: "Where's the M.G.?"

"I wrecked it."

"What!" splutters Robert, turning purple, "not my little cream 'G'?"

Julie, not wanting Daddio to have a coronary, cries "No! No! Nanette! I mean Daddy. I didn't wreck it - my beau got cold feet, or was it head? Anyhow, he made me drive back home and HE drove us here in his modern car."

Evidently the beau is strictly a non-open-air motorist. Hm! Hm!
He'll have to go, Julie ----

#

STEERING COLUMN, CONTINUED

Frank McGowan is now back on top after his long stay in hospital and found out that he had to do a driving test now that he is sporting a new leg. So after a faultless one hour test he was issued his licence to drive a manual car on proviso he wears his leg whilst driving. As Frank says, how on earth anyone could reach the clutch without his leg has got him beat.

#

Have heard that John Burke wishes to give away his large stock of cigarettes to any heavy smoker. We believe he is giving up the habit so that contestants will not see his smoke from his secret control point on the Katoomba Rally.

* * * * *

VEHICLE ROADWORTHINESS

The following paragraphs have been taken from the Department of Motor Transport handbook headed "Rules for Authorised Inspection Stations 1973".

These items appear to create the most interest at Inspection Days and the following list is published to guide members on these particular areas of roadworthiness.

1. Steering (including King Pins)

Rule 35. (a) Requirements and Methods of Testing. All parts of the steering of a motor car or lorry must be in good order.

(b) The steering box should be firm on the chassis and there must be no undue movement of the steering wheel and no undue wear of the ball joints or other connections anywhere in the steering linkage. For this test the front wheels should be on the ground. More than 3 inches lash in steering wheels up to 18 inches diameter, 4 inches from 18 inches to 20 inches diameter and 5 inches for larger wheels may be regarded as undue movement. On the other hand, there must not be undue tightness in the movement of the steering wheel when it is turned from lock to lock.

(c) Rods should not be bent from normal shape nor be worn through contact with the tyres. There must be no looseness whatever in any of the threads on steering rod ends.

(d) Looseness in king pins, tie rods, pins or bushes, is a reason for rejection if the wear is such that the steering is likely to be materially affected or be otherwise dangerous. Where these parts are roadworthy and safe, slight looseness should not be a cause for rejection. In testing king pins and independent suspension linkages the front wheels must be lifted clear of the ground. In the case of wheels where the outside diameter of the tyre ranges up to 32 inches

(Continued on P.9.....)

the movement should not exceed $\frac{1}{4}$ inch at the top of the tyre. Where outside diameter is between 32 inches and 36 inches, movement should not exceed $\frac{3}{8}$ inch and where outside diameter exceeds 36 inches, movement should not exceed $\frac{1}{2}$ inch. These figures allow for the wear being spread over a number of points on one side. However, where looseness at any one point is responsible for half or more of the movement specified above, this may be a cause for rejection.

2. Wheels

Rule 36. (a) The road wheels must be sound and securely affixed to the vehicle. All bolts and nuts must be in place and properly tightened. They must be of suitable types; black iron bolts and nuts are not acceptable under any circumstances. The spokes of artillery (wooden spoke) wheels must not be loose at the hub or at the rim. Wire wheels may have not more than six spokes broken, loose or missing provided that not more than two are in any quarter of the wheel and it does not have noticeable wobble.

3. Springs and Shackles

Rule 37. (a) All chassis springs should be sound, have no broken leaf or coil, nor should they be unduly weakened for any other reason.

(b) All bolts, spring shackles, bushes and hangers must be examined for undue wear. All nuts must be in place and securely locked. "U" bolts must be tight.

4. Tyres

Rule 38. (a) All tyres should be free from any defect likely to make the use of the vehicle unsafe.

(b) All tyres must have a tread pattern of a depth not less than $\frac{1}{16}$ in. on all parts of the tyre which normally come into contact with the road surface.

(c) Tyres should be rejected if the walls are cut through anywhere or there is a weakness which causes a definite bulge at normal pressure for the load ordinarily carried. If the rubber has been torn from the side walls of a tyre, thus revealing the fabric, the damage would not be a reason for rejection provided the tyre is quite strong at this point.

(d) There is no objection to the use of a tyre which has been repaired in any respect, provided the work has been done satisfactorily and the tyre is considered to be safe, but loose sleeves or other defects causing out of balance are a cause for rejection.

(e) Where a lorry has dual tyres in normal use all the tyres must be fitted to the vehicle when it is inspected.

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(f) The use of regrooved tyres is prohibited on motor cars, motor cycles or other motor vehicles of the type known as coupe utilities, station waggons or panel vans and of the same make as a motor car and in which the forward part of the body style and the greater part of the mechanical equipment are the same as a motor car.

