

SPIT AND POLISH

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



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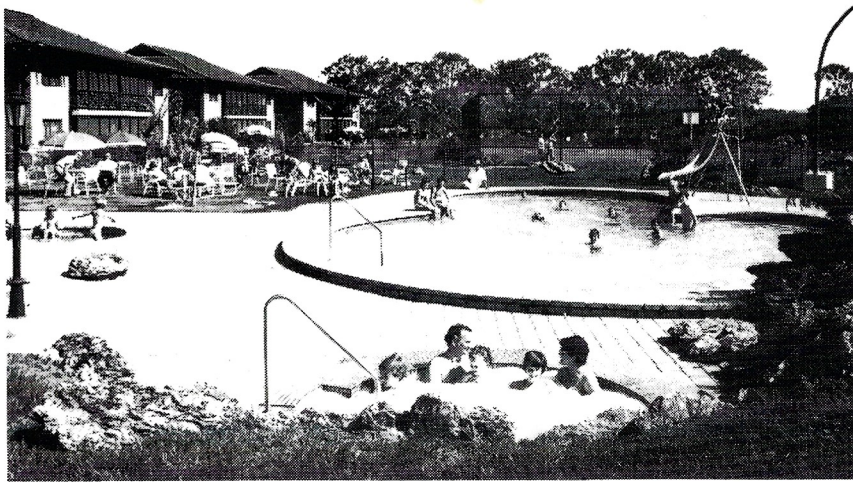
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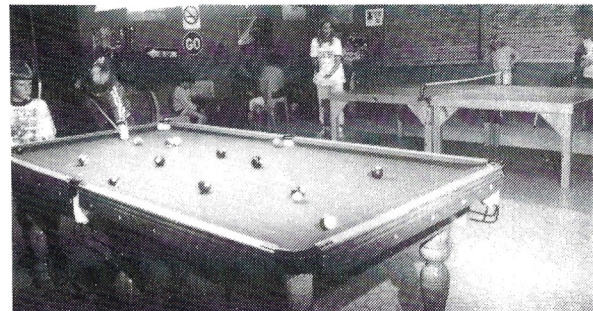
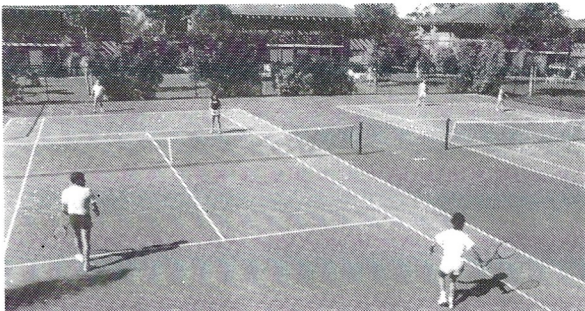
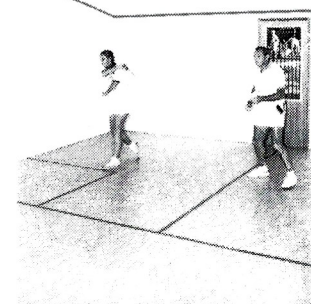
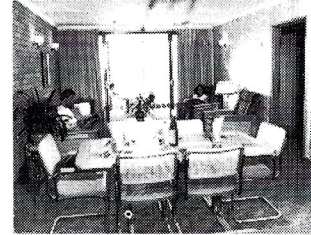
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PATRON:
His Excellency
The Governor of N.S.W.
Air Marshal Sir James Anthony Rowland
KBE, DFC, AFC, K.St.J.



Volume XXIV No. 10

November 1988

TABLE OF CONTENTS

Contents, Notices of Meeting, Cover Photo	Page 1
Editorial; Easter (Techy's) Tour	2
President's Message	3
Our Incorporated Club; Membership	4
Future Events	5
October Weekend Morpeth Rally	6
Encouragement Day	9
Dating Committee Report; M - I - N - D - S - T - R - E - T - C - H - E - R	10
Certificate of Motoring	11
Photo Page	12
A Trip to Cape York in a Model T	13
From the Northern Enthusiasts	16
Young Ladies' Fashions	17
Veteran of the Month	18
Children's Xmas Party	19
FOR SALE AND WANTED	20
Bathurst Swap Meet	22

Other Veteran Car Clubs have permission to copy

NOTICE OF MONTHLY MEETINGS

Regular monthly meetings of the Association will be held at 8.00 p.m. at the Clubrooms on:

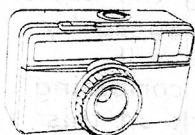
THURSDAY	NOVEMBER	24	1988
THURSDAY	JANUARY	26	1989
THURSDAY	FEBRUARY	23	1989

The business of the meetings will be:

- * to receive and act on reports from Committee and Management
- * to raise issues for the attention of Committee
- * to discuss matters relevant to the interests and activities of the Association

MICHAEL LOWE - HON. SECRETARY

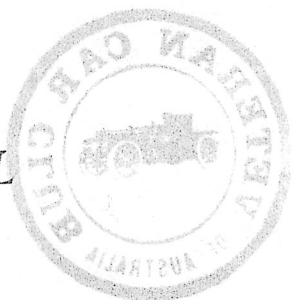
COVER PHOTO:



Another "mystery photo". This one will appeal to the older members - not only do you get to identify the car but also the passengers. If that's too easy for you then tell us what the composition of the exhaust fumes is likely to be! Good luck.

ED.

EDITORIAL



EDITORIAL

AS I SIT HERE WONDERING ON WHAT SUBJECT I SHOULD ASSAIL THE EARS OF OUR LOYAL READER MEMBERS, IT OCCURRED TO ME THAT I SHOULD THANK ALL THOSE MEMBERS THAT DID MY JOB FOR ME AT THE "JUNIOR ENCOURAGEMENT DAY". NORMALLY, I CAN PLAN MY TRIPS AHEAD OF TIME, BUT THIS ONE CAME WITHOUT WARNING... SO, THANKS TO ALL, PARTICULARLY GREG DALEY AND TO COREY ALSO ABLY SUPPORTED BY IAN STREATFEILD. YOU MADE IT A MOST SUCCESSFUL DAY BY ALL ACCOUNTS AND I'M SORRY I MISSED IT. IT LOOKS LIKE IT MAY HAPPEN AGAIN.

MARTIN McCARTHY RANG ME ABOUT THE MYSTERY COVER CAR ON THE SEPTEMBER ISSUE... HE SAYS IT IS A DARRACQ CIRCA 1904/5/6. A FOUR CYLINDER 15 HP. ANYONE ELSE WANT TO ADD TO THAT? I WAS ENCOURAGED BY MARTIN'S CALL AND SO I HAVE DONE IT AGAIN... THIS MONTHS ISSUE IS EASIER AND PERHAPS MORE INTERESTING WITH PEOPLE AS WELL AS THE CAR TO BE IDENTIFIED.

AS PROMISED THE FIRST EPISODE OF VI AND JOHN SMITH'S "TRIP TO THE CAPE" IS FEATURED IN THIS ISSUE. I HOPE THAT YOU ENJOY SHARING THEIR ADVENTURE AS MUCH AS I DID... TWO OTHER EPISODE ARE TO FOLLOW IN FUTURE ISSUES OF "SPIT & POLISH".

IF YOU HAVE ANY GOOD AND INTERESTING "CONTRASTY PHOTO'S" SUITABLE FOR FUTURE COVERS OF "S & P", PLEASE LET ME HAVE THEM. I WILL GUARD THEM WITH MY LIFE AND RETURN THEM AFTER PUBLICATION. THAT WAY YOU WON'T HAVE TO JUST PUT UP WITH 'PHOTO'S WHICH I LIKE. (WOODEN CHASSISED AMERICAN TYPE CARS WILL OF COURSE NOT BE CONSIDERED!!... SORRY TREASURER!)

