

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

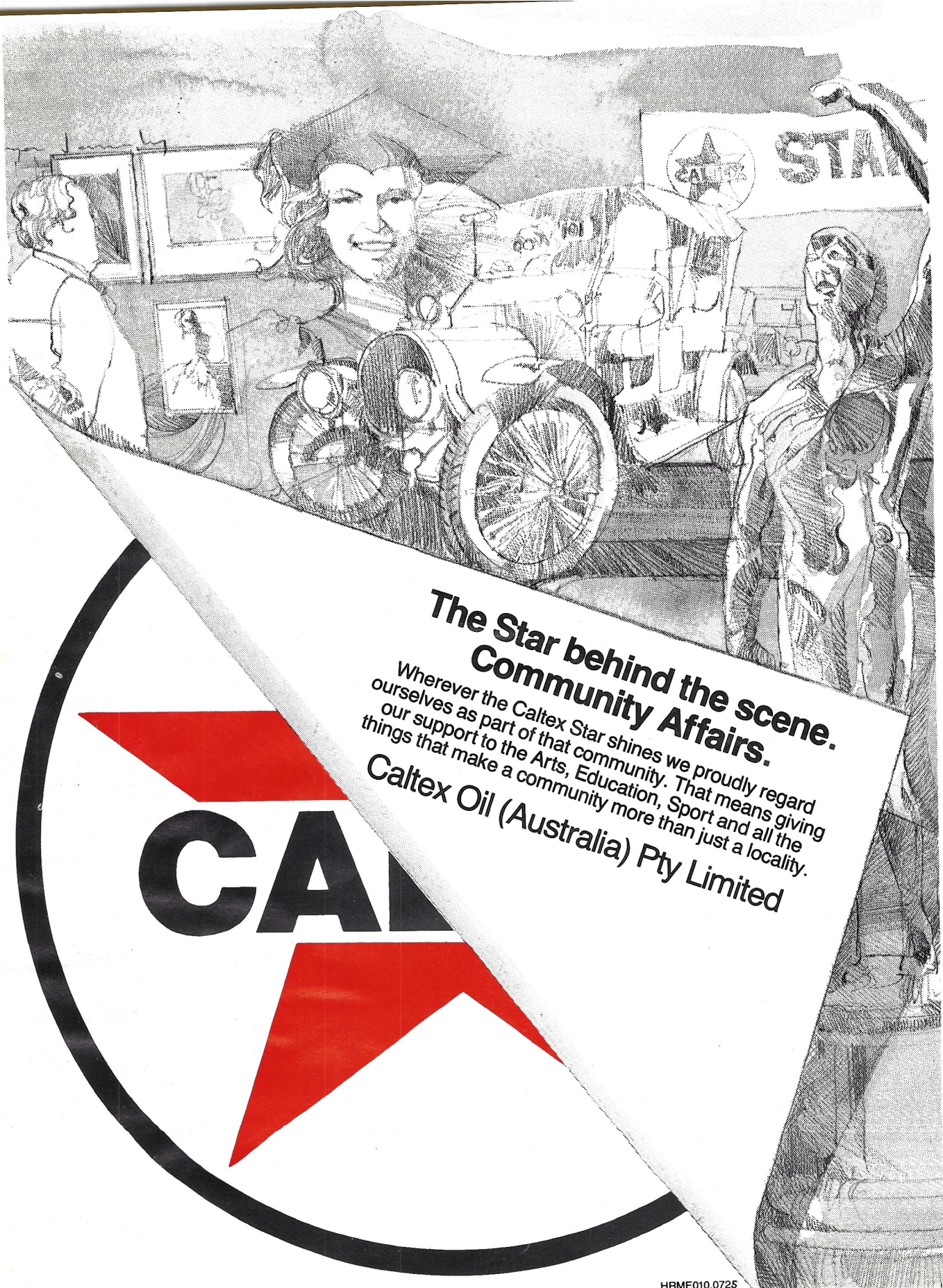
SPIT AND POLISH

May 1980. Vol. XXI. No. II.

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**The Star behind the scene.
Community Affairs.**

Wherever the Caltex Star shines we proudly regard ourselves as part of that community. That means giving our support to the Arts, Education, Sport and all the things that make a community more than just a locality.

Caltex Oil (Australia) Pty Limited

SPIT & POLISH



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

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

Vol. XXI No. 11

May 1980

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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 8.00 p.m. on THURSDAY, 22ND MAY, 1980.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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

THE PRESIDENT'S MESSAGEBlue Mountains Rally

Our Annual Blue Mountains Rally for 1980 was an unparalleled success and I'm sure all participants join with me in a vote of thanks to our sponsors, "Caltex", the organising committee and the many officials and willing workers that made it so. I am further confident that it is the wish of this committee that I do not single out any particular person or persons for special mention. You the participants, your families and friends are aware of their untiring efforts and your personal thanks are known to have been received with appreciation.

