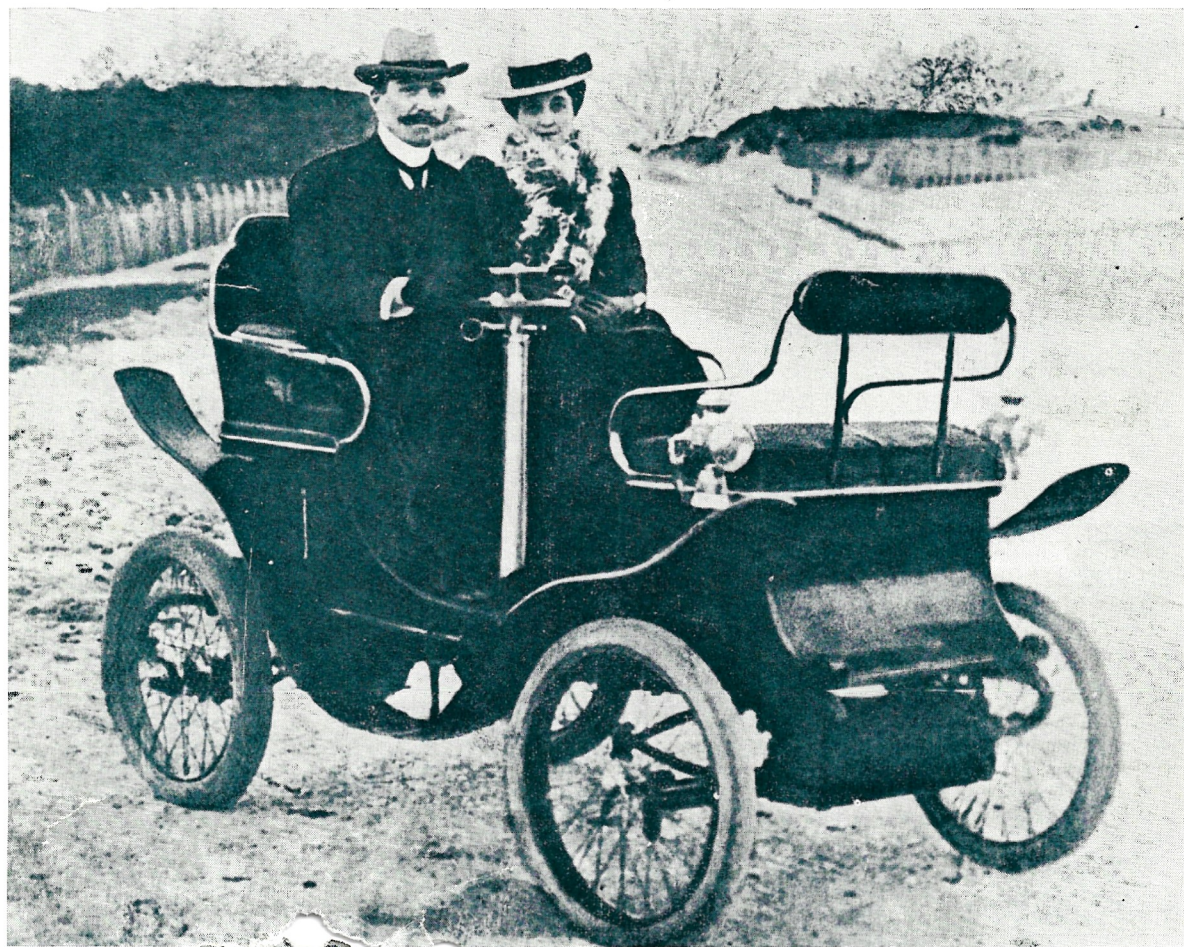


NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)  
Registered at the G.P.O., Sydney for transmission by post as a periodical—Category B.

# SPIT AND POLISH

● MARCH, 1975, VOL. XVI, No. 9

● PRICE 40 CENTS



This is the very first motor car to have run on the roads of Australia, a 3½ H.P. De-Dion Bouton Voiturette purchased in Paris in 1899 by Mr. W.J.C. Elliott and landed in Sydney off the M.M. "Ville de la Ciotat" on April 27th, 1900. In the car, Mr. and Mrs. W.J.C. Elliott.



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

134 QUEENS ROAD, FIVE DOCK 2046

1974-75

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PRESIDENT: L. K. Sheen, Ph. 42 4198 (Home)

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HON. TREASURER: W. McCarthy, Ph. 798 6941 (Home)

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D. A. Berthon

S. H. Goodman

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VEHICLE RECORDS: J. Thorpe

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"SPIT AND POLISH" PANEL: R. C. Baxter (Chairman), Ph. 522 9661 (Home); E. Lang, Ph. 579 5790 (Home);

J. and F. McGowen, Ph. 50 8536

1974-75

## CLUB MEETING DATES

1974

SEPTEMBER Thursday 26th

OCTOBER " 24th

NOVEMBER " 28th

1975

JANUARY Thursday 23rd

FEBRUARY " 27th

MARCH " 27th

APRIL

Thursday 24th

MAY

" 22nd

JUNE

" 26th

JULY

" 24th

AUGUST

" 28th

SEPTEMBER

" 25th

OCTOBER

" 23rd



# 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.)

Vol. XVI, No. 9

March 1975

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The next General Meeting of the V.C.C.A. (N.S.W.) will be held at 8 p.m. on THURSDAY, 27TH MARCH, 1975, at our clubrooms, 134 Queens Road, Five Dock.

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NOTE: Cover caption is reprinted as typed on the photograph that was from the Elliott family album. It is far from being the first car in Australia.

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COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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





Katoomba is over for another year. Noticeable was a reduction in entrants - the same old faces were there; very few new ones. A total of about 40 entries.

Not very good for a club our size, is it? What could be the reason? After talking with people it seems to come back to two major problems - firstly cost and secondly the event itself.

Cost is something that is inevitable - next year it will be even higher - so we just have to accept that fact and make allowances for it. Most of us have a big investment in our hobby. Once the money is outlaid it costs less per year to participate than, say, golf - if you belong to a good club, that is.