ENOUGH FROM ME UNTIL NEXT TIME.

ED.

EASTER (TECHY'S) TOUR

There was considerable discussion at the October Meeting regarding the Easter Invitation Tour in Canberra and eligible vehicles. We have been assured by the A.C.T. Club that the event is primarily for veterans and there will definitely be no cars later than 1930. The Committee is looking at combining this event with the Northern Tour - Bob Baxter has agreed to work on this in conjunction with the Newcastle boys - any suggestions as to the format, route and running of the event would be welcomed by Bob. Further details January SPIT & POLISH.

THE CAPTAIN



P R E S I D E N T ' S M E S S A G E

There is no doubt that "Encouragement Day" was a great success and enjoyed by all. Keith Edward's idea was a good one - such a pity he had to 'fly off' on business to the East just before the day. However, Greg Daley and Ian Streetfield with other assistants led the day to success.

At the October meeting John Wards called for cars to attend a special Christmas function for T.N.T. senior staff and as a generous donation is to be made to the club, members quickly agreed to help and there are plenty of cars and drivers available. Thank you Jim Redman for the initial organisation of this event to help our club.

During the holiday time soon to be with us perhaps thought and planning for those outfits to match the period of your car would be a good idea for 7th Annual Veteran & Vintage Display Day. There is a trophy for "Best 'Period Dress' Presented Driver and Crew" for the first time, giving the whole family more opportunity to join in the day. It is amazing with a little thought and improvisation how veteran motoring and period costumes can be created. Last month Spit and Polish featured pictures of Motor Coats - and there are more ideas this month.

The Federal A.G.M. was held in Brisbane at the end of September and I gave a report at the October meeting. The main points being:- Funds remaining from the Bicentennial Castrol World Rally to be divided 3/4 to be held by Federal Body for use of that body and 1/4 to be evenly distributed among state member clubs taking into account any benefits those clubs may have already received.

Dating certificate numbers will in future have an alpha after the number to designate the state e.g. N for N.S.W., V for Vic. and so on. Also it is permissible to put dating certificate numbers on the brass dating plate which N.S.W. has now adopted.

1996 has been allotted to W.A. for National 1 & 2 cyl. rally in order that a feasibility study be undertaken. As 1996 is 100 years of London to Brighton it could make those eligible cars costs reduced if shipping out of Perth after the Rally - we will see what eventuates.

The preliminary forms are out for the 1990 Queensland Veteran only National Rally at Warwick, not far over the border which should appeal to N.S.W. members. This will be a hub rally and having spoken with Queensland President Kevin Long and some of his enthusiastic committee while in Brisbane I am sure this is going to be a Rally not to miss.

December is nearly with us and as November is our last issue and meeting for 1988 I would like to wish all members and their families a Merry Christmas and a Happy New Year.

SANDY ROBERTS.

OUR INCORPORATED CLUB

Members will have noticed a change in the way the Club is now run since incorporation, however the Objects of the Club have remained unchanged.

Incorporation was a decision that the members made several years back wishing to limit individual liability.

Incorporation under the N.S.W. Government Act provided a model set of rules, which a past committee headed by Bob Baxter, George Roberts and Ken Quarmby under our Honorary Legal Advisor Malcolm Johns, painstakingly worked on to produce the 'Rules' we now have, that met the needs of the members of the Veteran Car Club of Australia (N.S.W.) yet were acceptable by Corporate Affairs under the Act. The members accepted these on incorporation in May, 1987.

The main change, which all members were made aware of before accepting incorporation is that the day to day running of the club is now by law performed by a Committee of Management, which the members elect each year. This is an essential requirement under the Act of Parliament by virtue of which we were allowed to incorporate.

The result is the regular monthly meeting is now not involved with these matters and after committee reports there is more time to talk cars, enjoy 'Veteran of the Month' and meet with other members.

When an important issue arises a Special General Meeting is called with due notice on the matter to be discussed and voted on, as required in the 'Rules' or held over to the Annual General Meeting.

Members can always request at a Regular Monthly Meeting that certain matters be referred to committee however motions cannot be put from the floor at these meetings.

The Committee of Management conscientiously takes the responsibility entrusted to it by the members and voluntarily works for the benefit of the Club and the Veteran Car Movement, by the 'Rules' of the Act under the Law of N.S.W.

Members can now come and enjoy the gathering at the Regular Monthly Meeting.

COMMITTEE OF MANAGEMENT.

MEMBERSHIP

The club would like to welcome two ladies this month - Dianne Newman and Denise Cherry - Denise on her twenty first birthday. We will probably see another Newman Talbot hit the road from the Wyong area - look out T Fords. Saw both ladies acquitting themselves very well at the encouragement day. Full membership details will be in the January S & P with next issue of roster amendments.

Terry Cook.

FUTURE EVENTS.

JANUARY SUNDAY 21st - WYONG - meet with Newcastle group at the Woodbury Inn, Yarramalong Road, west of Wyong for lunch. Turn left off the expressway at the Wyong exit to Yarramalong Road - a good day assured.

If you require further details ring John Gorton or Bob Newman.

FEBRUARY SUNDAY 5th - ROYAL NATIONAL PARK - VVCA invitation event - chicken & champagne breakfast at Audley Weir from 0730 - Barry Thew for further details.

FEBRUARY SUNDAY 12th - NRMA MOTORFEST, The Rocks - all day - come and go as you please - this event features vehicles from all eras and is a great way to see the vehicles in an old world setting. Details for this day will be confirmed in the January S & P.

FEBRUARY SUNDAY 19th - THE CASTROL VETERAN & VINTAGE DISPLAY DAY, Silverwater Park near the bridge off Silverwater Road. Times and details confirmed in January S & P. Further info if required from Barri Thew.

LAST BUT NOT LEAST - MARCH 11th & 12th 1989 - BLUE MOUNTAINS TOUR.

PLEASE READ CAREFULLY.

This year there is a MAJOR CHANGE in the arrangements - this is that you book your own accommodation. The events committee has found it increasingly hard to block book one night in the mountains to the point where it has become impossible. The rally is based on Katoomba and the list of suggested motels is on the entry form. It is stressed that it would be inadvisable to mention you are with the Veteran Car Club as the motels may refuse to book the one night - perhaps booking through the N.R.M.A. would be the way to go. We suggest you attend to this immediately!

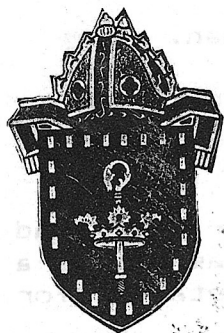
OTHER DETAILS.

Start and finish is at Prospect Reservoir with morning tea supplied Saturday and lunch available on Sunday - this is a quarter chicken and salad with refreshments supplied.

Lunch Saturday is in the Springwood area in the form of a BBQ catered by the Springwood Scouts. Finish is at the Council Chambers carpark in Katoomba. Dinner on Saturday night is a three course menu at the Scenic Skyway Revolving Restaurant, bus transport will be supplied to and from the venue for motel numbers 1 to 5 on the suggested list.

We are attempting to go back to the old format of the event with compulsory timing and stops to regroup the vehicles - this hopefully will rekindle public interest and awareness of the event. BOOK YOUR ACCOMMODATION AND GET YOUR ENTRY IN - NUMBERS UNLIMITED.

