

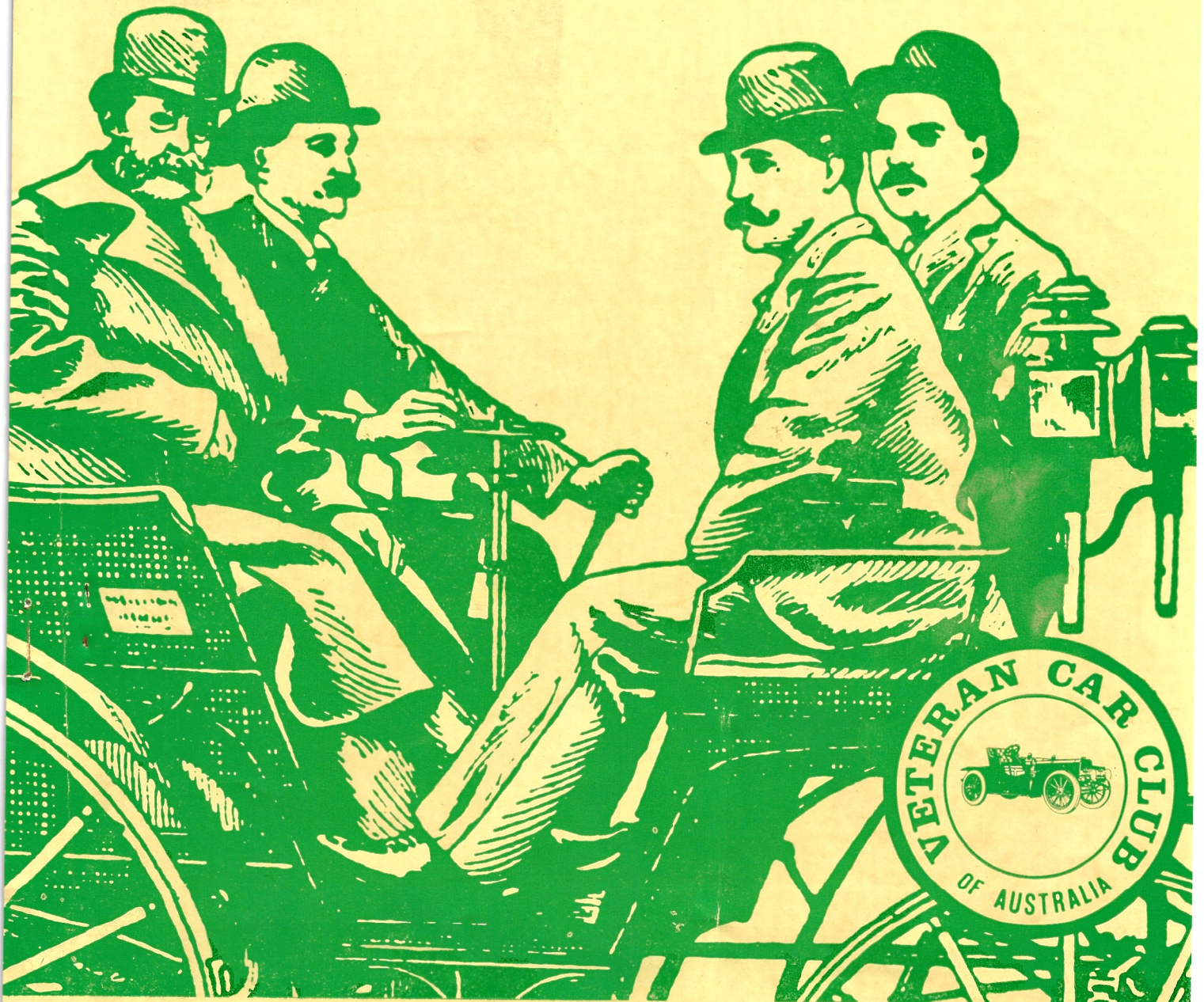
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