The Blue Mountains Rally for two costs less than a night out at the local R.S.L. or Leagues Club (after the pokies have a share).

SO LET'S GET OUR PRIORITIES RIGHT AND COME ALONG.

The second problem is connected directly to the first - the more contestants, the better the event, and our hard-worked but not supported Events Committee would be encouraged to put on more sub-events (some we saw this year) the first time for quite a while.

Sub-events go to make a good rally and sort out the "pot hunters" and members will welcome them.

Lots of people don't go because "the rally isn't run right". The Events Committee will certainly stand back for these side-line experts to do their own thing - so unless you are prepared to do the job, the best thing to say is nothing!

But come along and have fun with the rest of us.

J. McG.



MINUTES OF THE GENERAL MEETING OF THE VETERAN CAR CLUB OF AUST. (N.S.W.) HELD AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK, ON FEBRUARY 27TH, 1975.

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PRESENT: 66 members, 5 visitors.

CHAIRMAN declared the meeting open at 8.10 p.m. and welcomed visitors who introduced themselves to the meeting.

APOLOGIES: Messrs. G. Sevenoaks, K. Formby, P. Wards, R. Hill, G. Green, G. McCarthy, D. & I. Steer, P. Holroyd and Mrs. V. Holroyd.

MINUTES: of the meeting of 23/1/75, as published, were accepted on the motion of J. Dance, seconded A. Blevins. CARRIED.

ARISING: Chairman reported that "one-day registrations" was being investigated by Allan Foy on behalf of the VCCA/NSW, also registration of plate regardless of car.

TREASURER: W. McCarthy submitted Treasurer's Report (copy attached).  
RESOLVED (W. East/ M. Roberts) that Treasurer's Report be accepted. Discussion ensued re investments.

CORRESPONDENCE: Secretary read incoming correspondence from Falcon Forestry Aust. Pty. Ltd., Newcastle Branch, Philip Holroyd, correspondence requiring wedding cars and resignation from club by Anthony Valentine.

Chairman elaborated on Philip Holroyd's problems.

RESOLVED (R. Jones/A. Blevins) that correspondence as read be received.

INVESTIGATION & DATING: G. Roberts reported W. Ellis (Maxim owner) joining with 2 cars, also D. Scott formerly of A.C.T. and S.A. with his 1911 Napier and Humber.

<u>NEW MEMBERS:</u>	Full Membership	Warwick Robert ELLIS, Bronwyn Park, Baerami Creek, Muswellbrook. 1903 Maxim, 1911 T Ford Torpedo Runabout
	Full Membership	Duncan John SCOTT, 49 Oxford Street, Epping. 1911 Napier Tourer, 1909 Humber.
	Associate Member	Peter Charles LLOYD, 36 Kennedy Street, Picnic Point.

RESOLVED (A.Foy/J.Dance) applications be accepted.  
Chairman expressed a warm welcome to new members.

EVENTS: J. Burke reported on Concourse at Vaucluse, Blue Mountains event, officials etc., announced calendar being investigated



in card form, also conveyed thanks for Rocks Area participation and explained barricades supplied were removed by police. Letter was read from Northern Rivers Vintage and Veteran C.C. re "Summerland 5-day Scenic Hub Rally", 26th/30th August, entries close 30/5/75 and restricted to 150 entries.

Secretary advised invitation from V.S.C.C.A. to their Amaro Hill Climb on 6th April 1975.

V. Jacobs reported on Robertson; noted lunch responsibility of participants. No cover for cars. Nightwatchman discussed. Motion P. Kable, seconded V. Jacobs, that \$100.00 be put forward by the club to protect the cars. MOTION LOST.

MAGAZINE: Articles still required.

REGISTRATION: M. Bendeich reported 18 registrations still outstanding with no replies. Third Party Insurance of more than one plate on cars being investigated.

ROSTER: Max Roberts reported everything ready to go, but Victoria's list still awaited. Last minute changes requested from N.S.W. members.

CLUBROOMS: Stan Goodman reported no problems. Hood to be put over front door to stop rain entering lobby, and noise damper on front wall being investigated.

CVVIMC Meeting on Monday, 24/2/75, reported by Allan Foy.

Swap Meet on Sunday, 25th May, at 8.30 a.m., Grace Bros., Chatswood. Three volunteers required for one hour: Michael Bendeich, Alan Blevins and John Thompson.

Other items reported: GMH display by V. & V. Chevrolet Association, formation of company under way to look after trading aspect of tyres ordered - viz. \$26,000.

L. Sheen reported on comprehensive insurance and read correspondence on subject from Illawarra V.C.C.

PUBLIC RELATIONS: Allan Foy reported on Blue Mountains Rally press releases to media.

GENERAL BUSINESS: J. Simpson requested more eye for detail in magazine - printing full names of people and cars.

At 9.10 p.m. Chairman welcomed Norm. Harwood of Museum of Arts and Sciences. Mr. Harwood was introduced to the meeting by David Berthon.

\* \* \* \* \*



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

EARLY CLUB OUTINGS

By Jack Garwood

Following my previous article in February's SPIT AND POLISH, my next effort was to mention some of the "firsts" in Club outings during the 1950/60 decade.

At about this time the London-Brighton Run in England was an annual event, so naturally one of the first suggestions was a New South Wales Sydney-Brighton Run and to become an annual event such as was the case of the Veteran Car Club of Great Britain. That fountain of knowledge, in the person of club member George Roberts, during my last conversation with him, reminded me that actually this outing was held by the Vintage Sports Car Club at about the time we broke away to form the present Veteran Club. George, as usual, was spot-on, but our club continued to keep this an annual event and did so for a few years. It has since been eliminated as an annual for various reasons.

The first Brighton Run was flagged away from Brown's Wharf, Woolloomooloo, on a sunny Sunday morning and from memory approximately a dozen or so cars faced the starter. The route was via Anzac Parade around the Bay to Doll's Point. There were no real casualties and being somewhat of an unusual event it created quite a huge amount of public interest. One press report stated - "As every car that flashed past, heads turned to look incredulously and then beam with affectionate respect."