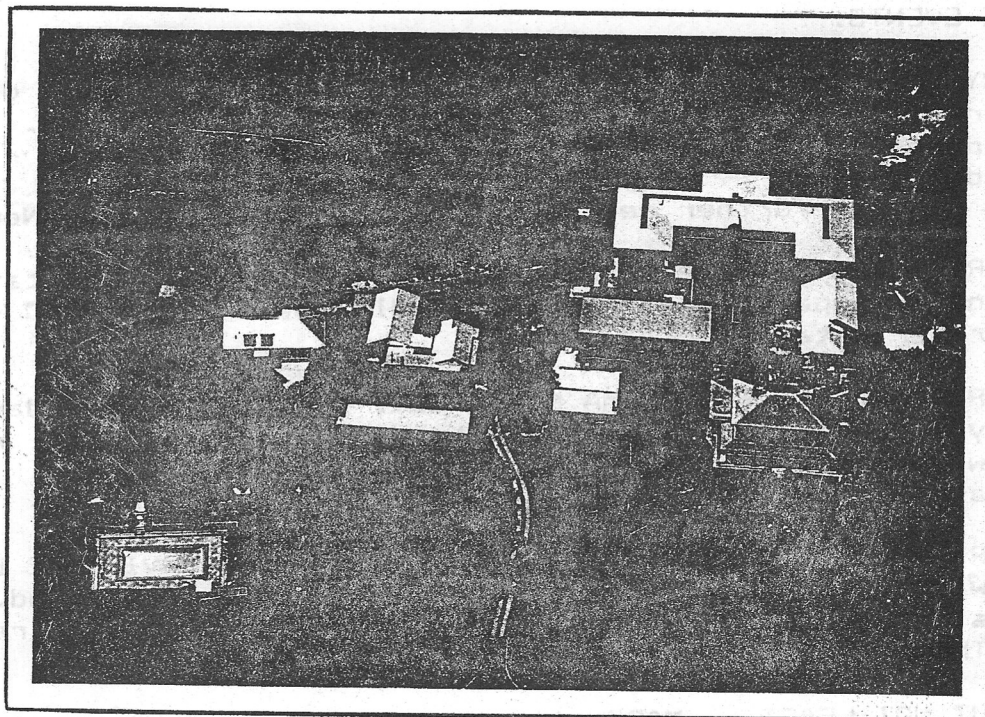
OCTOBER WEEKEND MORPETH RALLY 1988



CLOSEBOURNE

MORPETH TOWN

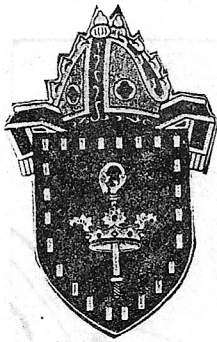
(Night Owl view)



Thanks to the months of preparation and hard work by John Hughes and Graeme Newman, the weekend was as always a great success. In the view of John Wards and I am sure many others, one of the best events on the Veteran Car Club calendar. The conference centre, situated in the historic town of Morpeth, near the bank of the Hunter River is an ideal place for families, with plenty of space for the kids, lots of shops for Mum to explore and plenty to keep Dad busy and interested.

Of course in every Rally the weather plays it's part. This time it wasn't the rain but a howling westerly gale force wind. On the Saturday 50 mile round trip run to Newcastle City and historic Fort Scratchly there were a few of the participants thinking about putting up a Spinnaker sail. Those who could put down their hoods, while those who didn't, had many anxious moments, myself and wife Lorraine included. Max Bourke and family arrived from Cessnock at the Fort in the Humobile, with the hood blown off.

Sunday was the commencement of a 125 mile tour through the Dungog/Paterson River area. Graeme Newman appeared at the start, brandishing a tyre pressure gauge and note pad a pencil and asked "What's the tyre pressure on your wheel?" I naturally said "50lbs", but not having checked the tyres since the Denman run last June, I had second thoughts. After the gauge was applied "45lbs" was found to be the case. I wasted no time in inflating the tyres at the first garage. In all on the Rally weekend there were three tyre blowouts. It would appear that you can never be too careful with tyres. Perhaps next year and thereafter we may engage "Betco Tyres" to keep a supply handy for such emergencies. We drove through farmland to Raymond Terrace then across the Pacific Highway, round and past the RAAF Base at Williamtown and on to Finnan Park on the bank of the Grahamestown Water Storage Reserve where morning tea was waiting. Then it was on through more farmland areas, over foothills and crossing bridges over some delightful streams to the "Doug Walters" Park at Dungog for a picnic lunch and a parley. The wind had moderated on the Sunday making things much more pleasant so after lunch, a return drive through Paterson Town and Largs. Sunday evening saw the presentation of awards which went to a group of well deserving participants.



The oldest car in the Rally was Bill Spraggon's 1908 Renault. I recall about 25 years ago watching the late Charlie Barlow restoring this car, cigar in hand, making the radiator with copper tubing to blueprint specifications and gradually getting the car together.

Bob Lamond came in his delightful 1910, one cylinder Brush run-about and surprised me by doing the full length course.

Then there were the two elegant Rolls Royces, Val and Jim Weir in the 1912 and Peta and Keith Edwards in the 1911.

Ray Thomas was at it again. This time searching for 3/16 bolts and nuts to put the carburettor intake in place on his 1911 Renault. Peter Lamb threw a fan blade from his 1913 Ford Raceabout. Vic Jacobs was asking around for a flaring tool to repair a 1/4 diameter copper pipe oil line. He managed to make repairs somehow. Bad luck was experienced by Barry Shinfield when the crown wheel and pinion tore while negotiating the "Big hill" south of Dungog. Peter Warton's 1915 Talbot threw a 815 x 105 tyre and tube off the rear wheel and over into the paddock while the car continued to run along on the steel rim for some distance..

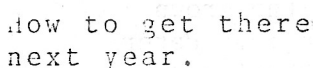
It would appear that when you have a rally with 35 cars there is apparently a need for a travelling workshop. Len Sheen who happened to have his car bogie trailer brought Barry Shinfield's crippled 1911 Talbot back to base.

Judy and Austin Grellman turned up with their 1912 and 1913 Crossleys, assisted by Jean and Laurie Schneider of Northbridge. Then there were the Talbot cars driven by Lyn and John Hughes, Alma and Bob Newman, Neville Preston and Graeme Newman. Next in the list of multiples were the three two-seater Renaults of John Pickup, Marnie and Ray Thomas and the aforementioned Bill Spraggon.

The next dynamic car duo were the Chevrolets. Betty and John Cherry in a 1916 model and Robyn and Stan Cox all the way from Dubbo in their 1917 Roadster. There were four Fords, Peter Martins 1912, Peter Lambs 1913 Raceabout (which he did) then Adele and Vic Jacobs 1913 Fronty and Roslyn and Warwicks Bird's 1915 Tourer. Two Overlands appeared, Shelagh and Reg Thornton in their lovely 1912 and Belinda and Bob Ware in their recently restored, electronically tuned on the Sunday, beautifully painted 1914 tourer.

Audray and Don Moffat turned up in their youngest car, a 1918 Studebaker, sporting two spare tyres on the rear and ready for anything. The 1912 F.N. Tourer (Fabrique Nationale, I have a shotgun of this same Belgium brand) appeared with Peter Adams and family while Lyn and Neil Martin came in the 1912 Fiat. Roslyn and Bob Winwood-Smith from Port Macquarie produced a 1912 E.M.F. Tourer and two well behaved children. There were some 13 children in all and I must say how nice it was to see them blend in so well as a group. Certainly a credit to their parents. Sue and John Wards 1916 Benz Tourer looked spic and span as did the 1913 Chalmers of Denise and Michael Bendeich. Other cars taking part were Max Chapman and family's 1913 Wolsley, Lorraine and Martin Sorensen's 1915 Oakland and Peter Adam's 4 seater Renault 1914 Tourer piloted by Carol and Chris Duncan and Junior. Ken Quarmby appeared with a bandaged left hand, plus wife Joan and their 1911 Hupmobile which brought back memories to me. My father once owned a car of this model. His photo, seated in the car is displayed on the wall of our family room.

Also present was a 1911 Argyll Tourer driven by Lee and Graham Steer and last but not least, Hilda and Len Sheen from Lane Cove in their 1915 Humber beetle back two seater.



