

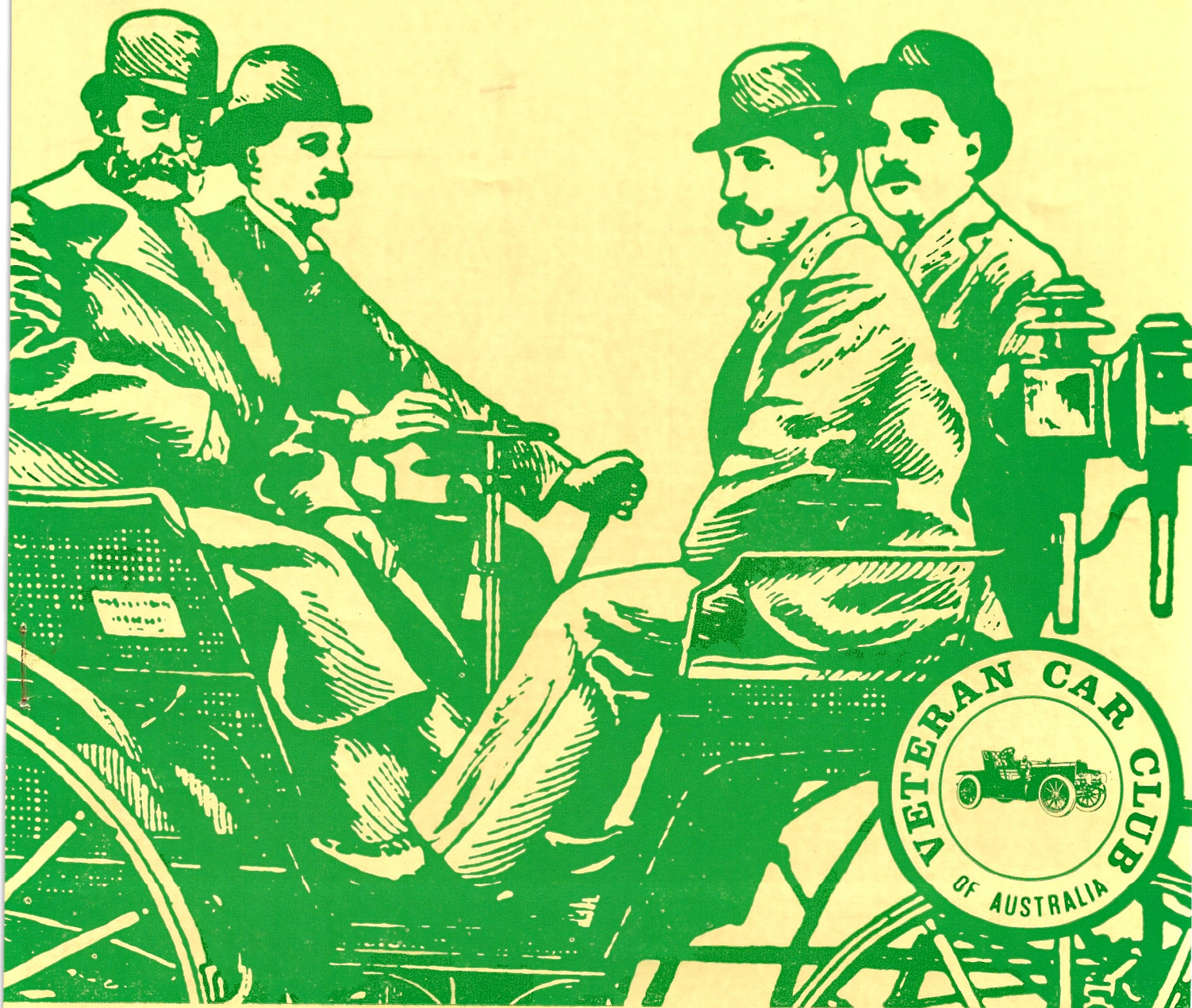
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

March 1979. Vol. XX. No. 2.

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SPLIT & POLISH



PATRON:

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

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

Volume XX No. 9

March 1979

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Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the Veteran Car Club of Australia (NSW) will be held in the Clubrooms at 8 p.m. on THURSDAY, 22ND MARCH, 1979.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



Some reflections on the aims and objects of our Club.....

Officially, it is "dedicated to the preservation and restoration of veteran behicles" - an ambition arising from the love of those elegant, quaint and sometimes irascible antique motor vehicles from a bygone age, when both cars and ladies moved gracefully, and were treated with courtesy and respect by true gentlemen.

Doubtless this was the purpose of founding the Veteran Car Club 25 years ago this year, and it has gone from strength to strength to become the best Veteran Car Club in Australia - although other Interstate Clubs may not agree with this statement; but it's a difference of opinion that goes to make horse-racing!

The presentation of beautifully-restored vehicles by dedicated members in rallies, parades and static displays has resulted in members of the public remembering long-forgotten chassis, headlights etc., abandoned in garages, on farms, etc. These may, in turn, contribute to a well-restored car.