This year it seems that our timing was right, for it fitted in 'Old Sol's' behavioural pattern and his blessings of bright sunshine and an unusual warmth in the air for late April.

The start from Greens Motorcade Museum Park and the accompanying arrangements for morning tea were a popular choice, while the course set along many, virtually traffic-free roads, provided pleasurable driving conditions.

However, I feel we owe much to the decision this year to include a third day, rather than follow the previous practice of a two-day rally. This decision made possible the visit to the Zig Zag Railway as an added attraction and to the general relaxation and fraternisation afforded by the extra day. Further, it provided the driving time and another opportunity for country and city members to meet and mix.

The spectacle of such a large group of veterans parked at each of the luncheon venues provided a new dimension, but I'm sure it was the sight of the club trailer, its contents, its busy band of workers and the cooking odours that permeated the air that made these areas most attractive.

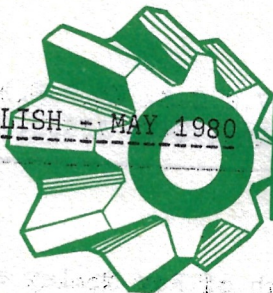
Distribution and presentation of trophies at the final dinner placed an additional load on the organisers in terms of time to calculate Friday's competitive sections, but it added to the attraction of the evening and provided a finality to the rally.

A holiday weekend, convenient in all aspects to an enjoyable Blue Mountains Rally is not available next year, but I would commend to the incoming committee that they consider the merits of repeating the three-day event by the inclusion of perhaps a normal working day in 1981.

- GEORGE A. ROBERTS

*English is a funny language - a fat chance
and a slim chance are the same thing.*

(From Jim Wilson)



This year saw the running of the 22nd, 23rd, 24th ?
Annual Blue Mountains Tour. The foregoing statement is one that needs to be
clarified if only for the records.

With that aside it would seem that all those attending had a
very enjoyable weekend of veteran motoring, the number of cars and motor
cycles, the venue for the start, the pleasant drive up to the mountains,
Saturday's run out to the Zig-Zag Railway where the odd cinder caught the
eyes of the unwary - with all this going it was unfortunate to have a couple
of small problems cause a few people to be a little upset.

It would seem to be a little unfair for a couple of members to
miss out on their sit down dinner while trying to keep 50 children entertained,
and further confusion to the public was the vintage car complete with rally
number that kept turning up at controls.

With these small problems which will no doubt be cleared up next
year, the Events Committee and its band of regular helpers are to be
congratulated on a job well done.

- Editor

More from Jim Wilson:

It has been suggested that today's hippies are really
refugees from those old Tarzan films. The Hippie wears
his hair long like Tarzan, walks like Jane - and smells
like cheetah.

#####

This notice caught my eye as it was displayed at the
counter of Bikini Bargains:

"If nothing else succeeds - try next to nothing."

#####

MONETARY ADVICE: Never invest your money in anything
that eats or needs repainting.

#####

SPIT AND POLISH - MAY 1980

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.) HELD AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK ON THURSDAY, 24TH APRIL, 1980.

Meeting opened at 8.10 p.m.

President announced the death of Ray Neeley and one minute's silence was observed.

PRESENT:

46 members and 7 visitors.

VISITORS:

Cliff and Betty Ward from Melbourne, E.M. Bronk, E. Pendlebury, B. Knight, P. Buckingham, Richard Worboys.

APOLOGIES:

Jan and Roly Coulcher, Keith Carden, Laurel Rossiter, Peter Wards, Bob McCarthy, Fay Mountford, Dick Tunbridge, Barry Cliff, Barry Pearce.

MINUTES OF
PREVIOUS
MEETING:

Read, moved, accepted, George Sevenoaks. Seconded Allan Foy. CARRIED.

ARISING:

Nil.

TREASURER'S
REPORT:

Moved, accepted as read, Jim Simpson, seconded Bill McCarthy. CARRIED.

ARISING:

Nil.

CORRESPONDENCE:

Letters received from:

Roger Gorment requesting information on 1913 Clement Bayard and wishing to join club.

Newcastle Club - copy of their minutes.

Gilltraps - requesting branch addresses of V.C.C.A.

Victor Jacobs - insurance officer.

C.W.T.M.C. - agenda for meeting 26/4/80.

Letter to:

Richard Worboys containing membership application form.

Moved, accepted as read, Max Roberts, seconded Bill Spraggon. CARRIED.

ARISING:

Nil.

INVESTIGATING
AND DATING:

Official certificate and plate to David Berthon for his 1910 S.C.A.T.

(Cont'd. on Page 5...

Minutes of Monthly General Meeting, 24/4/80 (Cont'd.)

INVESTIGATING
AND DATING
(CONT'D.):

Richard Worboys subject to investigation - 1907 De Dion.

NEW MEMBERS:

Max Withers of North Rocks with a T Ford Speester.

Moved Barry Thew, seconded David Berthon.