5. Brakes

(f) Mechanical Systems. All rods, cables and connections should be examined for apparent weaknesses and undue wear and must be arranged so as to prevent chafing and kinking or other mechanical damage under normal motion. Broken strands in a cable are a reason for rejection. Brake arms must not be appreciably over-centre in the applied position.

6. Reflectors

(i) Rear reflectors must be red, affixed in a vertical position and facing squarely to the rear so that they will reflect light from the beams of the headlamps of a following vehicle from a distance of 100 yards.

(ii) Rear reflectors may be in the form of a reflecting lens incorporated in any rear lamp or clearance lamp located in a position complying with the general requirements for reflectors or may be in the form of red reflecting material. Should reflecting material be used, it must be at least 1 in. wide and cover a minimum area of 4 sq. in. in each required position.

(iii) A faded or cracked reflector is a cause for rejection.

D.A. BERTHON,
Registration Officer.

* * * * *

NOTE: Your Membership Number is printed on the envelope in which this magazine is posted. Please write this on your Events Calendar.

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A 30-minute colour film of the 1970 rally has now been received from Melbourne and will be shown at the March Meeting.

* * * * *

DONALD JAMES HARKNESS (1893-1972)

Engineer, designer, racing driver and record breaker are words often used to describe Donald James Harkness, who prior to his death on 11th November, 1972, was one of Australia's leading racing personalities during the 1920's and the 1930's.

Don's career began in 1913 when he joined J.C. Hillier, Motor Engineer of Drummoyne. He became a partner seven years later and for the next forty years the renowned firm of Harkness and Hillier manufactured a wide variety of stationary and marine engines, timber jinkers, gas producers and automotive components. In 1924 the firm took over the manufacture of the Australian Six motor car.

The company also handled the agency for the Avro-Avian and Percival Gull aeroplanes, and the servicing of now famous aero-engines such as the Anzani, Gnome, Le Rhone, Clerget, Renault, Hispano-Suiza and many others.

Possibly the firm's most important contribution to the development of Australian engineering was the aero-engine designed by Don Harkness and aptly named "Harkness Hornet". The 115 h.p. Hornet was the first Australian-designed and built engine to pass the Commonwealth Government airworthiness type test and was installed in an Australian "Genairco" aeroplane built by the General Aircraft Company, Mascot. The aeroplane was officially 'launched' by the then Governor, Sir Philip Game on the 20th November, 1930.

The pilot, Captain Bill Leggett made the following report after the test flight. "Thursday, the 20th November, 1930, will be recorded a red-letter day in the history of Australian aviation events, for it was at 3 p.m. on that day the first Australian designed and built aeroplane and engine was officially tested and flown at Mascot Aerodrome.

I was the lucky pilot who was given the opportunity and honour of testing the aeroplane in the presence of his Excellency, Sir Philip Game, and an interested crowd of 500 people. The 115 h.p. engine functioned perfectly at all throttle openings from idling to 2,100 r.p.m. and was designed and built by Don Harkness of Harkness and Hillier Pty. Ltd.

The top speed was 98 k.p.h., being a fine performance for a machine wide enough to seat two people side by side."

Don Harkness built up a reputation as a racing car designer and driver by winning many major events at the Penrith and Maroubra tracks in 1925, in a modified Overland car nicknamed "Whitey". Don imported the Overland chassis and engine and then began to work on it for dirt-track racing, gradually building up its speed to 103 m.p.h. which was timed by an electric timing apparatus at the Maroubra Speedway. The car should have been named Harkness-Overland, as 80% of it was of Don's manufacture by the time he retired "Whitey" from the racing tracks after winning some 50 events, and after narrowly escaping death in the last race to be held at the Maroubra saucer-track when he went over the top and somersaulted down the bank. Although it appeared he escaped serious injury at the

(Continued on P.12.....)

time, an x-ray taken some 40 years later revealed that he had broken his hip in the crash.

Don was the first man in Australia to exceed 100 miles per hour over a measured mile. He achieved this at Seven Miles Beach, Gerringong on 17th October, 1925, and won the Daily Guardian newspaper gold cup trophy by attaining an average speed of 108 m.p.h. in a car with a Minerva chassis and powered by a 240 h.p. Hispano aero-engine. The fastest speed obtained on the run was 120 m.p.h. He designed two further racing cars, both driven by Wizard Smith, the first, named "Anzac", established a new world 10 miles record with a speed of 149.75 miles per hour in 1930. The "Anzac" was built up from a Cadillac chassis and a 360 h.p. V-12 Rolls Royce aero-engine fitted with four magnetos and twenty-four spark plugs.