Let us not overlook an important result of all our activities - the preservation of Australia's motoring heritage for posterity. And, let's face it - Australia, in comparison with the old world countries, has all too little heritage, and this particular facet is being preserved at no cost whatever to any Government or public instrumentality. Incidentally, International goodwill is also promoted through our common interest in these antique vehicles.

Having achieved its primary objective, let's look at another fringe benefit which has arisen from this common interest - the building up of a strong feeling of fellowship and camaraderie amongst the members themselves.

The finest fellowship is the fellowship of working together towards a common objective. Anything else lacks purpose and, lacking purpose, falls far short of what might have been - be it the Silver Anniversary Rally, Warwick Farm, Christmas Outing or whatever.

This, combined with the diverse talents among our members, will ensure that the Club continues to progress.

Ed.

MINUTES OF THE MONTHLY GENERAL MEETING OF THE VCCA (NSW) HELD ON THURSDAY,
22ND FEBRUARY, 1979 AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK.

- PRESENT: 81 members and 3 visitors.
The meeting was declared open by the Chairman (L. Sheen) at 8.20 p.m. and a welcome to all visitors was extended.
- APOLOGIES: J. King, P. Wards, G. Roberts, D. Tunbridge, B. Pierce, K. Quarmbay, J. Roberts, J. Garwood.
- MINUTES: Minutes of the Monthly General Meeting of 25th January, 1979 were read and moved J. Wilson, seconded L. Baxter, and CARRIED.
- MATTERS ARISING: L. Sheen advised of submission to Cultural Grants Committee. Noted that in the absence of both the Club's Hon. Secretary and Hon. Editor, B. Petersen was standing in as Secretary, and M. Chapman as Hon. Editor in the next few months.
- TREASURER'S REPORT: The Treasurer's Report was read and accepted and moved G. Sevenoaks, seconded J. Bourke and CARRIED.
- CORRESPONDENCE: Read and accepted on the motion of M. Roberts, seconded G. King and CARRIED.
- MATTERS ARISING: Change of Constitution of CVVTMC as per Clause 2 of Notice of Special General Meeting to be held on 26th February, 1979 advising proposed alteration. A. Foy spoke in favour of first part of proposal. B. Bronk spoke in favour. Moved L. Baxter, seconded M. Roberts, that VCCA (NSW) vote in favour of proposed amendment. CARRIED.
- Moved M. Roberts, seconded J. Corby, that this Club vote against associate member clause. CARRIED.
- Third proposal: that this club vote No to the proposed amendment to CVVTMC's constitution. Moved G. Green, seconded B. East. CARRIED.
- INVESTIGATION & DATING: I. Campbell - Argyll Tourer 1909
P. Bagnall - Trumble Roadster.
- NEW MEMBERS: Phillip Bagnall,
40 Bruce Street,
KOGARAH BAY. 2217 Trumble Roadster F. M/ship
- Ian Campbell,
128 Cambridge Street,
CANLEY HEIGHTS. 2166 1909 Argyll Tourer F. M/ship
- Moved M. Roberts, seconded G. King, CARRIED.
- Welcome extended to both new members. (Cont'd. on Page 4.....)

Minutes - Monthly General Meeting 22nd February, 1979 (Cont'd.)25TH SILVER
ANNIVERSARY:

B. Thew advised having completed survey of route. One Vineyard shall produce a special vintage and label. 99 entries to date, rally badges for sale.

EVENTS:

L. Sheen advised 23 cars at Festival of Sydney.
Katoomba Rally 68 cars. (Sunday Lunch Dukes Park, Emu Plains).
Concours Day 18/3/79 - Vaucluse House.
Ford V8 Club - J. McGowen reported on Children's Day being organised by Ford V8 Club - 28/10/79. Sir Roden Cutler and State Premier to attend.

PUBLIC
RELATIONS:

D. Berthon reported 2CH running radio ads.
Tony Packard donation \$100 for wines at Katoomba Dinner.
B. Byrne of Caltex special guest at Katoomba Rally.
Display at Caltex House and Westfield Parramatta prior to start of 25th Silver Anniversary Rally.

MAGAZINE:

D. Steer advised magazine all O.K.

SOCIAL
SECRETARY:

F. Mountford advised John Cadman cruise vacancies still available.

PERMITS TO
MOVE:

P. Hill - De Dion Bouton
R. Lee - Renault.

REGISTRAR:

M. Roberts advised still working on roster.

MEETING NIGHT
HOST:

Films available courtesy W. Irish to be run at next meeting.

OFFICIAL
PHOTOGRAPHER:

A. Porter was elected to the post of Official Club Photographer.

INSURANCE:

V. Jacobs nothing to report.

GENERAL
BUSINESS:

J. Dance advised on progress re tyres. Vote of thanks and appreciation to Val Cross.

As there was no further business the meeting closed at 10.15 p.m.

SPECIAL GENERAL MEETING OF THE VCCA (NSW) HELD ON THURSDAY, 22ND FEBRUARY, 1979
AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK.

Meeting opened 7.40 p.m. and attendance sheet circulated.
Checked by Treasurer and confirmed all members present were financial.

PRESENT:

81 members, 3 visitors.

(Cont'd. on Page 5.....)