EVENTS AND
SOCIAL
COMMITTEE:

Model Engineers' Society Luddenham outing on Sunday,
25th May.

ARISING:

Nil.

PERMITS TO
MOVE:

Registration labels, promised for tonight, will be handed to
members at the start tomorrow. (Katoomba Rally).

ARISING:

Nil.

LIBRARIAN:

Nothing to report.

INSURANCE:

Victor Jacobs' letter to be published in SPIT AND POLISH.

ARISING:

Nil.

PHOTOGRAPHER:

Photographer will be at the start of the Katoomba Rally.

ARISING:

Nil.

CVVTMC:

Swap Meet at Chatswood 25th May.

John Rumsey on 5th May will address Registrars from clubs.
General discussion follows on this meeting.

Further discussions on the 'white line' registration. No
objection to our delegates opposing move to approach
Department of Motor Transport for special dispensation on
white line regulation.

Moved Terry Cook. Seconded David Berthon.

ARISING:

Nil.

GENERAL BUSINESS: Usual jokes from Jim Wilson and Don Steer.

Allan Foy has given club replacement mirror glasses and
retainers to sell at \$1.00 each.

Repco is prepared to make mirrors for us as Wybrok did in the
past.

(Cont'd. on Page 6.....)

Minutes of Monthly General Meeting, 24/4/80 (Cont'd.)GENERAL BUSINESS
(CONT'D.)

Harry Edwards, founder member, will be in Sydney for 3 days, will inspect our Hall on Sunday next. He has been invited to the finish of the Katoomba Rally.

Preliminary registration forms from Queensland Rally now available.

ARISING:

Nil.

Meeting closed at 9.30 p.m.

MINUTES OF MONTHLY MEETING OF NEWCASTLE BRANCH HELD AT THE HOME OF DON AND AUDREY MOFFAT, MEREWETHER, ON 8TH APRIL, 1980.

MEETING

8.22 p.m.

OPENED:CHAIRMAN:

J. Gorton.

MEMBERS PRESENT:

10 members and 2 visitors.

APOLOGIES:

J. Riley, R. Thomas, D. Marr, B. Adams, N. Adams and M. Burke.

MINUTES OFPREVIOUS MEETING:

Moved by P. Adams, seconded by R. Newman, that the minutes of the previous meeting be accepted as read. CARRIED.

TREASURER'S
REPORT:

The Treasurer reported that the balance at bank was:

	107.82
Building Society	179.59
Petty Cash	5.60
	<u>\$293.01</u>

Moved by W. Holmes, seconded by N. Preston, that the Treasurer's Report be accepted. CARRIED.

CORRESPOND-
ENCE:

Moved by P. Adams, seconded by G. Newman, that the inwards correspondence be received and dealt with and the outwards accepted as read. CARRIED.

GENERAL BUSINESS:

Moved by W. Holmes, seconded by D. Barker, that a floral arrangement be sent to member, Beatrice Adams, who is in hospital.

Moved by P. Adams, seconded by G. Newman, that the entry fee for the Annual Tour be the same as last year, \$5.00. CARRIED.

(Cont'd. on Page 7.....)

Minutes of Newcastle Monthly Meeting, 8/4/80 (Cont'd.)

GENERAL BUSINESS It was decided to send full information re the Tour to the Newsletter Editor for publishing in SPIT AND POLISH.
(CONT'D.)

Members were advised of the forthcoming Swap Meet to be held by the Newcastle Vintage Car Club at Garden City on September 27th and 28th.

MEETING CLOSED: 10.00 p.m.

ROSTER ALTERATIONS:

NEW MEMBERS

WITHERS, Maxwell John,
32 Blackburn Avenue, North Rocks. 2151 No. 721 Full Member

CHANGES OF ADDRESS

COCKBAIN, P. & B.
13 Raworth Avenue, Raworth.

ROBERTS, Rodney,
C/- George Roberts, 49 Blake Street, Dover Heights. 2030

CLIFF, Barry,
25 Kalang Road, Elanora Heights. 2101

BRIEF BUT IMPORTANT

"It wasn't told to me, I only heard." Couldn't make the meeting due to a visit to Apprentice John on the Mornington Peninsula, Victoria. While there called on Neville Hutton ex Novocastrian with the nice Veteran Stude. We liked the Veteran Motor cycles as well. Nev. says the Victorian section of Veteran Car Club are looking for members with Veteran bikes. Am I hinting at something?

George Adams is really absent-minded. Someone suggested he should get the "old girl" tuned up, so he sent Mrs. A. to hospital instead of Stude, to garage. Glad to hear the inspection proved you to be restorable, Beatrice. In future let George crank and you work the spark.

Ray Thomas out of gas and all juiced up. What a headline! Translation means he no longer sells LPG but is in the fruit juice business. Beware the dreaded fruit fly Ray.

(Cont'd. on P.8.....)

Brief But Important (Cont'd.)