Perhaps about this time many will recall that famous movie "Genevieve". What a comedy and what a morale booster for veteran car owners struggling to get their cars restored and on the road. It was scheduled to commence at the State Theatre in Sydney and no better way to help publicize its showing than to hold a "Genevieve" Run from the State Theatre, City, to Bondi one Sunday. Hence the Club was approached, and readily agreed to co-operate. Naturally the State Theatre management gave the club members a sneak preview, and myself, I have seen the film about 3 or 4 times since. A prize for the car resembling "Genevieve" was given - a silver tray trophy - and this went to Brian Marsland with his 1910 Napier. I believe club member David Kay is the owner of that car today and I have an excellent photo of the vehicle when chosen as the winner and it also shows the date as a 1910. If my memory serves me correctly, Napier's of this period were similar to the "Brush" in that they ran anti-clockwise. If ever a member has to crank one, just give that matter a little thought - it may save a lot of blisters.

My own little "Renault" (now with Jim Cooper's stable) stood in all its glory in the State Theatre Foyer during the first few weeks of showing.

A touch of tragedy connected with this film was the untimely passing of that great actress, Kay Kendall. Who will ever forget her touch of comedy given to this production, plus her versatile handling of the trumpet scene whilst three parts blithered.

(Continued on Page 6.....)



There were many more outings such as the Bong Bong Races, the Commonwealth Bank Rally, the dramatic filming of "The Talking Machine", the first Katoomba Run, the Olympic Games Run etc. etc. However, rather than ramble on with these for now, perhaps as it is Katoomba time, the next article will be devoted to the first Katoomba Run, how it originated, what happened and how, and then a brief reference to some of the others at a later date.

J. GARWOOD (B)

\* \* \* \* \*

## E V E N T S   R E P O R T

Blue Mountains Tour, Saturday and Sunday, March 1st and 2nd. As I write this, one week after the above event has been successfully concluded, it is still raining and falling by the bucketful.

We were indeed very fortunate to have completed this event and remain comparatively dry, as on occasions some very heavy showers fell during Saturday. Soon after the last of 43 cars and 2 motor bikes arrived at the finish in Katoomba, the usual thick and damp Mountain Mist settled over all. Carrington guests were most appreciative of the beaut log fires.

Sunday proved to be much better weatherwise and as we descended to Penrith it became quite hot. A small crowd gathered at Merrylands Swimming Centre to welcome the cars at the finish.

All members who paid \$15.50 per head at the Carrington are reminded an additional cost of \$1.00 per head is now payable and I look forward to receiving it at the next meeting.

The next important event on our calendar is the Easter Weekend to "Ranleigh House", Robertson. I am sure a very good time will be had by all who attend.

The Club Annual Presentation Dance will be held on Saturday, April 19th. To allow us plenty of time to have the engraving done on the trophies it is requested, all trophies held by members be returned not later than our March Monthly Meeting.

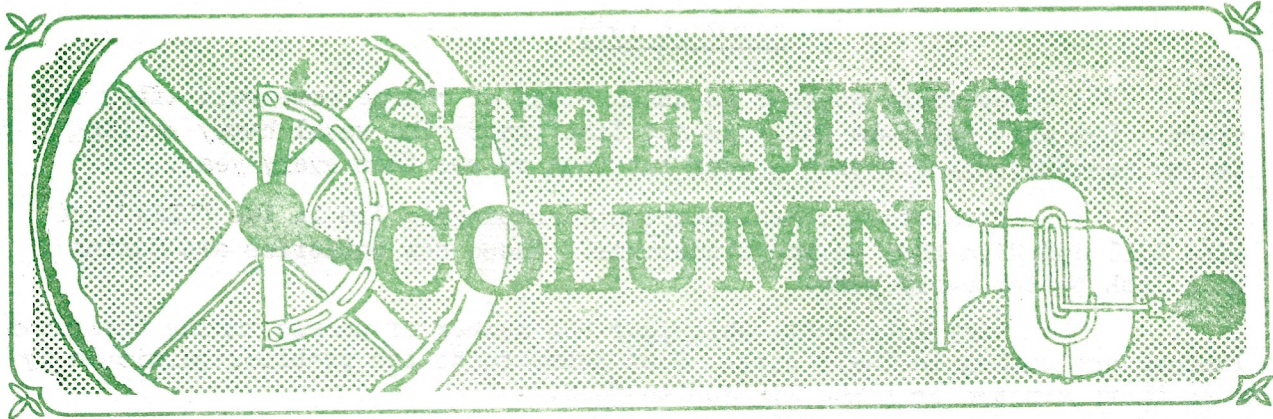
May 4th, Sunday. Following a short run starting from Queen Elizabeth Park, Concord and finishing at George Green's Museum. (To be confirmed). Our postponed Ladies' Day Competition will be conducted. The prize kindly donated by Jim Wilson is a Sunbeam Lady Shaver. Ladies, to win this you must be there. I understand five places are available for B.B.Q. etc.

JOHN BURKE  
JIM WILSON

Events Committee.

\* \* \* \* \*





The Events menu for the forthcoming club year is most unappetising except for one or two week-end rallies. The rest are as dull as dishwater!!

#####

Now that Geo. Green's cars are on permanent display at "The Motorcare Museum". Their numbers will no longer swell our attendances at club outings so its up to us that are left to put on a better showing than we have over the last few years.

#####

Heard that Robert Baxter's Calthorpe soon may be getting some competition. Geo. Roberts was seen knocking the cobwebs off the "Minor" recently. Well Geo. - it would be great to see you back driving a car of your own. Hmmm.

#####

We read in the paper where "Kruse Auctions" of U.S.A. have established a branch in Australia and are having their first auction in May. We wonder if "bids" a la the famous "Illich" event will be repeated.

#####

Our roving reporter tells us that Ronnie Craze has the B.S.A. mobile again - about time - and speaking about that subject, Geo. "Tick Tock" King has imported two fine examples from Pommiland to swell his collection of unusual clocks. Geo. has also been trying to fit a "Morris Cowley" starter to the Talbot. No luck so far; it just won't turn the motor, even with 24 volts across it. If we may - Geo. how's about fitting a "steam" driven unit, ex. N.S.W.G.R.?

