

SPIRIT AND POLISH

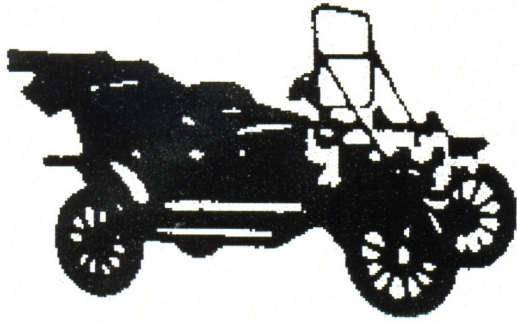
PATRON: HER EXCELLENCY PROFESSOR MARIE BASHIR AC CVO
GOVERNOR OF NEW SOUTH WALES

The Journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.



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SPIT AND POLISH

WEB PAGE: www.vccansw.org

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All letters, advertisements, articles are to be sent to "The Editor Spit & Polish" preferably by

Email: spitandpolish@vccansw.org or by **Mail:** 18 Byron St. Wyong, NSW 2259

Articles to be received by the **First Wednesday** of the month.

Cover Photo:-

Jeff Palmer's 1908 Fiat at the lunch stop at Clarence Town.

On the 2011 Newcastle Annual Tour

Committee of Management

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

134 Queens Road, Five Dock, 2046

PATRON: HER EXCELLENCY, PROFESSOR MARIE BASHIR AC CVO
GOVERNOR OF NEW SOUTH WALES

President's Report - January 2012

Dear Members,

HAPPY NEW YEAR TO YOU ALL.

As I write this report it is New Years Eve, and I recall the old saying “out with the old and in with the new”! 2011 left us with a lot of good veteran memories, and, 2012 promises many opportunities to get our cars ‘out there’ and enjoyed.

I welcome Doug Fulford and Andrew Howe-Davies who were voted in as new members at the November meeting, Doug is rejoining after an absence of a few years and Andrew has purchased a club car and is to participate in the Centenary Expedition “Across Australia”.

Our Christmas Party in November, although being nearly washed out, (I think it was the wettest weekend on record for Sydney), was very enjoyable, the clouds parted and the sun came out about an hour before the first members arrived, we all enjoyed lunch and ‘refreshments’ in Barry’s pristine shed, which had been cleaned hastily by Barry, Euan, Jim and Ian in preparation. “Tilly’s” centenary was duly celebrated and her cake cut, sadly no other Veterans attended because of the weather, it was however, gratifying to see a number of members from Newcastle and “MASH” in attendance. Many thanks to Barry and Dorothy for making their home available to the Club for our Christmas Celebration and for their efforts associated with organizing it.

I believe our Branch Christmas Parties and registration days were well attended and your cars are now rearing to go for the year ahead.

By the time you receive this edition January will be nearly over, we will have held the Combined Outing to Somersby Falls and the Working Bee at the Club Rooms, Motorfest will be on the 26th and the January Meeting will be that evening.

February, we all head for Goulburn for a Veteran weekend of fun on picturesque Veteran Country roads, hopefully the rain gods will be appeased by then!!

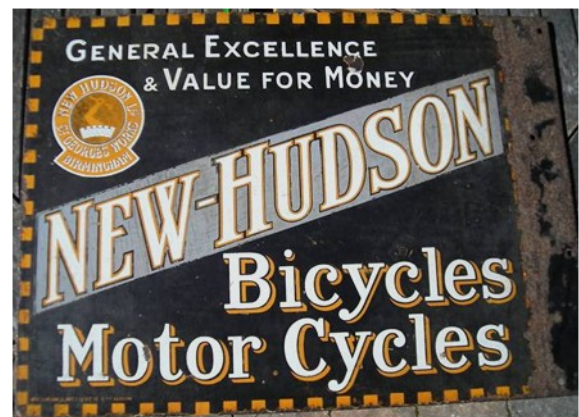
After that in March we have Blue Mountains, your entry form is in this edition, please complete it and return to Mal as soon as possible.

Best wishes for a safe and happy 2012,

Wilga.



1907 RS gentleman's Speedster Maxwell



New Hudson signboard

Above photos supplied by Max Boardman

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of MONTHLY MEETING held on Thursday 24th November 2011

ATTENDANCE

Committee 9 Member's Family 1 Visitors 0 Members 15 Apologies 9

MEETING OPENED AT: 8.15 pm

OPENING REMARKS

President, Wilga Coutts, opened the meeting, welcoming all members, to the last meeting of 2011 and added that she hoped all were looking forward to Christmas and a bit of a break.