# SPIT AND POLISH

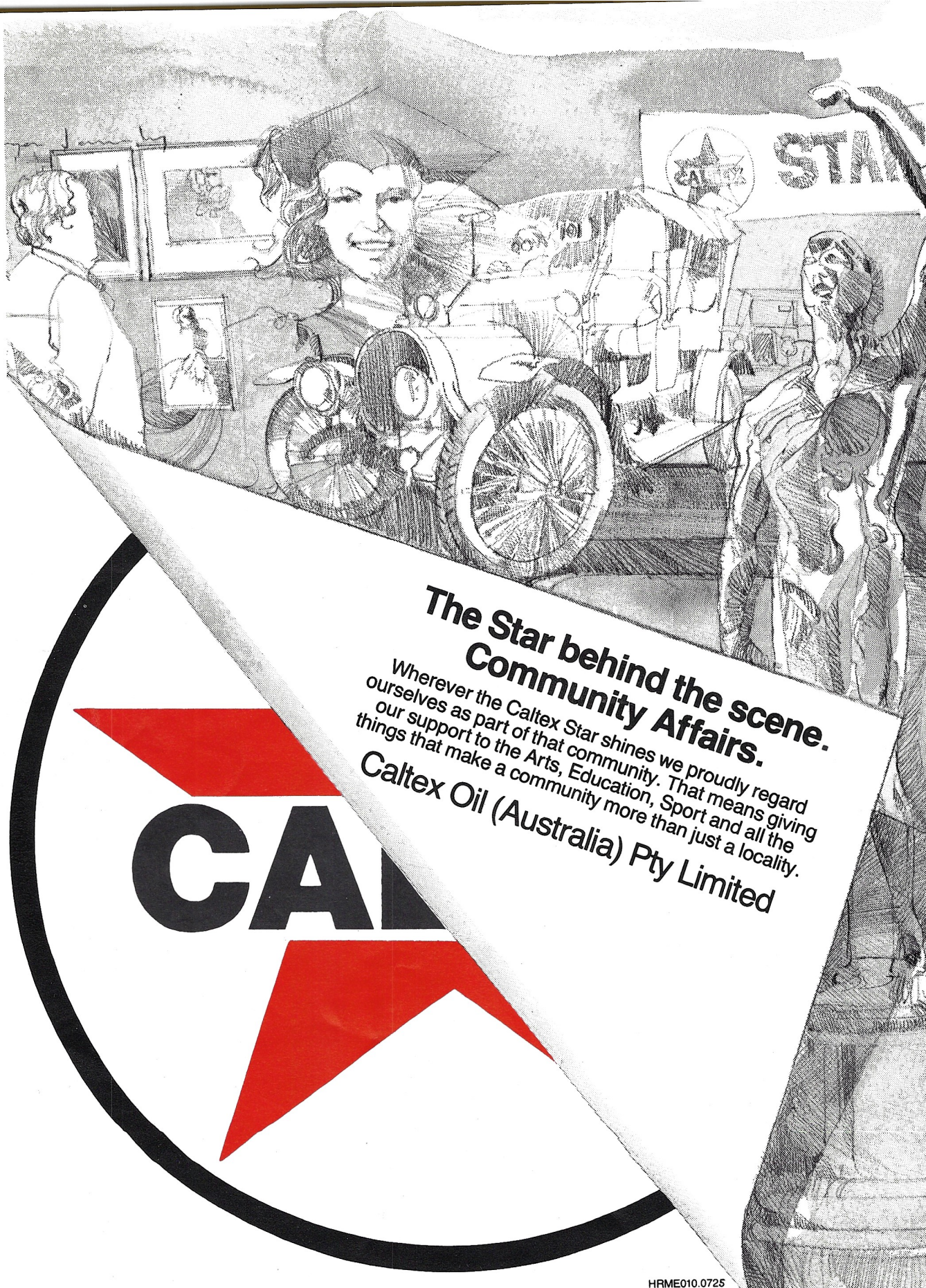
November 1979. Vol. XXI. No. 5.

Registered for posting  
as a publication — Category B

\* PRICE 70 Cents







## **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**



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

Vol. XXI No. 5

November 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 8.00 p.m. on THURSDAY, 22ND NOVEMBER, 1979.

[illegible]

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



THE PRESIDENT'S MESSAGEClub Foundations

As this, our 25th year of veteran motoring, draws to a close, it may be well to reflect the enthusiasm endowed by our founders, that materialised to form The Veteran and Edwardian Car Owners Club of Australia, later to be known as The Veteran Car Club of Australia, and following meetings convened with other States, the words "New South Wales" were added.

We owe our foundation to Ron Grant with a one-cylinder De Dion Bouton, Bill Daly, custodian of the F.L., Frank Klein and his Zero Fiat, John McLean with his Vulcan and the late Jack Meyers at the wheel of his Argyll.

It is perhaps interesting to note that the F.L., now owned by George King and the Argyll in the devoted hands of Don Steer are still, not only operative, but regularly give a good account of their capabilities at most of our functions. At the recent Garden Party held at Government House, to aid The National Heart Foundation of Australia, our Patron, Sir Roden Cutler, showed particular interest in the F.L., as a founder car. Of the other founder cars, I am unable to trace the De Dion Bouton but note that the Vulcan is now owned by Gilltrap's Museum and the Zero Fiat by Kevin Pye.

For many of our newer members and nostalgia for those of longer term, it is well to record that it has been a policy since our club's inception to hold monthly meetings and it is opportune to briefly trace the locations of these meetings, commencing with the club's birth in the dining room of Ron Grant's home.

In its infancy, club room accommodation was found on the first floor above a garage which still stands at the corner of Cleveland and Regent Streets, Redfern, followed (resulting from our association with Golden Fleece) with the occupancy of new quarters in the staff-room-theatrette of the H.C. Sleigh Building, 190a Clarence Street, Sydney.


Reconstruction of this building led to our next address, the Sea Scouts Hall, Concord Rd., Rhodes, then to The Royal Aero Club, Bankstown Airport. At a general meeting held in 1955 a sum of \$100.00 was raised and a building fund opened, but it was the quick succession of moves at this time that brought about a majority decision to plan ahead for permanent club rooms. Seeking to centralize our meeting place a transfer was made to the Drummoyne Rugby Union Club, Victoria Rd., Drummoyne, thence, after a period to the Five Dock Community Hall, Great North Road, Five Dock.