#####

Well Bill, you really did it, with the biggest self-destruction of all time, so bad, in fact, that you couldn't face the return trip in John Pickup's Stude. (does it rattle that much?) When last seen, Billy was heading for the railway station. Spraggo's Law - "The Railway is the Smoothest Way", that is, if you're suffering from self-destruction!!

E.J.L.

P.S. Vic. Would love to see you at the Farm, Easter Sunday.



KATOOMBA 1975

Overcast weather as usual - and of course some rain after the start. But what Katoomba Rally is not like that? The usual happy smiling faces, some we only see once a year but then we see them every year.

Great to see Mrs. Simpson accompanying Jim in the "BESA" and also Bill and Rita East in the Studebaker. Those new batteries are making Bill look better every year.

Very noticeable this year the number of people taking their own lunches and eating in their cars. Cost seems to be the problem, particularly when there are two or three kiddies to feed.

Missing this year was the "Old Man of the Mountains" himself - Len Masser. Masser, you missed your favourite girls, Joan Moss and Pauline Jones, those two gorgeous grandmas.

Speaking of the gorgeous grandmas, did you notice Lionel Jones and Ken Moss deep in conversation many times? Rumour has it that Lionel was brushing up on a long-lost technique - changing nappies. Who could be a better instructor than Ken?

Don't think Joan will ever be the same again after Ken dropped the clutch in the Caddie and after leaping about 6 feet it stalled!! Ken was trying to drag Jock McGowen at the lights - ah! those superior English machines. The language was impressive to say the least.

Great to see Eileen Sykes with Jan, Rollie and Chad - and they were all working as usual - next year the Star will be back.

Roy Farrell and Jim Simpson were able to get around Katoomba in shorts. No one knows just how they do it - one suspects Roy must have something warm in those 13 oz. cans which seem to be grafted to his right hand.

Victor Jacobs sent McGowen and his party a lovely bottle of wine at dinner on Saturday night. The fact that the bottle was empty doesn't matter - its the thought that counts!!

The "Pot Black" Championship was played as usual, McGowen and Patman vs Rumble and Wilson, and don't forget those two delightful teenage girls - the girls were the only ones who made any shots at all. It must have been a great game - Vic. Jacobs bought beers for the players and then made a \$20 bet on the game. Fancy Vic. betting \$20 on anything!!

"Melba" was there and what a proud Jack Garwood it was who was driving it. A truly magnificent vehicle and a credit to George Williams who did the restoration. Nice to see the car.

Another first for the Mountains was Bill McCarthy in the Vinot et Deguingand and no real problems at all. Nice to see your car too, Bill.

The report on the Mountains would not be complete if mention of Bill Spraggon on Sunday morning was omitted. Bill had a very tender head. We understand every time Vic Jacobs blasted away on one of "Henrietta's" horns, Bill went a better shade of green -- and it wasn't envy.

All up, everyone agreed - a good rally and lots of fun.

\* \* \* \* \*



S O C I A L

Hope Hilda Sheen is feeling better, after having had pneumonia.

Congratulations to Pam and Michael Jones (formerly Pam Moss) on the arrival of baby daughter Michaela.

Also to Meg and Brian Lewis (Hong Kong) their first child, James Lindsay, who weighed in at 7½ lbs. (3.4 kilos) and to his two wonderful grandparents Jim and Esme a 5th grandchild. Congratulations.

Presentation Night. Saturday 19th April, at 8 p.m., Kogarah Bay Progress Hall, Ramsgate Road, Kogarah Bay, \$4.00 double. Bring basket supper. Tea and coffee provided, 50-50 dancing. Teenagers 14 years and over may come along. Members and teenagers friends are most welcome.

Children's Film Night. Saturday 24th May at 7.30 p.m., by popular demand we are having another film night. Adults \$1.00; children free. Supper provided.

Sorry to hear of the passing of Mrs. Eisenhower Senior. Our sympathy to Jim and Moira.

To Les Parry and family, sorry to hear of the loss of your son.

GLAD KING

\* \* \* \* \*

"MELBA"

In SPIT AND POLISH in July 1961 an article appeared written by the then Treasurer of the club, Jack Garwood. The title of the article, "Is It Melba?"

Melba it is - from lots of research done by Jack and George Williams it can be said that the 1909 4-cylinder Renault Tourer did belong to Madam Melba and was used with driver to convey her to functions at that time.

The phot which appeared in the magazine in 1961 shows a sad vehicle which was recovered from a garage in Little Hartley - the body carries a small brass plate, Alford and Alder, body builders, London - so it is reasonable to assume the car was imported complete.

Now, 14 years later - not that the restoration took that long - we have in our club a piece of early history which we can all be justifiably proud - resplendent in dark maroon, hand-painted body, a black hood and black leather upholstery there was no finer vehicle on Katoomba for 1975.

\* \* \* \* \*



"THE CAR THAT DROVE THE WORLD TO WAR"

From "Reflection"

Today, it stands tucked away in the corner of a private Museum in Vienna, yet it's still a stately looking Veteran, with comfortable leather upholstery, gleaming body and burnished brasswork.

It looks every inch the sort of antique car for which any enthusiast would give his eye-tooth. But this is the car that few people would care to own.

It's the infamous 1912 Graf Und Sift, the vehicle which, 60 years ago, drove the world to war.

Certainly, the world will never forget the events of that Sunday morning on June 28th, 1914, which happened a few hours after the Graf Und Sift left its garage in Ilidzhe, a holiday resort in what was then Serbia.

Its dark green bodywork and emerald green upholstery made it look every inch a car that was fit for a king. For it had been selected to take the heir to the Austrian throne, Archduke Ferdinand and his beautiful wife, Sophie, on a state visit to Sarajevo. Yet few vehicles could, perhaps, have been more ill-suited for the journey that was to end in catastrophe.

The Graf Und Sift belonged to their host, Count Franz Harrach, and despite being the newest and most expensive limousine in Serbia, it had also gained a sinister reputation.