Evelyn Gorton, are you getting your cranking arm ready for the Newcastle Tour in the Garford? Last I heard it was only going on one cylinder and with Chairman John's bad back it's you my dear or stop on a hill.

Shame on you Doug. Marr playing submarines in your pool! You say you do training laps but I think the kids sit on you and you can't get out.

As usual the Newcastle Branch will be holding our family and friends style tour this year. Once again based at Morpeth in the Maitland area. This year there will be a twilight tour on the Saturday evening and some motoring activities in the afternoon. Entry forms in SPIT AND POLISH soon, so keep it in mind for October. About 25-30 cars are as many as we can cater for, so please get entries in early to save disappointment. The usual accommodation is available at Morpeth Conference Centre but should you require motel accommodation please make own arrangements. Meals can be provided at Centre for all comers.

That's it for another month.

Regards,

- BELT DRIVE BURKE

ODD BITS

It is a well-known fact that the steering layout on the modern motor vehicle is termed the Ackermann principle. It is taken for granted that the system was named after the genius who devised it. It is, of course, a system for controlling the directional turning of the front wheels on a graduated basis, so that the wheel on the outer of two circles traversed by the wheels during a change of direction describes a wider arc than the inner wheel does. (That is quite clear, of course!)

Would it be surprising to learn that the 'genius' was not one Ackermann? The real genius went by the name of Eugen Laukensperger. The name Ackermann was that of the English patentee, Rudolf Ackermann, and not that of the inventor.

We understand that the T Model was indeed thought out by Henry Ford, not by Heath Robinson.

Always a pleasing thought to feel that one is "on the right steer", isn't it?

- JIM SIMPSON

KATOOMBA FROM THE B.B.Q.

Friday morning and what a frightening sight - four huge cartons of meat, endless loaves of bread, soft drinks by the dozen and numerous other bags and boxes of food to be packed into an already laden ute.

At last, all packed and three carloads of helpers dash to Springwood for the first lunch stop. Quick, set up, first car due in an hour. Butter bread, cut tomatoes, prepare the snags and cry over the onions. First car arriving - help, how do we light the urn? Hurray - two hours later the line has ended, the first day of cooking is over and we can all relax until tomorrow.

Day two is bright and shiny and we prepare to repeat the procedure. Yesterday's lesson is put to practice and we light the urn immediately. Help, not as much water as we thought, sorry about that second cuppa. Will that line never end? Things have run smoother today, but boy, are we bushed!

Last day, dash to Parramatta. Hurry, first cars will be in soon and want to get away. Cut - butter - slice. Ugh, don't want to see another sausage for a month. Hey, where did all these people come from? There weren't supposed to be that many - they were going straight home.

Finally, the last mouth is fed, the last cuppa made, our patent dishwasher set up and the trailer closed. Bed is sure going to look good tonight.

When it is over, you think was it worth it, all the planning and work involved and the answer is yes, when someone tells you they have never tasted such great snags!

- J.C.

"A FINGER IN THE DYKE'S"

(Being a random selection of useful hints and suggestions from Dyke's Automobile and Gasoline Engine Encyclopedia, Ninth Edition, 1919.)

Wire Efficiency: Ignition wire efficiency is not always determined by the thickness of the insulation. This is particularly true of secondary wires. It is, of course, true that insulation should be of good quality, but unnecessary thickness increases the static capacity, a condition to be avoided.

Corroded battery terminals: A little hard grease on the thumb nuts that make the battery connections, will prevent their seizing from acid corrosion.

An emergency: Nine miles from town the dry cells exhausted so that they would not start the engine. I borrowed the telephone cells of a nearby house, started the engine, and returned the cells while engine was running idle.

Letter from Victor Jacobs:

"The Secretary,

Dear Sir,

INSURANCE REPORT

As I will be absent from this meeting and was absent from the last meeting, I would appreciate you tabling my insurance report for the month.

At the February meeting, it was brought up during my report that South British Insurance Company was referring to our members who were enquiring about insurance quotes etc., to brokers Messrs. Hatton, Lyne and Associates.

Immediately after that meeting I contacted Warren Robinson from South British, who said there was a misunderstanding in the case of Veteran Car Members.

South British Insurance have appointed Messrs. Hatton, Lyne and Associates for insurance for other vintage clubs, but because the Veteran Car Club has an insurance officer (without portfolio!!!) all Veteran Car Members will still place their insurance direct with South British. This means that we should get the benefit of any better insurance rates and commission as this is the way it was set up originally.

Therefore, please note that all Veteran Car Members should place all their insurance through South British Insurance by telephoning them direct on 232.0122 - Phillip Johnson is the contact there.