A pleasant surprise to see Alan Blevins who dropped in for lunch at Morpeth on Saturday, from Hawkes Nest on Nelson Bay, discussing the H.G. Sports car he is presently restoring, having sold his Wolseley.

My wife Lorraine and I certainly enjoyed a splendid weekend. How nice to be able to spend a whole weekend driving and travelling in the Veteran in the midst of such enjoyable company. The Morpeth conference centre is certainly an ideal venue for such an event.

[illegible]

"I would like to thank all the members who contacted Jean and myself with good wishes, after my recent stay in hospital. My recovery has been slow, but is going well. I am looking forward to being "on the road" with you all shortly."

ENCOURAGEMENT DAY 23 OCTOBER FRENCH'S FOREST.

A good roll up of some 24 cars and bikes ensured the success of this day. The veteran track reminded us of what it was like in the days of unsealed roads. We saw many of the children have a "drive" of their family veteran and many members have a drive of other member's vehicles. It was particularly good of Bill Sewart to let members experience the thrill of riding a veteran bike - I thoroughly enjoyed it as did many other members - the only thing Bill wouldn't tell you was how to stop the bike so it took us a few extra laps to find out - good fun and an appreciation of our intrepid motor cyclists. Ian Streatfeild had his first drive of a veteran Wolseley thanks to Max Chapman - couldn't get Ian out of it - Jenny and the children got a taste of things to come - better get on with restoration Ian! It was great to see the excitement of the children, teenagers and oldies being given an opportunity to actually drive a veteran. The Daley mould has been passed onto Corey with a tyre lever needed to get him out of the driver's seat - his enthusiasm is what we need to ensure the future of the club and the vehicles. Saw Guy Lamond at top speed (?) in the Brush doing many rounds of the circuit. The Irish T Ford has never had a work out like it had on this day - good to see. The Cook's and the Ward's juniors whilst not quite being able to reach all the pedals were able to successfully do many rounds of the track. Denise Cheery upheld the ladies input showing she is as good as anyone when it comes to driving the cars. I believe the results of the judgement events were best from our juniors - there's nothing like a young eye and a keen sense of timing!! It was good to see the friends and children that were invited to the event by many members - I apologise for not including all names as there are just TOO MANY! Great to see the Newcastle/Wyong crowd.

Many thanks are due to KEITH EDWARDS (who just happened to be in Taiwan for the weekend poor fellow!!), GREG and COREY DALEY, IAN STREATFEILD and JOHN WARDS for the organisation of the day - thanks also to NORM GULLICK for looking after the BBQ lunch - A GREAT JOB.

ATTENDING WERE:-

WARDS	1916 BENZ	ROBERTS	1912 AUSTIN
DALEYS	1910 F.N.	THEWS	1916 HUPMOBILE
CHAPMANS	1914 WOLSELEY	SIMMONS	1909 DELAGE
PETER MARTIN	1913 FORD T	TUNBRIDGES	1917 FORD T
IRISHS	1915 FORD T	HOBSONS	1915 FORD T
NEWMANS	1914 TALBOTS X 2	COOKS	1914 DE DION
BILL SEWART	1909 B \$ B JAP M/c	STEERS	1914 WOLSELEY
LAMONDS	1910 BRUSH	SHINFIELDS	1911 TALBOT
GRELLMANS	1912 CROSSLEY	SCHNEIDERS	1913 CROSSLEY.
NOEL McINTOSH	1914 VAUXHALL	CHERRYS	1917 CHEVROLET
GULLICKS	1912 RENAULT	JOHN HUGHES	1914 TALBOT
CLIFFS	1909 WOLSELEY SIDDELEY.		

MODERNS (?)

QUARMBYS - TOMPSONS - STREATFEILDS - LEWRYS - RAY & MARNIE THOMAS
EDWARDS (except Keith) AND MANY MORE ! ! !

We should have a similar event each year as it certainly fosters better understanding of each others vehicles and gives everyone an opportunity to experience a different driving approach. Many members learnt things and techniques they can apply to their own vehicles from other members - a well worthwhile and rewarding day.

THE CAPTAIN

DATING COMMITTEE REPORT.

The Dating Committee wishes to confirm the applications for dating held by this committee at end October:-

Argyll	G.Steer
Renault	K.Edwards
Crossley	J.Corby
De Dion	M.McCarthy
Stoewer	T.Crawford
Renault	N.Gullick

As there has been no handover of uncompleted applications from the outgoing chairman it is understood everything must have been up to date leaving nothing outstanding.

If you feel your application for dating has been lost please contact Max Roberts at home 817 4052 or work 744 0360.

Brass dating plates can now be supplied for any vehicle that has been officially dated by the club. The plate will now incorporate the dating certificate number to make it identifiable. Price now \$40 each.

MAX ROBERTS

DATING CHAIRMAN.

M - I - N - D - S - T - R - E - T - C - H - E - R

Solution to No. 70

ALL IN A NAME

Leslie's number is 6. Each number is simply double the number of vowels in the name.

No. 71

CHEAPER BY THE DOZEN

In Fantasyland, Rolls Royces are \$144 a dozen and Bentleys are \$128 a dozen. Recently, in preparation for a motoring weekend with friends, a young man bought \$200 worth of mixed Rollses and Bentleys.

How many of each did he receive?

* * * * *

CERTIFICATE OF MOTORING ACHIEVEMENT

Be it known to all admirers of the adventurous spirit, that

JOHN AND VI SMITH

Driving a 1912 FORD AND TRAILER, fearlessly battled their way to the Tip of Cape York, northernmost point on the Australian Mainland, 1,000 km North of Cairns.

Regardless of bone-shattering corrugations, washouts, bogs, loose sand, fallen trees, flooded rivers, and endless miles without service stations, restaurants or pubs, while other Australians huddled in Southern Suburbia saving up for a new swimming pool or a week on the Gold Coast, these adventurers slept under the stars, shared the Jardine River with the Crocodiles, made new friends along the way, and came to terms with living without television, fresh bread, washing machines, ice cream and all the other joys of civilisation.