Minutes - Special General Meeting 22nd February, 1979 (Contd.)RETURNING
OFFICER:

P. Bagnall

SCRUTINEER:

I. Campbell

APOLOGIES:J. King, P. Wards, G. Roberts, D. Tunbridge, B. Pierce,
K. Quarmby, J. Roberts.BUSINESS:To consider amendments to Constitution as per request dated
22nd January, 1979.Clause 17(a) of Constitution read.Clause 17(a) as per proposed amendment read.Moved J. Dance, seconded J. Corby: "that 17(a) in proposed
amendment be accepted".First ballot declared VOID as a visitor lodged a vote. All
votes were destroyed by Secretary in presence of Returning
Officer and Scrutineer. Vote taken and ballot declared closed.
Attendance sheet counted 81 members present.Proposed new Clause 17(a) 70 Yes 11 NoPROPOSED NEW CLAUSE 17(a) CARRIED.Clause 17(b) as per Constitution read.Clause 17(b) as per proposed amendment read.

Moved W. Irish, seconded J. Weir.

Open for discussion in support or against - no discussion - put
to vote. Ballot closed. Vote taken.Proposed new Clause 17(b) 58 Yes 23 NoMOTION LOST.Clause 17(c) as per Constitution read.Clause 17(c) as per proposed amendment read.

Moved J. Corby, seconded A. Garthon.

No discussion. Put to vote. Ballot declared closed.

Proposed new Clause 17(c) 64 Yes 17 NoMOTION CARRIED.Clause 17(d) as per Constitution read.Clause 17(d) as per proposed amendment read.

Moved J. McGowen, seconded A. Garthon.

Amendment to proposed amendment read. Moved A. Garthon,
seconded J. Corby.

Opened for discussion.

(Continued on Page 6.....)

Minutes, Special General Meeting 22nd February, 1979 (Cont'd.)

A. Garthon spoke in favour of motion.
J. Cooper spoke against motion.
A. Blythe spoke against motion.
G. Sevenoaks spoke against motion.
P. Kable spoke for motion.
G. Green spoke against motion.
J. McGowen spoke for motion.
M. Chapman spoke against motion.

Put to vote. Ballot declared closed.

Proposed new Clause 17(d) 19 Yes 68 No.

MOTION LOST.

As there was no further business the Chairman declared the Special General Meeting closed.

CULTURAL GRANT

Assistance is sought from all Club members, and also non-members, in our endeavours to obtain a cultural grant for the building of a new hall to replace the rather sad one at present in use.

We urgently request all interested parties to write to the Premier, putting forward valid reasons why our club needs this grant, such reasons as: Preserving Australia's motoring heritage, supporting processions, charities etc., and forming an educational aid etc., etc.

Letters should be addressed:

The Premier of New South Wales,
Mr. N. Wran,
C/- Parliament House,
Macquarie Street,
SYDNEY. 2000,

and headed:

Re: Veteran Car Club of Australia (N.S.W.)
Application for Cultural Grant.

BITS & PIECES FROM NEWCASTLE

New office-bearers for '79: Chairman - Max Bourke
 Secretary - George Adams
 Treasurer - Don Moffat
 Auditor - Sandy Holmes

Please note that we will be holding our Bi-annual Tour this year, eight hour weekend as usual, based on the Morpeth Conference Centre as accommodation centre. More about this in the future.

* * * * *

It was good to see the members from the parent body at our February Meeting, namely Barry Thew, who gave us a rundown on the Silver Anniversary Tour - may be next month hey fellows.

* * * * *

Another event on the 16-17-18 June a camping weekend at Crangan Bay - cooking, toilet and shower facilities available. If anybody interested, contact John Gorton for further information.

- John G.

* * * * *

BACK A WHILE

*Did you know on 9th September 1964
 at Anthony Horder's Oval, Earlwood,
 Robin Godfrey (Wards) came 3rd in
 the 7 to 9 years foot race.*

* * * * *

NEW ZEALAND NEWS

We are in receipt of a cutting from the Hawkes Bay Herald-Tribune with some photographs of various vehicles, the most interesting one to this Club being a Benz of 1898. Quoting the cutting we see that:

"..... the Benz was discovered in a Canterbury joinery factory in 1946. The bodywork of the car had been removed and hoisted into the factory roof, while the motor was used to power a sawbench. Because it had been in regular use the motor was well maintained and could be started and run with little trouble. Piet van Asch bought the car and had it shipped to Hastings, where he reassembled the body without any need to strip and restore it."

A photograph of it is shown. It is the four wheel model, seating four persons 'dos a dos' (back to back), with a hinged platform at the rear, for the rear passengers' feet to rest on. It has the heavy wire spokes on approx. 2 feet diameter front wheels and approx. 4 feet diameter rear wheels and full elliptic springs front and rear. Obviously, solid tyres. The steering and control column is vertical.

* * * * *

VALE GEORGE CAMPBELL

It may be seen that George's register number and number plate is 25, denoting the fact that his membership ran amongst the originals.

For quite a few years he attended the majority of events. However, for too long a period he battled with medical troubles which held him back. We saw George more at meetings than at events, but he did give the Club the amount of interest that he was able.