PREVIOUS MINUTES

MATTERS ARISING

Nil

Minutes Accepted

Moved: Laurie Garrod Seconded: Warren Irish.

INWARDS CORRESPONDENCE

Flyers Received –Machinery Tour of USA 19/8 to 10/9 2012, Tea Gardens Motor Show 190/3/12, Melanoma Institute, Ironfest 21 & 22 April 2012, Gnoo Blas Classic Orange 11 & 12 Feb 2012, Auto Body Building course Sydney TAFE 2012.

Other Club Publications

VCCA Qld, Brass Notes, Edwardian, Cough & Splutter, Model A, Illawarra Vintage Car Club.

Other Email Anglican Village seeking info on the Club, Public Risk Insurance certificates, A/c Acute printing, Telstra A/c. Various Chqs for fees and Rentals.

OUTWARDS

Acknowledgement letters to Doug Fulford and Andrew Howe-Davies. Club Flyers to Anglican Villages.

Correspondence Accepted

Moved: Bob Hobson Seconded: Peter Martin..

TREASURER'S REPORT

Cheque account balance.	\$ 5,584.07
Rally account balance	\$ 4,800.77
Term Deposit No1	\$10,627.43
Term Deposit No 2	\$10,000.00

Treasurer reported that the Annual Accounts would appear in the January Magazine.

Treasurer also reported that there had been changes to the auditing requirements:

1. We are now a "tier2" organization and well within the threshold and can now submit unaudited accounts with our annual return.
2. The Auditor can no longer be a member.

In view of this and the cost of an outside audit, Committee had decided to accept unaudited accounts in the future.

Moved: Neil Martin Seconded: Nigel Coutts.

MAGAZINE

Neville reported that our printer will be closing shop in December and he will be pursuing another printer.

EVENTS

Mal Garthon reminded members to bring their Veterans to the Christmas Party at Barry Shinfield's on Saturday next. Tractor is ready for any little accidents with the soft ground.

-Inspection Day on Sunday 4/12/11 9am to 1pm at Neil Martin's

-Combined Outing to Somersby Falls 7/1/12

-Working Bee at Hall 14/1/12. General Clean up for the ensuing year.

-Motorfest 26/1/12

-Blue Mountains entry form will be in January's magazine.

Greg Roberts gave outline of Goulburn Tour on 3rd to 5th Feb. Both Days will be about 100kms through beautiful countryside. Booking at Heritage Motel, at \$85 per person per night D B B. Caravan Park next door. Details in November's Magazine.

Peter Martin reported that after many changes The Boer War commemorative day on 26th Nov is all in hand. The cars will be Don Liddle's REO, Greg Robert's De Dion, and Peter's REO.

We are committed to provide Marshals to assist with Parking of the entrants of the 1912 re-enactment Tour in Martin place on 4/4/12.

David Norton gave an interesting account of his attendance at the London Brighton Rally in the UK .On the Friday there was a display featuring 50 years of Mini and Jaguar in Regent Street. There were 400 odd Veteran entrants which he followed in an open top bus. David also attended the auction and because of the crowd was seated in the front row where he was terrified of scratching his nose! David kindly presented a Souvenir Programme to the Club Library.

PERMIT TO MOVE

Neil Martin reported that there were 4 Movements.

LIBRARY

Nothing further

DATING

One request for Dating received. Bob Hobson said that the Club had another 10 100year badges.

MEMBERSHIP

Doug Fulford with his Studebakers and Andrew Howe-Davies with his 1912 Renault (ex Chris Navin), were voted as new members.

Application received and approved by Committee of Craig Lamond with his 1910 Brush. Voting at January Meeting.

HALL

Phil O'Loan reported that the prospective new tenant, a car wholesaler, was still proceeding. Agent reported that he was still keen but had to pursue his D A through Council. He hoped to be in by January.

CMC

Nothing further

WEB SITE

Nothing further.

GENERAL BUSINESS

Barry Shinfield expressed some concern of the potential risks and asked whether Committee had examined Club's exposure to the upcoming 1912 Re-enactment run from Perth to Sydney. Secretary replied that Committee were examining our position and were of the opinion that we were no more exposed than with any other rally but will pursue with the Rally Organizer the question of Overseas entrant's registration and Insurance arrangements to ensure compliance.

Laurie Garrod showed some interesting DVD's of photos of 1970 International Rally, some slides of 1950's Veteran Rally and Redex Trial short film clips.

Ron Hattersley showed some more of his collection including telescopes, corkscrews and some very early books.

