

SPIRIT AND POLISH

JOINT PATRONS

Her Excellency The Honourable Margaret Beazley AC QC
Governor of New South Wales
and Mr. Dennis Wilson

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



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SPIT AND POLISH

WEB PAGE: www.vccansw.com

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All letters, advertisements, articles are to be sent to “The Editor Spit & Polish” preferably by
Email: nevpreston@gmail.com or by **Mail:** 18 Byron St. Wyong, NSW 2259

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

Cover Photo:-

*John Burke's 1918 Essex,
at the morning tea stop at Cams Wharf,
before heading to Gwandalan.
8th March 2020*

Committee of Management

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

134 Queens Road, Canada Bay, 2046

JOINT PATRONS:

Her Excellency The Honourable Margaret Beazley AC QC
Governor of New South Wales
and Mr. Dennis Wilson

Owing to the COVID-19 Virus, all meetings and events have been cancelled until further notice.

Dear Members,

Just to update you, after the committee meeting (Wednesday night 22nd July) all VCCA (NSW) Inc meetings continue to be postponed until further notice. This is very disappointing but due to the COVID-19 risks the committee is concerned about members wellbeing and safety. As we have now held a monthly meeting by zoom that will probably be the system we will continue to use for some time.

Stay safe!

Louise Yeomans
Hon Secretary
VCCA (NSW) Inc
22nd July 2020

Please note as your Editor I am still going to list up and coming events just in case that there may be a sudden change in our restrictions, or depending on the type of event it may be permissible to hold it, with restrictions.
Nev Preston, Editor

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of Monthly Meeting of VCCA (NSW) Inc held on Thursday 27th August 2020

By ZOOM

ATTENDANCE

Committee: 7 Members: 15 Family members: 2 Visitors: 2

APOLOGIES: Ron Cox, Ron Hattersley, Peter Martin, Phil O'Loan

MEETING OPENED AT 8:05 PM

PRESIDENT'S OPENING REMARKS

The President welcomed all members to what will become an historic event – the first VCCA(NSW) meeting via Zoom. He is keen to continue using this or a similar technology even when physical meetings have resumed, to encourage members to attend. Club membership spreads across the state so it would be wonderful to involve these members. It is also the beginning of greater interaction with interstate and other clubs. The President warmly welcomed Paul Daley from Victoria, Rod and Ruth Holmes from Dorrigo, Reg Wade and Michael North.

The President thanked Abbey for organising the Zoom meeting.

Sadly, the President reported that Bill Maunsell, an early club member, had died last week. Bill had played a substantial role in building the club rooms.

MINUTES PREVIOUS MEETING

Matters arising from February 2020 minutes: None

Corrections to the minutes: Nil

Moved: Graeme Newman

Seconded: Neville Preston

INWARDS CORRESPONDENCE

Other Club publications:

Brass Notes (online)	Torque (online)
Veteran Torque (online)	ACMC (online)
The Edwardian (online)	CMC Preserve (online)
Retronauts (online)	Cough and Splutter

Any online publications are forwarded to members in Friday's Fact and Fiction and are available on the website.

Other:

Membership renewals
National Trust – Paul Butler Trust grant applications
Bob Lamond – library donation of HCCA and other materials
Jean Carden – thank you letter
James Russell and Will Garthon – membership applications

OUTWARDS CORRESPONDENCE

Membership renewals
Get well cards to Keith Carden, Graham Weekes, Lance Pymble
Thank you for library donations to Bill Bishop, Arthur Garthon, Max Roberts, Leon Smith and Bob Lamond
Letter Russell Holden thank you for support of Swap Meet and donation to silent auction
Letter Sydney Voice
Letter – James Russell
Service NSW-COVID safety plan
VSCCA- cupboards
Will Garthon - re application for membership

Emails: cancellation of activities, Spit and Polish, Friday's Fact and Fiction; zoom meeting

Moved: Jenny Fawbert Seconded: Abbey Newman

TREASURER'S REPORT

Balances of Accounts as presented to the meeting.
The treasurer's report was tabled.

Income has been received from Swap Meet, silent auction, memberships and some rents.

Outgoings have been to the printer, electricity, water rates, council rates, postage, GIO insurance and Gallagher's insurance for cover for volunteers, IVS Electrical, secretarial and cleaning materials. Term deposits have been renewed.

Moved: Lauren Newman Seconded: Robert Fordham

MAGAZINE

The Editor is sorting out some problems with the printer. The incorrect inside back page has been printed.

EVENTS

Coming events

Graeme Newman is following up with Dave Perry about the future of the proposed 1- & 2-cylinder rally.
Northern Sydney Breakfast Run scheduled for 6 September has been postponed.
Northern Coffee Run will be held on 28 August 2020.

PERMIT TO MOVE/REGISTRATION Nothing to report

LIBRARY

Donation from Bob Lamond included copies of current Horseless Carriage magazines, some books and 1- & 2-cylinder, a pennant.
The compactus needs to be reoriented before the books etc can be shelved.

DATING Nothing to report

MEMBERSHIP

Application from Will Garthon and two expression of interest have been received from the website. Graeme Newman is following up.

CMC Nothing to report

HALL

Robert Fordham indicated that 2-3 clubs are currently using the hall. Sydney Voice is finding business difficult as it can only operate one-to-one classes.

Bathroom renovations have started with the men's facility. Phil O'Loan with some help from David McCredie started the work this week. It has been stripped and the piping and electrical connections roughed into the walls. Next week sheeting will be installed ready for tiling. (Photographs of progress shown. See website.)

VSCCA have been given permission to install cupboards for its library at the back of the main hall and in the committee room. The cupboards in the main hall match the existing cupboards but there was a problem with the measurements of the cupboards to be placed in the committee room. The existing air conditioner will be raised higher. The VSCCA is paying a reasonable amount of rent for the cupboard space.

WEBSITE

Abbey Newman has uploaded an article by Keith Holmes on his Albion and is updating links to other club magazines.

GENERAL BUSINESS

Photograph of Albion Brothers (see website)

Rod and Keith Holmes drove their Albions to Griffith Lookout Dorrigo for a breath of fresh air! Unfortunately, the valleys were filled with smoke from early fires. Both Albions started first time and ran well. The President thanked Rod for the photographs.

Photographs from Doug Fulford (See website)

Two photos were of Doug's latest acquisitions – another two Studebakers!

The other photo is 1911 Clement Bayard big end packed up to send to Victoria for repairs. As well the crankshaft has cracked and needs to be replaced.

Research project on heritage technology

Jenny Fawbert reported that she is the representative for heritage motors for some research being done by Assistant Professor Alison Wain at the University of Canberra into legislation that blocks the conservation of heritage technology. This includes what legislation affects the technology adversely such as child restraints, warning lights, regulations for steam powered vehicles, importation regulations, luxury car tax. If you know of any other issues, please contact Jenny. The research also concerns what legislation is lacking as there is no existing protection for heritage technology. It is expected the completed report will be forwarded to the relevant minister.

Wood screws and Sizaire grease nut

John Wards has an extensive stock of brass nickel wood screws including raised, countersunk, slotted of different sizes. Contact John if interested.

The last time John used the Sizaire he lost a grease cap. He has now made two new ones and has a spare one available. Contact John if you need one!

Future of national rallies

Paul Daley participated in a TVCCA hook-up last Sunday to discuss the future of national events. Dr Julian McNeil gave a talk on COVID 19 to assist in planning future vents.

As most of the events are based in rural areas where the medical and isolation facilities are limited, border restrictions limit travel to and from events it is likely that all events planned for 2021 will be deferred. Decisions about 1- & 2-cylinder rally at Charterville, the High Wheeler Rally at Mt Gambier and Swan Hill will be decided closer to the events.

MEETING CLOSED 8:40 PM.