Almost exactly a year earlier, the Count's chauffeur had been involved in the first accident. The car apparently and inexplicably went out of control on a straight country road, killed two farm workers and seriously injured the driver.

Six months later, a similar accident occurred, in which one of the count's cousins lost his right arm.

That was when the limousine's reputation as a jinxed car started. On that Sunday morning, in June, 1914 however, it was to do more than live up to its newly acquired reputation.

It was the second vehicle in the motorcade. The Archduke was sitting beside his wife in the rear seat and the Governor of Bosnia and Count Harrach sat facing them.

At precisely 10.15 in the morning, as they drove through the crowded streets of Sarajevo, along the Appel Way to meet the city dignitaries at the Council Chambers, the first incident happened.

Anarchist Nejilke Cabrinovitch hurled a package towards the Graf Und Sift - it was a bomb and landed in the folded hood just behind the royal couple.

Ferdinand snatched it up and hurled it on the road. The cars accelerated and in the explosion that followed, nails and jagged metal flew everywhere. By some miracle, nobody was injured.

(Continued on Page 11.....)



The Governor asked the Archduke to cancel his journey, but the request was refused. Ten minutes later, the motorcade slowed down to negotiate a sharp corner, and came up against the man who was to alter modern history.

Serbian student Vagrilo Princip had been mingling with the crowd all along the route since early morning, clutching a loaded Browning pistol beneath his jacket.

As the Graf Und Sift drew alongside him, he stepped forward, raised his revolver and fired three shots.

The first smashed into an artery in Archduke Ferdinand's neck, the other two hit the Duchess Sophie as she threw herself forward to shield her husband.

And these were the three shots which had the most far-reaching consequences - the royal couple died.

Within weeks, Austria had declared war on Serbia, Russia allied with Serbia, Germany backed Austria and the whole of Europe plunged into the bloodbath of the first World War.

Count Franz Harrach took his car with him when he went to war as an officer of the Serbian army, and the Graf Und Sift became a staff vehicle until it became involved in an ambush in which three officers were killed.

Afterwards, perhaps remembering its reputation, the army abandoned it in a farmyard, where it remained until the end of the war.

Despite its notoriety, the Graf Und Sift was bought by a Serbian civil servant in 1918, who ran it for about a year until it collided with a train at a level crossing. The car survived, but the driver was hurled from his seat and broke his neck.

His family wanted the car destroyed, but the doctor who had attended the dying man purchased it from them. Then he was killed a few weeks later when it overturned on an icy road.

Two more owners were to die suddenly during the next few years, but, as always - despite the accidents - the car survived.

After a racing driver owner died from a heart attack while at the wheel of the Graf Und Sift, it was sold to a French farmer who purchased it at an auction in Paris. He positively "pooh-poohed" the whole idea of a jinx.

Then on June 28th, 1934, twenty years after the Sarajevo assassination, a late frost stopped the car from starting. The farmer had it towed by a tractor. The engine was started. When he bent down to untie the tow rope, the Graf Und Sift suddenly slipped into gear, lurched forward and crushed the farmer.

Four passengers and one other driver were to die during the next few years, before it was finally locked away in a private garage in Strasbourg in 1937 with the lurid reputation of a car which had murder in its heart.

Somehow, it survived the second world war, then it was discovered and placed in its present surroundings, a museum in which it

(Continued on Page 12.....)



continues to intrigue everybody who reads about the sinister history on the car placed beneath the front axle.

Can a motor car have murder in its heart?

Recently, psychiatrist Professor Russell Davies was asked that question, but it was one which he could not dismiss out of hand.

"Until somebody thoroughly examines the whole question of so-called hoodoos and jinxes, then it would certainly be unscientific to suggest that they don't exist."

\* \* \* \* \*

### THE STORY OF CORK

By Bill Berg

Submitted by Jim Wilson

It was away back around the year 400 B.C. that people found out about cork. The Romans were the first to discover that its lightweight spongy substance could be used to great advantage in a number of ways. For example, sandals made with cork soles were comfortable and kept the feet warm, and cork made fine floats for fish nets.

"Corks", or bottle stoppers have been manufactured since the 1600's. Today our life preservers are made of cork. Our refrigerators are insulated with it, and our engines and motors use cork gaskets. And of course, we still use cork bottle stoppers, cork floats and cork beach sandals.

Cork is the outer layer of the bark of an evergreen tree, which grows mainly in the south of Europe and on the northern coast of Africa. The biggest producers of cork are Spain, Portugal and Algeria, although some cork is grown in California.

The cork tree lives to be from 300 to 400 years old. It seldom grows taller than 50 feet, however, even though the trunk may reach as much as five feet in diameter, the tree must be 20 or 30 years old before the cork can be harvested. The cork which we use is the outer bark which is stripped off by experts who travel from one cork farm to another. The harvesting is done in midsummer, and each tree is stripped only once every seven to ten years.

Stripping does not hurt the tree, since the harvesters are very careful not to injure the inner bark. Working with their principal tool, an axe sharpened to a razor edge, the strippers cut seams in the outer bark. They then pry off strips of cork with the axe handle. Care is taken to remove the cork bark in the largest oblong pieces as possible.

Trouble often develops because of thousands of ants who live under the outer bark of the cork tree. This might seem funny but the strippers don't think so, for whole colonies of ants, annoyed at being disturbed, can be quite a nuisance to a busy harvester.

When the cork bark is first peeled off, the inner bark appears flesh pink in colour. Later it takes on a dark reddish tinge, because of the presence of tannin, a strong substance used in tanning and dyeing.



After stripping the bark is carried to a central place for grading. The grader is a very important figure since he has learned through long experience to tell the quality of cork the instant he touches it. If some bark is of two distinct grades in the same piece, he cuts it in two with a sharp knife. He can also cut off defects to make the bark top grade.

Finally, when the bark has been graded accordingly, it is sold by weight.

From the island of Sardinia, where the trees grow on steep rocky slopes, come the most valuable cork in the world. It is called "carta", meaning paper, and it is used in the manufacture of cork-tipped cigarettes.