In closing, President Wilga Coutts wished all members a Happy Christmas and safe and happy motoring in 2012.

Meeting Closed 9.20 p m

Wilga Coutts
President

Euan Coutts
Secretary.

Centenary Expedition "Across Australia"



The 1912 Centenary Expedition 2012 Finish is on Wednesday 4 April 2012 at the GPO Martin Place off George St. Sydney - arriving around 12 noon - proceeding North up George St, turning right at Bridge St and right again into Bond St then left into George St then left into Martin Place- all this is to avoid having to make a right hand turn into Martin Place which would hold up the traffic!

We need five or more Club members to assist with parking in Martin Place and crowd control - we need them there at 11.30 and the veterans are on display for 3 hours - they will leave Martin Place on the dot of 3.00pm turning left into George St.

We currently have 40 entrants - 18 cars and 22 bikes - we plan to alternate park one car one bike - but that will be flexible as to the order of arrival because speed of parking is the essential objective to minimise the impact on traffic and pedestrians.

It is essential that we maintain a gap of 15 metres from the Cenotaph - I will distribute a parking layout map of Martin Place in February to those who volunteer to help.

The NRMA Motorfest has selected the 1912 Centenary Expedition 2012 for a featured display on Australia Day on the corner of Bent and Macquarie St - we have 6 entrants cars and 4 entrants bikes - there is heaps of space and I invite any club members with 1 or 2 cylinder cars or bikes or electric or steam to join us at the display - it is at the Northern Start of the Motorfest with easy access and you don't have to register with the Motorfest - it is a great site with good cover and exposure - if interested email me or ring 0409 712 101

The media is waking up to the Expedition and the Ulysses Club, Open Road, Australian Classic Cars and RM Williams Outback magazines are planning articles - I don't intend to put anything out to the media until late January 2012.

Events Calendar - Club Events

JANUARY 2012

- 26th Committee meeting starting at 6.45pm
26th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
26th **Motorfest**

FEBRUARY 2012

- 3rd - 5th **Goulburn MaSH Ramble.** *See Page 8 for details*
14th Forum Sydney Club Rooms
21ST Newcastle Branch Meeting at Westlakes Mining Museum, Teralba
23rd Committee meeting starting at 6.45pm
23rd Monthly Club Meeting at Club Rooms, Fivedock at 8pm

MARCH 2012

- 10th - 11th **Blue Mountains Rally.** *See Page 9 for details Entry Form page 16*
13th Forum Sydney Club Rooms
20th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba
22nd Committee meeting starting at 6.45pm
22nd Monthly Club Meeting at Club Rooms, Fivedock at 8pm

APRIL 2012

- 10th Forum Sydney Club Rooms
17th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba
26th Committee meeting starting at 6.45pm
26th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

MAY 2012

- 8th Forum Sydney Club Rooms
15th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba
20th **Brunch Run** *Details to follow*
24th Committee meeting starting at 6.45pm
24th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

Future Event

MARCH / APRIL 2012

Centenary Expedition “Across Australia”

- 16th March Departs Government House, Perth, Western Australia at 10am
then 4,100 kms later
4th April Arrives Royal Automobile Club, Macquarie Street, Sydney 12 noon.
Enquiries: Bob Lamond 0409 712 101 veteransacrossaustralia2012@bigpond.com

National Rally

SEPTEMBER 2012

12th - 19th **NATIONAL VETERAN RALLY** hosted by the Veteran Car Club of Australia (Queensland) Inc. To be held at Ipswich. Tour Chairman Trevor Farnell (07) 3200 3432 or Email; trevorfarnell@bigpond.com.au
An Expression of Interest Form can be downloaded from their Web Site: www.vccaq.org
An Expression of Interest form is in March 2011 edition of Spit and Polish

Coming Events

MACARTHUR AND SOUTHERN HIGHLANDS BRANCH VCCA-NSW

GOULBURN MaSH RAMBLE 2012

Friday 3rd to Monday 6th February, 2012.

Heritage Motel

69 Sydney Road, Goulburn

Phone: 4821 9377

Email: info@goulburnheritagemotel.com.au

This year's Ramble will be based in Goulburn at the 4 star Heritage Motel. The district has wonderful back roads ideal for veteran vehicle motoring. It is planned to travel approximately 120 kms on the Saturday and Sunday to visit some of the towns and villages in the area (no dirt roads).

Saturday run will start at 10.00 a.m.

We have negotiated a block booking for entrants of:

\$85.00 per person per night for dinner/bed and breakfast.

Don't forget to book your own accommodation.