Witnessed by

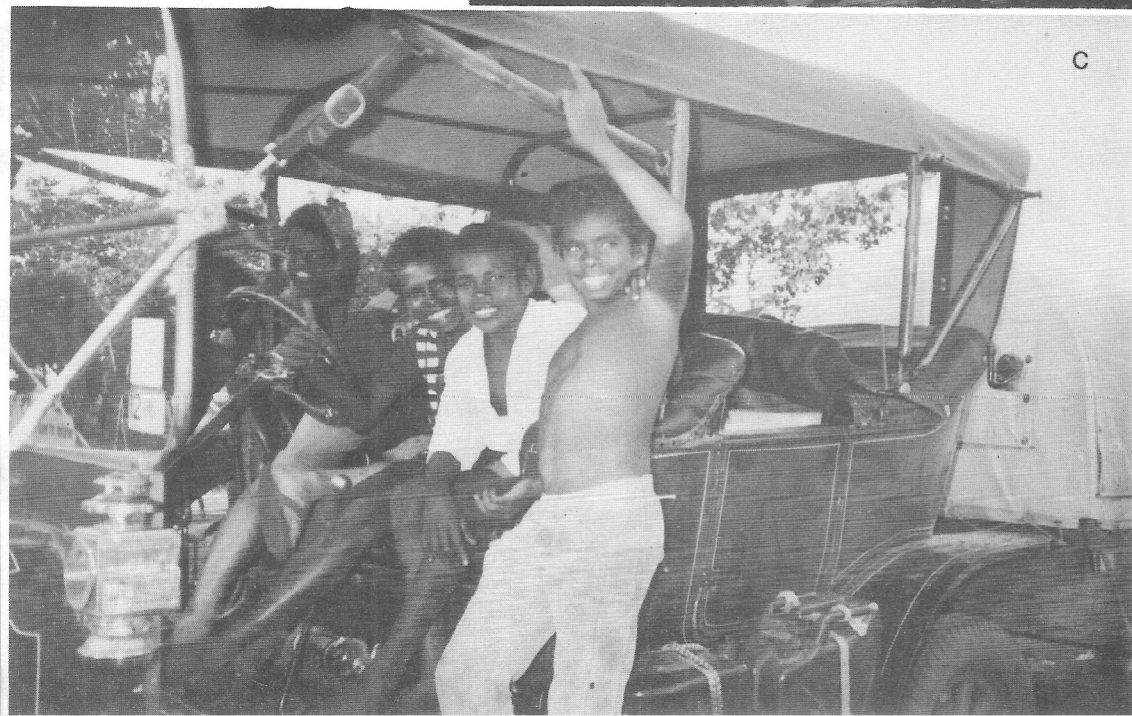
R. Hancock

28th June, 1988

TOP OF AUSTRALIA WILDERNESS LODGE

AIR QUEENSLAND LTD

COPY ONLY



A TRIP TO THE TIP OF CAPE YORK IN A MODEL T FORD.

By Vi & John Smith

Over a glass of ale one evening, while watching the sun go down on our front verandah, my wife and I were reflecting on some tours we have made in our Model T. Of the time we toured Tasmania, of the run across to Perth for 'Rally West' in 1979, taking seven days to drive from Dubbo to Perth. Then the tour in 1986 to Port Augusta, Coober Pedy, Ayres Rock, The Olgas, Kings Canyon, Alice Springs, to the Three Ways, across to Queensland and back home. All this was before the roads were sealed, as looking back it was more of a challenge then. Now it is just a Sunday drive.

Well with a bit of thought, we decided on a trip to the tip of Cape York. We looked around for anyone who would like to make the trip, had a few starters, but when they discovered the roads were only tracks, (not going to get dust on my car) and when you leave Cairns "where are you going to get accommodation?" and "where is your back-up trailer and vehicle?". Forget it mate, stay home with your TV and fresh bread everyday. So with that worked out, we got ready to go on our own. No arguments that way, anyway.

So we made a suitable trailer to camp in, crocodiles do not climb. We fitted old Lizzie with 4.50 x 21 inch wheels, looks like a mosquito with boots on. A lesson learnt from the last trip, three inch tyres with 50-60 pound of air, in corrugates and deep sand makes rough travelling.

So it was off, with a few spare parts, plenty of grub, water, petrol, oil and determination, good-bye home for a couple of months.

I am ahead of myself, as a few months earlier, we had sent away to the various departments for maps, road information, permits to traverse aboriginal reserves etc. etc. The replies made us determined. A good road to Cairns (if you follow the coast road) from then on very rough, bad corrugates, unformed roads and tracks, with bad patches of deep sand, creeks washed out, deep holes filled with bulldust (I do not know what the 'bull' part means, but dust is dust), trailers not recommended, definitely no caravans, and travellers were advised that from the Archer River it was four-wheel drive only. Sounded like real Model T country.

We made Gulgandra the first night, and we tried our 'covered wagon' out. The bottom fell out of the sky, but we were OK, as snug as a bug in a rug. More rain at Coonamble. We had intended to head straight north from there, but knowing that country in the wet, we went east to Coonabarabran and followed the highway, stopping for a day or so looking at the Jondaryan Woolshed Museum. I was surprised how well old Lizzie handled the trailer, I got a stiff neck looking to see if it was still hooked on.

PHOTO PAGE OPPOSITE.

- a. Breakfast time at Goondiwindi.
- b. The tracks were sandy.
- c. The Aboriginal children were a delight

On the coast to Caloundra, where we stayed with some friends for a while, then headed north up the coast road through the cities the highways and the rat race and right up to Mossman. I am skipping through this part of the trip pretty quickly, as it was all 'tar and cement', too many cars, too many people and too modern.

Just short of Mossman, we turned west over the Rex Ranges (I thought Mount Victoria was steep). After letting old Lizzie cool back to boiling point, we arrived at a resting place about a mile north of Mount Molloy, and camped the night. The next day we were to say goodbye to sealed roads for many hundreds of miles.

After a pretty stiff pull up the Desailly Ranges to 'Bob's Lookout' we stopped to boil the billy. There we met our first convoy of dudes in four-wheel drives and the gear they carried, such as drums of fuel shovels, ropes and winches. I thought "these blokes are going to the moon". Then a few more miles and we said "goodbye bitumen" hello gravel corrugates, sand stones and dust. From here on travel became very slow. A road is as rough as the speed you travel.

It was a rough and stony descent down the Byrestown Ranges. The little Austin 7 driven by Hector Macquarie in 1928, was winched up and down these ranges (read 'We and the Baby' by Hector Macquarie). Soon we arrived at Lakeland, a peanut and coffee growing centre, and crocodile country, where swimming is very risky. We stayed there two nights. We met the locals and were invited out to have a look at a small waterfall at Butcher Hill. A very historic station and one of the first settled in the Peninsula. Then we drove out to see the Honey Dam, a man-made dam used for irrigation on the peanut and coffee plantations. It is rumored that there are crocodiles in there, but the locals did not believe it.

But they had better believe it, as we saw three fair sized 'salties' sunbaking near the water's edge. We drove old Lizzie to within a hundred yards of the water's edge and watched them through binoculars. We didn't dare venture any closer, as between us and the water's edge the grass and reeds were about two feet high. We were content to stand in the car with the hood down and use our binoculars, anyway, reporting this back at the settlement, the locals have decided to give their water-skiing away. I estimated the crocs to have been about 12 to 14 feet long and that is a fair sized lizard.

Then it was off to Laura and Quinkan country and here we got a good taste of proper corrugates, and the bulldust often hides holes over a foot deep. We took them in low gear, and it was funny to see the impatient dudes hit them at 40 and 50 miles per hour, breaking springs chassis and undercarriage. But that's their way, they must drive flat out, seeing no country, only the dusky track ahead.

We fitted a two-way radio to old Lizzie, and the comments about our turnout was very funny, to listen to. "Wherever they are going they won't make it", and "I wonder if they know what is ahead of them, they will never make it without four-wheel drive".

This country is steeped in history, both white and aboriginal. Here you can see with a bit of climbing, aboriginal cave and rock paintings dating back thousands of years. The Quinkan Man is the Spirit man from the Dream time and still has a great influence on the proper tribal aboriginals. We saw and photographed some of the rock paintings also some painting of the Quinkan man in the hills near Guguyalangi, about 8 or 9 miles south of Laura. It was magic and well worth the climb.

At Laura, under a beautiful huge spreading mango tree, we were sampling some North Queensland lager in front of the Peninsula Pub, when the local sergeant came up and sat with us and had a yarn. Later on, an aboriginal police tracker of some renown George Musgrave sat with us. He had recently been flown by helicopter from Laura, to help search for the little two year old child lost near Cooktown. We also met a fine old Peninsula character, a Scotsman, from Scotland named Scotty. We ended up camping with this fine old gentleman for three days on the outskirts of Laura, while we waited for some traditional aboriginal tribal dancing to be held on the Quinkan Reserve, just off the Laura river.

There were aboriginal dancers coming from miles away, from Cowal Creek, Umagico, Bamago, Lockhart River, Kuranda and others. And what a fantastic show they put on. These traditional dances go back thousands of years. They still keep the art of making and putting on their make-up a secret, and is not allowed to be witnessed by white man. This was the first time they allowed Migaloes (white man) to photograph them, and we feel privileged, as we got many photos and on video too.

