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

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

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December 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, 24TH JANUARY, 1980.

THE COMPLIMENTS OF THE SEASON TO ALL MEMBERS AND FAMILIES FROM THE COMMITTEE.

COPY REQUIRED BY FIRST THURSDAY OF MONTH. ADDRESS ALL CORRESPONDENCE TO: FIVE DOCK. SPIT AND POLISH, 134 QUEENS RD,

2046.

THE PRESIDENT'S MESSAGE

Our Club and Charities

Charity is an around-the-clock function for all the community, but as we approach Christmas our thoughts turn to (as our Patron, Sir Roden Cutler has expressed it) the less fortunate.

Each day, as we read our newspapers, listen to the radio or watch television, it becomes very evident when compared with other countries, some very close to our shores, just how fortunate most of we Australians are.

As a club it has been an unwritten policy that we render our services through our vehicles and none is more heartening that the annual trek (conducted this year in co-operation with the Lions Club of Vaucluse and the Hurstville Rotary Club) which has become known as "Victor's Day".

I was not personally a participant in the event, except for Pam and I to meet up and talk with drivers and navigators, the children from five homes, viz: The Eleanor Mackinnon Red Cross Home, Cronulla; The Kylie Williams Legacy Home, Blakehurst; The N.S.W. Protestant Federation Home, Dulwich Hill; Burnside Homes, Parramatta North and Brush Farm, Eastwood, also inmates and staff at Strickland House, Vaucluse, where our associates led by Victor Jacobs and Arthur Garthon put on a luncheon which was both satisfying to the eyes and stomachs of children and adults alike.

It is appropriate at this time that we also remember our other major charity and annual event, the Garden Party, held at Government House and attended by 28 cars in aid of The National Heart Foundation of Australia, also the similar additional event whereby we were again invited to present our cars, thanks to the Governor of N.S.W., Sir Roden Cutler and Lady Cutler, who on this occasion had offered the grounds of Government House in aid of the starving refugees in Kampuchea. Your assistance by again making your cars, yourselves and families available to promote this equally important function has received the appreciation of the organisers, "FOCUS", the committee of wives of ministers and members of the N.S.W. Government.

As a drawcard, the success of both events may be attributed in no small measure to your vehicles, their presentation and the able management of our Public Relations Officer, David Berthon.

May I now on behalf of your Executive Committee, also my wife Pam, wish you all the VERY BEST for CHRISTMAS and invite you to participate in the events planned for the NEW YEAR.

- GEORGE A. ROBERTS

TYRES

For many years we have all been troubled in some manner with regard to tyres for our cars, for some it has been availability, others, bad rims and for quite a lot, badly pitting tyres with regard to the bead.

The problem really became bad during the 1978 International when a list of those that had trouble was sufficient in numbers to have made their own rally. Since then we have had our Silver Anniversary Rally where quite a few entrants expressed concern over tyres and the remaining moulds have left the country no doubt making the situation even worse than before. Distributors seem reluctant to carry any volume of stock and considering the movement of this stock and the amount of capital involved, one can appreciate their problem to a degree, which still leaves us with a few problems: (1) Cost — becoming more prohibitive with each price rise and delivery; (2) Availability — one week to six months depending on stock; (3) Fitting — an element of doubt as to whether the tyre will fit properly and not give trouble.

I feel we have reached a point where we must come up with some real answers, not dreams; some members are reported to have filled in the bead and fitted straight sided tyres (how they do it would make an interesting article for the magazine), some have changed rim size and fitted vintage wheels and straight sided tyres, which will do nothing good for the gearing of the car and could cause the driver to overdrive his car and have engine failure, which is very expensive, failing this the car could just sit and not be restored or sit and gather dust after restoration, which leads me to the conclusion of have we become too reticent, or adopted the old Aussie adage "She'll be right Jack"?

Ed.

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, 22ND NOVEMBER, 1979.

Meeting opened at 8.24 p.m.

PRESENT:

62 members, 9 visitors.

VISITORS:

Bruce Knight, John Swire, A. Swire, M. Pearce, David King,

E. Bronk, P. Buckingham, John Simons, Ann Simons.

APOLOGIES:

George Green, Cyril Stanbridge, Bob McCarthy, Allan Blevins,

Laurel Rossiter, Neil Johnson, John King, Len Baxter, W. Burrows,

P. Wards, Max Roberts, Alan Maunsell.

MINUTES OF PREVIOUS

Read, moved, accepted. Moved John Wards, seconded Mel Pope.

CARRIED.

CARRIED.

MEETING:

Moved, accepted as read. Moved David Berthon, seconded Jack

Dance.

REPORT: CORRESPOND-

ENCE:

TREASURER'S

L. Crotchley request for wedding car.

R. Muddle returned dividend cheque, address incorrect.

Minutes from Newcastle Club.