Look around you now and see how many things are made of cork. Then think back to the cork trees in their ancient Mediterranean setting, and to the men who labour to harvest the cork, prepare it and sell it. Theirs is an honourable occupation and an interesting one. Through it, one way or another, they serve practically all of the civilized peoples of the world.

\* \* \* \* \*

#### THE RUCKSTELL AXLE

The Ruckstell Axle was produced by Ruckstell Sales and Manufacturing Co., Berkeley, California, U.S.A. The following advertisement is from the Ford Owner and Dealer Magazine dated 1922:

The Ruckstell equipped Ford is the only light weight American Car with four forward speeds. Sales tallied 6,000 in California alone. It is also claimed that a Ruckstell axle is an integral part of the Ford Car, and in no way alters or affects any rotating part of the Ford mechanism, specifying that the Ruckstell intermediate high enables the driver to make a rapid pickup from 3 to 20 miles per hour. The high speed gears increase road speed 20% and in effect, a great saving in oil, petrol and motor wear. 55% more power is achieved than Ford low gear.

PRICED THAT YEAR AT \$62.40.

\* \* \* \* \*

#### DID YOU KNOW ?

THAT in 1901 a Reliability Trial was run from New York to Buffalo and of 89 entrants, less than half finished the course? Notably of all five Packards that started (the quality of these machines was supreme) all finished the course, gaining immense publicity for the Packard Brothers.

THAT the Spyker Car Company produced a four-wheel-drive racing car and actually raced it in 1904?

THAT H. Fournier won the 1901 Paris-to-Bordeaux race covering 327.6 miles driving a Mors at an average speed of 53.8 m.p.h., also in the same year the Paris-to-Berlin with the same marque? His speed for the latter race was 44.1 m.p.h. for a distance of 687 miles.

JIM WILSON



Extract from "The Vintage Car", December 1974:

PACKARD'S TWIN SIX

American car production was only briefly checked by U.S. entry into the Great War in 1917, whereas British and European designs were continuations of pre-war, Edwardian models with little modernisation. Thus American luxury cars of the late "teens" were world pacesetters of considerable merit. The Cadillac V8 was introduced in 1914, offering power, silence and performance, with full electrical equipment and such innovations as dipping headlights.

It was out-Jonesed in 1915 by Packard's Twin Six, the first V12 supplied to the public. It was first to use aluminium pistons, and a Lanchester crankshaft vibration damper was standard. Up to 1917 fixed cylinder heads were used on the 60 degree side valve unit, with 3" bore and 5" stroke giving 7 litres capacity.

A large single carburettor and twin porcelainised exhaust manifolds fitted inside the vee, making a neat layout but probably provoking vaporisation in hot weather or hard driving. Two six contact distributors were controlled by centrifugal and manual advance, while 6 volt starter and generator were "Packard System" - made by Bijur Electrical Company.

There was an absence of untidy pipes and cables, alloy side traps kept the road dust out, and the whole motor looked modern and efficient. Flywheel, clutch and gearbox were big, big, big - the three speed cogs were of great size and weight, probably everlasting. Radiator and bodywork were of pre-war styling until 1917 when a general updating brought in body styles still fashionable until 1928. Wooden artillery wheels were used and four wheel brakes came with the final model of 1923. A gearbox driven tyre pump was a notable feature, also used by Cadillac. Both left and right hand drive were available from 1918.

The price of such a powerful and advanced car was moderate, starting at \$2,750 for the 1915 series touring model, and even in 1923 this had increased to only \$3,850. Total production of the Twin Six was 35,102 so it was neither rare nor overpriced. Probably few Twin Sixes came to Australia, due to the War and the limited luxury market. They were 2 ton heavyweights, though not unduly thirsty as 14 m.p.g. was normal. Big Packards were pleasant to drive, with accurate steering, light controls and firm springing, having the attributes of a vintage car rather than a crude, cast iron auto.

Packard's policy was to market a conventional, well built, powerful car that was simple to service. This lack of complexity has not always been appreciated, but early Packards can be stripped almost with one's bare hands. Price was not considered a limiting factor, and model changes were for logical reasons. Yet the Company were also innovators, with such "firsts" as hypoid rear axles, automatic chassis lubrication, cooling water thermostats and adjustable shock absorbers.

After 1920 a six cylinder Packard was an option to the twelve, priced from \$2,350 and from mid-1923 the straight eight took over the luxury

(Continued on Page 15.....)



chassis, dearer than the "Boss of the Road" at \$3,900. With it came the famous disc wheels and drum headlights.

An updated Twin Six, soon named the Twelve, reappeared in 1931 and continued to 1939. It was described as an advanced and elaborate power unit, featuring hydraulic tappets and roller bearing rocker levers.

During the Battle of Britain, Packard were given a contract to tool up and produce Rolls Royce V12 Merlin aero engines, and 55,523 were manufactured in the course of World War 2. A Packard made V12, mounted in threes, also powered the famous American P.T. boats, 13,000 such marine engines being made.

In sheer volume, no other company can compare with Packard's output of V12 engines.

BILL NICHOLLS.

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Extract from the 1896-1946 JUBILEE SUPPLEMENT TO AUTOMOTIVE INDUSTRY:

THE EARLY DAYS IN GREAT BRITAIN

Britain was a late starter in the race for supremacy in the automobile world. At a time when other countries were producing roadworthy motor cars (in a comparative sense of the word as we understand it today, of course), it was illegal to use them on the roads of the United Kingdom. Mechanically-propelled vehicles were governed by the Locomotives Act of 1865, which required speed to be limited to 4 miles per hour, and for one of the three persons who formed the minimum "crew" to walk at a distance of not less than 20 yards in front of the vehicle. This Act had been amended in detail only in 1878.

It was recognised by many, including some of those who made the laws of the land, that reform of the position was inevitable. It was indeed overdue, since, before the end of 1895, motor cars had actually been on exhibition to the public at the Stanley Show held at the Agricultural Hall, Islington. A weekly journal - the "Autocar" - to cater for the motorist made its initial appearance on November 2, 1895 - the world's first motor car journal, and still being published. Its editor dealt with critics and opponents of the new-style locomotion with fine disdain and he had a splendid supporter in Sir David Salomons, who had been writing letters to "The Daily Telegraph", emphasising the advantages of travel by horseless carriage and deploring the fact that England was doing nothing against great activity in France and Germany. It was estimated that there were then about 1,000 cars running on the French roads.