Doug Fulford
President

Louise Yeomans
Secretary

Events Calendar - Club Events

SEPTEMBER 2020

- 24th Committee Meeting starting at 6.30pm (*by zoom*)
24th Monthly Club Meeting at Club Rooms, Canada Bay at 8pm (*probably by zoom*)
25th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

OCTOBER 2020

- 9th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
16th-18th **1 & 2 Cylinder Rally** - Orange. *See Page 7 for details*
20th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
22nd Committee Meeting starting at 6.30pm (*by zoom*)
22nd Monthly Club Meeting at Club Rooms, Canada Bay at 8pm (*probably by zoom*)
23rd **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

NOVEMBER 2020

- 13th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
17th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
26th Committee Meeting starting at 6.30pm (*by zoom*)
26th Monthly Club Meeting at Club Rooms, Canada Bay at 8pm (*probably by zoom*)
27th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

Events Calendar - National Rallies

OCTOBER 2020

- 11th - 17th **VCCA National Veteran Rally 2020** - Swan Hill. Our official rally website is now up and running. You will find this via our club website - www.veterancarclub.org.au. Click on "National Rally" at top of page and follow the links.
Here you will find an on-line Expressions of Interest form (preferred method). Fill it in now to stay up to date with rally information. 1st Newsletter is anticipated before Christmas.

Shifted to 2021 actual dates unknown

OCTOBER 2021

- 17th - 22nd The National Motorcycle Rally to be based in Manjimup WA.
24th - 29th The National Veteran Rally to be based in Busselton WA. *Shifted to 2022 actual dates unknown*

Events Calendar - Invitation Event

APRIL 2021

- 9th - 12th **CHMC ANNUAL RALLY - TEMORA**
The CHMC Annual "Bush Council" Rally is held each year in a different NSW regional centre and hosted by the local CHMC club/s. Temora Antique Motor Club hosted our very successful 2016 Council of Heritage Motor Clubs Rally at which over 120 heritage motor vehicles from a 1911 Cadillac and 1911 Ford Model T to a 1986 Volvo were gathered, with scores of veteran, vintage, post vintage and historic cars from the 1940s to the 1980s. They are again hosting us in 2021. Limited to 100 entries. Accommodation in Temora is limited too - we suggest you book early.

Download Rally Entry Form and Accommodation details from
<http://www.heritagemotoringcouncil.org.au/historic-and-heritage-motor-events.php>

Regards Jenny Fawbert

Events Calendar - Invitation Event (cont.)

18th July **Brisbane To Broome Veteran Rally 2022** The Heritage Motorcycle Club of Western Australia
to partnering with the Veteran Car Club of Queensland, is delighted to announce that it will be
11th August facilitating a veteran rally for cars and motorcycles. *Entry Form on Page 19*

Coming Events

1 & 2 Cylinder Rally

Rescheduled to

16th to 18th October 2020.

Orange.

Spend the weekend touring the Orange region starting with a Friday lunch and afternoon drive.
Saturday we will tour the local area and a lunch stop and afternoon drive.
Saturday Evening Dinner and Farewell Sunday.

Dave & Larna Perry or Russell Holden
Ph: 02 63 650 657 M: 0421 985 162 Ph : 0422 219 911

Expression of Interest Form in July Spit & Polish

Rescheduled date will depend on COVID-19 restrictions

Regards
Dave Perry

At this point the 1 & 2 is planned to proceed (Dave & I had a long chat about that last week) however we will have to limit the entry numbers to 20 vehicles (40 pax) and NSW resident only to comply with the current border restrictions – that unfortunately will rule out a number of keen 1 & 2 enthusiasts. We will need to apply some CV19 protocols and request that members adhere to these.

Dave is drafting these protocols in consultation with experienced members of the local car club and we will notify entrants ASAP. This will include the standard social distancing rules and possibly having meals in sessions and providing names address and contact details to all venues to ensure that in the hopefully unlikely need for contact tracing this is data available and the organisers have covered off on all the CV19 requirements.

At this point in time this is the foreseeable future of tours ☹️

Russell Holden

Membership Fees

A reminder that membership fees for the Veteran Car Club of Australia (NSW) are due at the end of June for membership of **2020-2021**. If you have paid for three years in advance your fees may not be due this time.

Members may pay \$80 for a single year or \$210 for three years. You may pay by cash, cheque or electronic funds transfer (EFT). If you pay by EFT you must clearly identify your payment in the description box with your name and membership number. When you pay by EFT please email the treasurer with the transaction details. His email is geoff.yeomans1@gmail.com Bank details are as follows:

Account name: Veteran Car Club of Australia (NSW) Inc
Bank: Commonwealth Branch: Wynyard Sydney NSW
BSB: 062009 Acc number: 28023425

Any unidentified payments will be considered as a donation.

Geoff Yeomans
Honorary Treasurer

Editorial

Thanks to the members for the articles received for this edition of **YOUR** Spit and Polish.

A few outings reported on for this month, one of those is a little old which was held back in 1950, being from Keith Holmes, Doug Fulford and Catherine Strutt. Thankfully a few members supplied me with some other articles, those members being Gordon Dewey, Ron Hattersley and the late Bill Burrows. (this article was found in some old stuff that came from a previous editor Dianne Newman)

It also helped to fill the magazine having held our monthly meeting last month by zoom, which produced 3 pages of minutes from the meeting.

Coming events for the next month or so are, the MaSH Branch morning tea run and their Coffee Run. The 1&2 Cylinder Rally to be held at Orange, these of course will depend on the Covid-19 restrictions.

May I just say that it would be nice to receive some articles for the magazine from the members which would save me the time trying to find articles to fill the magazine.

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 when we can start using our veterans again.

Nev Preston



Application for Membership

William Lance Garthon
297A Connells Point Road
CONNELLS POINT NSW 2221
1915 Rover M/c
Nominated: Malcolm John Garthon
Seconded: Lauren Jane Newman

Voting for the above membership will take place at the meeting on the 24th September 2020

Change of Address

Bob Lamond
6/8 Unwin Road
MILLTHORPE NSW 2798
Postal Address
PO Box 21
MILLTHORPE 2798

Evan Quarmby
PO Box 2026
TARRAWANNA NSW 2518





*Keith Holmes in his 1908 A3 Lorry and Rod Holmes in his 1911 A3 car "Bluebell".
They took their Albions for a short run to Griffiths Lookout at Dorrigo.
Both vehicles started on their first turn and are anxious for resumed activities.*

My First Official Outing.

Keith Holmes



My first official outing in 1950 was to take part in a Festival Procession in Sydney. This may have been the forerunner of the Waratah Festival that continued for many years. Wendy was my passenger. The route started at Circular Quay, led through the city streets and ended up at Bondi Beach. I remember the surprised look of the catholic priest when I stopped outside St Mary's Cathedral to fill a can with water to top up the leaking radiator! Afterwards I drove back to town and left the old lorry with the Albion people at Camperdown. Our cardboard registration plate was the special permit number for an unregistered farm vehicle!

In those years the Albion Company had its very efficient Australian headquarters in Parramatta Road, Camperdown. After outings I sometimes left the old Albion there for a few days so it could be driven the 21 miles home safely in the daylight. The Manager, an old Scot who had worked in the Scotstoun Glasgow factory, closely examined the lorry inside and out and was excited to find one of his "marks" stamped into a casting. The company even carried some spare parts for the 16 HPs including a welcome replacement for one of my platinum-tipped spark plug blocks. Later when the Albion Company went out of existence I was told that all these spares had gone to the tip!

MaSH Branch “Northern Coffee Run” to Thirlmere Lakes National Park. 28 August 2020

Doug Fulford

As had been forecast it was a lovely (almost) spring day. Given the forecast we had decided to enjoy a picnic at Thirlmere Lakes National Park. An outdoor venue was ideal in that it helped us to stay COVID-safe. Three of our number (Alan Miller, the author and, as we later found out Anthony Sinclair as well) were possibly thinking “bl**dy old cars!” as we all had to leave our veterans at home for one reason or another. As a result of my FTS (failure to start) I was running a bit behind schedule. Arriving at Curry Reserve I was greeted by Kath and Bruce Kinnear, Robyn and Bill Betts, Graham Weekes and Alan Miller. After our traditional morning tea conversation we headed off to Thirlmere Lakes via The Oaks. Thankfully Alan Miller proof read the instructions which did have one “left” turn spelled “right”. At The Oaks we met up with Donna and Anthony Sinclair who, after the veteran Studebaker had pretty much lost all its coolant in the first 7 kilometres, had returned home and fired up their mid twenties Studebaker Special Six. It wasn’t running as well as it generally does and at times was a bit smoky. A quick roadside stop to lean off the mixture had it running much better. We stopped off at the Thirlmere Pie Shop for a range of picnic goodies.