City Bowling Club request for cars.

Broken Hill Veteran and Vintage invitation to attend Rally. London Brighton Run 1979, souvenir programme from George

Green, Max Roberts.

Request for wedding cars, Barry Brooks. Resignation from L.T. Ford from Woy Woy.

Minutes of Melbourne Federal Committee Meeting, 11th August, 1979.

Copy letter from W. Burrows to Drummoyne Council re new D.A.

Moved, accepted as read, George King, seconded Laurie

Stewart.

CARRIED.

AND DATING:

INVESTIGATING Letter from Martin McCarthy, A.C.T., requesting assistance in

investigating and dating.

Letter from Darwin re bulb horn.

NEW MEMBER:

Kerrie Hughes

Moved new member be accepted, Jim Cooper, seconded Jim Wilson.

CARRIED.

EVENTS AND

Dinner Dance - Saturday, 23rd November.

SOCIAL COMMITTEE: Children's Xmas Party - Saturday, 1st December.

Vaucluse Lions Club - Sunday, 25th November.

Camp Out - 19th and 20th January.

Festival of Sydney Procession - 28th January.

Minutes of Meeting 22/11/79 (Cont'd.)

BUILDING
DEVELOPMENT
& MAINTENANCE

Building Committee has ironed out problems, and letter is to go to Council + Development in principal application.

& MAINTENANCE COMMITTEE:

PUBLIC RELATIONS:

Garden Party on 9th December - Ladies Committee F.O.C.U.S.

MAGAZINE:

No problems - more articles needed - information on restoration problems.

First national magazine out in March - closing date end of January for receipt of copy.

PERMITS TO MOVE:

60 cars, only, presented for inspection in Sydney. 14 cars in Newcastle.

Thanks to Arthur Garthon and Len Sheen for use of premises.

3 cars in Canberra Museum, with plates on - Canberra Secretary will return plates to Sydney.

REGISTRAR:

All states have sent information back, to allow Roster to be printed in the New Year.

LIBRARIAN:

One book, 'Genevieve' is being returned. Noelene Thomson is returning books No. 16 and 17.

INSURANCE:

Nil.

PHOTOGRAPHER:

Wants more photographs.

CVVTMC:

Next meeting - Monday, 26th November, 1979.

GENERAL BUSINESS:

Question on a 'Wallaby' jack.

Meeting on Tuesday next re Museum of Applied Arts and Sciences - President will attend.

Jock McGowen handling enquiries re Australians on the Road.

Vote of thanks to Alan Maunsell for standing in as Secretary.

Rally - Perth; Don Steer advises a real success.

Mel Pope gave report on Schofields Day.

Birkenhead Museum now open.

Jim Simpson reported on Fishers' Ghost Day.

GENERAL BUSINESS (CONT'D.)

Bill Maunsell gave a brief report on Brighton Run.

President gave report on George Green's abortive attempt to represent V.C.C.A. at F.I.V.A.

George Harris's 1914 Ghost made Sydney to Perth under 48 hours.

Meeting closed 10.00 p.m.

MINUTES OF MONTHLY MEETING OF THE V.C.C.A. (N.S.W.) NEWCASTLE BRANCH HELD AT THE HOME OF PETER AND NERYL ADAMS, WANGI WANGI, ON 11TH NOVEMBER, 1979.

MEETING OPENED:

2 p.m.

CHAIRMAN:

M. Burke.

MEMBERS

11 members and 5 visitors.

PRESENT:

APOLOGIES: D. Marr, J. Riley, M. Holmes, W. Holmes.

MINUTES OF PREVIOUS MEETING:

Moved by J. Gorton, seconded by D. Moffat, that the minutes of the previous meeting be accepted as read. CARRIED.

TREASURER'S REPORT:

The Treasurer reported that the balance at Building Society was 172.68

 Bank
 239.61

 Petty Cash
 5.60

 Deposit Y.M.C.A.
 50.00

\$467.89

Moved by J. Burke, seconded by G. Newman, that the Treasurer's Report be accepted. CARRIED.

CORRESPOND-ENCE: Moved by P. Adams, seconded by R. Newman, that the Inwards correspondence be received and dealt with and the Outwards accepted as read.

CARRIED.

GENERAL BUSINESS:

General Business was confined to the discussion of forthcoming outings, including the 10th Anniversary Tour of the Newcastle Vintage Car Club, to be held on 25/11/79.

MEETING CLOSED:

2.50 p.m.

Recently in a Bendigo Motel a group of members were having a discussion on religion when one we will call Keith made a statement that he should convert to JUDOISM in fact meaning ZIONISM, a second member named Ron commented that maybe JUDOISM is best - you can then give undesirables the chop.

#######

Congratulations to George Green, Bill Maunsell and Coy. on their successful run in this year's London-Brighton Rally.