Daimler and Benz in production

It was true that the motoring movement had made great progress on the Continent. Makers were receiving substantial encouragement from their national authorities and a race had taken place between Paris and Bordeaux. In Germany, Daimler and Benz were in production on a commercial basis.



On May 14, 1896, the Prince and Princess of Wales opened the Summer Season at the Imperial Institute and although it was still illegal to use a motor car on the highway, there were several such vehicles on view at the exhibition. Members of both Houses of Parliament were invited to attend and they inspected the following:-

Two "neat little cars" with Benz engine, made by the Arnold Motor Carriage Company, of 59 Mark Lane, London.

A 4-wheeled, electrically-driven dogcart, made by Offord & sons, of 92 Gloucester Road, London.

A phaeton and a landau, electrically-driven, made by Walter Bersey (The Universal Electric Carriage Co., of 39 Victoria Street, London).

Several cars by the Daimler Motor Company Ltd., of 40 Holborn Viaduct, London, and Coventry.

A carriage frame for a Daimler motor chassis, made by Mulliners of Birmingham.

A vehicle with Kane-Pennington engine, made by the British Motor Syndicate, of Coventry.

This exhibit undoubtedly played a part in the repeal of the old Locomotive Act and before the end of the year, after the Prince of Wales, later King Edward VII, had taken his first ride, it became known that an amendment to the existing repressive legislation would before long be made in order to allow the circulation of motor cars on the highway. The Red Letter day came on November 14, 1896, and the editor of "The Autocar" symbolised the occasion by having his current issue printed throughout in red ink! Motor cars weighing up to 1½ tons unladen were now allowed to travel at a speed not exceeding 12 m.p.h., at 8 m.p.h. if under 2 tons, and at 5 m.p.h. if more than 2 tons. They were not, however, to emit smoke.

#### "Emancipation Day" celebrated.

The great "Emancipation Day" was commemorated by a celebration run to Brighton, for which 58 entries had been received. Saturday, November 14, opened inauspiciously from the weather aspect, for there had been heavy rain in the night which left the roads wet and muddy. The official starting place was the Hotel Metropole, in Northumberland Avenue, where the proceedings opened with an early lunch attended by 150 guests, including Gottlieb Daimler, under the chairmanship of Lord Winchilsea. Great crowds of people assembled to watch the start, in which 33 of the entrants actually participated. The number of arrivals at Brighton was 13.

With a number of factories planning and making "horseless carriages", there was complete indecision in regard to design; not entirely as to lay-out of chassis or engine, but right down to basic principles, such as whether steam, electricity, "oil", or possibly, compressed air might prove to be the most suitable prime mover. While there was a tendency to attach an exaggerated value of patents of which the British rights had been acquired for enormous sums by companies operating with the public's money, yet with no - or



hardly any - practical men at the helm, real engineers were are work in the background laying solid foundations upon which a genuine industry could be built.

### Britain's greatest pioneer

One of these engineers, for whom company-promoting held no attractions, was F.W. Lanchester who may, quite truthfully, be described as Britain's greatest pioneer automobile designer, for his original and independent thinking, as typified in his first car, built in 1895-96, stamped him as being a creative genius who was not afraid to employ the unorthodox. At a time when so many manufacturers in this country were concentrating their efforts upon copying Continental designs. Lanchester had constructed an autocar which incorporated certain entirely novel principles. Probably the following would be considered the most important of these:-

- Forced lubrication.
- Live axle transmission.
- Pre-selector epicyclic gear.
- Worm-drive rear axle.
- Splined shafts.
- Cantilever springing.

Other features which Lanchester pioneered included the utilisation of rubber in the suspension system of a car, the designing of a vibration damper for crankshaft torsion and the inter-gearred crankshaft arrangement which he employed to attain exceptionally smooth running for a multi-cylinder engine. As a thorough-going engineer, he was intolerant of the rankly unsound design that was being carried out elsewhere in the motor industry, and took little part in the fight for publicity that was proceeding in other quarters.

### The appearance of Austin

Another name which was cropping up in the more serious-minded motor trade circles early in 1897 was that of Herbert Austin, who managed the works of the Wolseley Sheep Shearing Machine Company at Birmingham. The first recorded result of his experimental work was a 3-wheeled "miniature dog-cart", as it was described, on which the two passengers sat back to back, the one in front driving by means of a long, bathchair-like handle. This machine had a two-cylinder motor, of which each cylinder drove direct on to a crankpin fixed one on each side of the two flywheels. The whole of the mechanism was placed beneath the seats, with a cooling tank under the driver's seat.

Half-way through the year 1897 the editor of "The Engineer" expressed scepticism as to whether or not a motor car industry really existed in Britain, and the editor of "The Autocar" retorted that there were six companies actually delivering vehicles built in the country: Messrs. Stirling, the New Beeston Cycle Company, the Coventry Motor Company, the Anglo-French Motor Carriage Company, the Thornycroft Steam Waggon Company, and the Daimler Motor Company. He claimed that three more would commence deliveries within a week or so, while several more were pushing forward manufacturing preparations.



An industry is established

As the year 1897 wore on, production certainly did take an upward trend and, in November, Charles Jarrott, secretary of the British Motor Syndicate Ltd. stated that "whereas last November no British-made car was in manufacture, to-day over 200 motors and motor cars have been turned out by our various licensees in Coventry, and motor cars are being delivered weekly. So far, all attempts to excel the patents and inventions belonging to the Syndicate have signally failed, and all tests indicate that our systems are the only practical ones that are of any value, and will be the controlling powers in the industry for years to come."

The year was not concluded when the Automobile Club of Great Britain and Ireland came into being. There already existed the Motor Car Club, but this was not acceptable in every quarter of the movement. As time went on, the Automobile Club grew steadily in prestige and importance, and eventually became the Royal Automobile Club.