When booking please advise the Heritage Motel you are with the Veteran Car Club, as they are holding a number of rooms for us.

Alternate accommodation can be obtained at the Governor's Hill Caravan Park situated next door to the Heritage Motel. Phone No. 48217373.

Entry Form in November 2011 Spit and Polish

56th BLUE MOUNTAINS RALLY 2012
10TH -11th March 2012

“Best Experience Rally”

This year our important annual Blue Mountains Rally will combine years of experience to provide the “best experience” for participants.

We will be staying again at the best experience resort, the Redleaf at Blackheath.

We will start from the Vineyard Hotel, on the corner of Windsor and Boundary Roads at Vineyard at 9.30am, where there is a Motel, and overnight Trailer parking for those trailering to the start. We will return to this Hotel for finish and Sunday Lunch.

Route changes mean even less time on major roads, as I have found more secret back roads. We will return from the mountains via Hawkesbury Lookout on Springwood road, retracing our Saturday accent, which will facilitate the finish at the Start venue.

Lunch will be at Wentworth Falls on the Saturday (BYO or purchase in village), and there will be an afternoon gathering with food and something to wash it down! (BYO washing fluid).

Those not able to attend the entire Rally are welcome to join for a run to morning tea (at Hawkesbury Lookout, provided) or to Lunch on the Saturday. Backup and Baggage carrying will be provided for entire Rally participants.

Book your own Accommodation

REDLEAF RESORT 1800 817011

Or reservations@redleafresort.com.au

Mention VCCA when talking with Auriel

Queen rooms \$154 incl. Hot buffet Breakfast for 2

Twin rooms \$179 incl. Hot buffet Breakfast for 2

Family/ single ..talk to Auriel

3 course dinner Sat night \$40 ph. Kids menu available.

Enquiries: Malcolm Garthon 0417 676 912
events@vccansw.org

Application for Membership

Craig Lamond
6 Unwin Street
Millthorpe NSW 2798
1910 Brush
Nominated: Bob Lamond
Seconder: Don Liddle

Voting for the above applications for membership will take place at the Monthly Meeting on the 26th January 2012

Welcome New Members

Douglas John Fulford & Vivian (1087)
430 Calf Farm Road
Mount Hunter NSW 2570
1916 Ford T & various Studebakers
Ph: (H) 4654 5432 (B) 4655 7944
Email: dougf@people.net.au

Andrew Howe-Davies & Nicola (1088)
34 Rosemont Road
London W39LY UK
1912 Renault AX
Ph: 0208 932 3928
Email: ahowedavies@gmail.com

Coming Events

Again thanks to the members for the articles they have supplied for this edition of **YOUR** Spit and Polish. A few photos and an article from Max Boardman, a photo and information on a web site from Bob Lamond. An article from a magazine supplied by Graham Weekes and an article from The Motor 1912 loaned by John Burke. All helps to fill the magazine.

The Cook's Corner is still continuing. I am now being supplied with recipes courtesy of Jan Brumby.

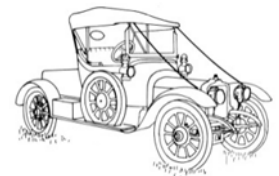
There are a number of coming events, mainly Goulburn MaSH Ramble the first weekend in March, also the Blue Mountains Rally the second weekend in March. Information on both these events is in this edition.

I am still holding a couple of lengthy articles for when space permits, but please put some thought into articles that I could use when things are quiet, as back up. Just remember a short article can be made into a page presentation with a couple of photos as I have stated before.

Remember this is "**YOUR MAGAZINE**".

Enjoy your Veteran motoring

Nev Preston



Belated Condolences

to Mrs Dory Stranks and family
on the passing of her husband Greg in January 2011
Greg was a member with the remains of a Brazier.
Unfortunately the Committee only found out of his passing in
December 2011

Cook's Corner

Jan Brumby

Marshmallow Slice

Ingredients

6 Weetbix (crushed)
2 cups coconut
½ cup brown sugar
2 cups S.R. flour
8 ozs melted butter

Method

Crush weetbix, add all other ingredients, press into well greased slice tin.
Cook 20 minutes until brown. Cool and top with marshmallow, sprinkle with lightly browned shredded coconut.

Marshmallow

1 cup white sugar
⅔ cup water
2 tablespoons gelatine
1 teaspoon vanilla essence

Method

Combine sugar, water and gelatine. Stir until boiling. Simmer on low for 2 minutes. Cool.
When cool beat until thick, add colour if desired. Spread on base and top with coconut.