In October 1972, thanks to the observations of Max Roberts, who drew the Club's attention to 134 Queens Road, Five Dock and secured a tenure to the property and to the foresight and guidance of good club management, we took up residence in our own club rooms. It was to this move that we owe the security and convenience we now enjoy.

The site, as predicted and as you well know, has virtually become the motoring centre of Sydney and well deserves the new building we now envisage.

- GEO. A. ROBERTS





# OPINION

## PERMITS TO MOVE

This one factor would have to have more bearing on the enjoyment of our hobby than most other factors put together, unfortunately some people do not seem to treat it with the respect that is required.

On reading through other club magazines that the club receives it is very noticeable that other clubs are also very aware of the problem to the extent that some clubs are even making changes to their rules of procedure, constitutions or whatever, in an effort to prevent any bad situations from arising. One club at the moment has been put in an embarrassing situation as a result of TRUST being abused, which will no doubt incur a black mark against that club and could possibly put a shadow over all other clubs as well as put the D.M.T. on standby.

As this club was responsible for obtaining this method of registration we must ensure that we operate it in the proper manner. The constitution and rules within the club are more than adequate to combat problems that could arise, however the attitude of "She'll be right, Jack," "I haven't just time," "why bother?" is of little value when your action could possibly jeopardise not only your own fellow club members but also other clubs and their members. The simple action of a 'phone call or letter to the Club Registration Officer for permission to assist your local school, charity, whatever, is of minimal cost when weighed against the cost of being immobile.

The foregoing may seem to be harsh but in a realistic view it is fact.

Ed.

\*\*\*\*\*

An old man was inching his dilapidated jalopy down the main street of the village when a policeman signalled him to halt.

'Don't worry, pop,' said the officer, reassuringly. 'I'm not pinching you for anything. I just wanted to see what it feels like to put my foot on a running-board again.'



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, 25TH OCTOBER, 1979.

---

Meeting opened 8.20 p.m.

APOLOGIES: Bruce Knight, Don Steen, Neil Martin, Fay Mountford, Laurie Stewart, George Green, Will Trollope, Bill McCarthy, John King, Bob Baxter, Len Baxter, George Sevenoaks, Penny Stanbridge, Esme Lewis, Peter Wards and Malcolm Johns.

MINUTES OF PREVIOUS MEETING: Read, moved, accepted H. Sheen, seconded John Gorton. CARRIED.

TREASURER'S REPORT: Moved, accepted as read Bill East, seconded Jim Eisenhower. CARRIED.

CORRESPONDENCE: Letter from Peugeot Car Club.  
Letter from A.E. Mengel, sale of Pontiac Sedan 1963.  
Copy of letter to Drummoyne Municipal Council.  
Minutes of VCCA (NSW) Newcastle Branch.  
Minutes of CVVTMC.  
Request for cars for a wedding.  
Moved, accepted as read, A. Rosebray, seconded N. Johnson. CARRIED.

INVESTIGATING AND DATING: Howard Bebbingtons 1914 T Ford, dismantled.  
Norman Johnsons 1913 Ford, complete.  
Revised forms available.

NEW MEMBERS: Norman Johnson, Howard Bebbington.  
Moved new members be accepted Max Roberts, seconded George King. CARRIED.

EVENTS AND SOCIAL COMMITTEE: Parramatta Foundation Festival.  
Schofield Air Show, 11th November.  
Fishers Ghost, 18th November.  
Dinner Dance.  
Vaucluse Lions.  
Pick-up points, St. George, Dulwich Hill, Parramatta.

BUILDING DEVELOPMENT & MAINTENANCE COMMITTEE: Original application good until November 1980.  
Plans ready for Council.  
Working bee. Thanks to C. Stanbridge and son Carl.  
To wish inside wall - George King, Jim Eisenhower, Jim Simpson.  
Barry Thew is Chairman of the Fund-Raising Committee.

PUBLIC RELATIONS: Jim Eisenhower. Steam Car on television.  
National Heart Foundation Garden Party.  
Most people at Government House since 1954 Royal Tour.

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



Minutes of Meeting 25/10/79 (Cont'd.)

PUBLIC 27 Cars in attendance.  
RELATIONS Focus Committee.  
(CONT'D.): Schofield Air Show.

MAGAZINE: Request for articles.

PERMITS TO Good response to circular.  
MOVE:

PHOTOGRAPHER: Photos from Government House are back.  
Still waiting for negatives for album.

GENERAL  
BUSINESS: Enquiry from the floor on Public Risk Policy suitably explained  
by Treasurer.  
George Sevenoaks sends thanks to all members for tributes.  
Thanks to Richard Lee for carpets for raffle.  
Cable from George Green re Fiva.  
Go Gippsland poor response.  
CHANGE OF BADGE. The lapel badge be changed to Green background,  
Gold letterings and ring, Gold car, as cloth badge.  
John Gorton presented trophy to A. Blythe.  
Wooden Felloe are made in Brisbane, details in SPIT AND POLISH.  
Allan Foy gave details on profile cutting.  
Competition flag used on V.M.C.C. Rally.  
Moved Eric Lang, seconded Allan Rosebray.