Stanley Show of 1898

Autocars exhibited at the 1898 Stanley Show included the one presaged a year earlier by Humber and Company (Extension) Ltd., a firm that was one of the many ramifications of the successful cycle-manufacturing concern founded by Thomas Humber, and which proved to be a "Model Sociable", with seats for two persons, side by side, in a victoria body on C-springs. The engine was stated to develop  $2\frac{1}{2}$  h.p. at 750 r.p.m.; it had three speeds, which were specified as "6, 12 and 18 m.p.h." The cylinder was placed horizontally - a favoured position at that time - and was air-cooled. The crankcase was enclosed and there was a sight-feed lubricator to the bearings and cylinder.

The Motor Manufacturing Company, formerly the Great Horseless Carriage Company, showed a "Sandringham" model with engine designed by George Iden, the works manager. It had a silent worm gear and four speeds, but final drive was by centrally-placed chain.

The industry progresses

At the beginning of the last year of the century, "The Autocar" reported progress in the motor industry by stating: "A year ago there were less than 50 autocars of British manufacture in use. Today, British-built vehicles may be numbered by the hundred and, with importations from abroad, we may probably count 400 or 500 men and machines as our numerical strength. There are companies in this country producing at least 6 cars a week each."

Gradually the motor car was becoming accepted; Mr. H.G. Wells predicted that labourers would go to work in cars. "I can imagine," he wrote, "motors rattling along at 200 miles per hour. With the advent of machines capable of travelling at hundreds of miles an hour our roads will have to be altered." Roads at that time were a problem; there had been no improvement in construction since the early part of the century. Surfaces were either thick with dust or covered with liquid mud.



Pressing problems

However, other and more pressing problems faced the motor manufacturing companies. They had to make up their minds as to certain basic principles of design, and to proceed steadfastly according to their faith in the ones they chose. Continental manufacturers had decided on the petrol engine as the unit of motive power and the motor car was settling down to a lay-out similar in most main respects to that of the modern vehicle. The engine was vertical, located in the forward part of the chassis, water-cooled and with the radiator placed right at the front of the car. Transmission was by chain from the gear-box to the rear wheels in many cases, although the live axle was gaining ground. The Panhard which won the Paris to Bordeaux race in 11 hours 43 minutes for the 351 miles had a surprisingly up-to-date appearance, and was probably the first "real" car of the type with which motorists were to become familiar. It was powered by two 2-cylinder 6 h.p. engines coupled together. The French motor industry, in fact, was maintaining the lead given it in the years prior to Britain's Emancipation Day by the more progressive attitude of the government of France. New factories of considerable capacity were being built apace.

The Richmond Show and Trial

Towards the end of 1898 the Automobile Club held a show at Richmond, and in conjunction conducted a trial. One car that did particularly well was "entirely novel in construction". It was awarded a gold medal, and one of its most highly-praised attributes was absence of vibration, due to the design of the engine. This, a 2-cylinder horizontally opposed, had a separate crankshaft to each cylinder, geared together, with two connecting rods per piston. The Rover Cycle Company exhibited a "Coventry Chair", which had a De Dion motor at the back. The Dunlop Pneumatic Tyre Company exhibited tyres up to 40 ins. in diameter and announced that it could make tyres to fit any vehicle it was necessary only to specify the weight and the work they would have to endure.

The Clipper Pneumatic Tyre Company also had their products on view; another exhibitor was the Anglo-American Oil Company, seeking the favour of motorists towards their petroleum spirit - the word petrol was the preserve of Carless, Capel and Leonard, their rivals in the field, although F.R. Simms is said to have originated it in 1896.

During the second quarter of 1899 the retail side of the motor industry was coming into being in different parts of the country. An ever-increasing number of cycle agents and carriage builders evinced an interest in the motorist and his needs. Lists were published week by week of traders who had taken out licences to deal in petroleum spirit - the purchase of which on the road was a matter of great uncertainty - and were, in general, starting out to cater for the motorist. One such, whose name, through the medium of his sons, was subsequently to achieve fame in connection with the then embryonic industry, was William Rootes, of Hawkhurst in Kent. Many more who have since become well-known in connection with the retail side of the industry entered actively into the trade at about this time.

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

WANTED (ALL STATES)      Partly restored or unrestored veteran.  
                                  Brass era, prefer large tourer.  
                                  Must be complete.      - L. BENHAM,  
                                  48 Bright Street,  
                                  East Lismore. 2480

WANTED (ALL STATES) SCAT 1911/12 HIGH PRESSURE AIR GAUGE.  
0-500 psi 2½" diam. to fit fire wall opening.  
Have for swap one of the following:  
Boyce Motometer, thermometer damaged,  
Klaxon Horn (Essex ?), Smiths oil pressure gauge  
nickel plated 0-40 psi, surface mounting,  
Fiat pressure gauge (old) 0-6 psi 2¼" diam. (brass)  
- B. MONCKTON,  
38 Creswell Street,  
Campbell. A.C.T.  
470,149 Canberra.

FOR SALE      1925 T FORD chassis, engine, gear box, differential, front axle  
and steering gear. \$100      - R. TUNBRIDGE,  
88 Woodbury Rd.,  
St. Ives.  
449.3753

WANTED: VETERAN TOURER, preferably fully restored.  
- WARREN IRISH  
632-0111 (B)  
634-4571 (H)

FOR SALE      2 NEW 600 x 20 OLYMPIC TYRES.      - TOBY BENT  
50-7368

WANTED: ALL THE BRASSWARE WAS STOLEN, prior to shipment from U.K., of my 1907 BELSIZE. If anyone can offer replacements at reasonable cost I'd appreciate it. Incidentally, through no fault of mine, they weren't covered by insurance.

Wanted - Brass curled horn (can be minus bulb)  
Brass rear lamp  
Brass ratchet-type rear vision mirror (we have the  
windscreen side of the fitting)  
Pair Lucas brass oil side lamps  
Pair acet. head lamps

- PHIL. HOLROYD,  
187a Whale Beach Road,  
Whale Beach. 2107  
919.5378