It is a sad thought that he was denied the Katoomba Tour and the Silver Anniversary Tour by such a short space of time.

He can be said to have remained with the Club "in absentia" due to the fact that his son Ian has virtually carried on from where his father left off. Ian is now an active member and will be giving members the pleasure of keeping the Argyll running, and will virtually represent his father on the Silver Anniversary Tour.

And so, while these valedictory remarks open with the sad thought "Farewell George", they close on a brighter note - "Welcome Ian".

J. Simpson.

* * * * *

HIDDEN COGS

This month we pay tribute to the work for our Club of Mrs. Val Cross, who has worked hard and long, and without much Club recognition.

Val has for many years been private secretary to George Green and has been a very trusted and respected employee.

In that capacity she has carried out a tremendous amount of work in connection with the arrangements for shipping our cars to New Zealand for the 1965 International Rally there, as well as making the path of the Australian competitors a very smooth one indeed.

Again, she carried an even heavier burden for the Australian International Rally in 1970, and even more of us have reason to be grateful to her on this occasion.

Recently, together with George Roberts, she attended the world F.I.V.A. Conference in Ireland to represent our Club, and no doubt much work went on behind the scenes there also.

We extend our thanks to Val, and we wish her well in all her endeavours in the future.

* * * * *

STEERING COLUMNSTEERING COLUMNSTEERING COLUMN

Congratulations to Warren and Arne Irish on the birth of their third son. The happy event didn't prevent the proud father from doing an excellent job as a rally official.

Malcolm Garthon achieved his ambition to drive the little 1905 Rover on a Blue Mountains Rally and he did an excellent job - there and back, without any trouble, assisted by charming female companion.

Different circumstances for Arthur - when a horse jibbed we used to light a fire under it, but the Delahaye wouldn't be subject to this treatment, so it had to be towed up the Hawkesbury Lookout Hill by Len Sheen.

A special vote of thanks to Nancy Bull for opening her home to the Club for the morning tea stop, on Saturday. No rain for 7 months made the gesture more appreciable. Special thanks also to Glad King who provided all the "beaut." cakes.

Jack Godfrey was enjoying tea and fellowship at Nancy Bull's when he was told his front tyre was flat (only on the bottom) and with plenty of willing assistance another tube was inserted, only to low out when inflated, necessitating a repeat performance before he made a late check-out.

Talking about tyres, another "tyred" man was Bob Baxter. Helping Arthur Garthon mend a "flat" he is now sporting a beautiful "shiner" when the inflated tyre blew out.

Dick Tunbridge, on his first rally in a beautifully-restored Ford "T", broke the arm off the carby, right outside an engineering shop at Agnes Banks, where the fault was quickly rectified. All this, and the car hadn't even been blessed at the Manly rally to the Cardinal's palace.

Noticed a boarding motel for cats - The Cats' Whiskers".

Enviably job - relaxed diesel engine train-driver, with feet protruding from his cab.

First casualty, Gerry Stelling with a stripped top gear in the International.

Second tragedy was Stan Rumble with a cracked block in his Renault, with water oozing out in the wrong places. Our hopes for a quick recovery for both these members.

(Continued on Page 10.....)

Steering Column (Continued)

A truly impressive line-up of vehicles at the "Everglades" included some on their first appearance, some rare appearances, old faithfuls, and a beautiful blue Rolls Royce parked amongst them, adding a touch of elegance to the scene.

Barry Garth's small son, unnoticed by other swimmers, was in difficulties in the pool, when George King dived in and rescued him, thus averting a tragedy.

The South African 1913 Vauxhall, driven by proud owner Noel Mackintosh, acquitted itself admirably.

A little trouble was experienced by Dennis Lovell in the Sizaire-Naudin.

Ben Bronk knew what he was about - his "adopted grandson" dusted the car at every stop.

We understand Ben's sister is coming from Holland for the Silver Anniversary Rally.

The Club trailer chalked up another two successes - at the Bull's home and at the Emu Plains Sunday lunch stop - and a special "thank you" to Barry Garth, who towed it, and to his band of helpers: Len Sheen, John and Noeline Thomson, Bob Forbes, Mel Pope (who served his barbecue apprenticeship with the Shell Racing Team), all of whom produced a great barbecue, with onions by courtesy of Bill Spraggon. And a very, very big thank you to Sally and Jane Berthon and Yvonne Thomson, who handed out the "eating tools" in such a professional manner.

Not satisfied with blowing out a new tyre on the rally, when nearly home Max Chapman picked up a big piece of wire in his front tyre, resulting in a further tyre change.

Noted Bob Hobson sporting an "R.R." numberplate on Datsun "ute".

I was honoured by a visit from that "grand old man of Motoring", Mr. Frank Delandro, M.B.E., a friend and associate of George Green, George Sevenoaks, and that quiet, unassuming member, Vic Jacobs. The object of his visit was to be photographed with my "T" Ford (he started selling Fords in 1921) for an article in the "Open Road" to celebrate his 90th birthday.

Rumour has it that Allan Blevins got a somewhat painful "lift" in the world when his boat trailer tipped up and the hitch caught in the intimate part of his shorts.