Yours sincerely,

(SIGNED) Victor Jacobs

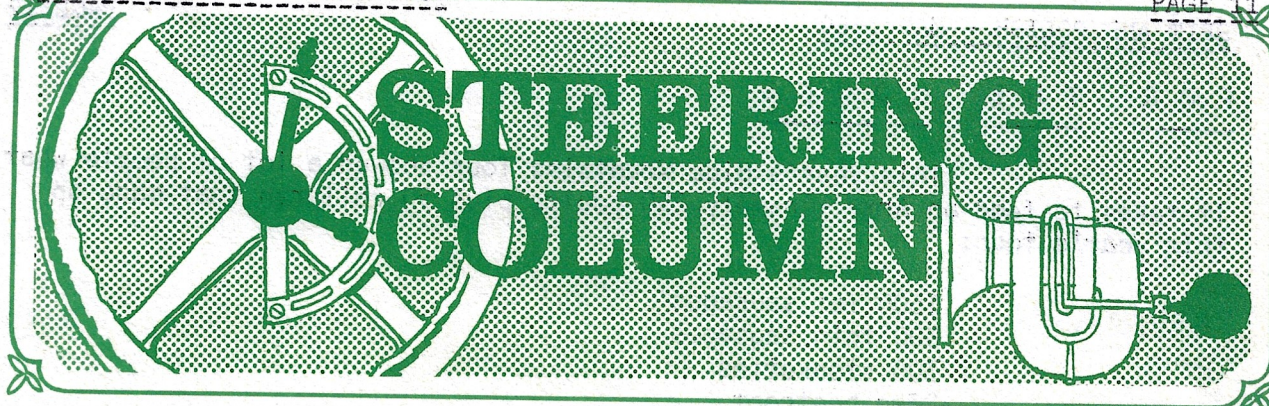
Insurance Officer - without portfolio.

DEFINITION OF 'NOTHING':

Sometimes seen in the letterbox - NOTHING.

NOTHING is often a good thing to do!

NOTHING is always a clever thing to say!



Father Ben Bronk found out that it can be quite painful when you monkey around with another monkey's monkey.

#####

Jimmy Simpson found out he had a dry rear end with funny noises (on the B.S.A. that is.)

#####

We have heard that Don "Milko" Steer has shares in a tyre company (we wonder why).

#####

A certain veteran car would have come up the Hawkesbury Hill without any trouble had the tender car not used all the water.

#####

George Green - you're supposed to put the petrol in the car not your EAR.

#####

For what it is worth, the lunch stop on Saturday's run to the Zig-Zag had the unusual name of "Lavatory Flat".

#####

Long-time member Neil Lewry left his Rover Motor Cycle at home this year and brought out his recently-acquired 'T' Ford so all the family could enjoy the rally, however his fellow motor cyclists gave him a hard time about becoming soft.

#####

Bill Sewart made it three in a row by winnint the Motor Cycle section, maybe the others were having too good a time to be serious.

#####

Cyril Stanbridge has decided to fit 1-2" Zenith carburettor on the Volvo in place of the fuel injection.

#####

F O R T H E C O O K S

This year's Blue Mountains Tour showed a lot of people what it takes to feed an Army - namely 250 adults plus 50 children that made up this year's tour:

1600 fat sausages
 300 thin sausages
 300 steakettes
 23kg beetroot
 2½ cases of tomatoes
 24 lettuce
 2 gallons tomato sauce
 76 loaves of bread
 7kg of margarine
 ½kg coffee
 600 tea bags
 25 litres milk

If you think that is a lot of supplies, spare a thought for those involved in the preparation of this food into meals at the lunch stops on the three days, especially when some of those involved also worked on controls as well. A vote of thanks must go out to the Events Committee and all those that helped in the preparation of the food which enables the drivers and crew to be refuelled.

- Editor.

#####

When is a Veteran Rally Car not a Rally Car - when it is VINTAGE.

#####

HAND REAMINGPART 1 OF 2

QUESTION: How is it possible to spoil bronze bushings without really trying?

ANSWER: There are many ways that this can occur when carrying out a hand-reaming operation.

EXPLANATION: The expanding reamer is an essential tool in cases where a bushing has to be brought to a finishing size. However, there is a number of inherent difficulties associated with this operation, some due to the reamer design or condition and others concerned with the operator's technique, or lack thereof.

"Chatter" can arise owing to a number of reasons:

1. The reamer being new and sharp.
2. Attempting to remove too much metal per cut, or having

Hand Reaming (Continued)

- too much metal to ream out.
3. O.L. ways cut across the bushing giving no support to one blade at this point.
 4. The non-use of a double ended wrench. Use one which can be firmly attached to the reamer.
 5. Too rapid a rotation of the reamer.
 6. Non-rigid holding or supporting of the work-piece.

It is not practicable, of course, to do anything concerning the characteristics of a new reamer, but even greater emphasis should be given to the observance of those conditions outlined, so as to produce satisfactory work. Where a bush is to be machined in a given case, care should be exercised so that little as possible of material is left for reaming.

For example: a 3/4 O.D. bush of medium thickness will accept an interference fit of .002". The bushing bore may be given .001" clearance on the pin diameter, and should have a smooth finish.