\* \* \* \* \*

Letter from Patron

"Dear Mr. Roberts,

I was very pleased to receive your and the Veteran Car Club's  
imaginative presentation of the Number 1 plaque commemorating the Club's  
Silver Anniversary.

Would you please take an opportunity of conveying to Club  
members my personal pleasure at being associated with them as Patron, and  
also say how appreciative I am of their assistance to so many charities. Their  
regular attendance at functions to assist the less fortunate adds an interest  
which results, I am sure, in charitable collections being increased.

The plaque which you gave me yesterday will be a happy reminder  
of the many occasions when I have seen your members and their cars on parade.

Yours sincerely,

(Signed) A.R. Cutler

Government House, 22/10/79.

Governor."



THE PROPOSED CLUB ROOMS

A well-known proverb is "the pen is mightier than the sword". Hence I am putting the case for a new building or buildings in print.

It is so obvious that membership is increasing each year. Women and children are becoming more interested, therefore expansion must be considered. Facilities must be upgraded and modernised to suit our patronage and cater for the mass members. Progress is a fact of life. Think big and look to the future.

We are all aware that cost and finance are factors to consider, however we have overcome these obstacles before in - I might add - a remarkably short space of time. There is no doubt in my mind that the dedication and full support of our fund-raising committee will prove any digressors (or knockers) abjectly wrong. Confidence will prevail in the end result. My impression is that the members are proud of our past achievements; we are proud of our club; we achieve immense satisfaction when driving or exhibiting our cars. We are highly delighted when answering questions on veteran cars or deriving self-happiness on such occasions when we volunteer to support members like Vic. Jacobs, Arthur Garthorn and others responsible for the outings, picnics or Xmas festivities that are enjoyed immensely by handicapped, deaf and blind or other unfortunate children. Facial expressions on these children indicate and most certainly reflect their gratitude and appreciation of our involvement.

We have the men with abundance of ability, the brains and the motives. If we combine these characteristics with encouragement, insight, gratitude and any monetary support forthcoming, I know very well we will be rewarded by these efforts for sure.

Can you visualise? -

- (1) Larger club rooms
- (2) Library, catalogued with visual range
- (3) Convivial Committee rooms
- (4) Dining or Supper area
- (5) First-class toilet facilities (for both sexes)
- (6) Landscaped parking area

In other words - everything we need and want, brand new.

The Veteran Club is a progressive venture. We are going ahead and onto bigger and better things.

This project must eventuate for our own benefit. Then, and only then, will we be proud to present our Club for hire, use of our own members, or other "old car" enthusiasts. Especially to overseas guests.

Please help - your co-operation will be beneficial. Put your trust behind the Committee.

- J. WILSON





*In light of a Vice Regal question and the similarity of B and P, in future a certain member should be careful in parking his car otherwise it may be known as a PESA.*

*R.N.*

#####

*Seen at the Garden Party: Noelene Thomson and family and Lorraine Michaels and family, all in period costume, together with Bill Spraggon, Jim Cooper and Peter Michaels looking the part in their Dusters, when done properly it certainly adds that little extra appeal to our cars. Congratulations.*

#####

*Good to see Mike Bendeich back from his overseas travels. Apparently there must be a shortage of facial fur removers as Mike is sporting an addition to his facial features.*

#####

*Fred and Laurel Rossiter have also returned from a very enjoyable and delightful trip overseas.*

#####

*What with those travellers returning home for the warmer climate, Max and Jean Chapman have done the reverse and have taken off to sample the colder climate in the northern hemisphere.*

#####

*George and Glad King have also joined Travellers Inc. having spent a couple of weeks in the land of the Long White Cloud.*

#####

*Rumour has it that the Newcastle Tour is on next October.*

#####

*Latest issue of the Caltex Star magazine carried an article together with some good photos of our Silver Anniversary Rally.*

#####

*In some overseas areas a greeting affection is shown by the rubbing of noses - unfortunately cars do the same by rubbing mudguards in public - even Buicks and Hupmobiles.*

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



Steering Column (Continued)

INITIATIVE. As you receive this magazine a Fund-Raising Committee has been formed to enable ways of raising the needed monies for a new hall. Keith Carden has taken the initiative and has been conducting a raffle for this purpose. Many thanks, Keith.

#####

Information and articles do travel, sometimes fast, sometimes slow. An article written by G. Green and printed in SPIT AND POLISH some time back has appeared recently in V.C.C. of Great Britain magazine.

#####

Seen on Tele. - Car 052 1904 Vauxhall driven by G. Green, navigated by Bill Maunsell at the start of the London-to-Brighton Rally.

#####

REPORT ON PARRAMATTA HOSPITAL CARDIAC RESEARCH REHABILITATION AUXILIARY CHARITY DAY - CUMBERLAND OVAL, PARRAMATTA, SUNDAY 14TH OCTOBER.

---

This day was well attended by our club and would give credit to Jim Cooper for rounding up most participants.