A charming Rally spouse disclosed at the Everglades that, after her wedding, she discovered her new husband talked in his sleep - frustratingly, in Dutch. She learned Dutch, only to find that all he said was: "Don't blame me!" (We are given to believe that there's only one thing worse than a husband who talks in his sleep - one that only just smiles!)

(Continued on Page 11.....)

Steering Column (Cont'd.)

Those who didn't see the films at Everglades missed a treat - they had us all rolling in the aisles, both at the children's matinee and the late, late show. They certainly had some "snazzy" drivers in those early days.

Altogether, it was a great Rally, don't you agree? The busy band of organisers turned on perfect weather, light traffic, a great venue, good dinner and barbecue, and lots of good fellowship. I think I'll go again!

* * * * *

Coming home along the "F" Highway had a big wave from Chris Sultana - couldn't miss his mansion with the yellow Vulcan parked proudly in front.

Our old friend Victor Jacobs is in the news again -- it appears that he had a "flat" tyre outside a hotel near the start of the rally, so he entered the bar and offered a dollar to anyone willing to pump the tyre up. The inebriated volunteer collapsed over the pump, and the onlookers were regaled by the sight of Vic pumping the volunteer up and down by the shoulders.

#

This year is the Silver Jubilee of our Club, and it coincides with the same anniversary of the Canberra Academy of Science - that unique rounded building surrounded by a moat. For the first time, the building is being opened to the public, and there will be a scientific display of spacecraft and the most modern trends in science, even to cloning. Strange to think that 1979 will commemorate the very old and the very new - looking backwards and forwards.

#

Before the next General Meeting we say "au revoir" to our popular Secretary, John Thomson. Together with Noelene and children Yvonne and Angus, he is off to Europe to see the sights, and we wish them all a very enjoyable trip. Thanks to Bob Petersen for "standing in".

Incidentally, Noelene was so busy with the Katoomba Rally bookings that she completely forgot John's birthday on 25th February. Fortunately, John and the children also forgot. They "came to" at tea time, and hastily pulled an iced sponge out of the "fridge, and put 3 candles on it. She nearly wasn't included in the Europe jaunt after that.

Congratulations to grandparents Iris and Jim Cooper, who have a new granddaughter.

Jim and Esme Lewis were on the Katoomba Rally, having returned from their jaunt to Hong Kong to visit their pilot son. It's a hard life some folks have!

(Continued on Page 12.....)

Steering Column (Cont'd.)

A little bird told me that Jim and Dorothy Wilson also have a pilot son who is one of the team of Roulettes - those very clever formation R.A.A.F. fliers who performed at the Schofields air show. We recently saw a documentary on them, and they must be some of the most skilled pilots in the world. I "dips me lid" to them.

We regret to report the death of Ian Ocrame, a long-time member of the Club, and should like to extend our sympathy to his family. We understand his brother will continue Ian's association with the Club.

* * * * *

1979 KATOOMBA RALLY - CARS & DRIVERS

1. M. Garthon	Rover	34. A. Blythe	Hupmobile
2. D. Lovell	Sizaire et Naudin	35. A. Blythe	Hupmobile
3. P. Hill	De Dion Bouton	36. J. Hill	Sunbeam
4. W. Merton	Renault	37. F. Rossiter	Studebaker
5. R. Lee	Renault	38. N. Collins	Straker Squire
6. G. Stelling	International	39. M. Bendeich	Chalmers
7. W. Trollope	Renault	40. J. Wards	Ford
8. W. Spraggon	Renault	41. P. Michaels	Hupmobile
9. D. Liddle	N Hudson	42. J. Godfrey	Ford
10. J. Cooper	Renault	43. R. Day	Ford
12. A. Garthon	Delahaye	44. N. Johnstone	Talbot
14. P. Wards	Hupmobile	45. G. Roberts	Star
15. M. Bendeich	Chalmers	46. N. Gullick	Douglas
16. M. Chapman	Wolseley	47. J. Dance	Talbot
17. C. Sultana	Vulcan	48. N. Preston	Talbot
18. B. Thew	Hupmobile	49. K. Moss	Cadillac
19. J. Lewis	Buick	50. R. Newman	Talbot
20. A. Pendlebury	Yale	51. N. McIntosh	Vauxhall
21. J. Simpson	B.S.A.	52. A. Blythe	Buick
22. W. McCarthy	Vinot Et Deguingand	53. N. Lewry	Motor Cycle
23. J. Vanstone	Metallurgique	54. A. Rowe	Buick
24. A. Blevins	Wolseley	55. D. Berthon	Scat
25. R. Tunbridge	Ford	56. G. King	Talbot
26. W. Hardman	Daimler	57. M. Johns	Sunbeam
27. R. McCarthy	Dodge	58. J. Heath	Ford
28. R. Baxter	Calthorpe	59. B. Bronk	Overland
29. N. Bird	Reading Stamard	60. W. Sewart	Harley Davidson
30. K. Carden	Clement Bayard	61. V. Jacobs	Ford
31. D. Steer	Ford	62. R. Jones	Clement Bayard
32. G. Steer	Argyll	63. W. East	Studebaker
33. J. Pickup	Studebaker	64. G. Adams	Studebaker
		65. S. Rumble	Renault
		66. F. Nisson	Cadillac
		67. T. Cook	Rolls Royce

(Cont'd. on Page 13.....)