After a few wonderful and interesting days, we fuelled up old Lizzie and headed north on the rough and dusty road to Musgrave homestead. This is now a roadhouse. Opened as a Telegraph station in 1887, it is now the last of the original Telegraph stations still standing. The building became a station homestead in 1928, when it was closed as a telegraph station. We camped the night there, on the edge of the Musgrave Air Strip.

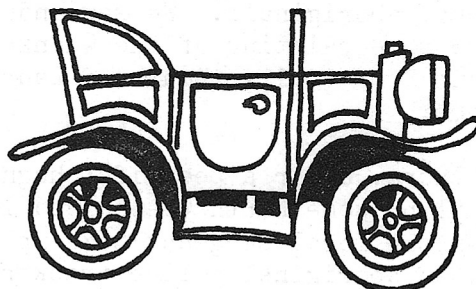
Next morning we fuelled up and headed further north to Coen. We crossed another mountain range, a fairly stiff pull but not as bad as the others we crossed. You cannot get a run at the hills or creeks, as the roads are too rough and the creeks washed out at the bottom. You have to almost stop then stomp on the low gear, pedal and lay her gears back and hope for the best. I remember one was so steep, the rear wheels began to slip on the gravel. Violet had one foot on the running board and was ready to abandon ship, but we made it.

We arrived at Coen about dinner time, and after boiling the billy, we had a look around. Coen is rather a nice little town, reeking in early histroy, waiting for some writer to record it, before the old Murrays and Migaloes die off, and a valuable part of our history is gone forever.

continued in the next issue

From the Northern Enthusiasts...

As my last article did not meet the deadline for publication, I would like to take this opportunity to thank all those members who supported the Morpeth weekend. Both John Hughes and I were very pleased with the attendance, and we hope the weekend lived up to your expectations. I also hope we see you all again next year.



The Sunday following Morpeth was the combined outing with other car/cycle clubs in the Newcastle area which was this year organized by the 'Newcastle Restorer's Club' (I think that is the name of the Club) It was attended by Bob Newman, Chris Duncan, Nev Preston & Ray Thomas. Both Doug Marshall & Doug Mann attended with other clubs.

The Newcastle Group was quite well represented at the recent Junior Encouragement Day, I thought it was certainly well worth the drive down to attend. The organisers did a great job and received the support of members they so rightly deserved. I don't know what the thoughts of other members are, but I think it would be worthwhile holding such an event at least every couple of years. The venue was certainly ideal - although the dirt track certainly caused a few problems when it came to cleaning the car, which both John Hughes and myself had to do for the following Saturday.

Neville Preston (Talbot) and Warrick Bird (T Ford) joined John Hughes (Talbot) and yours truly (Talbot) at the "Back to Morpeth" day which was held at various points around Morpeth. The 'highlight' of the day being a procession around the streets of Morpeth.

As many of you will be aware the Newcastle Group is seeking to hold an event around Easter, 1989. The event would start from the

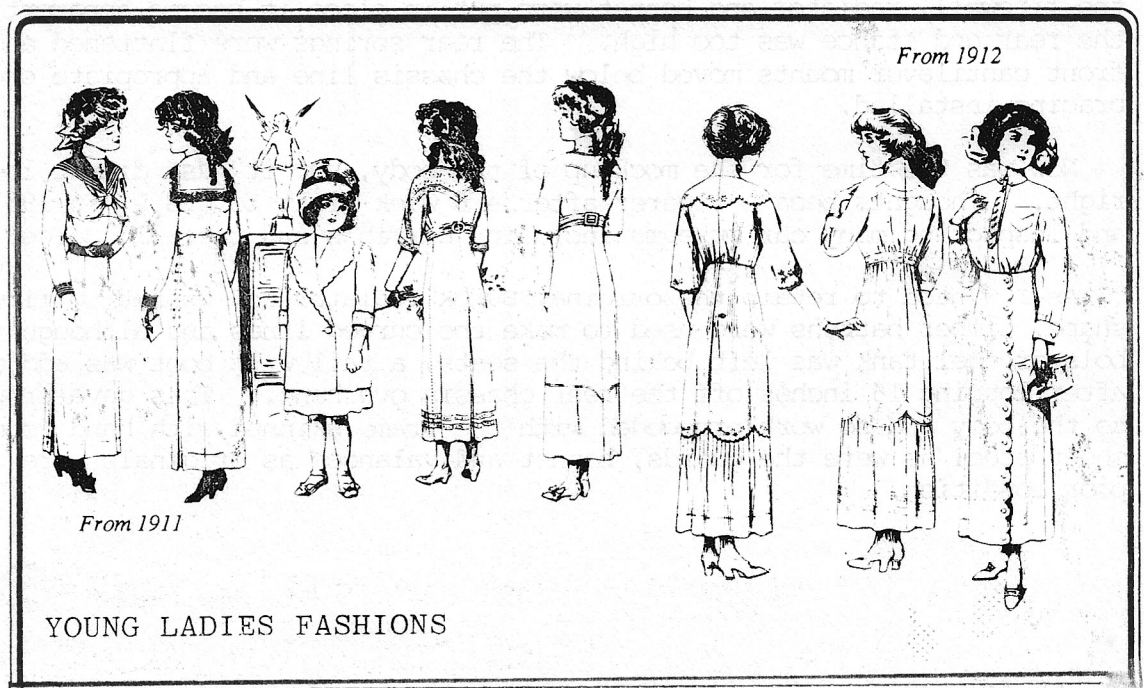
Maitland area on Easter Saturday - giving Sydney and Country members Good Friday to travel to the start and would finish in a similar area the following Friday or Saturday- again giving members time to travel home without infringing on the following working week. It is planned to hold the event in the Mid North Coast/New England areas. Anyone who is interested should contact Bob Newman, Neville Preston, George Adams or myself. Numbers would be limited due to availability of accomodation in some areas.

After the last Sydney meeting I was again left wondering what USEFUL purpose both the V.C.C.A. Federal Body & F.I.V.A. serve. I trust they are both somewhat more necessary and/or useful than F.I.V.A. passports.

Final point - it was great to see "TILLY" back on the road for the Junior Encouragement Day, you just can't keep such a great type of car down.

Regards,

Graeme Newman.



VETERAN OF THE MONTH
AS SHOWN AT THE LAST CLUB MEETING
1918 BUICK

When diligent searching resulted in the purchase of a 6 cyl. 1918 Buick with the bodywork far enough gone that one wouldn't feel too badly about not restoring it to original, I felt I could realise a dream of a raceabout Mercer style body on this Buick.

I decided to keep the car mechanically basically original, with perhaps one or two improvements in the go and safety areas.

Harrah's of Reno library were extremely helpful with copies of the Buick manual and very detailed photography with the critical measurements of their 1917 Mercer.

Restoring the chassis first to standard, I decided to modify the wheels to straight sided tyres for better road grip, bearing in mind the car had rear wheel brakes only. 1922 4 cyl. Buick wheels with 500 x 23 tyres were the choice.

In the front, the hubs were fitted with sleeves but in the rear heavy duty respoking was required to fit the hub center diameter.

On doing the engine Bedford alloy high compression pistons fitted the rebore and lifted compression about three points, 16 pounds off the flywheel didn't make it look fragile as it still had 44 pounds left. A cam regrind to a mid twenties profile and with dynamic balancing to the full bottom assembly, including the clutch, provided a very smooth running and responsive engine. All other parts of the engine were restored to original specification except for the waterpump which was fitted with modern seals.

The gearbox, rear end, steering and brakes were also restored to original except for the 4.9 diff. ratio which was raised to 4.08. This proved worthwhile when driven on the road.

The steering was lowered to suit the positioning of the seats. When the firewall, radiator and bonnet were put in place it became apparent that the rear end stance was too high. The rear springs were flattened and the front cantilever mounts moved below the chassis line and appropriate cross bracing installed.