Bob Lamond

Have a Look

Hi Nev a friend of mine in Toronto put me on to this site which is an excellent precis of Canadian veterans - www.reginaantiqueauto.ca/carsofcanada.htm



Hi Nev this has written on the back "The first car in Oberon - Anglican Minister Whalan and daughter Elizabeth"
1909 Brush at Oberon NSW

Cheers Bob L

Newcastle Registration Days

Sundays 6th & 20th November 2011

Sunday 6th

This was our 1st rego day which was held at Maxon Machinery, Boolaroo which started at 8am with only 5 cars being driven to the inspection. These being Peter's FN and after it was inspected he then returned home and brought the Studebaker back for inspection. Brian in the Argyll, Jeff in the Fiat and Doug in the FN. Peter's other cars which are housed at Maxon, being the Fiat Truck, the Paige, the 1913 De Dion Bouton, the 1905 De Dion Bouton and the Renault.

Sunday 20th

Our 2nd rego day which was held in the south at the Gotley residence which started at 9am and there were 6 vehicles turned out to the inspection. Being - Dianne's Talbot, Wendy's Talbot, Kevin Spackman in the Ford T, David Cherry in the Ford T and Doug Marshall in the GWK driven down from Nords Wharf. Probably its longest run so far. This day is also a social event as Dianne puts on a nice morning tea.

Thanks to Peter and Dianne for making their premises available for the inspection days.



The G.W.K., Ford T, Talbot, Ford T, and 2 Talbots at the Tuggerah inspection day.



Narelle, Kevin, Betty, Doug & Dianne enjoying a cuppa while waiting for their cars to be inspected.



Doug's G.W.K.

Sydney Christmas Luncheon - Saturday 26th November 2011

The Editor

I travelled with Graeme and family and it was raining when we left home at 10.50am., but the closer we got it slowly improved. By the time we arrived at the Shinfields' it was definitely showing signs that it was going to be a great day, which it turned out to be. There were a number of waterfalls as we travelled along the freeway and again travelling through Galston Gorge as we had had plenty of rain during the night and early morning.



Barry and his helpers had spent considerable time in cleaning out the workshop and setting tables and chairs for the group to enjoy their Christmas lunch in comfort, if the weather didn't improve. As it turned out it was a lot of work for nothing. But the cost to the Club for a new pair of trousers for Barry was worth it as he had worn the knees out spending too much time praying for an improvement to the weather, he obviously had the right connections.

Some of the group waiting for lunch

The catered lunch was most enjoyable followed by some very yummy sweets.

With the improved weather 'Tilly' was able to make an appearance to celebrate her 100th Birthday. Unfortunately she had to celebrate on her own as the weather was not kind for others to bring their veterans along. Of course 'Tilly' was unable to cut the birthday cake herself so Barry and Dorothy did that for her.

Apparently grandson Lachlan as promised by Barry got to have a drive of 'Tilly' and also the Fiat. Santa's helper made an appearance and handed out presents to all the children in attendance.

Thanks to Barry and Dorothy for making their home available for the members and their families to enjoy the Club Christmas luncheon. Also thanks to the helpers who helped to make the day enjoyable.



The queue for lunch

Attendance

- Barry & Dorothy Shinfield
- Bruce & Kath Kinnear
- Bill & Robin Betts
- Bill & Carol Heeney
- Judy Grellman
- Euan & Wilga Coutts
- Laurie & Jan Garrod
- Bob & Elizabeth Hobson
- Ray & Lois Priest
- Dick Tunbridge
- Laurie Schneider
- David & Veronique McCredie
- Jim & Val Weir
- Peter, Regina, Georgia & James Weir
- Keith & Jean Carden
- Robert Fordham
- Phil & Terri O'Loan
- Lachlan Smith & Anna
- Nev Preston
- Ian, Janina, Ellissa, Max & Jackson Shinfield
- Stuart, Nicole, Olivia, Lauren, Toby & Benjamin Shinfield
- Graeme, Karyn, Lauren & Abbey Newman



More of the group awaiting lunch



'Tilly's Birthday cake



Dorothy and Barry about to cut the cake



*'Tilly'
The Birthday Girl*

Newcastle Branch Christmas Party - Sunday 11th December 2011

The Editor

Newcastle Branch again held their Christmas Party at their usual spot, Bargeod House (Nesca Oval), Swansea, on the shores of Lake Macquarie. An ideal spot for our function, when the weather is kind, in the shade of very large trees right on the edge of the lake.