The second racing car, the "Fred H. Stewart Enterprise", was especially designed to attack the world speed record over one mile. Because of unfavourable conditions the car did not attempt this record, but captured the 10 mile record at New Zealand's Ninety Mile Beach in 1932 with a speed of 164.084 miles per hour. The world speed record in 1931 of 246.086 miles per hour was held by Sir Malcolm Campbell in his 1,450 h.p. Napier-Bluebird racer. The "Enterprise" was also powered by a twelve cylinder super-charged Napier aero-engine capable of developing 1,700 h.p. and Don had designed the vehicle for a top speed of 300 m.p.h.

Don Harkness joined other early pioneers by driving across Australia from east to west and from Sydney to Darwin in 1920's and 1930's. His fellow Directors persuaded him to abandon racing after a narrow escape in 1935 when he was almost enveloped in flames.

Don Harkness' energy and enthusiasm in his many fields have earned him high esteem. His achievements, often under great difficulties, have been remarkable. He leaves a record as a driver and engineer that remains a perpetual challenge to future generations.

In 1968 he was made an Honorary Associate of the Museum of Applied Arts and Sciences by the Board of Trustees for services rendered over many years to the Museum's Deptment of Transport and Engineering.

Norman Harwood,
Keeper of Exhibits,
Dept. of Transport & Engineering,
Museum of Applied Arts & Sciences,
Sydney.

* * * * *

THE WINNERS OF THE KATOOMBA QUIZ ARE LEYON
AND LESLEY GRAY WHO NARROWLY BEAT SEVERAL
OTHER ENTRANTS IN A VERY CLOSE CONTEST.

* * * * *

CLUB HISTORY DEPARTMENT

The following is a list of all the starters in the very first Blue Mountains Rally:

<u>DRIVER</u>	<u>NAVIGATOR</u>	<u>CAR</u>	<u>PLACE</u>
K. Bolger	J. Seddon	Brennabor 1911	15
K. Daly	G. Roberts	F.L. 1908	7
F. Klein	J. Butcher	Fiat 1910	1
J. McLean	--	Vulcan 1908	12
J. Garwood	A. Garwood	Renault 1912	11
K. Holmes	--	Albion 1908	-
S. Holmes	Mrs. Holmes	Vauxhall 1912	2
B. Marsland	Miss B. Bishop	Napier 1910	17
T. Ball	Mrs. Ball	Ford 1912	3
D. Ney	Miss Ney	? 1908	10
L. Masser	Mrs. Masser	DeDion 1903	6
G. Sim	H. Saukins	Renault 1914	8
B. Perdriau	--	Le Zebre 1908	8
J. Perdriau	--	Benz 1913	13
W. Fitzsimons	--	Sunbeam 1913	16
D. Hope	Mrs. Hope	Clem.Bay. 1904	4
R. Deahm	Mrs. Deahm	Austin 1908	14
J. Meyers	Mrs. Meyers	Argyll 1912	18
R. Gregory	K. Morrison	Overland 1906	5
F. Kennedy	J. Westerling	-- 1908	-
R. Turner	S. Deilby	Oldsmob. 1901	-
J. Turner	Mr. Hilliard	Berliet 1908	-
K. Moss	J. Clearly	Panhard 1908	-

Where are they all now - that famous whispering water closet appeared in this rally as a sporty country outhouse covertible and the F.L. was painted Russian Red instead of bulldozer yellow and the Panhard remains unsullied.

* * * * *

PRESS RELEASEWESTERN AUSTRALIA - HERE WE COME.....

After reading the brochure on the National Scenic Rally in Western Australia for the ninth time I am starting to get a bit enthusiastic. The Rally starts on 27th September and finishes on 9th October, 1973, and I am planning to drive "Henrietta" up to the end of the bitumen road and then train it the two or three hundred miles across the desert.

As I consider there could be some other healthy bronzed Australians that could be interested in a nice easy run in their cars without too much planning, I should be happy if they would contact me immediately in order that we may have a private run of our own. (Please note only those apply who find they can stand me for four weeks!!!)

VICTOR JACOBS. 69.6666

PROGRESS DETAILS FOR EASTER BOWRAL TOUR

The organisation for the Easter Tour to Bowral is progressing very favourably (in spite of earthquakes) in the hands of Victor Jacobs and Frank Craze. Accommodation has been booked and very rapidly being filled by all the applicants who have forwarded on their forms and cheques. Programme is as follows:

FRIDAY: Arrive Bowral, proceed to Motel - cricket, tennis, bowls and golf in the afternoon. A get-together at the Bowral Hotel, 8.30 p.m. Very casual.

SATURDAY: A run organised by Frank Craze through Berrima, Moss Vale etc. Dance at night at Craigieburn.

SUNDAY: A run organized to Burrawang, Robertson to a farm for lunch and a nice drive through Kangaloon back to Bowral in the evening - final get-together at 8.30 p.m.