John's T Ford

Back on the road, mouths watering as a result of our delectable purchases, we passed Thirlmere Rail Museum. Pleasant surprise number one – there was a black veteran Model T parked out the front of the museum. Even better, as it turned out, it was John Fryirs and his mate Robert, waiting to join us. At last a veteran! We have lunched a number of times at the Werri Berrri picnic grounds with the area all to ourselves but this day all the tables were taken. Pleasant surprise number two – we were joined there by Laurie Garrod complete with items for Alan Miller and for the author to give to Max Vormister. We elected to motor on to the Couridjah picnic area where, thankfully, only one of the three tables was occupied. Having enjoyed our lunch time repast we were treated to pleasant surprise number three - Laurette and Philip Hughes dropped by having been on a BDHVC run to Lake Alexandra. The conversation flowed as the shadows started to lengthen. By the time we left those with movable chairs who were following the sun were quite some distance from the rest of us in the area around the fixed picnic table.



Thirlmere Lakes

There was, really, a fourth pleasant surprise – the recent rain has put a fair amount of water in the lakes although nothing like what locals can remember. Its a lovely area, not that far from Sydney

and well worth a visit. There is a 6km walking track around three of the lakes and now would be a good time to do it given the time of the year and the fact that there is more water in the lakes than there has been for quite some years. Hopefully we will be able to organise another run next month and have a few more veterans. I will have a good talking to with mine and tell them that they really don't have to self-isolate!

Attendance

John Fryirs (with friend Robert) 1915 T Ford
Donna and Anthony Sinclair Studebaker
(then "modern" Studebaker – well sort of)
Alan Miller (modern)
Graham Weekes (modern)
Robyn and Bill Betts (modern)
Laurie Garrod (modern)
Kath and Bruce Kinnear (modern)
Doug Fulford (modern)



Modern Studebaker

A Sunny Day and a need to Escape.

Catherine Strutt



Chris, Helen, Jennifer & Catherine

With the farewelling of Winter and the welcoming of Spring this month Chris and I couldn't ignore the recent beautiful sunny warm weather days. For us, Spring is always an indication that in the next week or so we will be packing the FN choc a bloc to the back seat with all of our camping gear, tent and supplies and eagerly beginning our annual three week road trip in the car to the National Veteran Vehicle Rally. Sadly, not this year.

So instead we dusted off the FN, cleaned the brass, collected my mother and sister and motored out onto the road for a bush picnic. It was a chance to finally escape the restrictive Covid conditions placed on us all and a chance to relieve some cabin fever. It was a very enjoyable drive in the warm day with masses of blooming spring flowers, wattle and daisies bringing

colour and scent to our little journey. It was also a great opportunity to take the FN for a drive after sitting silent since March and it roared reliably to life after just two cranks.

After an hour or so trundling around the old villages of the coalfields we motored through Cessnock and pulled into the substantial grounds of Chinaman's Hollow park where we rolled up in the shade of a bank of pine trees, flicked off the engine and set up our chairs.

Being a week day we had the park to ourselves and we enjoyed a delicious picnic amongst the masses of yellow daisies covering the ground. Curried egg sandwiches, chocolate brownies, hot tea and the peace and quiet of the afternoon.



Front passenger's view

Our spur of the moment decision to take advantage of the perfect motoring weather made for a very pleasant day out and highlighted to us just how much we have missed getting out in our veteran and how much we are looking forward to gathering with friends and cars again when some sort of normal life for us all resumes.



Lunch time. Helen, Chris & Jennifer



The F.N.



The field of daisy



Lunch time. Catherine, Helen, Chris & Jennifer.

Light-Hearted Humour

A senior citizen drove his brand new Holden Senator out of the dealership. Taking off down the road, he pushed it to 120 kph, enjoying the power of the car.

“Amazing,” he thought as he flew down the M1, pushing the pedal even more. Looking in his rear view mirror, he saw a highway patrol car, blue lights flashing and siren blaring.

He floored it to 140 kph, then 180kph, then suddenly he thought, “What am I doing? I’m too old for this!” and pulled over to await the copper’s arrival.

Pulling in behind him, the copper got out of his vehicle and walked up to the car. He looked at his watch, then said, “Sir, my shift ends in 30 minutes. Today is Friday. If you can give me a new reason for speeding - a reason I’ve never before heard - I’ll let you go ..”

The old gentleman paused then said, “Thirty three years ago, my wife ran off with a policeman, I thought you were bringing her back.”

“Have a good day, Sir,” replied the copper.

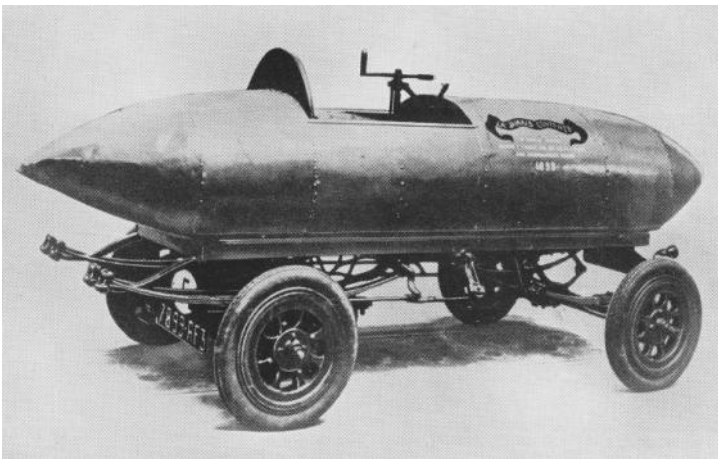
Contributed by Ron Hattersley

The Early Days of World Land Speed Records.

W Boddy

The long struggle for the Land Speed Record opened at Achères, in France. Here, on this favourable stretch of road not far from Paris, at the close of the last century, a Frenchman and a Belgian battled with their electric cars for the coveted title of fastest driver in the World.

It was the Comte de Chasseloup who made the first attempt in 1898, covering a one-way kilometre at the then prodigious speed of 39.24 m.p.h. Competition is, of course, the spice of life, so it was a good thing that soon afterwards Jenatzy, later to achieve further fame as a successful driver of racing Mercédès cars, broke Chasseloup-Laubat's record by being timed at 41.42 m.p.h., likewise at Achères. Whereas the first claimant to the title had used a Jeantaud car Jenatzy drove an electric car of his own conception. The rivalry between these two drivers was to result in a ding-dong struggle throughout 1899, in which year Jenatzy had recorded his 41 m.p.h.



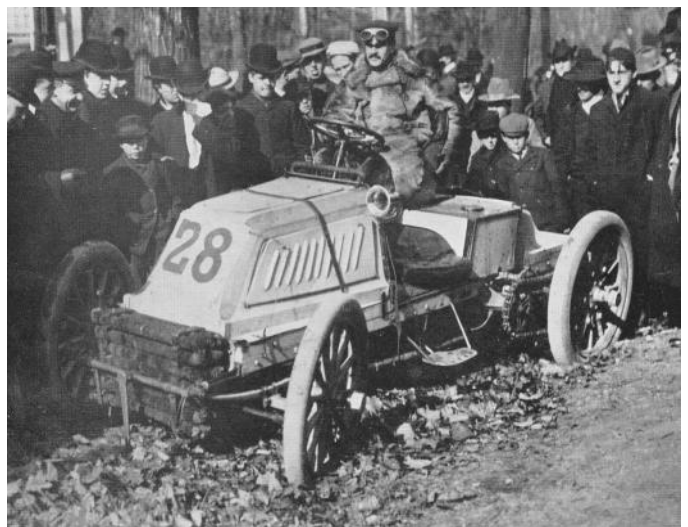
The early days were filled with the rivalry between the Comte De Chasseloup, who made the first attempt at a record in 1898, and Jenatzy in his electric vehicle . .