After pressing into place, the bush will close in almost .002", thus leaving a very small amount only to ream to size.

It is a most important factor in the production of a satisfactory reamed finish, that there is as little as possible of material to remove.

In some cases, the reamer can be placed midway in the bushing and the adjustments, and subsequent rotation, carried out without withdrawing the reamer. Starting the reamer from the bush end will inevitably produce a bell-mouthed hole, unless the reamer can be supported by a "reamer-guide".

- ARTHUR PENDLEBURY

* * * * *

A friend who usually takes a bus to work overslept one morning and decided to drive. As he opened the garage door he saw that the rear wall - the one his wife smashed when she stepped on the gas pedal instead of the brake - had not been repaired. My friend, a man of his word who expects the same virtue in others, strode back into the house and telephoned the carpenter.

"You said that you would have it fixed by noon yesterday!" he stormed.

"Let me ask you one question," said the carpenter quietly. "Did your wife drive the car in the afternoon?"

THE FIRST THOROUGH-GOING MOTOR CAR

We all embrace the concept that both Benz and Daimler were responsible for the automobile. While this is fundamentally correct it would seem that Daimler was the one who really perfected the motor carriage capable of command variations in engine speed.

Benz worked out a surface vaporizer which was obviously slow at vaporising 'benzine'. His engine turned over at a constant 250 r.p.m. He varied the engine speed in a sort of a way by using a governor to control the opening of the exhaust valve.

While this was going on, Daimler was stepping up his engine revolutions to 750 per min., and in order to provide a carburettor with capability to cope with varying engine speeds, he and his helpmate Wilhelm Maybach perfected the 'atomising carburettor'. This could well be described as the most important step towards the final concept of the motor car as we know it, that is, a capacity for instant changes of road speed and engine power. One would be surprised nowadays, in this era of big business, to realise the terrific technical know-how and set up that this research required.

These two fellows started an experimental workshop in the Hermann Hotel. The location of the address is not very clear, but it appears to have been in Bad Canstatt. Compare that mini enterprise with the terrific amount of expertise and financing which was put into the Sarich Rotary engine. And how far has this project advanced in comparison with the carburettor?

We have seen how these two engines acquired their gas, and it is interesting to note how the respective ignition systems worked.

Benz employed the simple battery and trembler coil to energise the spark plug. Who supplied the spark plugs for the early Benz? Benz made them himself!

As for Daimler, he had no faith in electric ignition, feeling that it was of dubious reliability, and instead, thought out the 'hot tube', which was permanently heated by a Bunsen-type burner.

So there we have Benz with electric ignition and Daimler with engine flexibility, the result of good carburetion. Perhaps flexibility was the 'backbone' of the system.

- JIM SIMPSON

A man met a friend who was all bandaged up. "What happened?" he asked.

"I was driving in heavy traffic and another car bumped into me from the back. I got out and we had a terrific argument. He broke my nose, blacked my eye and knocked my teeth out."

"Why didn't you call a policeman?"

"He WAS a policeman."

C O M I N G E V E N T

PICNIC DAY & RALLY, SUNDAY MAY 25TH

MODEL ENGINEERS SOCIETY, LUDDENHAM.

History of Society:

The Model Engineers' Society was formed in 1901 at Summer Hill and is the oldest society of its type in the world.

This Society's objectives are similar to our club's, whereby restoration of antique working models are encouraged along with construction of working models and model appreciation of aircraft, boats, cars and steam locomotives.

DATE: SUNDAY, MAY 25TH

ADDRESS: Near the corner of Elizabeth Drive and Luddenham Road, Kemps Creek/Luddenham. (1st major turn to right after Kemps Creek).

TIME: All cars to arrive between 10.00 a.m and 10.30 a.m.

ADMISSION: A charge of \$2.00 per car is applied irrespective of number of persons.

ATTRACTIONS: Flying model aircraft displays, mobile steam locomotives.

Cable cars running around circular tracks, giving passenger rides at .20¢ per person.

Static models on display.

LUNCH: Soft drinks, pies, sausage rolls, hot dogs, sweets, coffee, tea available from canteen.

Barbecue facilities are available for those wishing to bring a barbecue lunch.

CAR PARKING: Veteran cars will be grouped and parked together.

This will be an ideal family picnic day and one which the children will enjoy.

Any further enquiries: Contact - NEIL MARTIN 632.5047

MEL POPE 521.2821 (H)
237.8222 (B)

F O R T H C O M I N G E V E N T S

SUNDAY JUNE 29TH - PICNIC DAY AND RALLY

CAMDEN AIRPORT (FINE WEATHER GUARANTEED)

Cars to meet at the Crossroads Hotel, Liverpool at 10.00 a.m. for departure to Camden Airport via Old Hume Highway.

Barbecue facilities available so bring own lunch.

A tour of the Camden Airport Aviation Museum will be available to members. Modern cars welcomed as well as veterans.