MONDAY: Depart.

(The sporting members of the club can play tennis, golf before the start in the mornings as they require.)

If you have not already sent in your form, do so immediately, otherwise you will be sleeping under the cows. (Might be safer.)

Further information will be sent to all entrants to their home address about ten days before Easter. In the meantime, applications have been received from: Messrs. Martin, Hirzec, Lang, Wilson, Quarmby, Wards, Rowe, Steer, Palmer, Irish, van Wely, Jones, Foy, Thomson, Garth, Sykes, Pickup, Petersen, Green, Sheen, McGowen, King, McLeod, Kable, Lewis.

* * * * *

THE LIBRARIAN again appeals for the return of any of the Club's books that may be in your possession, such as "Veterans of the Road", "Bright Wheels Rolling", "Three-pointed Star", "Henry's Wonderful Model T".

* * * * *

BRIC-A-BRAC FOR SALE

Anne Babici (nee Lereshe) has a quaint little shop full of bric-a-brac for sale at the:

ET TALONG TREASURE TROVE,
279a Ocean View Road, Ettalong.

USEFUL HINTS AND TIPS.

Electric Lamps.

Electric lamps have lately come into considerable popularity, but some trouble has been experienced with the filaments breaking, particularly when these are of osmium. We know, however, of one case in which an osmium bulb has travelled over 4,000 miles on a motor bicycle without the filaments breaking, as a result of the following tip, which was given us by an authority on the subject, and it generally results in a long life of the filaments, which otherwise would probably break in the first few miles, if subjected to excessive vibration. The treatment consists simply in keeping the lamp alight for at least half an hour before it is taken on the road or subjected to vibration. This hardens the filament, and it will be found that if it travels the first hundred miles without breaking its life will be quite long.

Magneto Timing on Talbot Cars..

Considerable trouble and annoyance has been caused to owners of magneto ignited engines by the fact of their magneto drive slipping, or otherwise getting out of adjustment with the other timing of the engine. With reference to the small type of Simms-Bosch mag-

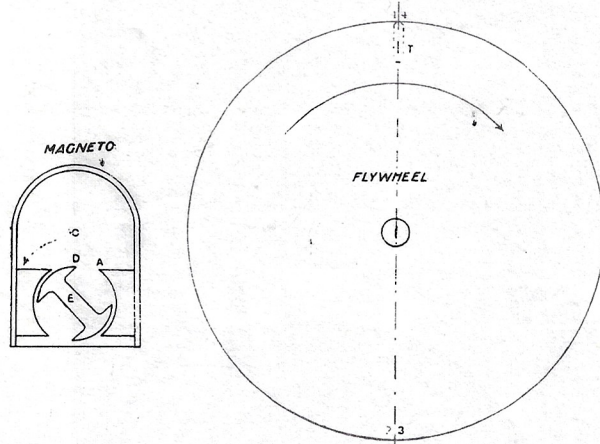


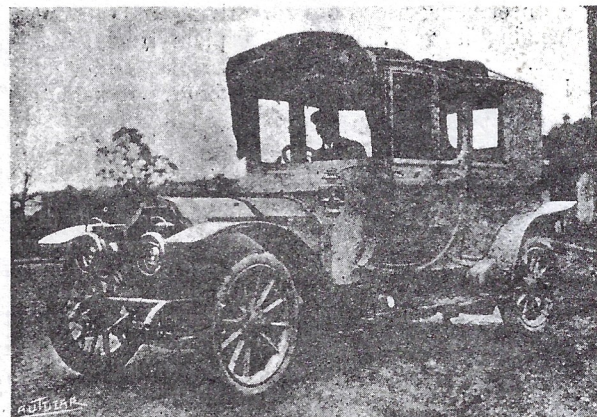
Diagram for setting magneto armature.

neto which is used on the 15 h.p., 20 h.p., and 10-12 h.p. Talbot cars, Mr. Garrard has issued a diagram and brief instructions which will enable any person of ordinary intelligence to reset his magneto for himself, provided a suitable driving device is fitted. In the Talbot cars the driving device can be slacked off and the armature moved round with the fingers to the position desired, when the device can be clamped up very securely with the binding screw provided. In fig. 1 we have the magneto and flywheel in diagram. On the flywheel is a timing mark 1-4, while to the crank chamber is attached an index finger T. When it so happens that the magneto is improperly timed or has in some way or other got out of adjustment it can be set in a satisfactory way as follows: Open the compression taps on the cylinders and rotate the engine until the timing mark on the flywheel 1-4 is level with the timing index T attached to the crank chamber. Then remove the cover from the top of the magneto and expose the armature E so that its movement can be easily observed. Then set the armature E to the position shown in the sketch, that is, with the back end D on the vertical centre line of the magneto. With the armature in this position, clamp up the driving device

with the binding screw provided, start up the engine, and observe the effect. If knocking is experienced, then the armature must be again adjusted, the point D being set back slightly towards A. In some cases, in order to obtain the best result, it may be found necessary to set the point D of the armature back until it is halfway between C and A when the flywheel is in the position indicated in the sketch.