#######

Congratulations are in order to Jim Simpson in winning the Fund-Raising raffle conducted by Keith Carden - maybe he can use one of the storage bins to catch that liquid that emits from under the (PESA) BESA.

#

The manner and places that meetings take place: 3 well-known gentlemen, Namely George Green, Bill Maunsell and Laurie Ogle have regular meetings undermeath car during rallies, the latest during the running of this year's London to Brighton Rally - results 3 cold and wet Australians in a land Far Away.

#

Overheard from an 8 year old at the Children's Xmas Party: "I think Santa Claus was very old - must have been at least 40!"

#

Jack Garwood is now home and convalescing after a spell in St. George Hospital. Take care Jack and our best wishes for a speedy recovery.

#

A man took his wife and his mother-in-law out for a drive. His mother-in-law sat in the back seat and 'drove' the car from there. The driver's wife noticed that he was getting madder and madder.

'Ignore her,' she whispered to her husband. 'She's her own worst enemy.'
'Not while I'm alive,' he muttered back.

REPORT ON CHRISTMAS PARTY DINNER DANCE

ST. GEORGE MOTOR BOAT CLUB - SATURDAY, 24TH NOVEMBER, 1979

This social function was very well attended by 79 people - all of whom enjoyed themselves immensely.

George and Dorothy Green and Bill and Madeline Maunsell attended, fresh from the London to Brighton Rally.

Frank Illich also attended, sporting a plastered ankle, the result of a recent accident in Noumea.

Jack and Mabel Garwood were unable to attend; Jack of course being in hospital.

Many thanks to all members who contributed in making this night a complete success.

On behalf of the Events Committee we wish to thank all for giving support during this year and look forward to your continuing support for 1980.

COMING EVENT

(Regret to advise Camp Out Weekend postponed to a date to be advised.)

FESTIVAL OF SYDNEY PROCESSION - PUBLIC HOLIDAY - MONDAY 28TH DECEMBER, 1980.

ASSEMBLY POINT: Art Gallery Road, Domain.

TIME: 10.00 a.m. sharp

VENUE: The Procession will commence at 11.00 a.m. leaving Art Gallery Road, into Macquarie Street, into Hunter Street, Pitt Street, Liverpool Street, Elizabeth Street, Park Street and then back to Art Gallery Road.

DURATION: 40-50 minutes

THEME OF FESTIVAL: "Flowers of Sydney"

DRESS: Period-dress if possible

An unlimited number of cars will be accepted for the procession and will all be grouped together as one display.

IN THE ABSENCE OF THE DECEMBER MEETING, WOULD ALL PARTICIPATING MEMBERS <u>PLEASE ADVISE MEL POPE</u>, 521.2821 (H.), 237.8481 (B.)

Letters to the Editor

"Re Children's Outing, Sunday, 25th November, 1979

On behalf of the Members of the Lions Club of Vaucluse, I would like to sincerely thank all the Members of the V.C.C.A. who took part in our outing last Sunday.

The day was a tremendous success with the children not only enjoying the ride in the veteran cars, but they, together with the drivers, being treated to a delightful harbour cruise by the Members of the Royal Motor Yacht Club of Point Piper, in their lovely cruisers.

Yes, the car drivers in their usual manner did a wonderful job and we look forward to working together next year in a similar capacity and bringing a bit of happiness and friendship into the lives of those less fortunate than ourselves.

Once again, from all the children and the Members of the LIons Club of Vaucluse, our sincere thank you.

Frank Neimann,
President,
Lions Club of Vaucluse."

"Sirebun Line will of the guirob sheeted in your

My family and I would like to express our appreciation for all the hard work put into making the Children's Christmas Party such a happy day. If the weather had co-operated as well as the organisers did, it would have been perfect, and we would like to say a big "thank you" to all concerned in providing such a variety of goodies for everybody.

Many thanks to Mel and Annette Pope, Neil and Lyn Martin, not forgetting our permanent kind Santa, Don Steer.

int of west posts to the place that me apled on to **Jack Dance."** But to increment of palises resume add the consector whom the bidest out

"Sir, obrasado beasa l'esta della grana metalli essoli desamano del del della comuni

Your article about Robert Bosch in the November issue was very interesting, equally so because of his enlightened and progressive attitude towards his employees. I am sure we would all liked to have read a lot more about him.

May I then add a brief footnote?

In 1911, he was an active member of the Royal Wurttemberg
Automobile Club, holding the post of Treasurer. This club was founded in 1899
on April 7, and I believe was the second oldest of the Royal German Automobile
Clubs. It was then located at 18 Konigstrasse in Stuttgart, and meetings were
held every Friday night at 8 p.m. (Cont'd. on P.10......

Letters to the Editor (Cont'd.)

"He was in very good company for his fellow members included 'Seine Exzellenz Dr. ing. Ferdinand Graf von Zeppelin', and Wilhelm Maybach.