For further details contact:

MEL POPE

521.2821 (H)

237.8222 (B)

237.8481 (B)

SUNDAY JULY 27TH - PICNIC DAY TO AUBURN COUNCIL'S BOTANICAL GARDENS
FEATURING THE JAPANESE GARDEN DISPLAY

Cars to meet at 10.00 a.m. and will be housed in barricaded car park by arrangement with Auburn Council.

Barbecue facilities available. Bring own food etc.

This promises to be an enjoyable family picnic day and as it is the last event of this year's Events Calendar we would ask for a good attendance.

Further details will be published in June issue of SPIT AND POLISH.

#####

SOCIAL EVENING HELD ON SATURDAY APRIL 19TH

A very enjoyable social event was held at Jack and Merryl Godfrey's home on Saturday, 19th April.

This was attended by 50 people, resulting in a small profit being returned to the club.

On behalf of our Social Committee we would wish to express our appreciation to Jack, Merryl and family for providing a very enjoyable venue for such a successful evening.

- MEL POPE

#####

BLUE MOUNTAINS TOUR

TELEGRAM FROM VIC JACOBS (FROM PORT MACQUARIE):

To Rally Director
Veteran Car Club
Everglades Motor Inn
LEURA

SORRY I CAN'T BE WITH YOU. KNOW YOU
WILL MISS FRONTY NOT ME.

ASKED RABBI TO PRAY FOR GOOD WEATHER -
HOW DID HE GO?

- VIC JACOBS

(VIC.: Tell Rabbi he did very well.)

#####

MINI STEERING COLUMN:

Jim Wilson was heard to utter that unmentionable word
"RAIN" during our recent Blue Mountains Tour.

Actually Jim was standing under a dripping overhead
tanker filling tap at Katoomba Showground, so moving
aside the rain stopped, however for a while he had us
worried.

#####

TROPHY PRESENTATION

During the official Rally Dinner held at Everglades Motor Inn on
26th April, we presented trophies to all winners earned during the 1979-1980
event year.

The following is a list of trophy winners:

1. V.C.C.A. NAVIGATOR'S RALLY - 1908 Clement Bayard, Olive Jones.
2. LEN SHEEN NOVICE CONCOURS TROPHY - 1913 Vulcan, Chris Sultana.
3. ALAN ROSE-BRAY CONCOURS DE-ETAT TROPHY - 1913 Fiat, Neil Martin.
4. V.C.C.A. CONCOURS DE-ELEGANCE TROPHY - 1915 Morris, John Simmons.

(Continued on P.18.....)

Trophy Presentations (Cont'd.)

Trophy winners:

5. JOHN BURKE TROPHY - OFFICIALS OF THE YEAR - Jan and Roley Coulcher.
6. NEWTON GOLDMAN TROPHY FOR GOODWILL TO THE PUBLIC - Bill and Reta East,
1915 Studebaker.
7. V.C.C.A. MOTOR CYCLE TROPHY - 1917 Harley Davidson, Bill Sewart.
8. ALAN ROSE-BRAY HARD LUCK TROPHY - 1914 Wolseley, Don Steer.

1980 BLUE MOUNTAINS TOUR TROPHY WINNERS:

9. V.C.C.A. SINGLE CYLINDER TROPHY - 1909 Sizaire-Naudin, Dennis Lovell.
10. FRANK KLEIN 2-CYLINDER TROPHY - 1908 Renault, Bill Spraggon.
11. GEORGE GREEN 4-CYLINDER TROPHY - 1908 Metallurgique, Geoff Vanstone.
12. BROADWAY MOTORS 6-CYLINDER TROPHY - 1911 Renault, Stan Rumble.
13. W.T. COGGINS TROPHY - SECOND IN RALLY - 1913 Talbot, Neville Preston.

AND NOW THE GRAND FINALE

14. V.C.C.A. TROPHY - OUTRIGHT WINNER 1980 BLUE MOUNTAINS TOUR -
1908 Metallurgique, Geoff Vanstone.

We would wish to offer our congratulations to all trophy winners during the 1979-1980 Events Year and thank you for your support.

- MEL POPE

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1980 BLUE MOUNTAINS TOUR

Well, there it was, been and gone for another year.

From all reports, this event was very successful in every way, although no reports to the contrary were received.

On behalf of the President and Tour Committee we wish to offer our appreciation to all the Tour Officials whose help, devotion and assistance contributed to making this weekend as enjoyable as it was.

Many thanks for your assistance,

- MEL POPE

For Tour Committee.

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

FOR SALE

1 pr. Herm Reimann headlights 8" lens - very good condition.
\$350.00

1 matching set of Rotax head and side lights 10" lens - very
good condition. \$250.00

- PETER LAMB
043-92.1283 A.H.
043-53.1775 Bus.

FOR SALE

3 - 19" Sankey Wheels (3-hole) fitted with good 5.00 x 19
tyres and tubes. \$35.00 each.