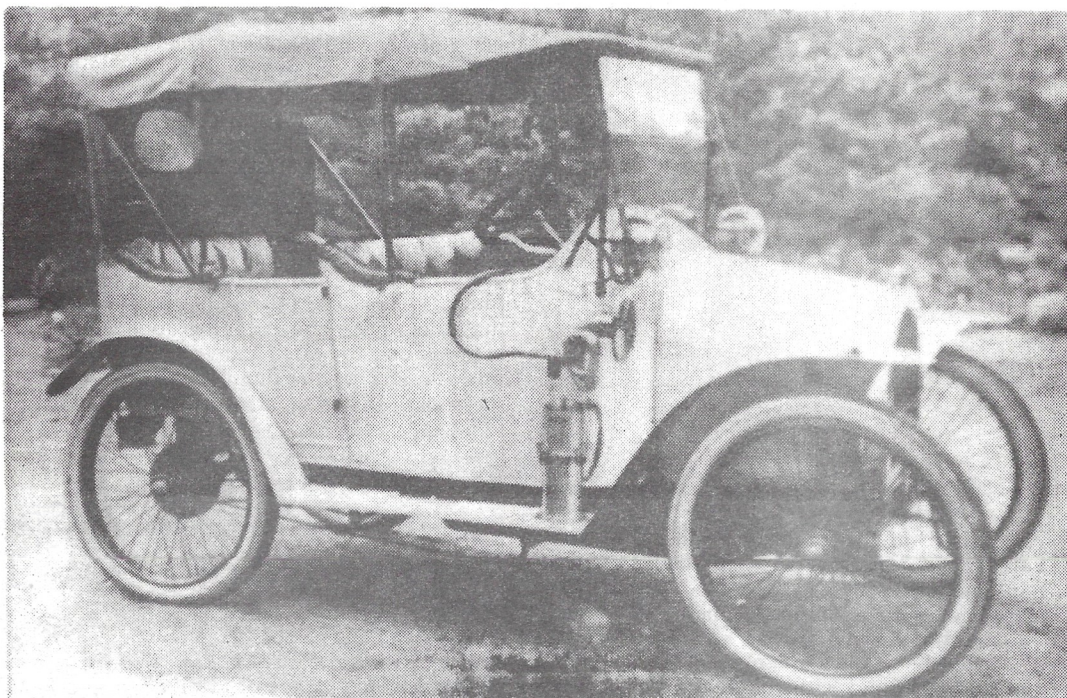
Danger of Spoking Back Wheels.

Sometimes when a car has been drawn on to the grass at the side of the road for a stop to admire the scenery or to have lunch or tea, it will be found that if the grass is very sodden the wheels will not bite and the more the driver tries to get a start the more the wheels fly round. If there are two or three passengers it is quite easy to get a start by the assistance of a couple of them, who only have to give the car a good hearty push. However, a good many occasional motorists—that is, people who do not own cars but who do more or less motoring in friends' cars—know that the easiest way to move a car is to take hold of the spokes of the wheel. Quite recently when accompanied by two friends we found ourselves unable to get sufficient adhesion on some wet grass to make a restart, and our two muscular companions at once rushed to the wheels, one to one of the front wheels, which was all right, and the other to one of the back wheels. Luckily we saw what he was about. If we had let in the clutch he would most certainly have been hurt, as the wheel would have spun round and thrown him to the ground, and perhaps have broken a bone as well. We mention the matter because one's assistants in a case of this sort do not necessarily realise what is taking place. They are sitting in the car and do not know that the wheels are spinning round, so that it always behoves one to watch carefully to see that they either push the car by the dumb iron, or if they take hold of the spokes that they attack the front spokes only.



An interesting De Dietrich car photographed at the recent Evreux Cup Meeting. The owner is M. Paul Meyan, of "Siddoley-Meyan" match fame, and a well-known French journalist and automobilist.

The Autocar Map for Motorists.—Invaluable when touring or contemplating a tour. This map is supplied in three styles, i.e., (1) varnished and with roads marked in red; (2) on suitable material for marking in the roads covered or to be covered; (3) folded, in case, suitable for carrying in the car. Size of map, 4ft. 5 8in. x 3ft. 9in. Price, either style, 8s. 6d., carriage paid; obtainable from the offices of *The Autocar*, 20, Tudor Street, London, E.C., and Stand No. 13, Olympia.



JAPANESE VETERAN

MR. KOICHI YANO'S 1916 "ARROW".