Now was the time for the mock up of the body, but it just didn't look right. Thoughts became clearer after a 6 week visit to U.S.A. in 1983 and inspecting many car museums including Harrah's and the 1917 Mercer.

As I wanted to retain the original Buick radiator and bonnet to firewall shape, timber battens were used to make the curved lines and although the bolster fuel tank was left behind the seats, a tail with boot was added after lopping 16 inches off the rear chassis overhang. This gave proportion to the body and so work proceeded with the frame skinned with hand formed sheet steel as were the guards, bonnet and valances as originals were in poor condition.

A one piece windscreen, lower and wider than the original was fitted. Also a hood and side curtains were made which are readily removeable and stored in the boot.

Research showed that the steering was pre Ackerman, so the front end was removed and steering arms reshaped to achieve Ackerman geometry and the car now goes around corners as well as in a straight line.

The car cruises comfortably at 50 M.P.H. and rides well and has run over 1000 miles since restoration.

JOHN GERDTZ.



T.N.T. DAY 4th DEC. 1988



CHILDREN'S CHRISTMAS PARTY

ALL ARE WELCOME TO COME. JUST BRING A PICNIC LUNCH TO WEIL PARK WOOLWICH (ENTER FROM GLADSTONE AVE.) ON SUNDAY, NOVEMBER 27TH FROM 10.00AM.

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ONE VETERAN TALBOT UNIVERSAL CROSS AND COVER.
ONE DODGE BROS. HEAD LIGHT COMPLETE.
ONE FORK MOUNT EARLY ELECTRIC HEAD LIGHT.
ONE LARGE BRASS TYRE PUMP. TWO DIETZ "OCTO" DRIVING LAMPS.
ONE SET OF AUSTRALIAN CAST ALUMINIUM NUMBER PLATES.
ONE HUMBER "COVENTRY" HUB CAP. ONE ENGLISH MILLER SQUARE TAIL LIGHT.
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A PAIR OF LUCAS KING OF THE ROAD BRASS SIDE LIGHTS. THESE ARE IN GOOD CONDITION AND WERE USED ON A 1903 DAIMLER IN THE VCC. THE VENDOR WOULD LIKE TO SEE THEM BACK ON A VETERAN. THE PRICE IS NEGOTIABLE. CONTACT- MR. GOLDSMITH ON 047- 573464 (WENTWORTH FALLS)

WANTED

COPY ALL STATES

CARBY TO SUIT 8 HP DE DION BOUTON. CONTACT - PETER MICHAELS HOME - 5463672

WANTED

EXHAUST MANIFOLD 1910 TWO CYLINDER "AG" RENAULT. CONTACT - BILL MAUNSELL
(02) 322379

WANTED

COMPLETE ENGINE OR CYLINDER BLOCK FOR CLEMENT BAYARD 1910 -14 MODEL
2C/2A. CONTACT - KEITH CARDEN - (02) 8712158.

WANTED

1913 MODEL T FORD PARTS - ANYTHING, ANY CONDITION. CONTACT - WARREN
GLENDENNING, 28 POSTLE CIRCUIT, HOLT. A.C.T. 2615.

WANTED

COPY ALL STATES - INFORMATION ON A CIRCA 1914-16 ITALIA TO ASSIST IN
DATING. CAN YOU HELP? CONTACT - DON REID, 11 MILLOO CRESCENT, MOUNT
WAVERLEY, VICTORIA. 3149 (03) 2326471.

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FOR T-FORD. SELECTOR MECHANISM FOR TWO SPEED "RUXTELL" REAR AXLE. CONTACT-
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AX RENAULT. CONTACT - MICHAEL LOWE - HOME - 9601110.

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PLASTIC VETERAN CAR RULERS	\$2.00	CAR METAL BADGES	T.B.A.		
CHRISTMAS CARDS	\$4.00	pkt 10			

See Treasurer Bob Lamond or arrange for someone to collect as per plastic
Name Badges.

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32nd ANNUAL BLUE MOUNTAINS TOUR.
April 30th & May 1st, 1988.

As an entrant in the 1988 Blue Mountains Tour you would have noticed there were a FEW problems - not the least being that we had a small amount of wet weather which nearly put paid to the whole event and hardly any veterans made it to the start let alone the run! BUT NEVER FEAR - ALL IS NOT LOST!

Your events committee in their infinite wisdom has decided to have the competitive part of the this year's tour in conjunction with the Presentation Day Run and luncheon on Sunday June 26th. We aim to make it fair to all who entered.

Whilst ALL club members are welcome on the Presentation Day Run, only those who ENTERED the Katoomba Rally will be eligible for the various class awards. The results will be collated and awards made at the luncheon. You may attend the run, the luncheon or both - you don't have to compete if you don't want to - just come along - it's up to you!

The nine entrants who made it to the Mountains in veterans will be awarded a bonus of 200 points. There will be a special award for these entrants regardless of their results in the day run.

The entrants who made it to Katoomba in moderns will be awarded a bonus of 50 points.

The format of the day run will be observation and time, however the distance will not be in excess of 30 Km.

The run starts from Bicentennial Park, Homebush Bay at 10.30 am. rain or shine.

The luncheon is a nine course Chinese banquet at the Noble Terrace Restaurant in Coffs Road, North Ryde from 12.30 pm. There is adequate off-street parking and the cars can be seen from the restaurant. Cost \$18 adults \$9 children. Ring Sue Wards on 86-3430 or Lois Cook on 888-7927 or bring your money to the next club meeting. Good day assured!

THE EVENTS COMMITTEE THANK ALL WHO MADE THE EFFORT TO GET TO THE MOUNTAINS UNDER WHAT COULD ONLY BE DESCRIBED AS APPALLING CONDITIONS.

JOHN WARDS
TERRY COOK
EVENTS COMMITTEE.
MAY 17th 88.



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Telephone: 580 8877/570 4089



SUPPLEMENT TO "SPIT & POLISH" ISSUE NO.

IX

October 12, 1988

**ST. GEORGE BUILDING SOCIETY/2UW TRAIN FESTIVAL - VETERAN CAR CLUB
INVOLVEMENTS, SATURDAY 19TH-SUNDAY 20TH NOVEMBER**

It looks like the Gremlins have struck again! We apologise for whenever the breakdown in our correspondence occurred on November 19-20, 1988 at Hurstville. This is an endorsed Bicentennial Activity and is shaping up as the premier rail event in NSW and one of the biggest of the Bicentennial events throughout the State. The Organisers again invite the Veteran Car Club members to participate with their magnificently resorted cars, which in previous years have complemented the restored steam locos.

This year the steam trains will be operating to terminating destinations such as Wollongong, Coalcliff, Waterfall, Cronulla, Sydney and Sydney via Flemington. There will again be a giant Street Fair and Parade focused on Forest Road. Entertainment which will include a day long Jazz concert from the centre stage, a spectacular stage show performed by the Farrell Academy of Performing Arts, the NSW Marching Bands Championships and recital plus a whole range of interesting supporting acts.

All this will be supported by a selection of exhibitions which will be established in Kempt Field, Hurstville Entertainment Centre and Goods Yard, all of which will be linked up by a shuttle-bus. These exhibitions will include veteran and vintage car displays, Steam Preservation Society display, SRA Hot Air Balloon, stage coach rides, an exhibition of Australian Art, continuous railway movies, Powerhouse Museum Futurescan Train, Model Railways exhibition, Trike Across Australia Exhibition and rides as well as the full facilities of the Tramway Museum at Loftus which will be linked with Rail Motor shuttle service.

To top off these activities there will be a selection of novelty train races. These include Fun Run competing against Steam Trains, Great Steam Train Races and a rally on Saturday involving the 3801 and older transport vehicles and on Sunday involving the XPT and other modern day vehicles.