1979 Katoomba Rally (Cont'd.)

I wish to thank all officials who gave their voluntary help on this weekend; a special thank you to all the lady helpers at morning tea and lunch. A great weekend was had by all - weather was perfect and traffic no great hassle.

- LEN SHEEN,
Events.

E V E N T SDATES TO REMEMBER

Sunday	18th March 1979	Annual Concourse Day, Vaucluse House
Sunday	8th April 1979	Navigators Rally organised by Jim Wilson
Friday	13th April 1979)	Annual Easter Rally hosted by Illawarra Vintage Car Club
to)	
Monday	16th April 1979)	
Saturday	5th May, 1979)	"Silver Anniversary Rally" to Katoomba, Orange, Dubbo, Mudgee, Muswellbrook and Newcastle. <u>Entry forms, all enquiries:</u> BARRY THEW, 638.1155 a.h.
to)	
Monday	14th May, 1979)	
Sunday	20th May, 1979	C.V.V.T.M.C. 8th Annual Swap Meet Grace Bros. Car Park, Chatswood. 8.30 a.m. Admission 50¢. Hot coffee, snacks 10-2 for small charge (Vintage Chev. Club Ladies' Auxiliary). <u>Enquiries:</u> ALEX STUART, 533.1186
20th June - 8th July 1979		Woolshed on Wheels - Sydney Showground
29th Sept. - 1st Oct. 1979		Newcastle Bi-Annual Tour - 8-Hour week-end. Morpeth Conference Centre.

BACK ONE DECADE

Arthur Garthon was President and meetings were held at the Rugby Union Club in Drummoyne - at this stage we were still "little orphan Annie" in relation to our meeting venue, and the Rugby Club didn't think too highly of us.

Editor Jim Simpson produced a very learned editorial on the development of man and his need for the wheel, tracing it from the time of its invention up to the 26" rims for the 1912 Cadillac then through the 23" rims on the 1923 Buick, and way down to 10" on the Mini Minor. That boy has a flair for research, still. He was intrigued by the introduction of the hovercraft, both on land and sea, and wondered whether we were on the verge of full acceptance of this form of travel, with the subsequent ability to cross country without the necessity of made roads, and perhaps the ultimate discarding of the road wheel. Well, it hasn't come about yet, but who's to say when.

The Blue Mountains Rally was being prepared, and Ross Marshall as Public Relations Officer had approached one newspaper with a suggestion of a \$1,000 donation - there must have been much more interest in the cars in those days. There were some handicapped cars listed for this rally, viz.:- J. Jeffrey, 50 pts., D. South, 30 pts., A. Foy, 20 pts., M. Roberts, 10 pts.

The 1970 Rally was well under way, and all places were booked, as well as a waiting list of 67, even though it was a year before this first International Rally in Australia would take place. It says much for Organiser George Green and his Merry Band of Stalwarts.

Apparently President Len was wearing his arm in plaster, and I was sporting a leg in plaster. Come to think of it, I've had trouble with that leg ever since, due to working on it too soon.

It was proposed that Len Masser become a Life Member of the Club, as also should George Green, and R.L. Doyle of the U.S.A.

Victor Jacobs was desperately trying to "swap, buy, borrow or beg" 5 wire wheels to suit his Fronty. Remember one gentleman who led you a merry dance, Vic, when he really didn't know where such wheels were?

The inside back cover of "S. & P." bore an impressive Broadway Motors advertisement, depicting the "Man in the Bow Tie (and you know who he is)" who listed all the reasons why he liked Ford cars. Readers were exhorted to "call in and see Vic at Broadway Motors. All cars available on \$10 deposit and can trade anything from Radios, Rings, Watches to Veteran Cars." You haven't changed a bit, Vic, you old horse-trader, you!

The Newcastle Club was well represented with articles by Max Burke, Don Barker, Laurie Macey and it's good to have some news of their activities in this issue.

*Nothing so needs reforming as other
people's habits.*

Mark Twain

F O R T H E C O O K SSEAFOAM SALAD

- 1 x 425g can unsweetened pineapple pieces
- 2 tablespoons lemon juice or white vinegar
- $\frac{1}{2}$ teaspoon seasoned salt
- 1 packet lime jelly crystals
- 2 teaspoons gelatine (generous)
- $\frac{1}{4}$ cup dry vermouth or orange juice
- 2 teaspoons finely chopped mint
- 1 cup sour cream

1. Drain pineapple thoroughly, chop pieces finely. Add lemon juice to the syrup, make up to 1 cup with water, add salt, heat until boiling.
2. Pour over jelly crystals, dissolve gelatine in a little hot water and stir in. Stir until jelly crystals have dissolved.
3. Stir in vermouth (or orange juice), chill until thickening and then fold in pineapple, mint and sour cream. Pour into a lightly oiled ring mould and chill until set. Serve with mayonnaise with a little sour cream mixed in.