During the morning of our Concourse Day at Vacluse recently, a Tourist bus pulled up and out shot Mr. Yano, a Japanese tourist, cameras flapping from every limb anxious to photograph the line up of cars.

After much discussion through an interpreter, we learned that he built, and still owns, the 1916 "Arrow" car pictured.

DATING COMMITTEE COMMENTS

The Chairman of the Dating Committee reports that the following 5 cars have been officially dated and Dating Certificates issued to the respective owners:

<u>MAKE</u>	<u>CERTIFIED DATE</u>	<u>OWNER</u>
Chalmers	1913	Michael Bendeich
Hispano Suiza	1914	James M. Sandy
Krit	1912	Stanley E. Cox
Hispano Suiza	1913	William I. Burrows

The Dating Committee on request will arrange the manufacture and supply of Brass Dating Plates, measuring 6" x 4", following official dating. Price \$7.00 plus postage.

Another 9 applications are under active investigation for early dating, while in a further 5 cases requests for additional information and/or photographs have been made to owners.

* * * * *

"THE GOOD OLD DAYS" - OR - "THINGS
AIN'T WHAT THEY USED TO BE"

LANCASHIRE LABOUR LAWS - 1852 (The
following "Rules and Conditions"
appeared on the office notice board
of a Burnley cotton mill in 1852:

1. Godliness, cleanliness and punctuality are the necessities of good business.
2. This firm has reduced the hours of work, and the clerical staff will now only have to be present between the hours of 7 a.m. and 6 p.m. on weekdays.
3. Daily prayers will be held each morning in the main office. The clerical staff will be present.
4. Clothing must be of a sober nature. The clerical staff will not disport themselves in raiment of bright colours, nor will they wear hose, unless in good repair.
5. Overshoes and top-coats may not be worn in the office, but neck scarves and headwear may be worn in inclement weather.
6. A stove is provided for the benefit of the clerical staff. Coal and wood must be kept in the locker. It is recommended that each member of the clerical staff bring 4 pounds of coal each day during cold weather.
7. No member of the clerical staff may leave the room without permission from Mr. Rogers. The calls of nature are permitted and the clerical staff may use the garden below the second gate. This area must be kept in good order.
8. No talking is allowed during business hours.
9. The craving of tobacco, wines or spirits is a human weakness and, as such, is forbidden to all members of the clerical staff.

(Continued on Page 16.....)

Lancashire Labour Laws - 1852 (Cont'd.)

10. Now that the hours of business have been drastically reduced, the partaking of food is allowed between 11.30 a.m. and noon, but work will not, on any account, cease.
11. Members of the clerical staff will provide their own pens. A new sharpener is available, on application to Mr. Rogers.
12. Mr. Rogers will nominate a senior clerk to be responsible for the cleanliness of the main office and the private office, and all boys and juniors will report to him 40 minutes before prayers, and will remain after closing hours for similar work. Brushes, brooms, scrubbers and soap are provided by the owners.
13. The new increased weekly wages are as hereunder detailed: Junior boys (up to 11 years) 1s.4d., Boys (to 14 years) 2s.1d., Juniors 4s.8d., Junior clerks 8s.7d., Clerks 10s.9d., Senior clerks (after 15 years with owners) 21s.

The owners recognise the generosity of the new Labour Laws, but will expect a great rise in output of work to compensate for these near Utopian conditions.

* * * * *

Extract from "The Bulb Horn", July-August 1964 Edition:

GIANT'S DESPAIR YIELDS TO THE
AUTO CLIMBERS

(Reprinted from "The Automobile"
courtesy of Austin Clark.)

Wilkes-Barre, Pa., May 30, 1908. Unless the American automobile manufacturer and driver cease their efforts to belittle the difficulties of "Giant's Despair" someone will be compelled to put on his thinking cap and suggest a name more in consonance with the facts. Today's setting sun looked down upon a course strewn with fragments of shattered records. The breaks were none of your puny little chips off here and there, either --- they were real damaging fractions, with huge chunks missing, which sadly marred the picturesqueness of the former figures. The course record was thrice maltreated in this way.

The first time it was a mere chip --4-5 of a second off the White steamer's 1:49 4-5, made last year. The Stevens-Duryea Big Six, P.J. Robinson up, was the assailant. A few minutes later Willie Haupt, in the Great Chadwick Six, carved off a generous slice of 7 3-5 seconds from the Stevens-Duryea's figures, with a trip up the 6,000 feet of mountain road in 1:41 2-5. And then Haupt, just to show that the Chadwick's performance was not a piece of mere luck, repeated in 1:38 2-5 -- a three-second chunk this time. When it is recalled that the Chadwick's figures represent a lowering of the best previous gasoline time (Matheson's 1:59 2-5) by an even 21 seconds, and that they are 1 3-5 seconds under the wonderful mark made by Bill Wray on his

(Continued on P.17....)