Our usual chefs did a great job on the barbecue preparing our sausages and steaks, while the ladies had provided some nice salad ingredients to go with the barbecued meat and this was followed by the usual apple slice and cream.

We had 5 veterans turn up to the outing and it would have been 6 only Doug had problems with the friction drive on the GWK and didn't get far from home, part way up the first hill. Hayley kept her Dad busy having a game of tennis, while the rest of the group seemed quite contented to sit around and natter.

It was good to see Neil and Lynette in attendance and also a long way for Bob and Elizabeth to travel to attend our Christmas function. Nice to see Ray and Marney also Maurice and Mary enjoying their day's outing.

We were lucky with the weather as we had the reverse of what Sydney had for their party, sunny in the morning which allowed some to take their veterans but after lunch it started to change and people started to make an early move to head home.

I had a couple of showers of rain on the way home but about half an hour after arriving home the heavens really opened up.

In all a great day and thanks to Colin for organising the venue and all who did their bit to make it an enjoyable day.

Attendance

Jeff & Kaye Palmer	1908 Fiat
Peter Adams & Kim Nolan	1918 Studebaker
Ben, Wendy, Steven & Kate Rose	1914 Talbot
Dianne, Rick & Christopher Gotley	1914 Talbot
Nev Preston	1913 Talbot

Modern

John & Kelly Burke
 Max & Joan Burke
 Colin, Giverny & Maxine Chapman
 Allen, Maurice & Mary Dunlop
 Malcolm & June Bailey
 Ray & Marney Thomas
 Bob & Elizabeth Hobson
 Neil & Lynette Martin
 Kevin & Narelle Spackman
 Betty Cherry
 David & Hayley Cherry
 John, Jan, Paris & Jayden Brumby
 Doug, Dianne & Brett Marshall
 Stuart, Kelly & Nicholas Adams



Marney, Doug & Dianne



The Roses's Talbot



Allen, Kevin, Neil, Bob, Lynette & Elizabeth

AN INTEREST IN OLD COUNTRY PHOTOGRAPHS

Max Boardman

Recently on a CHEV 4 (cylinder) Tour at Tumut, a visit to a small but well organised museum was the day's activity.

The curator had selected a series of photocopied automobile period photographs taken in and around the district. I carefully photographed a couple of the veteran scenes and I hope our members find them of interest.

Readers are invited to pass comment on year, make and model. I have made a couple of my own assumptions.



A nicely bodied two-seater, rather 'new' looking with all lights present and undamaged still fitted with white non-skid tyres and on enlargement, coach and paintwork shows fine workmanship. Dated C1913/14 considering black metal bodied driving and side lights fitted with brass trim. The loading dock and empty upside-down milk cans support the partly readable wall sign "TUMUT" BUTTER FACTORY. It could be an Official Health Inspector's visit.



(I believe) An Austin has its nose out the Tumut Motor Works & Garage and parked parallel to the 'kerb' is a STAR.

Condensed extracts from A.B. (Banjo) Patterson's Report on the 1905 Dunlop Reliability Trial from Sydney to Melbourne.

There is nothing very granite-like about the roads in Australia, worse luck. Ruts and loose metal, sidelings and sand drifts, washed-out creeks and heartbreaking hills - these are the items on the bill of fare before the cars that start on the reliability trial to Melbourne tomorrow. If an English or French automobilist was told that a "reliability" trial in Australia consisted running 600 miles in five days on a main public road between two capital cities, at sixteen miles an hour running time, if he were told that this constituted a "reliability" trial, he wouldn't see where the "trial" came in. On English or Continental roads such a trial would be a mockery, as every car would get full marks, and as for sixteen miles an hour, they wouldn't call that motoring; they would only call it oozing along. They would tell you that a good motorist ought to be able to get out and push the car as fast as that. But if the same English or Continental motorist had a look at our roads, he would whistle softly and would withdraw his car. In those old-fashioned places they don't care about racking a car to pieces by teaching to jump down the side of a hill from one rock to another.

It is just the excellence of the English roads that has made the motorist so unpopular in England. When a man has got a machine under him that can travel at thirty miles an hour and a good road to run her on it isn't in human nature to throttle her down to six miles an hour. So they let her out and the Bumbles and Parish Council prosecute and fine them relentlessly, planting policemen in hedges to take the time of the flying motors from one milestone to another, and the motor clubs pay men to track out these policemen and to stand outside their hiding places and wave a red flag, so that the motorist can see where the danger lies and can slow up in time. But the motorist is good deal to blame, for a sort of professional pride exists among gentlemen motorists and their chauffeurs, and it is considered *de rigueur* to drive full speed just where the traffic is thickest, to cut corners by the merest hairbreadth, to graze vehicles as closely as possible in passing - just to teach them to give a bit more room another time - and, above all, always to pass a traffic constable so close as almost to shave the buttons off his uniform. They are great people for "the correct thing" in England, and "the correct thing" in motoring is to make all created things step lively when you are on the road.