- BOB NEWMAN,
Tuggerah.
043.52.1974

WANTED

For 1915 'T' Ford:

- 1 Tie Rod
- 1 Track Rod
- 1 Lower Steering Shaft Bush
- 1 Alloy Gear Box Cover

- BARRY GARTH
02.638.2608

FOR SALE

1905/06 REO RUNABOUT. Single cylinder 7 h.p.
Fully restored.
Spare motor and parts.

- BARRY PEARCE,
12 Derby Street,
St. Ives. 2075
449.7771

WANTED

ALL STATES

Suit 1909 Twin Cyl. Renault AX Model.
Dashboard dripfeed lubricator unit complete or parts.
Particularly the cast aluminium oil reservoir and the
internal oil pump non-return valve body and sundry
parts. (3 unit engine and gear box). Will purchase
or swap for a variety of Vintage Sunbeam parts.

- BOB GRANTHAM (VCCA WA)
103 Matheson Rd.,
Applecross. W.A. 6153

WANTED

1 600 x 12 inch tyre and 4 stud rim to suit Morris 1100.
Wanted for Club's mobile canteen to be used as spare.

- MEL POPE - 521.2821
NEIL MARTIN - 632.5047

* * * * *

EVENTS AND SOCIAL CALENDAR 1979-80

1979

ENQUIRIES — MEL POPE PH. 521-2821 (H)
NEIL MARTIN PH. 632-5047 (H)

SUNDAY	JULY 15
SUNDAY	AUGUST 26
SATURDAY	SEPTEMBER 15
SUNDAY	SEPTEMBER 16
WEEKEND	SEPTEMBER 29-OCTOBER 1
SUNDAY	OCTOBER 21
SUNDAY	OCTOBER 28
SATURDAY	NOVEMBER 10
SUNDAY	NOVEMBER 11
SATURDAY	NOVEMBER 17
SUNDAY	NOVEMBER 18
SATURDAY	NOVEMBER 24
SUNDAY	NOVEMBER 25
SUNDAY	DECEMBER 2

- Picnic Day
- *Navigators Rally
- Orange Blossom Festival Procession
- C.V.V.T.M.C. — Warwick Farm
- Newcastle Tour
- Government House Garden Party
- Parramatta Foundation Day
- *Registration Inspection Day (Compulsory)
- Schofields Air Show
- *Registration Inspection Day (Alternative)
- Fishers Ghost Rally
- Christmas Party - Dinner Dance
- Vaucluse Lions Club — Charity Day
- Family Christmas Picnic

1980

MONDAY	JANUARY 28
WEEKEND	JANUARY 23-24
SUNDAY	FEBRUARY 24
SUNDAY	MARCH 30
WEEKEND	APRIL 25, 26 and 27
SUNDAY	MAY 25
SATURDAY	MAY 31
SUNDAY	JUNE 29
SUNDAY	JULY 27

- Sydney Festival Procession
- Camp Out
- Picnic Day and Rally
- *Concourse Day
- *Annual Blue Mountains Tour sponsored by Caltex
- Model Engineer's Society — Luddenham
- Trophy Presentation Nite
- Picnic Day and Rally
- Picnic Day and Rally

**Indicates Point Score Outings.*

MANAGEMENT COMMITTEE 1979-80

PRESIDENT
VICE-PRESIDENTS

SECRETARY
TREASURER
REGISTRATION OFFICER
PUBLIC RELATIONS, SPONSORSHIP
EVENTS AND SOCIAL CHAIRMAN
ASSISTANT

LIBRARIAN

- George Roberts - Phone 371-8626 (H)
- Len Sheen - Phone 427-4198 (H)
- Barry Thew - Phone 638-1155 (H)
- Bill Maunsell - Phone 32-2379 (H), 929-7422 (B)
- Ben Bronk - Phone 624-8224 (H)
- Keith Carden - Phone 871-2158 (H), 70-0381 (B)
- David Berthon - Phone 639-0603 (H) and (B)
- Mel Pope - Phone 521-2821 (H), 237-8222 (B)
- Neil Martin - Phone 632-5047 (H) and (B)
- Jan Coulcher - Phone 587-2880

SUB-COMMITTEES AND OFFICERS

RESEARCH HISTORIAN
DATING COMMITTEE
REGISTRAR
"SPIT AND POLISH" EDITOR
PHOTOGRAPHER
PROPERTY OFFICER
BUILDING DEVELOPMENT AND
MAINTENANCE COMMITTEE

HONORARY LEGAL OFFICER

- George Roberts - Phone 371-8626
- George Roberts, Max Roberts
- Max Roberts - Phone 449-1722 (H), 74-0226 (B)
- Barry Thew - Phone 638-1155 (H)
- Arthur Porter - Phone 605-2016 (H)
- Bill McCarthy - Phone 798-6941 (H)
- George Roberts
- Bill Maunsell
- Len Sheen
- Ben Bronk
- Malcolm Johns

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