Giant's Despair Yields to the Auto Climbers, Cont'd.

6-horsepower Simplex-Peugeot motorcycle last year, Haupt's driving can be characterized as little short of wonderful.

Eight times was the course negotiated under two minutes -- thrice by the Chadwick, twice by the Stevens-Duryea, and thrice by a brace of Stanley steamers.

The real form of the big fellows was first shown in the eighth event, for six-cylinder gasoline stock cars selling for \$2,500 or over. S.H. Hancock led off with the Stevens-Duryea Little Six in 2:08 1-5, and then all of a sudden the huge crowds were electrified by the announcement of a 1:52 flat trip by the Little Six's big brother, driven by P.J. Robinson, from the Chicopee Falls factory. This smashed the best previous gasoline record by over seven seconds.

Willie Haupt followed in the Great Chadwick, but could do no better than 1:59 3-5, due mainly to a much-too-slow start. J. Deatrach finished up the event with a 2:38 1-5 journey in his Matheson, the big Stevens thus capturing the splendid Wilkes-Barre Automobile Club trophy.

The event of the day came next -- the free-for-all. John Dower and his Model "M" Corbin opened proceedings with a trip in the modest time of 2:11 1-5. The big Stevens Six followed, with the 1:49, which broke the White course record by four-fifths of a second, which announcement woke the crowd to a realization of the possibilities. After the Thomas-Detroit had made the journey in 2:15, Willie Haupt got off to a start which opened the eyes of the onlookers. In the previous event he had been unable to attain sufficient speed at the getaway, and his pace when crossing the tape had been comparatively slow. But this time the car picked up beautifully, and by the time Starter Fred Brand's gun cracked, he was giving those at the start the best exhibition of speed they had seen during the day. Up the first thousand feet of 10 per cent grade he flew on his second speed (2.6) -- he afterward said he had not used his high except in practice -- and, rounding the elbow, he threw in his third (3.9), which took hold beautifully without perceptibly lessening his speed, although he was now on a 16 per cent rise. Without a change, but with his eyes glued to the course, and exerting all his strength to guide his car, he swung around the bad "S" at the Mountain House, and onto the stretch leading up to Prospect Rock, which he passed like a flash. Here he struck the foot of the long 20 per cent pull to the top -- a full 600 yards.

But he knew his car and his gears after his toilsome practice of the previous days, and the big Chadwick mounted the stiff slope like a bird and flashed past the finish in 1:41 2-5. When the news of this performance was 'phoned to the start, the huge crowds gave vent to their pleasure in the characteristic American way -- they shouted long and loud. The Chadwick was equipped with a full set of Continental tires.

(Continued on Page 18.....)

Giant's Despair Yields to the Auto Climbers, Cont'd.

Three additional cars tackled the job before the event was finished, but the glamour of the Chadwick's victory threw their otherwise creditable efforts into the shade. The twin Stanley "30's" both got under the two-minute mark -- D. Walter Harper doing 1:59 3-5, and Fred Marriott, of straightaway mile-record fame, two seconds better -- but the crowds were hungry for records, and nothing less would satisfy them.

The crowd set up again when the announcement was 'phoned to the various stations that the Chadwick and a special Matheson would each make a record trial over the course. Haupt was first to face the starter. He asked for and obtained permission to take the Chadwick back of the railroad crossing a hundred yards or so to give the car a chance to gather speed before reaching the ribbon. The scheme worked to perfection, for, taking a terrific bumping as he crossed the double tracks, Haupt had the car at close to the top speed as Starter Brand gave him the gun. Out of sight up the mountain he whisked in a cloud of dust and gasoline vapor. At the successive stations -- the Elbow, Mountain House, and finish -- 'Phoneman Cassidy got reports of his progress, and during the interval which elapsed before announcing the time, a strange silence fell on the crowd. Although the spectators could not hear what Cassidy said to Announcer Lasher, it knew from his manner that the record had been beaten. "One thirty-eight and three-fifths!" thrilled through the 'phone, and the crowd signalled its appreciation of the unusual achievement in a manner which showed that they fully realized what climbing Giant's Despair in that time meant.

* * * * *

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

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GEOFF SMITH,

Belle vue Park, Tara, Q'ld. 4421

WANTED. Drop center front axle for Veteran Rolls Royce Silver Ghost. Any parts large or small for 1907-08-09 Silver Ghosts. Any parts suitable for 1915 T Ford in particular side and tail lights, set of wheels with demountable rims.