And how will it be with the overland to Melbourne trip? The Australian is not so conservative as the Englishmen, and the only objection to the cars is that they frighten horses, but the Australian looks upon a race of any sort as a sacred thing - all business and public interests must be suspended in favour of a race, so that the cars on the reliability trial are being warmly welcomed and a country mayor is actually going to entertain the motorists in his public capacity. In England, he would take all their names and "summons" them.

When a friend asked me to go in a motor car trip to Melbourne and said that over twenty cars were going, I had an idea that the whole commando would go together, and visions arose of a horde of motors flying along in clouds of dust, hooting like fiends in torment. But such expectations were agreeably disappointed. The cars were despatched in intervals of three minutes or so - enough to put about a mile between each car - and there seemed to be little or no closing up in the running. The motor cycles started first, and went spluttering and shaking their way along at a great pace, each rider's head nodding over the handles like the head of a Chinese mandarin. After a few miles, one begins to come up with the motorcyclists - mostly camped by the roadside mending something. After a hill or two the big horsepower begins to tell, and though all cars can go much the same pace down a hill, the uphill grades bring back the low-powered cars, and while a twenty-four horsepower will stride up a hill without turning a hair, the little cars have to use their lowest speed and go up slowly, clattering like threshing machines. We had to let the French (Brasier) car with the French driver go by and he was letting her spin, too. He is said to have won a Grand National, or something equivalent to it in France. But nothing could catch the Darracq that is driven by the Melbourne agent for these cars. He said he came through with his spark retarded (I think this is the right expression) but the other drivers don't altogether accept the statement. In fact the motorist is just like the hunting man that always jumps the biggest fence. Each motorist, by his own account, has used less petrol and less spark and has been in bigger ruts and his car has jumped higher and side-slipped more than any other car. It is quite a new language that has to be learned - something like golf language - when one goes motoring.

It is only now and again that you get the full advantages that motoring can offer. When you get a bit of really good road, clear away as far as you can see, smooth gravel for choice and the car is at her best, the engine working with a rhythmic hum but everything else as noiseless as the tomb, and you feel her answer to every least touch of acceleration, while the milestones slip past one after another in surprisingly rapid fashion, and you put the watch on

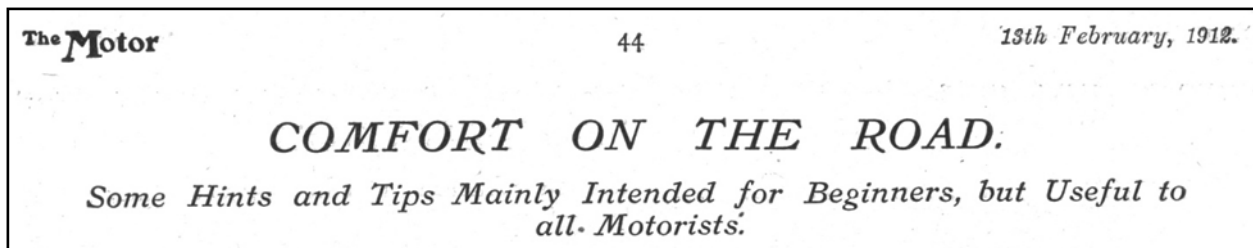
her and find she is doing thirty miles an hour and only sauntering along at that. Then one knows for a few brief minutes what motoring really is. But when the smooth looking stretch of road is constantly crossed by the apparently harmless waterways that rack and jolt the car two or three feet in the air, if you let her rush into them, or then the hills are long and steep and dusty and loose metal lies thickly and she doesn't seem to answer properly when you liven her up a little, that is the depressing side of the sport. The result is that constant bumping and straining weakens the axles, and the wheels begin to lean in towards each other. The axles are all bending a little. And coming round sharp curves through loose metal causes a side strain that sooner or later tells on the wheels.

By common consent, breeches and gaiters similar to those used for riding seem to be adopted as the correct motor costume. Add to these a high peaked cap, a white macintosh, a pair of awful goggles, and possibly a mask with a false leather nose, and you have some idea of the visitors who are stirring up the City of Goulburn at the time of writing.

