

NEWSLETTER



Night Navigation Rally

13th June, 2015

This Month's Main Event is the Central Coast Rally on the 16th and 17th. Last year's rally was very popular so you don't want to miss out this time. You should have made your booking by now, but if you are desperate to go and haven't made arrangements, you could try throwing yourself on Julie's mercy. Try pleading your case with a tear-stained e-mail to craig-read@bigpond.com. Hurry! Time is running out!

Full details were in the April Newsletter and the Magazine.

Next Month we can look forward to the always enjoyable Night Navigation Rally. While it hasn't attracted large numbers of members in the past, those who go always have a great time. It's worth a try if you haven't been before. Details have not been finalised, but the plan at present is to start and finish at the Terrey Hills Tavern. Start to get the car ready, dig out your torch and your warm clothes, and then watch for full details in the next Newsletter.

(Organiser: Tim Shellshear)

THE VINTAGE SPORTS CAR CLUB OF AUSTRALIA

GPO Box 2365, Sydney, 2001

www.vsvcca.org.au

Meetings are held on the second Tuesday of each month, except January, at the Veteran Car Club's rooms at 134 Queens Rd, Five Dock, beginning at 7.30.



President: Tim Shellshear

Vice President: John Lackey

Hon. Sec.: Rees Mackay

Treasurer: Cliff King

Committee: John Grant, Todd Barker,
Barry Shinfield, Jeremy Morris

This Month: ACT Chapter Lunch Run - On the 21st May a lunch run from Canberra to Goulburn is planned. Lunch will be at Madison's at the Heritage Motel 69 Sydney Rd, Goulburn, where we can enjoy a roast and desert for \$20. Those not coming from Canberra could meet at Madison's. Contact Paul Doherty on pauldoherty@optusnet.com.au for more information, and to book.

Don't Forget: 1. If you haven't contacted Phil Kinsella about the **Classic Yacht Concours** at Woolwich Dock on the 21st of next month, you should do so without delay. pm_kinsella@hotmail.com (that is, pm_kinsella). Details can be found in last month's Newsletter.

2. Andrew Hyden will be able to give you more information about the **Mid-Winter Run** of the Armstrong Siddeley Car Club to which we have been invited on 19th July. The run starts at Richmond (or other starting places) and, after various interesting diversions, finishes at the Common Ground Bakery, at Picton for lunch. Contact Andrew on 0418 948 988 or at andrewhyden@optusnet.com.au. Watch for more details in the Newsletter and the Magazine.

Breakfast Runs Organisers

Greenshades Café, Galston: Lyel Murrell 9651 1782
 Boatshed Café, Narrabeen: Jaqui Rahme 0411 838 730 or 9449 4731
 Southern: John Grant 9546 5204 or 0418 558 949
 Blue Mountains: Alan Baker 4758 6271
 Southern Highlands: Don Grant don.jen.grant@gmail.com or 4862 5803
 Canberra: Paul Doherty 0408 212 590 or Ian Barges 0437 147 715

Calendar

First Wednesday

Mid-Week Lunch, Pie-in-the-Sky, noon

12th May

Club Meeting, Five Dock, 7.30pm

16th-17th May

Central Coast Rally

17th May

National Motoring Heritage Day

Third Wednesday

Mid-Week Lunch, Terrey Hills, noon

21st May

Lunch at Madison's, Goulburn

Last Sunday

Breakfast Runs, 9am

30th-31st May

Historic Winton

Looking Ahead

13th June: *Night Navigation Rally*

More on the Fun of Driving the Earliest Cars.

In the June 2014 Newsletter I included something about the physical contortions needed to drive a Benz "Ideal" of the 1890s. Those who found that amusing might also enjoy this account of driving an **1875 Grenville steam carriage**. This vehicle survived formerly in the Bristol City Museum in full working order, but is now at the National Motor Museum at Beaulieu and is still operational, so we know exactly what it is like on the road. It is the world's oldest self-propelled passenger vehicle in useable condition.

It consumes about five gallons of water and 6 lbs (about 3 kg) of coal per mile. At the front sits the driver who operates the throttle and cut-off levers, a whistle and a brake pedal. On his left is a steersman whose job is self-explanatory. Behind these two there is space for four passengers, and behind them there is a seat for the fireman.

One description says that carriage rides surprisingly comfortably, at least for the gentry up at the front. For the menial on the footplate behind things are not quite so jolly. His is faced with trying to keep a clean fire despite the shortcomings of the grate, and to keep the boiler water at a proper level. This is difficult because it fluctuates with changes of gradient. Going up hill, the water is likely to disappear alarmingly from the gauge-glass, while on down-hill grades, the boiler can spray out wet exhaust, saturating the fireman's head and shoulders. If the driver happens to shut off steam while the fire-door is open, a blow-back can shoot hot coals over the fireman's feet. Apart from having his head soaked and his feet burnt, the hapless fireman can also expect his midriff to be spattered with oil thrown out by the exposed cranks of the engine and the six-inch wide gears.

Otherwise, the Grenville is "a thoroughly sound and reliable machine."

Information from Montagu and Bird: "Steam Cars 1770 - 1970",
 "The Daily Telegraph" (UK) 14 Aug. 1999,
 and from the National Motor Museum, Beaulieu.



Then, in 1875.



Now, 140 year later.