ROBERT FORBES,

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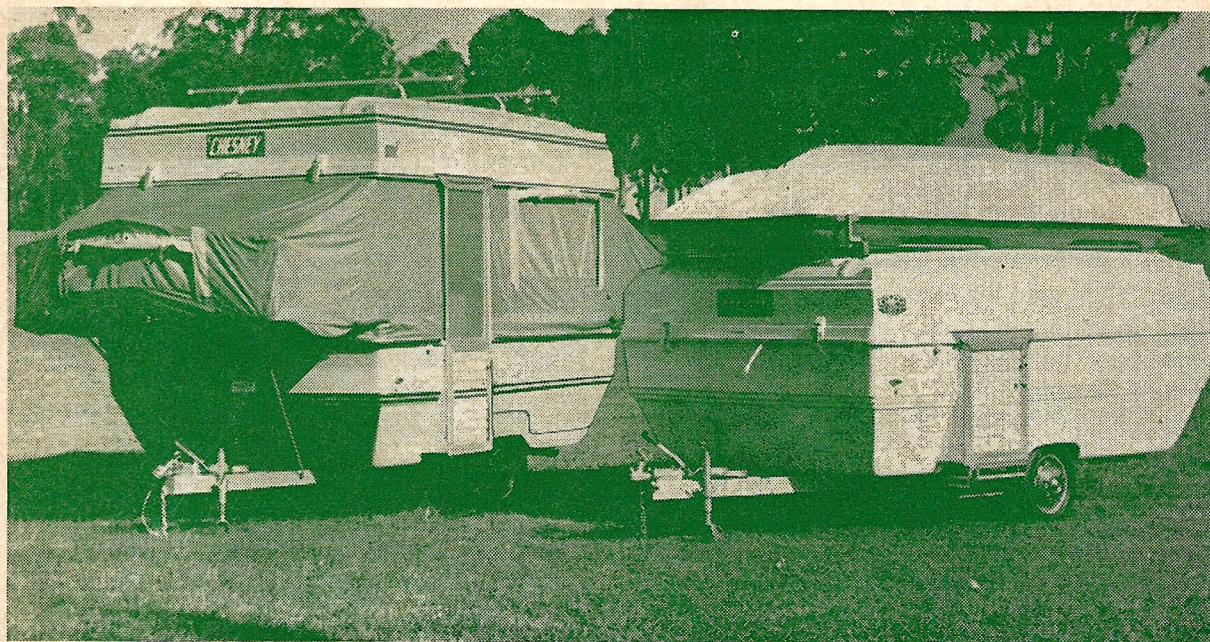
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NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

Vol. XIV, No. 9

MARCH 1973

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COPY REQUIRED BY FIRST THURSDAY OF MONTH.
ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH 134 QUEENS RD, FIVE DOCK 2046

Five new cars were registered and we hope to see them on the Katoomba Rally. Glad King gave members a run-down on the social events which should prove to be most enjoyable as usual.

Member George Williams donated a sign marked "Veteran Car Club of Aust. (N.S.W.)" for erection at the front of the clubhouse and Jock McGowan offered to donate suitable wood for George to write a list of past presidents for the club to place in a suitable place within the clubhouse.

Peter Kable asked what members' feelings would be to a special tech. class to cover the painting of Veteran and Vintage vehicles.

Bob Baxter, through the C.V.V.T.M.C. asked if members could offer an alternative venue to Warwick Farm.

John Burke put forward a proposal to establish a Record Book of Previous Trophy Winners, as some trophies are only presents given annually while others have the previous winners engraved on them and are handed on. The proposal was adopted.

As there was no further business, the meeting closed at 10 p.m., after which Peter Kable showed slides of the 1963 Katoomba Rally.

* * * * *

S O C I A L

Congratulations to Brian Lewis, who is to be married on 17th March, also to Alison Rowe on her forthcoming marriage.

Hope Leah and Allan Foy are both well again. Hear Ian Steer had a stay in hospital. Best wishes to Bill McCarthy's daughter who is in hospital.

Hilda Sheen wishes to thank all Car Club friends who remembered her sister Dorothy on her wedding day, 20th February. Dorothy also sends her thanks.

Our barbecue was a great success at Moira and Jim's beautiful home - my sincere thanks to them both for their wonderful effort. We only had to buy the meat, everything else was provided by Moira and Jim, so in the spirit of this I provided the salads and a punch. Anne Baxter and Jill Corby brought along sweets and with this combined effort I am pleased to say we have an amount of \$84.50 for the club. (Jim had to finish that keg off the next morning, boys.)

O.T.C. Paddington. Our visit to O.T.C., 363 Oxford St., Paddington will be on Tuesday 27th March (arrive 6.50 p.m.) As they have a tight security I must have a list of names and addresses available at the March meeting for the gentlemen who will be coming to show films to us. I still have 20 vacancies, so could I have your names before the meeting, please ring me.