Members in attendance:

Jim & Dorothy Wilson	1913 Oakland
Jim Simpson	1908 B.S.A.
Alan & Madge Blythe	1917 Buick
Jim & Iris Cooper	1913 Wolseley
Reg & Olive Jones	1908 Clement Bayard
Bob & Elizabeth Hobson	1912 T Ford
Neil Martin & Family	1911 T Ford
Jack Dance	1911 Talbot
Kerry Hughes	1910 Hupmobile
Doug & Mavis Pearce	1911 Benz
Richard Lee	1913 Renault
Max Withers	1915 T Ford
Keith Carden	1914 Clement Bayard
Len Sheen	1913 Humber
Bill & Barbara McCarthy	1911 Vinot

Cars entered Cumberland Oval in 1-minute intervals with a commentary provided over the P.A. system by the Events Committee.

After two circuits the cars were placed on display for judging by a jury of 12 just women.

Congratulations to Jim Cooper for winning the prize for best car.

(Cont'd. on P.9.....)



Charity Day, Parramatta (Cont'd.)

Max Withers attended from Orange in his newly and very nicely restored 1915 T Ford sports roadster.

Look forward to seeing you at Katoomba Max.

The Chairman of the Parramatta Hospital Auxiliary extends his appreciation to all participants.

\* \* \* \* \*

ROBERT BOSCH - LIFE STORY

Robert Bosch was born in September, 1861, the eighth child of twelve. His father was the landlord of the "Gasthaus zur-Krone", a hotel in the village of Albeck, near Ulm. The secondary school he attended in Ulm reported there were "gaps in his knowledge" which led to his being apprenticed as a precision mechanic at the age of eighteen. Bosch really wanted to be a botanist and zoologist.

During his apprentice days he travelled round Germany, working in Cologne, Stuttgart, Nuremberg and Hanau. In 1884, regarding America as "a land of boundless possibilities" he crossed the Atlantic to seek work as a mechanic. Although he secretly feared he would have to begin as a waiter or dishwasher, he found employment with Bergmann in New York. Working on various electrical devices brought him eight dollars a week.

He became interested in the rights of workers and joined the "Knights of Labor" trade union. The following year he returned to Europe and, after a short period with Siemens in England, resettled in Stuttgart.

In 1886 he opened his own workshop with a capital of 10,000 marks, partly from his savings and the remainder from an inheritance from his father. His only staff was a skilled mechanic and an apprentice. To those who thought him foolish he replied "Big firms cannot make everything, there are definitely things where personal trust plays a part". He would tolerate no second rate work and built a sound reputation for quality.

The firm outgrew its capital, since too much of the money had been invested in machinery to meet increasing trade. In 1892 he reluctantly sacked nearly all of his 24 workers, but kept on Arnold Zahringner (later to become manager), Richard Schyle (who remained for 40 years) and an apprentice Gottlieb Honold, who became one of the most important men in the Bosch undertaking. Zahringner and Honold were to be the developers of the L.T. and H.T. magnetos.

By 1896, the setback was passed and the employees celebrated the completion of the first thousand orders for magnetos by going on an outing to Remstal.

(Continued on P.10....)



ROBERT BOSCH - LIFE STORY (CONT'D.)

Robert Bosch was always concerned with his workers' conditions. In 1894 he introduced a nine hour day, two hours less than the legal limit for women and in 1906 he shortened the working day again, to eight hours. This earned him the nickname of "Red Bosch" for his short hours and high wages. He replied to this by saying "I do not pay good wages because I have a lot of money, I have a lot of money because I pay good wages".

Realising the need for relaxation, Bosch shortened the working week to five and a half days in 1910, on the grounds that "employer and employee are equally dependent on the fate of the undertaking".

And Robert Bosch meant what he said. In 1910 he contributed a million Deutschmarks to the Stuttgart Technical College. He also paid out substantial sums for general social purposes. He was particularly interested in education and medicine and offered support to poor but talented people. He also contributed to homeopathic medicine. He formed a library to help his workers study and improve themselves, launched a works newspaper "Der Bosch Zunder" in 1919 and promoted needlework and domestic science classes for his women workers.

In the following years, as a memorial to his first son, who died in 1921, Bosch set up the still operative foundation for the orphans of former employees. He also instituted retirement pensions for those over 40, who had served the firm for over ten years. The Robert Bosch Hospital, in Stuttgart, was founded in 1936 as a research and welfare centre for homeopathic medicine, and an honorary degree of Doctor of Medicine was conferred on Bosch by Tübingen University in 1941, a year before his death at the age of 81.

\*\*\*\*\*

CHANGE OF ADDRESS: W.E. Hardman, 5 Nerida Road, Kareela. 2232

R.W. Marshall, P.O. Box 63, Terrey Hills. 2084

Ian Campbell, P.O. Box 1160, Coffs Harbour. 2450

R.K. Arnold, 4 Connell Road, Oyster Bay. 2225

NEW MEMBERS: Howard Lindsay Bebbington, 518 Port Hacking Road,  
Caringbah. 2229 711

Norman Johnson, Lot 35 - 40 Windsor Road, Vineyard. 712

\*\*\*\*\*

THE WHEEL - MAN'S GREATEST INVENTION UNTIL  
HE GOT BEHIND IT.

W.G.P.



LIBRARIAN

Regret to advise that as yet none of our missing books have been returned.

Please note that my 'phone number is 546.4791, not the number on the back cover.

- JAN COULCHER

\* \* \* \* \*

Letter from Mike Bendeich

C/- Customers Mail No. 6736  
Aldwych House, London.