J. M. Arnott's big Innes car passed all the small cars on the hills, and as she is fitted for touring and carries three passengers and lot of luggage, it is a good performance for the Sydney-owned haste waggon. Later on, being new, it ran hot, and two of the four cylinders ceased work. This stuck us up for hours, and we lost 68 points. Trying to make up points was the fun; during the afternoon we had 70 miles to do in under two hours - a quite impossible task on such roads - once she took charge in a sand drift, and spun away to one side like a skidding bicycle, and picked up a log and did a sort of waltz with it, and then regretfully dropped it again, and was coaxed back on to the road. The Frenchman's chauffeur was thrown almost out of the car yesterday. The driver managed to clutch him. He says that in the big Continental races the chauffeur is tied in.

The Reliability Trial was sponsored by Dunlop, and was run in February 1905. Paterson's full reports were carried by the "Evening News". Harley Tarrant won the event in an Argyll car.

Above article was copied from Endeavour - journal of the Cessnock District Historical & Family History Society Inc. Feb 2005 Loaned by Graham Weekes



Neglect of Leaves of Springs.

We are told that these attachments absorb the small shocks which would otherwise be transmitted to the car body, because the ordinary springs are too stiff to respond quickly to anything less than a fairly severe bump; but to my mind the inability to respond quickly is not due to any defect of the laminated springs, but simply to the almost universal way in which the proper greasing of the leaves of the springs is neglected. If the owners of cars would see to it that the proper greasing was regularly attended to, they would find their springs rapidly becoming so flexible that only the ultra luxurious faddist would be found fitting shock absorbers.

When one comes to consider the matter it will be seen that for a laminated spring to respond readily and quickly it is necessary for each leaf to slide easily on the face of its neighbouring leaf, there being a very large sliding surface, and if, as in the majority of cars, this surface be rough and dry, and in most cases also very rusty, it is obvious that great resistance is opposed to any sliding movement, and as a result the spring as a whole is "dead," while those small shocks which are the chief causes of rattle and noise are transmitted to the frame and body.

How to Grease the Leaves of Springs.

The remedy is simple and easy to carry out; the frame of the car should be jacked up so that all weight is taken off the springs to be operated upon. If the front springs are to be treated first, and only one jack is available, it is advisable to jack the frame up in the middle of the front cross-member, so that both front springs are relieved of their load together. Jacking up one corner of the frame to do one spring at a time is not good practice, as it puts an unnecessary twisting strain on the frame and engine. When the frame is up sufficiently high just to raise the wheels clear from the ground, it will be found that the weight of the axle has caused the leaves of the springs to open slightly, and grease should be introduced between each leaf with a flat steel rule, or, if the goddess of the kitchen be absent, a table-knife will prove an excellent substitute for the rule. The leaves should be wedged apart with a screwdriver in order to get the grease well up towards the U bolts which hold the spring to the axle, and when all the leaves have been greased the jack should be lowered and the superfluous grease which will be squeezed out from the springs should be wiped off. The back of the car should then be jacked up and the process repeated with the back springs, blocks having been placed under the front wheels to prevent the car rolling off the jack. All shackle bolts should also be well greased.

Should the springs be in a bad and rusty condition the full effects of the greasing will not be felt until some hundreds of miles have been run, when the dose should be repeated and should then be sufficient to last for the season. If the springs are clean, good effects will immediately be felt and the springing will go on improving for some hundreds of miles.

Details that Need an Oilcan Occasionally.

Another fitting which pays for a little oiling is the side brake rack and its pawl; these parts generally get their share of water when the car is washed, and are often rusty so that the pawl works stiffly on its pivot, with the result that the side brake does not pull or push on easily, and when on does not always stay there owing to the pawl not dropping into the catch properly.

The catches of the side doors are also places that are often sadly neglected; it is much nicer to hear the door close with a well-greased click than to have to slam it two or three times before it catches.

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[11-11]

For Sale: (cont)

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[1-12]

For Sale: (cont)

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Contact: Malcolm Ph: 0418 462 005 or AH (02) 4981 1552
[1-12]

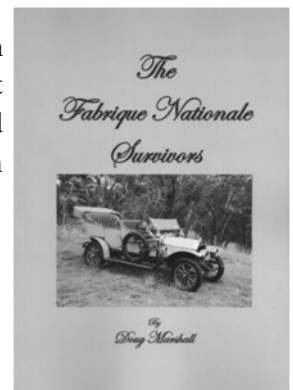
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Contact: Jeff Palmer Ph: (02) 4957 2737 Email: jasper.1912@bigpond.com
[10-11]

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[11-11]



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[1-12]

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[11-11]

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