La Jamais Contente, which reached 65.79 in 1899.

inches and the rear ones were driven by electric motors the secondary coils of which revolved at 900 r.p.m. when the car was travelling at full speed. This was considered to be the highest speed at which an electric motor of the type used could be run without loss of efficiency.

After this battle between the electric cars, which had raised the Land Speed Record from 40 to nearly 66 m.p.h. between December, 1898 and April, 1899 and which had seen the introduction of wind-defeating bodywork, steam had a look in. At Nice in 1902, with much prognostication about the futility of the feat and the driver's inability to breathe should he drive a fraction faster, a prognostication which in those early days always attended attacks on this record, Serpollet put the target at no less than 75.06 m.p.h., thus reaching another of the accepted mile-stones, that of first exceeding 75 m.p.h. Serpollet took the record with a streamlined steam car of his own make, one of several which he had taken to Nice for the speed trials along the Promenade des Anglais. Serpollet's run, incidentally, had occupied 29.8 seconds for the kilometre.

The internal-combustion engine came into the picture in the same year as Serpollet took the record for steam. W. K. Vanderbilt, the American millionaire, became distinctly interested in this business of driving an automobile faster than anyone had driven one before and in April, 1902 he was timed to equal exactly the speed at which Jenatzy had held the record before Serpollet had wrested it from him. On this occasion Vanderbilt used a 6.8 litre Mercédès Simplex and the drive seems to have



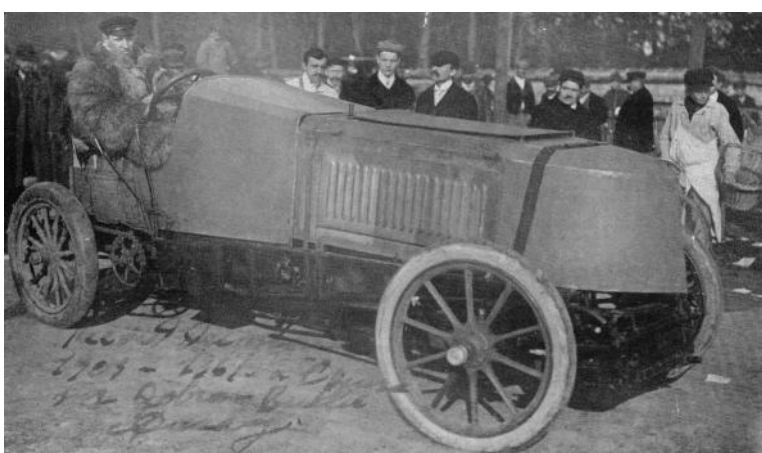
W. K. Vanderbilt, the American millionaire, became interested. He is seen above in his Mors of 1902.

whetted his appetite for speed. At all events, he went after the record again in August, at Ablis near Chartres, and had the satisfaction of improving on Serpollet's time for the kilometre by two-fifths of a second, his speed being 76.08 m.p.h. The car which Vanderbilt drove was a "Paris-Vienna" Mors, with, of course, an internal-combustion petrol engine, and ever since, with one exception, the Land Speed Record has been held by cars so powered.

Up to the middle of 1902 no very stringent regulations had governed this record and hand-timing had been allowed, although the watch had to be operated from the road side, which is why a claim of having covered a kilometre in 32.4 seconds in 1901 (a performance 1.6 seconds better than the existing record) does not figure in the record book, the Napier for which this speed was claimed having been timed by the passenger. During 1902, however, the Automobile Club of France not only marked out an officially-measured kilometre on a little-used piece of road near Dourdan, but it also provided mechanical timing apparatus. It was still permissible, nevertheless, to make attempts on the record in one direction only.

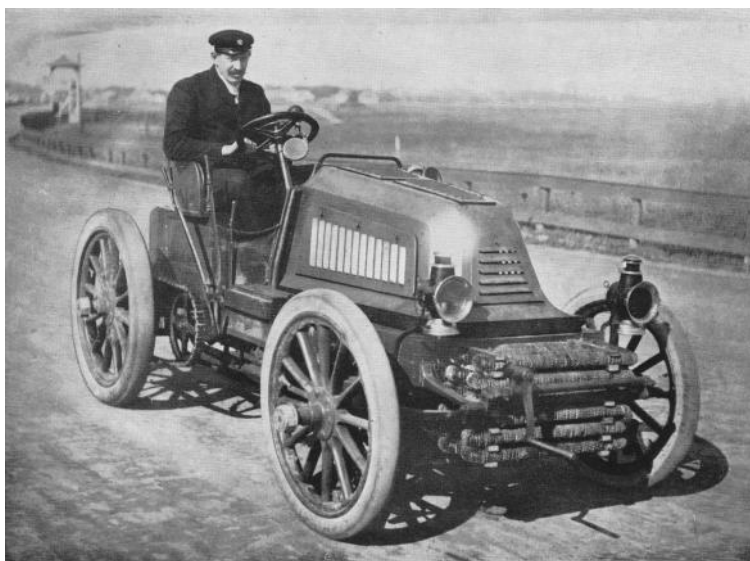
The first driver to attack the record under these improved conditions was Henry Fournier with another "Paris-Vienna" Mors, also of sixty horsepower. Fournier put the flying start kilometre record up to 76.6 m.p.h. But this figure did not stand for long. That same month, November, another Mors car, driven by Augières, took a fifth of a second off Fournier's time. It is interesting to note that even such a small margin of improvement represented a speed increase of nearly half a mile an hour and, the faster cars went, the more imposing became the figure for speed for a given improvement in time. Augières' speed was, in fact, 77.13 m.p.h.

Police objections to a growing number of excursions to Dourdan for the purpose of high-speed attempts temporarily put this venue out of count and the scene shifts to Ostend. It is rather interesting to note that up to this time – and 1902 had not then turned – speeds of nearly 80 m.p.h. had been reached by petrol cars with no particular pretence to wind-defeating form. Jenatzy's Mercédès, admittedly a very advanced car in its day, with mechanically-operated inlet valves, is not likely to have been specially streamlined and the Mors were apparently road-racing type cars, Fournier's having a big gilled-tube radiator to add to its frontal area. Incidentally, this car made its run over a slippery road and it seems that the Mors shock-absorbers stood the driver in very good stead.



Arthur Duray in the 4 cylinder Gobron Brillié who took the record to 83.47 in 1903

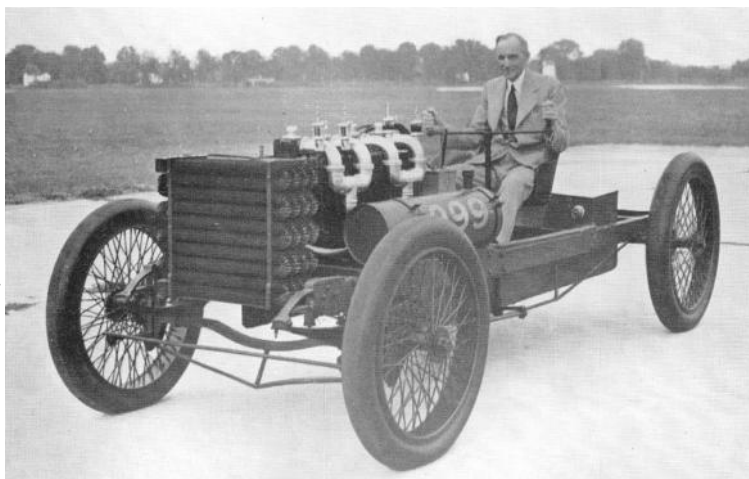
So all eyes were on Duray when he brought out the astonishing four-cylinder Gobron-Brillié, with its eight opposed pistons, at Ostend in July, 1903. The record stood at 29 seconds but the Gobron-Brillié was a monster of 100 h.p. and reputed to run on alcohol, whereas the record-holding Mors was but a "sixty." Great was the excitement when a time of 26.8 seconds was announced. The record had been elevated to 83.47 m.p.h. On November 5th Duray took the car out again, this time at the old venue approved by the A.C.F. at Dourdan, and managed to achieve 84.73 m.p.h.