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Hurstville Rotary Club • Hurstville Lions Club • Hurstville Chamber of Commerce • Westfield Shoppingtown, Hurstville
• HCF Health Care Fund • St. George and Sutherland Shire Leader • Australia Post Hurstville • Hoechst Australia
• 2NBC-FM • Barbers Travelland • Hurstville Bicentennial Community Committee.

The St. George Great Train Festival extends an invitation to the Veteran Car Club members to be involved in the Festival in the following three ways.

1. By entering their vehicles in the parade which will depart Kempt Field at 10.40am Saturday 19.
2. By placing their vehicles in the historic vehicles display at Kempt Field on Saturday and Sunday. At this display it is requested that individual members drive their cars around the bicycle track from time to time throughout the day.
3. The Illawarra Classic, which will be a duel between the 3801 and older forms of transport on Saturday, departing Wollongong at 1.50pm arriving in Hurstville at 3.05pm. On arrival the vehicles will stop in front of the stage where prize giving will take place at 3.30pm. The organisers have noted an absence of trophies at a similar event last year and this year all entrants will receive a commemorative medallion.

The organisers are also cognizant of the difficulties in running the veteran cars from Wollongong and consequently are staggering the time and place of the start for the veteran car for which we are suggested be Waterfall.

We look forward to your participation and trust you have a weekend of much fun and enjoyment with us at the St. George Building Society/2UW Great Train Festival on November 19-20, 1988.

Any enquiries as regards the event could be directed to your fellow club member Arthur Garthon or to the Festival Office, 26 Ormonde Parade, Hurstville (580 8877)

Leslie M. Jarman
Secretary/Director

INFORMATION SHEET NO. 1.

10/9/88.

CONVENORS: GREG DALEY, KEITH EDWARDS, JIM MOULE AND JOHN WARDS.

THE PURPOSE OF THE EVENT IS TO ENCOURAGE ACTIVE PARTICIPATION IN FUTURE CLUB EVENTS BY POTENTIAL "YOUNG OR NOT-SO-YOUNG" MEMBERS, BY LETTING THEM DRIVE OUR VETERANS UNDER SUPERVISION IN A CLUB PICNIC ATMOSPHERE, AT A VENUE CONDUSIVE TO FUN AND FAMILIAR- A ISATION WITH VETERAN CARS.

WHO ARE LIKELY STARTERS? OBVIOUSLY MEMBERS OF OUR OWN FAMILIES-YOUNG OR OLD: FREINDS AND NEIGHBORS WHO MAY HAVE SHOWN AN INTEREST IN OUR CARS AND EVENTS: TRADESMEN WHO HAVE HELPED US OUT ON MECHANICAL PROBLEMS OVER THE YEARS AND OTHER PEOPLE, WHO IF INVITED COULD FAVOURABLY INFLUENCE THE VETERAN MOVEMENT BY THEIR INVOLVEMENT.

THINK OF THE DAY AS AN IMPORTANT PUBLIC RELATIONS EXERCISE!

GUEST OF HONOUR: IS KEN QUARMBY, OUR HARDWORKING, LONG TERM BUT NOW OUTGOING HON. SEC. A WAY OF SAYING THANK YOU, KEN. (AND AFTER ALL IT IS YOUR BIRTHDAY!)

THE VENUE: LIONEL WATTS PARK---SHOWGROUND AREA

BOUNDED BY GLEN ST., PRINGLE AVE., AND ENTRY FROM BLACKBUTTS RD., BELROSE.
U.B.D. DIRECTORY MAP REF., MAP 30 H 3.

IT IS AN OVAL COMPRISING A CIRCULAR DIRT TRACK WITH SUFFICIENT ROOM FOR TWO CARS TO PASS COMFORTABLY, DESIGNATED "ONE WAY" ANTI-CLOCKWISE FOR THE DAYS ACTIVITIES. (NO SPEEDING ON THIS TRACK AS APART FROM IT BEING DANGEROUS, THE LOCAL RESIDENTS WILL COMPLAIN ABOUT THE DUST AND NOISE IT CREATES).

IN THE CENTRE OF THE CIRCUIT IS A LARGE GRASSED AREA ON WHICH WE WILL HOLD JUDGEMENT BASED EVENTS SUCH AS GARAGEING TESTS, DISTANCE JUDGEMENT AND A SLOW RACE ETC., (ONCE AGAIN, PLEASE RESPECT THE GRASS BY LIMITING WHEELSPIN AND HEAVY BRAKEING, NOT TO MENTION THE WEAR & TEAR ON THE VETERAN AND OFFICIALS!).

THERE ARE A COUPLE OF LARGE TREE SHADED AREAS TO PARK & PICNIC AND A HALL WILL BE AVAILABLE FOR OUR USE ALONG WITH A WOOD BARBEQUE HOT PLATE FOR COOKING.

TIMING.

OFFICIALS 9-3.30 SUNDAY 23RD OCTOBER 1988.

PARTICIPANTS 10 -3 OR THEREABOUTS.

OFFICIALS. WE WILL NEED ABOUT SIX PEOPLE AS WELL AS THE CONVENORS TO HELP RUN EVENTS AND OTHER GENERAL FUN DUTIES.

IF FOR SOME REASON YOU CAN'T BRING OUT YOUR VETERANS AND YOU HAV'NT RAISED ANY "ENCOURAGEES", WE NEED YOU TO ASSIST. VOLUNTEERS PLEASE LET KEITH EDWARDS KNOW IN ADVANCE.

CATERING.

SAUSAGES, BREAD & ONIONS FOR THE B.B.Q. WILL BE SUPPLIED, BUT AS NUMBERS MAY BE GREATER THAN WE EXPECT IT WOULD BE WISE TO BRING DRINKS AND ENOUGH OTHER EATS TO SATISFY THE APPETITES OF YOUR IMMEDIATE "ENCOURGEEES" & "ENCOURAGERS".

THE CARS.

WE HOPE TO LURE OUT OF HIDING THE MANY VETERAN CARS WE RARELY SEE...THIS IS THE IDEAL DAY TO "VET OUT" ANY POTENTIAL DRIVERS OR CUSTODIANS FOR YOUR "SPARE" CAR. IF YOU REQUIRE A DRIVER FOR THE DAY, CONTACT GREG DALEY & HE WILL TRY TO HELP YOU FIND ONE. (H)451 8354.

CARS CONTINUED:

THERE WILL OBVIOUSLY BE A LOT OF CLUTCH & GEARBOX & BRAKE WORK ON THIS DAY SO GIVE THESE ITEMS A SPECIAL CHECK.

NAME BADGES.

PLEASE WEAR THEM TO ASSIST OUR VISITORS IDENTIFY US ALL.

WEATHER.

AFTER THE LAST BLUE MOUNTAINS RALLY ,WE CAN TAKE ANYTHING! SO IT WILL BE ON RAIN OR SHINE. THE HALL IS LARGE SO WE CAN SHELTER THERE IF NECESSARY AND WE WILL ALSO RUN VIDEOS IN THE HALL DURING THE DAY.

REMEMBER THE CLUB IS COUNTING ON YOU TO PARTICIPATE FOR THE GOOD OF THE CLUB AND FUTURE MEMBERSHIP, LETS SHOW OURSELVES WHAT A GOOD CLUB WE REALLY ARE!

I HAVE PROBABLY FORGOTTEN SOMETHING...DID YOU THINK OF IT? LET ME KNOW IF YOU HAVE ANY IDEAS, HOME ON 449 6121 or WORK ON 558 8866

ENCOURAGINGLY YOURS

A handwritten signature in cursive script that reads "Keith". The signature is written in dark ink and is positioned above the printed name.

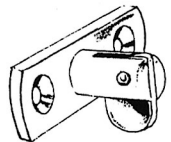
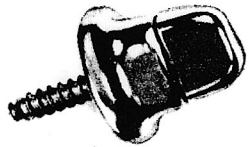
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