"Dear Club Members,

Just thought I would write a few words about the Beaulieu Swap Meeting or Autojumble as it is called here. We started off by reading the list of exhibitors in "Collectors Car" and found that there were two names we knew - Peter Wards and John Robinson. Now there are two Peter Wards on different sides of the globe and both interested in old cars. I wonder if they both have Hupmobiles?

We thought we would kill two birds with the one stone and put the Commer Van in the Automarket while I looked around the stalls but not one person looked at it, out of 50,000 possible buyers, so that was a wasted effort, although it meant that we could enter the grounds earlier than the public and had a good central position.

Denise was rather amused when the barrier was opened at 10 a.m. and the crowd actually ran towards the stalls in one huge mass, a little like the City to Surf start I imagine! I wasn't there to witness this as I was busy doing the rounds myself. I was told later that people were up at dawn with torches going around the stalls and tents. From what I was told, also there were a few out before dawn helping themselves too!

It took me two solid days to walk around the 1,100 stalls and see everything and then I couldn't make up my mind on a few purchases. Anyhow I wound up sending a tea chest home loaded with clocks, hub caps, signs, gauges, speedos and other assorted junk. I ended up swapping two enamel cigarette signs I found in Ireland for a petrol tin so I even did some swapping too. I also found it advisable to just look at an article and the owner would say how much and then I would bargain. If I opened my mouth first the price usually went up or they didn't want to sell. I thought this a little strange as I hadn't struck it at other swap meetings.

There were plenty of brass lights, speedos and instrument, hand books, motors and parts for veteran cars, but the majority was vintage and classic. I was really amazed at the number of complete veteran and vintage bikes and parts for sale. I think that with petrol at \$2.42 per gallon here



Letter from Mike Bendeich (Cont'd.)

the bike clubs should really prosper.

We had a yarn with John Robinson and son who is now nearly as tall as me and heard that he found a complete body for his Clement Bayard in the loft of a garage - he had to remove the roof and hire a crane to lift it out! He also sends his regards to all the club members back home.

There were several stalls catering for Rolls parts only, from Ghost parts to classic cars, spare valves in wooden holders, mascots, engines, wheels, diffs., gauges - every type of tool needed, including wheel spanners and every different model of handbooks.

I would like to see someone organise a tour over here at reduced rates and stay for a week or two and just go to the swap meeting and visit several museums. The Yanks were there on a week's tour and they also organise one from England to go to Hersey for several days so it can be done.

After the swap meeting with its two days of fine weather we headed back to London, unloaded our junk and went down to Waterloo Bridge and sat there for three days before selling the van. There was well over 100 vans so we sold at a slight loss but made a little more when we converted back to Australian dollars, so our total accommodation for six months worked out at roughly \$600 with insurance and registration so we are quite pleased. We were also able to live in the van until we leave as the new owner (a doctor) doesn't need it for several weeks. Denise will be glad to come home as Jeanette has been a real handful with all her tricks and disappearing acts.

Regards from Denise, Michael and Jeanette."

\* \* \* \* \*

AN AUTOMOTIVE RIP VAN WINKLE. PART 2 - THE AWAKENING

We have dealt with the long slumber forced on an 1895 Benz, and we now present an account of its activities following on its awakening.

The Hon. Secretary of the Benz Registry, also incidentally a V.C.C. member, suggested to the Museum's director that Norway's oldest automobile undoubtedly should be entered in the London to Brighton Run. It was realised that the vehicle was not in a fit mechanical condition to participate in such an event. As the museum was unable to afford such an expense the Benz Registry man took it on his own shoulders to scout round for help, and gathered (or signed up) several hundred pounds worth of goods, services and cash sponsorship from various interested parties. On 5th August 1978 he sailed to Oslo (Norway) with his own Rover 3500 (note that, Arthur!) and trailer, loaded the Benz and took it to England. So far as was known to those in a position to venture an opinion, it was the first occasion upon which the Benz had left Norway since its arrival in 1895. Not even to Sweden!

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



AN AUTOMOTIVE RIP VAN WINKLE. PART 2 - THE AWAKENING (CONT'D.)

A gifted Hampshire engineer interested in steam launches, spinning wheels, precision chronometers and in his own 1898 Benz, was entrusted with the mechanical restoration. Very smartly he had the engine running, having made the curious discovery that the essential parts of the carburettor were missing. This seems to have been the sole act of vandalism perpetuated during its long slumber, and such act was attributed to some members of the German occupation force stationed thereabouts during World War II.

Strangely, the biggest single act of restoration lay in having a new set of solid rubber tyres made and fitted to the approximately 36 inch diameter wheels. The cost was in excess of Pounds 500. At 125 Pounds per wheel it is clear that members of this club are not the only car users with tyre worries. The spoon brakes needed extensive modification to suit the new tyres. The restoration was completed only just in time for the Benz to be picked up late afternoon of 3rd November, 1978, following about three months of essential work. It was a starter in the London to Brighton Run, but had so many bits of trouble that its followers eventually heard over the air that it was a non-finisher. This was not strictly correct, as, with candle lanterns alight it did really complete the course, but long after the official finishing time.