BLITZ TORTE (Old measures)

- 4 oz. butter or margarine
- $\frac{1}{2}$ cup caster sugar
- 1 cup plain flour (4 oz.)
- 1 level teaspoon baking powder
- Pinch of salt
- 4 beaten egg yolks
- 1 teaspoon vanilla
- 3 tablespoons milk
- 4 egg whites
- $\frac{3}{4}$ cup caster sugar
- $\frac{1}{2}$ cup slivered almonds
- 1 level tablespoon caster sugar
- $\frac{1}{2}$ level tablespoon cinnamon

1. Cream butter and sugar.
2. Sift flour, baking powder and salt.
3. Add beaten egg yolks, vanilla, milk and dry ingredients to creamed mixture.
4. Spread mixture into 2 greased 8" tins (sandwich tins).
5. Beat egg whites until stiff but not dry.
6. Add caster sugar gradually and beat until meringue holds its shape.
7. Spread meringue over unbaked mixture in both tins and then sprinkle each with almonds, sugar and cinnamon.
8. Bake - 350° Electric - 40 minutes (or until cooked).
9. Cool and join two layers together with custard filling.

Meringue topping will be on the underneath and top of cake.

(Continued on Page 16....)

BLITZ TORTE (CONTINUED)CUSTARD FILLING

3 level tablespoons custard powder
 1/3 cup caster sugar
 Salt
 1 cup milk
 1 egg beaten
 1/2 teaspoon vanilla
 1 level teaspoon butter

Combine first 3 ingredients in a saucepan, stir in milk and egg. Cook over gentle heat, stirring constantly until thickened. Then remove from heat and add vanilla and butter. Optional: Beat in 1/4 cup unwhipped cream as custard cools.

(Both recipes from a very good cook: WIN CAMPBELL).

* * * * *

DON'S PARTY

Heard about one club member who was fined so many times for speeding he asked for a season ticket.

#

I once put our house on the market and then a few days later rang the agent and asked him to take it off the market. When the agent asked why, I replied: "When I read your advertisement I suddenly realised that it is exactly the kind of place I've been looking for."

#

Talking of moving, that is exactly what the man did when he read that most accidents occur within 10km of home.

#

The art of taxation is so plucking the goose as to obtain the largest amount of feathers with the smallest amount of hissing.

#

A pedestrian is a motorist who has found a parking place.

#

A teacher was explaining to the class the habits of dolphins. "A single dolphin will have as many as 200 babies," she concluded. One child put up his hand and asked: "How many do the married ones have?"

#

If you see a high-flying 'plane with a vapour trail behind, it is probably an Irish crop duster at work.

#

(Continued on Page 17....)

DON'S PARTY (CONTINUED)

Two bishops were arguing which one was the more like God, when they met a man who was a little high, and they asked him. "Why I am," he said. "Come into this bar and I will prove it." When they walked into the bar the barman looked up and said, "God - not you again!"

#

Modern gadgets are wonderful. In the old days we used to have to pry the burnt toast out of the toaster. Now the burnt toast pops up automatically.

#

THE UNWILLING "HORSE"

It is well known that you can take a horse to water but you can't make it drink. There are occasional veteran cars which can be taken to a starting line but one cannot always make them burst into life. But have you ever tried to lead a camel up to the Cardinal's Palace at Manly? We understand that it showed up as a difficult task at the recent Manly event. As reported to us, it would appear that the camel 'driver' put more energy into hauling the animal up the hill by a neck rope, than the animal put into battling with the grade.

It's reluctance to attempt to do so can be readily understood, when one realises that, being a camel, its religious leanings would doubtless be Islamic, hence its objection to being forced to drag itself uphill to one of the Pope's mosques! And the geographical situation at North Head is that it was not even facing towards Mecca. Little wonder that it had 'the hump'.

J.S.

* * * * *

EATINGS AT MEETINGS

We feel, on occasions, that our meetings become a bit drawn out. This thought, like many in other places, is only comparative.

How would you like to have attended a meeting of a composite German company? Actually, it is the longest recorded meeting in German company affairs. It was attended by 500 shareholders who were in attendance for 26 hours 41 minutes. That would add up to a lot of words. Even speaking and listening can be hunger-producing. The cost of the meeting must have been considerable, as the participants consumed 2,000 sausages (presumably German sausages!), 670 bread rolls, 3,000 plates of soup, 1,200 cups of coffee, and 5,000 bottles of soft drinks.

Sounds like the food bill for a Silver Anniversary Tour.

Bringing down the totals under different headings it would seem that each shareholder consumed an average of 4 sausages, one and one third

(Cont'd. on Page 18.....)

EATINGS AT MEETINGS (CONT'D.)

bread rolls, 6 plates of soup, 2½ cups of coffee, and 10 bottles of soft drink. Most headings seem reasonable, except for the 'soft drinks'. Doubtless they consisted of a lot of soda water to go with the whisky or the schnapps.

Anyway, statistics are interesting, aren't they?

J.S.