Another successful 1902 aspirant was Henri Fournier (Mors)

So we find, thus early, that speeds were becoming quite exciting even when judged by standards of later eras, and do not overlook the fact that each attempt on the Land Speed Record was then every bit as much an adventure, just as much an excursion into the unknown, as ever it was in times to come, when cars going out for this honour were far faster than normal racing cars of their period. Indeed perhaps the element of "pioneering" was greater in those very early days than in later times, because the aeroplane had yet to fly, the big cars used for the kilometre run were absolutely the fastest vehicles in the World, and no one quite knew what would happen when they were extended, especially as tyres could not be scientifically tested beforehand and not much was known about car controllability.

Here we must digress, to include two attempts which were never officially recognised as World's records because they were timed in America and the Automobile Club of America was not recognised by the International body controlling motor racing until some time after the Kaiser War. These attempts would otherwise both have succeeded and they are of considerable interest. The first, made in the first month of 1904, was by a gentleman of the name of H. Ford – none other than Henry himself. At this time, and for some time afterwards, Ford possessed a strong belief in racing and record-breaking as a means of publicity and of “improving the breed.” On this occasion he drove a big four-cylinder car known as “999” which had neither gears nor clutch, and used a mile stretch marked out on a frozen lake. The speed claimed was 91.37 m.p.h. A



In 1904 the American record was raised to 91.37 by Henry Ford in his own car “999”.

fortnight later W. K. Vanderbilt had another crack at the Land Speed Record, using a “Ninety” Mercédès, which he took to Daytona Beach, a venue which is generally supposed to have been discovered for Segrave in 1927. Vanderbilt also let go for a mile and his speed was given as 92.30 m.p.h.

These figures, although not counting officially, left a feeling of uncertainty as to who really was the fastest motorist and everyone, save perhaps the American, was relieved when, in March, 1904 Rigolly got the 100 h.p. Gobron-Brillié out again for an approved onslaught. This took place at Nice and the kilometre was covered first in 24 seconds dead, or at 93.20 m.p.h. and then, on the same day, two fifths of a second faster, or at 94.78 m.p.h. Two months later Baron Pierre de Caters beat even that speed, driving his Gordon-Bennett Mercédès along the Ostend promenade. The car was quite unstreamlined, if one excepts the pointed front of the oil tank beside the chassis, but it nevertheless covered the kilometre in 23 seconds, a speed of 97.26 m.p.h. Clearly, fearful as it seemed to many, the “century” was in sight.

In the short space of six years the World's motorcar speed record had risen by over 57 m.p.h., for man had learned how to cut down the time occupied in driving over a kilometre from 57 seconds to 23 seconds. No wonder lovers of horseflesh were confounded and the old folk prated of Black Magic !

The Early Days of World Land Speed Records. Getting Faster.

W Boddy

July, 1904 witnessed the attainment of a speed of 100 m.p.h. by a motor-car. The driver to accomplish this historic feat was Rigolly. He had the big Gobron-Brillié specially prepared for the meeting at Ostend and, although it was virtually a road-racing car, it went over the timed kilometre in 21.6 seconds, a speed of 103.56 m.p.h.

It took a 100 h.p. Darracq to beat Rigolly's performance. Extended by the intrepid Baras at Ostend in November, 1904, this car beat Rigolly's time by a mere fifth of a second, setting the record to 104.53 m.p.h.

Meanwhile, two claims had come from America, which, although they were not recognised officially, were of considerable interest, not to say disturbing for European contenders. The first claim was to the effect that in January, 1905, during the Speed Week at Daytona Beach, a young Englishman by the name of Arthur Macdonald had achieved a speed of 104.65 m.p.h., the car being none other than S. F. Edge's 90h.p. Napier which had been shipped out to America specially for the Daytona races. The other claim was that Herbert Bowden, driving a special car with two “Sixty” Mercédès engines set in tandem in a very long chassis, had been timed at 109.75 m.p.h. America accepted Macdonald's speed but would not class Bowden's run as a record because his queer car, possibly the World's first “special,” weighed more than the maximum weight limit of 1,000 kilogs. imposed on Grand Prix road-racing cars. And the A.C.F. ignored both figures. So the Darracq's record held good.

The next onslaught was by another Darracq, but of 200 h.p. This was a remarkable car and one of the type had already showed what it could do by taking standing-start records. It had a huge V8 engine, with a streamlined tank above it and a gilled-tube radiator in a vee shaped frame ahead of it. This engine, which had push-rod overhead valves, was mounted in a very flimsy chassis and the sole attempt at bodywork was the provision of two light bucket seats. A record-breaker in the grand manner, in fact. Just over a year after Baras' run, Victor Hemery took the car to the road which ran from Arles to Salon and proceeded to make even the “century” look slow. He was in the measured kilometre for just 20.4 seconds, travelling at 109.65 m.p.h. Even those persons who had been inclined

to accept the speed claimed for Bowden in America realised that Hemery had now gone almost as fast, and on the road with a more normal motor-car. But perhaps this observation should not be made, for the World's Land Speed Record does not allow of "ifs" and "buts." Be that as it may, two days before the close of 1905 Hemery got the record officially for France.

The very first month of 1906 constitutes a most important landmark in the history of motor-car speed. For the last time a non-internal-combustion-engine car took the record and raised it by such a big margin that it has the honour of being the first car to reach the goal of two-miles-a-minute. It came about this way. The Daytona speed trials were staged again and to them Hemery took the victorious Darracq. But it was to a steam car that the Land Speed Record went and to which, we may add, it rightfully belonged. The car concerned was a low and fully streamlined, boat-shaped Stanley with wire wheels and its exhaust outlet in the tail. The driver was Frank Marriott and he steamed over the kilometre in 18.4 seconds, equal to a speed of 121.57 m.p.h. What is more, he covered the mile in 28.2 seconds or at 127.66 m.p.h. The mile speed, for some reason, was, however, not promulgated in Paris.

Marriott's great record (the last gasp of steam; already vested interests were in evidence, for a Darracq driver was declared "Speed King" of the meeting) lasted for the remarkable span of nearly four years.

I believe that the only other attempt, apart from those aforementioned, to take the Land Speed Record with a car powered with other than an internal-combustion engine, was Baker's unsuccessful attack in 1902 with a curious electric car. This had an enclosed cockpit, a sort of conning tower being bolted down after the driver had entered and forward vision being through a two-inch windscreen. A very slender tyre-section was relied on and when a tyre pulled off as Baker was slowing up, the car ran into the spectators. I believe that the only person to be hurt was the luckless Baker, who was first trapped in the car when the cockpit lid jammed and then had this dropped on his head by the policeman who eventually succeeded in releasing it.

To return to more serious attempts on the record, in November, 1909 Victor Hemery at last vanquished the Stanley's time for the kilometre. Brooklands had opened in 1907 and thanks to the amazing and altogether creditable foresight of those who laid the Track out, it was suitable for Land Speed Record speeds until after the Kaiser War. So it was at the Weybridge motor course that Hemery tried for the title of World's fastest with the huge four-cylinder 84.8 h.p. Blitzen Benz, the engine of which measured 185 x 200 mm. The car had shown up well at taking standing-start records and in November, 1909 it went over the flying kilometre at 125.95 m.p.h. It is interesting that the half mile was timed at 127.887 m.p.h., and this acted as a silencer to those people who might otherwise have recalled Marriott's unrecognised mile, at practically the same speed. Hemery's record is outstanding in many ways. It was the first time the Land Speed Record had been broken in this country, and the Benz has the honour of being the first petrol-engined car to take this record at over two-miles-a-minute. Apart from these distinctions, Hemery was the last driver to be allowed to make his timed run in one direction only. Prior to this, Nazzaro and his new F.I.A.T. had attempted to beat Marriott's records at the June Brooklands meeting but he failed to lap much above 102 m.p.h., although, in 1908, he did a lap at 121.64 m.p.h.

In 1910 the A.I.A.C.R., which was the (aforementioned) central body which homologated all International records, met to consider Hemery's claims and decided that in future the short-distance records must be established on the mean time of two runs over the course, one in each direction.

Another claim came in from America in May, 1910, to the effect that Barney Oldfield, in a Benz rather like the record-holder, had motored over a mile at Daytona at 131.72 m.p.h. This was not recognized as a World's record and the goal of first driver to officially reach 130 m.p.h. still stood.