The 53 miles London to Brighton was probably the longest run under its own power.

(Condensed from V. & V. Magazine, March 1979.)

\*\*\*\*\*

"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.)

Heavier oil in old cars. The engine of a car that has been run for two or three years will give better delivery of power if you will use heavier oil than was at first intended for it.

Clean it out. The crank case oil reservoir should be occasionally cleaned out by flushing it with kerosene, and churning it up well by running the engine idle for two minutes. Drain oil and kerosene and put in fresh oil, otherwise the kerosene will thin the oil and cause burnt bearings.

Oil for the timer. Pure castor oil makes the best lubricating material to use in the timer.

\*\*\*\*\*



REPORT ON PARRAMATTA FOUNDATION FESTIVAL PROCESSIONSATURDAY, 28TH OCTOBER, 1979Members in attendance:

Bob & Elizabeth Hobson	1912 T Ford
Jack Dance	1911 Talbot
Jim & Iris Cooper	1913 Wolseley
Jim & Dorothy Wilson	1913 Oakland
Neil Martin & Family	1911 T Ford
Ken Harding	1913 Chalmers

This procession is held annually by the Parramatta Foundation Committee and has been attended by our club for some years.

A good opportunity is enjoyed to display veteran cars to the public, crowds being 6-8 deep on some corners and estimated at 50,000.

The Veteran Car Club display was awarded 1st Prize in the Historic and Vintage and Veteran section, winning a certificate and an historical book giving the complete history of Parramatta.

This book will be held in the club library and available for loan to interested members.

Congratulations to our six members who collectively won this award for the club.

\*\*\*\*\*

WITH ACKNOWLEDGEMENT TO "THE VINTAGE DRIVER", AUGUST 1979:

I have recently been advised by Dulux Australia that DUCO (Nitro cellulous lacquer) paint will be phased out over the next 8 months as the requirement for Duco is small and the pigments are difficult to obtain. This means that owners of vehicles painted in Duco will not be able to purchase touch-up paint.

Unfortunately the readily available DULON (Acrylic lacquer) paint will not go over DUCO and the only paint which may be applied over Duco is the plain spraying enamel (not acrylic enamel) and an exact match with the existing Duco paint may be difficult.

I therefore suggest that restorers use acrylic lacquer and owners of vehicles finished in Duco consider the purchase of touch-up paint NOW while it is still available.

Peter Gabe.



WITH ACKNOWLEDGEMENT TO "ILLAWARRA VINTAGE" OCTOBER 1979:

MOTHER SHIPTON'S PROPHECY

Carriages without horses shall go  
and accidents fill the world with woe  
Around the world thoughts shall fly  
in the twinkle of an eye.  
Water shall yet more wonders do;  
how strange yet shall be true.  
The world upside down shall be  
and gold shall be found at the root of a tree.  
Through hills man shall ride  
and no horse or ass be at his side.

Under water men shall walk  
shall ride, shall sleep, shall talk  
In the air man shall be seen  
in white, in black, in green.  
Iron in the water shall float  
as easy as a wooden boat.  
Gold shall be found and shown  
in the land that is not now known.  
Fire and water shall wonders do;  
England shall at last admit a Jew.  
The world to an end shall come  
in eighteen hundred and eighty one!

(Mother Shipton's Prophecy was copied by a correspondent of the "Globe"  
from a work published A.D. 1448 and now in the British Museum.)

\* \* \* \* \*



CARS ATTENDING GARDEN PARTY

Noelene Thomson	De Dion
David Berthon	S.C.A.T.
George Roberts	R.R.
Jim Wilson	Oakland
Peter Michaels	Rambler
Frank Nissen	Cadillac
Allan Foy	Vauxhall
Bill Spraggon	Renault
Bill Trollope	Renault
Ken Harding	Chalmers
Jack Dance	Talbot
Bill McCarthy	Vinot
Dennis Lovell	Sizaire Naudin
Jim Cooper	Wolseley
Fred Rossiter	Studebaker
Neil Johnson	Talbot
Bob Baxter	Calthorpe
Roly Coulcher	Star
Jeff Vanstone	Metallurgique
Reg Jones	Clement Bayard
Keith Carden	Clement Bayard
Jim Simpson	BESA
John King	F.L.
Peter Lee	Renault
Doug Pearce	Benz
Bill Hardman	Daimler
Allan Rowe	Buick
Barry Thew	Hupmobile

\* \* \* \* \*

F O R   T H E   C O O K SORIENTAL CHICKEN

1 chicken cut in pieces	$\frac{1}{2}$ cup vinegar
Large green capsicum	3 tablespoons brown sugar
2 medium carrots	3 teaspoons tomato sauce
2 stalks celery	1 dessertspoon soy sauce
2 onions	$1\frac{1}{2}$ cups pineapple juice
1 cup pineapple pieces	4 level teaspoons corn flour

Cut chicken into serving pieces, place in baking dish with a little oil and bake in moderate oven 350° for 30-40 minutes or till tender.

Make a sauce as follows: Cut the vegetables into slices and saute in little oil until soft. Combine the vinegar, sugar, tomato sauce, soy sauce and pineapple juice.