ROSTER ALTERATIONS

NEW MEMBERS: Ian G. Campbell,
128 Cambridge Street,
CANLEY HEIGHTS. 2166 (F) 701

Phillip T. Bagnall,
40 Bruce Street,
KOGARAH BAY. 2217 (F) 700

Keith Pryor

Paul L. Race,
143 Baulkham Hills Road,
BAULKHAM HILLS. 2153

DECEASED: G.F. Campbell
Ian L. Ocrane

RESIGNATIONS: Phillip Holroyd,
187A Whale Beach Road,
WHALE BEACH. 2107

CHANGE OF ADDRESS:

Colin Burke,
23 Bandalong Crescent,
BANGOR. 2234 'Phone: 542.3274 (H)
218.7454 (Bus.)

Mrs. Val Cross,
Redlynch Caravan Park,
58 Intake Road,
REDLYNCH. VIA CAIRNS, Q'LD. 4872
'Phone: 070 55.1368 - this address will change from 16th
March, 1979.

LETTERS TO THE EDITORTo Whom It May Concern:

We wish to advise you that we are now operating a service in N.S.W. of Sand Blasting, Steam Cleaning and Spray Painting.

We are operational 7 days a week at the above address, or on site work if required.

For further information please feel free to call at any time.

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633.2397 (after hours)

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2 Emily Street,
Mortlake. 2137

Dear Sir,

As you are aware the United Nations General Assembly has proclaimed 1979 as a year for all children, but with particular emphasis on children whose needs for love, food, health, a home and education are not met.

At the December 1978 meeting of the C.V.V.T.M.C. a proposal was put forward that all member car clubs join together to create a special Children's Day for handicapped and under privileged children as our contribution to this cause.

Club delegates present at that meeting indicated their support for the venture, accordingly the Combined Ford Clubs volunteered to organise the event.

The co-operation of Lions Clubs and similar organisations has been offered and the N.S.W. Government and business and media organisations are being approached for their support.

A meeting is to be held on WEDNESDAY, 21ST FEBRUARY, 1979 at Canterbury-Hurlstone Park R.S.L. Club, 20 Canterbury Road, Hurlstone Park, commencing at 8.15 p.m. in the Functions Room, to discuss arrangements for the event.

To this end we would appreciate the attendance of a Representative of your club.

Yours faithfully,

CHRIS. WILLIAMS

Transport Co-ordinator,
Children's Day Committee.

The Early Ford V8 Club of N.S.W.

TALBOTS AND TALL STORIES

Amongst the Club vehicles we see a few Talbots. Yes, we see them. In the vintage era there appeared an 'Invincible Talbot'. And now, in an advertisement under Motor Vehicles in a certain well-known newspaper we see that someone has an 'Invisible Talbot' for sale!

If it is indeed invisible, how does he know that it is still in his possession, to say nothing of the unstable security of anyone who buys it? We see some very sticky overtones if the buyer gets it into the traffic! How would our insurance expert do business without really seeing the vehicle? Would a smash entail panel beating or invisible mending?

Reminds us of a series of drawings depicting "Little Known Australian Industries" serialised in Smith's Weekly many years ago. One subject showed the cutting of key holes from hollow logs!

Oh well, back to the head shrinker's couch.

END.

(And about time!)

GRATITUDE OF DOUBTFUL WORTH

What is the degree of appreciation that the average citizen has of veteran cars? It is the personal experience of the writer that the most expressed thought of observers of our vehicles is: "Gee, she'd be worth a bit!" Never: "What is she like to drive in the modern traffic?", or "How hard is it to start?", or even: "Can you rely on the brakes?", or: "Is it comfortable to ride in?"

In the main, the average citizen has only a passing curiosity in them. On this thought, it is doubtful if any would-be passengers on one of our "Thank you" runs would really enjoy themselves. It is not far-fetched to say that probably not one of them has ever had a desire to ride round for hours in one of the vehicles, particularly as these citizens are all accustomed to riding round at speed, in closed vehicles, many of them with air conditioning.

By all means let us take any deserving individuals who show spontaneous interest in a ride, but it does not seem to be fair to manoeuvre them into a position of having to accept our offer of an "exciting or exhilarating drive" in a spirit of forced gratitude.

CLAUDIUS THE CHARIOTEER

ADVERTISEMENT SFOR SALE

1911-12 10 h.p. Austin Roadster. Unrestored and dismantled. 95% complete. Spare motor and front axle. Has radiator, side and tail lights, head lights, one good, one bad, and Herm Riemann Gas Generator.

Carby, 4 hub caps, radiator cap and badge, 1 headlight gimbell, clutch plate and exhaust manifold are missing.

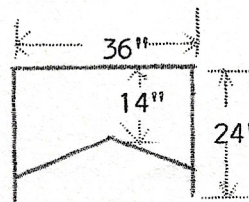
Has body remains. \$2,800.00

Veteran Rear Seat Section. All timber. \$360.00

1 Sulky complete. Needs work done on it. \$80.00 or near offer.

2 Zenith Carbys. AFZ30. \$5.00 each.

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1 Amp. Gauge. Roller-Smith, U.S.A. \$3.00

Veteran Talbot, 1915-18 CYX Model. Chassis, F/axle and hubs, springs, tailshaft and diff. (less axles).
2 rear guards, 1 hub cap. \$100.00.

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