The first attempt under the new two-way ruling and the last successful run to be made before the outbreak of war, happened at Brooklands in June, 1914. The Britisher, L. G. Hornsted, also using an immense four-cylinder Benz car, of 21,504-c.c., drove over the mile in one direction at 128.16 m.p.h. and in the return direction at 120.28 m.p.h. The record was thus established at a speed of 124.10 m.p.h. This discrepancy between the two runs, if to some extent exaggerated by the conditions prevailing at Brooklands, nevertheless showed how wise was the A.I.A.C.R. to insist on two-way runs. Again the carpenter could be answered, for although Hemery's record for the kilometre remained on the book and was at a higher speed, Hornsted had beaten this by over two-miles-per-hour, motoring in the more favourable direction. The Benz weighed just over 32 cwt. and had chain-drive.

There the Land Speed Record rested until after the war. It was now on a really sound footing and was being contested at speeds exciting to racing motorists and the general newspaper-reading public alike. The two-way mile at 124.10 m.p.h. and the one-way half mile at 127.88 m.p.h. can be compared with the highest speeds of which road-racing cars were capable in the year 1914. In a most illuminating article in "The Motor" dated October 10th. 1942, Laurence Pomeroy analysed the maximum speeds of Grand Prix cars down the years. He assesses the fastest of the 1914 cars as capable of about 110 m.p.h. And nearly twenty miles per hour added to that took some getting, with the engines and more particularly the tyres they used in those days.

It may be mentioned here that although Hemery's half-mile record was the fastest one-way record up to this time, many authorities do not regard it as the Land Speed Record (which, as I have emphasized throughout, is an

arbitrary title, anyway) because at a later date this ultra short distance ceased to be recognised Internationally. It is of no great moment in view of the fact that before the year was out one-way attempts had also been ruled out of court.

Before the 1914-18 war broke there was another attempt on the record, when Duray took a really tremendous F.L.A.T., belonging to a Russian prince, out to Ostend. Something in the region of 140 m.p.h. is believed to have been reached but in one direction only, after which the car had trouble. After the Armistice it was discovered that the Germans had absconded with those parts that Duray had left at Ostend and that the Russian prince was also nowhere to be found. So that was all that came of that.

Up to this time the Land Speed Record had been the preserve of either tuned-up road racing cars like the Mors, Mercédès and Gobron-Brillié, or cars specially endowed with great speed capabilities over short distances by reason of having outsize engines. The V8 Darracq, it is true, had a quite modern formation of cylinders but the Benz of 1914 was not particularly scientific, with four vast cylinders (its rated horse power was no less than 84.9) and final drive by external side chains.

After the war a rather better type of racing car went out for "World's fastest" honours. I refer to the famous 350 h.p. single-seater Sunbeam which, incidentally, is still in existence, being now the property of Harold Pratley. This car certainly had a large engine – 18,322 c.c. – but this engine was at least a V12 of the type which the Wolverhampton firm made during the war for aircraft and it was installed in a narrow chassis with shaft drive, the car weighing just over 3 $\frac{3}{4}$ cwt. The fuel tank formed part of the short tail and the radiator was cowled-in. This Sunbeam was generally regarded as one of the fastest cars in existence at this time and at Brooklands in 1921 it lapped at 120.01 m.p.h. and was unofficially timed over the Railway Straight half-mile at 135 m.p.h. K. Lee Guinness decided to let it all-out at the Track in May, 1922, and he was rewarded for his skill and courage by getting the kilometre record up to 133.75 m.p.h., a truly amazing performance at Brooklands. It beat Hornsted's 1914 record by a cool 9.7 m.p.h. and it was the last time the Land Speed Record was broken at Brooklands, cars specially built or modified to go faster than any others thereafter proving too fast for the Track.

Guinness held his title for two years and then came the speed trials at Arpajon, in July, 1924. These were held over a temporarily-closed stretch of narrow, tree-flanked Route Nationale near Paris. Amongst the entries, which started with very tiny motor-cycles, were Rene Thomas with a 10 $\frac{1}{2}$ litre, V12 Delage and Ernest Eldridge with his huge F.I.A.T. in which he had installed a six cylinder, 21- litre aero engine after the original four-cylinder engine had blown off a pair of its own huge cylinders while speeding round Brooklands. To get his new engine in, Eldridge had had to lengthen the old chain-drive chassis a matter of eighteen inches.

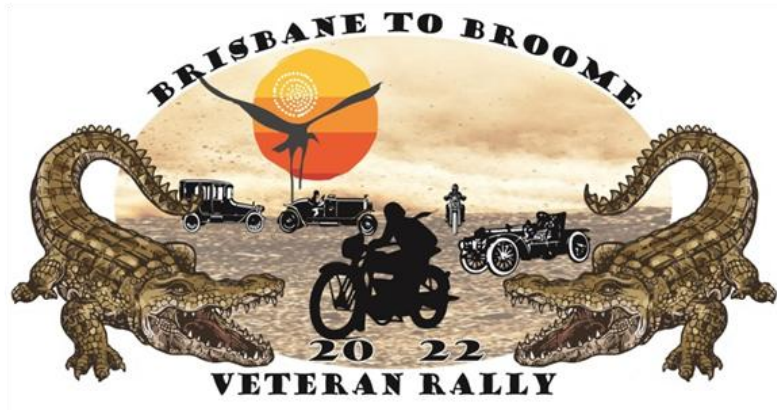
To enable World's records to be attempted, the organisers of the Arpajon event had installed proper timing apparatus and initiated two-way runs over the kilometre. The giant F.I.A.T. was a most formidable spectacle as it roared along the narrow course, never in a straight line for more than a moment and carrying a luckless passenger beside the distinctly-intrepid Eldridge. It clocked a mean speed of 147.03 m.p.h. and appeared to have the record very much in the bag. However, the rule calling for a reverse gear (presumably insisted on because such a gear would have been required by law had the road been open to normal traffic) was to rob the British driver, temporarily, of his record. Rene Thomas managed 143.29 m.p.h. over the kilometre and 143.32 m.p.h. over the mile. Going over the F.I.A.T. the French driver noted that it had no reverse gear and he accordingly lodged a protest, which was upheld. However, just under a week later Eldridge again went out for the record, having by now fitted reversing mechanism, which he did by the simple expedient of obtaining longer driving chains which he put on the sprockets crossed, proving to the officials that the car would crawl backwards when they came to see it reverse. Unfortunately, Eldridge did not quite accomplish his previous achievement but he *did* beat Thomas, putting the kilometre figure up to 146.01 m.p.h. Speeds set up on these record dashes were getting sensationally high and this was the last time that the Land Speed Record was broken on a road. All credit to the memory of the late Ernest Eldridge, who had proved himself a very brave man.

Even now, in spite of these high speeds, which were some fourteen-miles-per-hour faster than the maximum pace of which the very fastest normal racing cars were capable, the cars going for the record were not really specialised machines. The F.I.A.T. was an extension of the giant-engined, chain-driven cars, and the V12 Delage was built for hill climbs and speed trials generally. Incidentally, the latter is now owned by Cecil Clutton, who intends to use it in next year's sprint events, while the F.I.A.T. is some-where in the North.

More scientific attempts seem to have been made in America, where a twelve-cylinder Packard driven by Ralph De Palma was claimed to have done 149.86 m.p.h. in 1919 and where Tommy Milton said he had clocked 156 m.p.h. in a slim Duesenberg with two Wincosin engines. These American records were still not recognised by the A.I.A.C.R. and appear to have been timed in one direction only.

Specialisation was on the way, however, and was necessary before man could motor in excess of 150 m.p.h. The driver to reach this goal before any other was Malcolm Campbell, he succeeded in doing this before the year 1925 had run its course.