Bring to boil and thicken with the corn flour. Add saute vegetables and reheat. Arrange cooked chicken pieces on plate and pour sauce over. Serve with either boiled rice or noodles.



A D V E R T I S E M E N T SWANTED FOR 1905 DE DION-BOUTON MODEL Z:

Driver's side Lucas model 726 side light spade mount  
 Tail Light Lucas to match side light  
 Coil and ignition switch  
 Hub caps front and rear wheels  
 Radiator  
 Horn  
 Steering wheel  
 Spring shackles front and rear  
 Oilers and grease cups  
 Tie rod ball joint  
 Grease injector (to lubricate wheels)  
 Handbook to suit sliding pinion gearbox models  
 De Dion-Bouton spark plugs, any condition  
 De Dion-Bouton oil tins  
 Any De Dion-Bouton tools  
 Any spare parts that can be used for restoration to my car.

- ROBERT FORBES,  
 537 Chapel Rd., Bankstown.  
 N.S.W. 2200  
 70.2098

FOR SALE

8 h.p. De Dion engine, \$200.

- PETER MICHAELS,  
 546.3672

WANTED

Stanley Steamer script name plate,  
 to buy, beg or borrow so I can copy for 1916 Stanley.  
 6 volt Universal Cutout  
 12 volt " "  
 to fit 1916 Stanley.

- J. EISENHAUER,  
 9 Lancaster Crescent,  
 Collaroy. 2097

PLAQUES commemorating 25 years of Veteran

Motoring are now available from the Treasurer:

Plaques	\$25.00	each
Postage	\$ 3.00	"

## ALSO:

Club Badges	\$14.00	each
Lapel Badges	\$ 0.75¢	"
Decal	\$ 0.20¢	"
Cloth Badges	\$ 2.50	"



ADVERTISEMENTS (CONTINUED)

FOR SALE A large assortment of motor bike parts ranging from 1910 to 1930 models.

- L. BRAMICH,  
3 Don Road,  
Devonport, Tas.  
(004) 24.5475

SWAP ONLY - ALL STATES

1 pair front Buffalo Wire Wheels with hubs (Ford T) or 1 pair front Wire Wheel Corporation, with hubs (Ford T) for -  
1 rear Dayton wire wheel with hub, to suit Veteran Ford T.  
Please, can anyone help? If you have a rear Dayton Wheel and do not require any of the front ones, perhaps you will allow us to buy or try to find something that you need.

- JOAN CLARKE,  
144 Seacombe Road,  
Seacombe Heights. 5047  
296.6108

AVAILABLE ALL STATES

Many parts available, mainly Ford T, Mors, DeDion etc.

WANTED ALL STATES

Front half 1907 2 cyl. AV De Dion chassis and subframe.

- JOAN CLARKE,  
144 Seacombe Road,  
Seacombe Heights. 5047  
296.6108

WANTED ALL STATES

1913 self starter for 6 cyl. Studebaker. Also 26" wood felloe wheel, front axle, hub etc. Also wanted, lamp for Penny Farthing, will swap, telephone, phonograph parts.

- M. THOMPSON,  
28 Axford Street,  
Como. W.A. 6152

WANTED

Dodge (1916 to 1922) rear  $\frac{1}{4}$  elliptical overslung springs (or similar) also wanted off any car  $\frac{1}{4}$  elliptical springs of dimensions 2" wide x 2.9  $\frac{1}{8}$ " long between the centres of the eyes with five or six tapered leaves, also wanted any parts or information on Newton Bennett (NB) or Newton Cars. Either Veteran or Vintage.

- G.W. JARRETT,  
62 Winston Rd., E.Rosanna. 3084

'Phone: 459.2105 (AH) or 860.2565 (BH)



S T O P   P R E S S

REMINDER

GARDEN PARTY, GOVERNMENT HOUSE

SUNDAY, 9TH DECEMBER, 1979

FOR FOCUS

COMMITTEE OF WIVES OF THE

N.S.W. LABOR GOVERNMENT

Proceeds from the day  
to be given to the  
Kampuchean Relief Fund

Assembly Point

Enter top gate into Government House off Macquarie Street (near Conservatorium of Music) and once inside, take the West Road (the Gardeners Road off to the left). Proceed down this road, turn around at end, form a queue facing back up the hill.

Cars must be assembled no later than 1.30 p.m.

The Procession is timed to start at 2.15 p.m. SHARP.

On entering main gate into Government House, cars are to form a queue on the left hand side of the driveway. When this queue is full, form another queue on the right hand side as directed. Because of space limitations, please park reasonably close to car in front.

Afternoon tea will be served in the marquees from 2.45 p.m. to all drivers and passengers.

Entertainment

ADULTS            6 Ethnic Dance Groups

CHILDREN        Humphrey B. Bear  
                  Paddington Bear  
                  Marty & Emu  
                  Miss Marilyn  
                  Smokey Dawson

(The Garden Party will only be cancelled in the event of torrential rain.)

DRESS:           Gents        Lounge Suit  
                  Ladies      Afternoon Dress

(Children most welcome.)

Period costume can be worn.

ALL ENQUIRIES:   DAVID BERTHON  
                          639.0603 (Home)



## 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
- Vacluse 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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