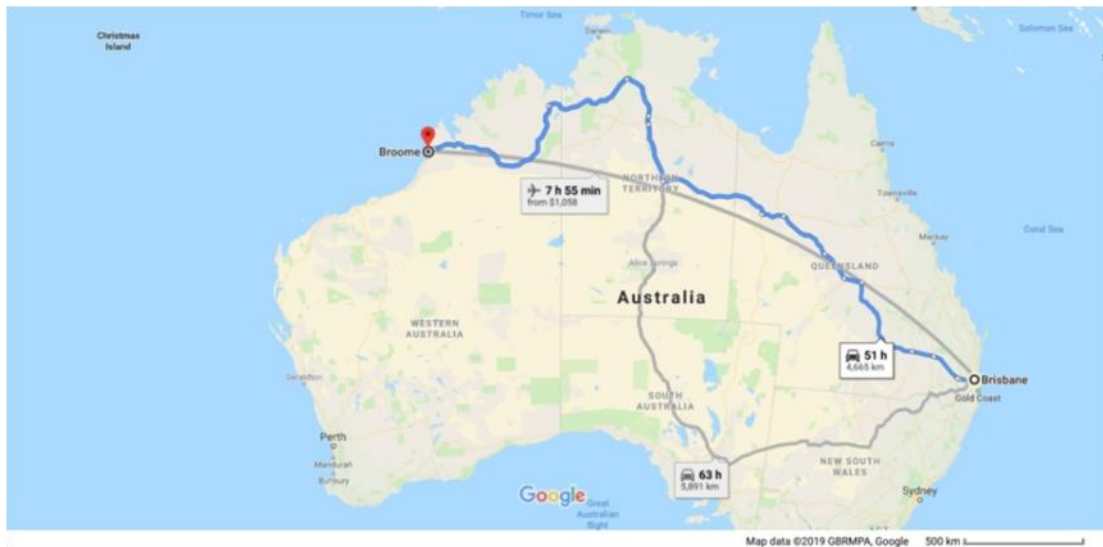
Article contributed by Gordon Dewey



Brisbane To Broome Veteran Rally 2022

The Heritage Motorcycle Club of Western Australia partnering with the Veteran Car Club of Queensland, is delighted to announce that it will be facilitating a veteran rally for cars and motorcycles, to be held along the following route.

(Entry Form next page)



Leave Brisbane 18 July 2022

- 18 July Toowoomba (QLD) (128)
- 19 July Miles (QLD) (209)
- 20 July Mitchell (QLD) (227)
- 21 July Augathilla (QLD) (180)
- 22 July Blackall (QLD) (216)
- 23/24 July Longreach (QLD) (215)
- 25 July Winton (QLD) (180)
- 26 July McKinlay (QLD) (238)
- 27/28 July Mount Isa (QLD) (223)
- 29 July Camooweal (QLD) (188)

Arrive Broome 11 August 2022

- 30 July Barkly Homestead (NT) (260)
- 31 July Renner Springs (NT) (323)
- 1 Aug Daly Waters (NT) (243)
- 2/3 Aug Katherine (NT) (269)
- 4 Aug Timber Creek (NT) (283)
- 5/6 Aug Kununnura (WA) (278)
- 7 Aug Warmun (WA) (217)
- 8 Aug Halls Creek (WA) (160)
- 9 Aug Fitzroy Crossing (WA) (289)
- 10 Aug Willare (240)
- plus (179) to Broome

Entry Form

Entry fee \$200.00. Direct transfer Heritage Motorcycle Club BSB-066-159 account # 011062051.

Please include at least one photograph of your machine, in your application

Entry fee \$150.00 if you have already paid the \$50 E.O.I. The entry fee includes farewell dinner, 1 free rally shirt and 1 free hat

If you have to cancel, for any reason, before 31 December 2021, we will return 75% of your money

Iemail.....Hereby notify the Heritage Motorcycle Club of my intention to partake in the Veteran Rally. I have/have not paid the E.O.I. fee of \$50. Please remember to put your name as a reference!

Entry forms may also be posted to John Wightman, 47 Seabrooke Avenue, Rockingham, W.A. 6168 +61406112916

I agree to absolve the organisers of the event from any claims or loss incurred on the rally

Signed.....

Date:

Vehicle: Make:.....Model.....

Year of Manufacture.....Name of passenger.....

Shirt size (M,L,XL,XXL).....Extra shirts @ \$40 each..... size..... Extra hats @ \$20 each.....

Total paid:

This event will be run similarly to the 2012 Perth to Sydney and the 2014 Adelaide to Darwin events.

Major Landmarks. *(Article supplied by the late Bill Burrows)*

Ca 3500 BC First recorded use of the wheel on Sumerian chariots.

Ca 500 BC 'Sicilian' surface oil (petroleum) used for lighting by Romans.

308 BC Demetrios (Greece) builds an enclosed 'war wagon' occupied by two men, one steering, the other treading a wheel driving the rear wheels.

1420 Giovanni Fontarra (Italy) builds one-seater four-wheeled 'sedan', propelled by occupant pulling on endless rope working a drum and gears.

1649-63 Hans Hautsch (Germany) builds 'wonder' horseless carriages, operated by men concealed within, working cranks.

1673 Christiaan Huygens of Holland demonstrates possibilities of internal combustion by exploding gunpowder in a cylinder, thereby raising a piston and causing a vacuum, atmospheric pressure then forcing piston down and lifting a weight.

1689 Legless cripple Stefan Farffler of Altdorf, Germany, builds hand-operated three-wheeler 'for going to church'.

1694 Elie Richard (France) proposes a carriage treadled by a footman behind passenger's seat.

1771 Nicolas Cugnot (Lorraine) builds working three-wheeled high-pressure steam powered gun tractor.

1784 James Watt (Britain) patents specification for steam road carriage with three-speed variable transmission.

1784 William Murdoch (Britain) builds working model steam vehicle.

1787 Oliver Evans (USA) patents a high-pressure steam wagon.

1788 Pistons on articulated connecting rods first prescribed in an engine by Robert Fourness in a steam engine design.

1791 Nathan Read (USA) projects a twin-engined, rack-driven steam car.

1801 Richard Trevithick (Britain) builds fullscale working high-pressure steam road vehicle.

1803 Charles Dallery (France) patents four wheeled steam car with change-speed gears.

1807 Isaac de Rivaz (Switzerland) makes a working vehicle propelled by gas electrically fired in a cylinder.

1815 Josef Bozek (Bohemia) builds Watt low-pressure steam-powered four-wheeler.

1823 Samuel Brown (Britain) successfully climbs Shooter's Hill, London, with two-cylinder 'gas-vacuum'-powered four-wheeler.

1825-ca 1840 First steam carriage era brings working vehicles by Gurney, Burstall & Hill, Hancock, Nasmyth, Napier, James, Fraser, Ogle & Summers, Heaton, Macerone, Scott Russell and others of Britain; Dietz (France);

Bordino (Italy); Fisher (USA) and others.

1828 Onésiphore Pecqueur (France) patents four-wheeled steam wagon with differential drive.

1858 Thomas Rickett (Britain) builds first of several light passenger-carrying steam carriages, one being used to tour the Scottish Highlands by Earl of Caithness.

1863 J-J Etienne Lenoir (Luxembourg) builds and runs a three-wheeled 'break' on coal gas.

1873 Amédée Bollée Snr (France) completes 'L'Obéissante', first of several practical, working steam carriages, driving it 135 miles to Paris without mechanical mishap two years later.

1858-1885 Second steam carriage era: vehicles built by Yarrow, Cooke, Tangye, Thompson, Carrett & Marshall, Inshaw, Prew, Mackenzie, Todd, Blackburn, Grenville and others of Britain; Dudgeon, Roper, Reed, War, Carhart, Copeland and others of USA; Ravel, Bollée, De Dion-Bouton and Trépardoux of France; Nussberger of Sweden.

1876 Nicolaus Otto (Germany) patents four-stroke cycle, only to lose rights ten years later on grounds that principle was propounded in 1862 by Alphonse Beau de Rochas (France).

1881 Jeantaud (France) builds and runs

electric car powered by 21 Fulmen batteries.

1885 Benz builds first practical petrol-powered tricarb; single-cylinder, single speed; belt drive.

1886 Daimler builds first 4-wheeled petrol car with fast-turning single-cylinder engine, two speeds, and belt-cum-gear drive.

1888 Frau Berta Benz and two sons complete first extended motor drive (125 miles).

1889 Daimler introduces twin-cylinder engine and sliding-pinion four-speed transmission.

Panhard and Levassor acquire licence to manufacture Daimler engines.

1890 First Peugeot and Panhard-Levassor cars, both Daimler-engined.

1891 Peugeot car covers 1280 miles, following the Paris-Brest-Paris cycle race.

1892 Panhard-Levassor build the first front-engined petrol car.

Wilhelm Maybach of Daimler introduces constant-level float type jet carburettor.

1893 First four-wheeled Benz car, the Viktoria, is introduced.

1894 Panhard-Levassor and Peugeot share first prize in Paris-Rouen 'Concours', the world's first motoring contest.

Panhard introduce countershaft sliding gear system.

Frank and Charles Duryea found first American motor manufacturing company at Peoria, Illinois

1895 Emile Levassor in a Panhard-Levassor with 1.2-litre Daimler 'Phénix' in-line twin-cylinder engine and enclosed gearbox wins world's first motor race, the 732-mile Paris-Bordeaux-Paris.

First pneumatic tires used on a car by Michelin brothers.

Rudolf Egg of Switzerland develops lever-controlled gearless variable transmission.

1896 De Dion-Bouton market proprietary aircooled, single-cylinder 1500rpm engines from 1hp upwards for use in light two-, three - and four-wheeled vehicles.

Léon-Bollée produce 650cc tandem-seated three-wheeled voiturette.

First four-cylinder engine built by Daimler for Panhard-Levassor.

British Daimler Motor Company founded at Coventry.

Henry Ford builds first experimental car.

1897 First petrol-engined car with two-speed epicyclic gearbox and shaft final drive to live axle made by F. W. Lanchester.

Mors of Paris produce 45 deg. V4 air-cum-watercooled car with low tension coil and dynamo ignition.

First front-wheel-drive car built by Graf and Stift in Vienna, using De Dion engine.

Low tension magneto introduced by Bosch in collaboration with F. R. Simms.

Benz introduce 5hp 'Kontra' horizontally-opposed twin-cylinder engine.

1898 Louis Renault builds prototype small

car with front-mounted De Dion engine, direct drive top gear and universally-jointed shaft final drive.

Decauville 'Voiturelle' has independent front suspension by transverse leaf spring.

Daimler-designed four-cylinder engine used in touring Panhard-Levassor.

1899 Four-cylinder German Daimler 'Phoenix' has honeycomb-type radiator, pressed steel frame and gate-type gearchange.

First monobloc four-cylinder engine made by Amédée Bollée Jnr.

Automatic advance and retard ignition control used by Hiram Maxim and Packard in USA.

1900 Acetylene (carbide) lighting supplements oil and kerosene.

1901 Daimler's first Mercedes car has throttle controlled engine, improved honeycomb radiator, twin side camshafts operating inlet and exhaust valves, and gate gearchange.

Oldsmobile 'Curved Dash' is America's first car to go into high quantity production.

1902 Bosch introduce high-tension magneto. Spyker of Holland build six-cylinder four-wheel-drive car.

First straight-eight engined car (two 4 cylinder units coupled together) with single-speed gearbox built by CGV of Paris.

Truffault of Paris introduce friction-type shock absorber.

Disc brake patented by F. W. Lanchester of Britain.

Single overhead camshaft engine with pressurized lubrication marketed by Maudslay in Britain.

1903 Ader of Paris build V8-engined car.

1904 Napier of Britain market first successful six-cylinder car.

Sturtevant of Boston, USA. market first car with automatic 3-speed transmission.

Engine and gearbox in one unit on French Motobloc and American Stevens-Duryea cars.

Riley of Coventry introduce detachable centre-lock wire wheels.

Introduction of Schrader needle-type tire valve.

1905 Moseley of Britain produce detachable wheel rim for easier tire changing.

Renault of France patent a hydraulic shock damper.

Pipe of Belgium make twin high-camshaft engine with inclined overhead valves.

The first Rolls-Royce, the in-line twin-cylinder 10hp, is marketed.

First car by Rover of Coventry has cast aluminium backbone frame embodying engine, clutch housing and gearbox.

Simms-Welbeck car is fitted with pneumatic rubber front bumpers.

1906 Front-wheel brakes fitted experimentally to a Mercedes.

Michelin introduce 'press on' tire gauge.

Rudge-Whitworth market detachable wire wheel.

Electric lighting by accumulator becomes an optional extra.

1907 Rolls-Royce adopt one-model policy with 40/50 six-cylinder 'Silver Ghost'. Chadwick of Pittsburgh, USA, introduce supercharged sporting model.

1908 Ford Model T ('The Universal Car') is introduced (over 15 million built by 1927).

First coil-and-distributor system of ignition introduced by Delco. USA.

First V12 engine by Schebler, USA.

Car heating by exhaust (USA).

Formation of General Motors, USA, the world's first big motor combine.

Sankey of Britain market steel artillery wheel.

1909 Aquila-Italiana introduce aluminium pistons on sporting models.

Isotta-Fraschini standardize front-wheel brakes.

Christie of USA build transverse-engined, front-drive taxi with independent front suspension (the Mini layout).

First dipping device by Bleriot. France, for acetylene lamps.

1910 Hydraulic tappets patented by Amédée Bollée Jnr.

1911 De Dion V8-engined car marketed.

Delahaye V6-engined car marketed.

1912 Cadillac of USA standardize coil ignition, electric starting and electric lighting.

Hupmobile and Oakland (USA) produce all-steel bodywork.

Triplex introduce splinterproof glass in France.

1913 William Morris (later Lord Nuffield) markets Morris Oxford, using proprietary engine and other major components.

Reo of USA employ centrally-positioned gearchange.

Lagonda of Britain employ unitary construction of chassis and body.

Cable-operated direction indicators introduced in USA.

1914 Loughhead of USA (later Lockheed) develop hydraulic braking system.

Adjustable driving seats offered in France and USA.

1915 Cadillac market first American series production V8-engined car.

Packard of USA market world's first production V12-engined car, the 'Twin-Six'.

Dipping headlights and suction-operated windscreen wipers introduced in USA.

1916 Brake stoplights introduced in USA.

1917 First use of torsion bars in suspension on the Spanish Diaz-y-Grillo car.

1919 Hispano-Suiza of France and Spain pioneer use of servo-assisted 4-wheel brakes. Isotta-Fraschini of Italy market world's first in-line 8 cylinder (straight-8) engine car.

Citroen of France introduce American-type mass production methods to Europe.

New Bentley 3-litre sports car is announced.

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1905 Dunlop Motor Reliability Contest booklet and any other original literature or memorabilia related to the February or November 1905 Sydney to Melbourne and Melbourne to Sydney Contests.

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Jenny Fawbert, VCCA member and Automotive Historian.

Contact: Jenny Fawbert Ph 0417 203 384
or email fawbert@bigpond.com

[9-20]



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Wanted for our Web Site

Early rally flyers (entrant lists) of major rally's such as the Blue Mountains event for events prior to 1960. We have a number of old photo's of cars in events.

It would be nice to be able to identify the events the cars were taking part in.

'Before and After' photo's of any veteran vehicles members may have restored, along with some details of the car and restoration. We want to add a section to the Website to highlight what can be achieved with the persistence and talent (or money) our members possess.

Any other articles or ideas to publish on the website.

Please contact us on the details below or talk to me at a Club meeting.

Contact: Graeme & Abbey Newman Ph: 4392 1035 (H) 0412 138 063 (Mob)
kazngra@bigpond.com or events@vccansw.org or contact us via the website.

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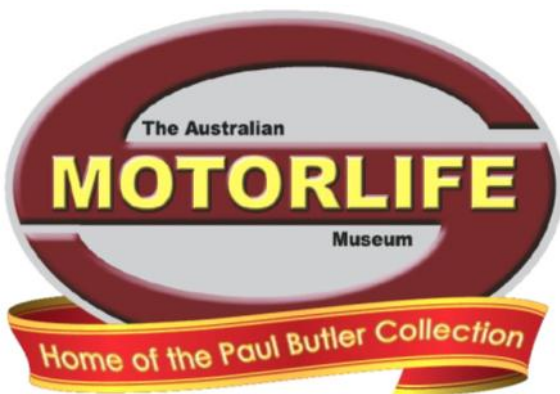
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