The club Directory lists two other names who may have been related to the pioneers of early motoring, the club's President was Heinrich Otto and on the Sportkommission was A. Daimler.

Sorry I can't tell what cars he owned,

Newton Goldman."

"Sir,

Your commentator R.N. (SPIT AND POLISH, November 1979) needs a bit of polite correcting.

As the owner of the vehicle in question is most adamant that a name be spelt correctly (refer Hon. Treasurer) it is very unlikely the said owner would, in this case, ever substitute the letter "P" for the letter "B".

In any case it might as well be pointed out that the Old Girl, as a veteran, is still carrying on an old habit of the early days. Some of the oldies and those who have made use of horses during their life, will understand that she can be classed as a 'good old mare'. One of the attributes attained by horses in the early days was the capacity to 'do one' every time that they were stopped, say, during shopping excursions. That act avoided the embarrassment caused to the driver and/or any passengers - particularly the fair sex - when a horse stopped suddenly in mid-street to perform a function which only it could do for itself.

So, please advise your commentator (whoever he might be, Bob) to watch it!

In any case, let me point out that this letter stems from the fact that the President made reference at the October meeting to the remark of the Governor, at the Government House Garden Party, that some liquid discarded by The Besa set him to wondering whether the car or his (the Governor's) dog was responsible.

He thought that the liquid was UREA, probably with a suggestion that the car was an Italian made AUREA.

Have to find some reason.

Jim Simpson."

FISHERS GHOST, V.C.C.A. OUTING TO THE N.S.W. STEAM PRESERVATION SOCIETY, 18TH NOVEMBER, 1979

A total of 15 cars assembled at Bradbury Park at Campbelltown.

A well organised tour by Ken Quarmby and Neil Johnson rambled through the Campbelltown, Appin, Douglas Park countryside, to the morning tea stop at Douglas Park School put on by Joan Quarmby and Dorothy Johnson and enjoyed by all.

After morning tea, a short run to the N.S.W. Steam Preservation Society's grounds at Menangle.

The lunch venue was very interesting for young and old with rides on hay waggons hauled by massive steam powered traction engines and exhibits of chaff cutters, threshers and generators being powered by portable steam engines.

Even model traction engines did their share of people-rides around the grounds.

Fred and Laurel Rossiter enjoyed the exhibits so much that by the time they cameback for lunch, the club B.B.Q. was cold and they had to eat their steaks raw. (Could have tried the fire box in the Clayton-Shuttleworth, Fred.)

Members Present:

Renault B. Spraggon Studebaker J. Pickup Oakland Jim & Dorothy Wilson Peter & Robyn Wards Hupmobile Jack Dance & Warren Irish Talbot Fred & Laurel Rossiter Studebaker FIAT Neil & Lynette Martin Talbot Neil & Dorothy Johnson B.S.A. Jim Simpson & Joan Quarmby Ken Quarmby Hupmobile

Four members from the V.V.C.A.A. Club also attended.

* * * * * * * * * * * *

Dear Committee and Members of the Veteran Car Club of Aust. (NSW):

It has been my desire for some time now to thank you all for your kind considerations shown to myself, Yvonne and Angus on our sad loss. Should I miss thanking any of you personally I hope you will kindly accept my appreciation for your thoughts to us. As I shall remain a member of the Club I look forward to continuing the associations and friendships formed by John and myself in the past.

Kindest regards, NOELENE THOMSON.

BRAKE PEDAL TRAVEL

During the recent annual inspections for re-registrations I inspected and issued roadworthy certificates to quite a number of veteran cars and I would like to commend almost every owner on the mechanical condition of their vehicles.

As in past years we found only minor faults. One point I would like owners to be aware of is the brake pedal travel. In a few cars I have suggested that the slot in the floor boards be lengthened so that the pedal is not baulked in its downward travel and thereby coming to a stop before the brake shoes have exerted stopping pressure on the brake drums.

It is important, I feel, that the brakes are not adjusted so that there is brake drag whilst travelling along, particularly with mechanical brakes and this necessitates that there be some free travel on the top of the pedal. If the brake pedal has the capacity to travel through this necessary free travel and then have plenty of distance left to progressively apply the stopping pressure, then the car has the desirable safety factor.

- DICK TUNBRIDGE

"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).

Dry Bearings. One source of insufficient lubrication of bearings is sometimes found to be clogged grooves in the bushings. Sediment will accumulate in the grooves which are intended to carry the lubricating oil and shut off the supply. An excess of graphite will often produce this effect.

"Loading up." Gasoline leaves the carburettor as a spray of liquid. In the intake manifold it vaporizes and becomes mixed with air, When vaporization does not take place rapidly enough, or when too much gasoline is sprayed into the manifold, the liquid will accumulate on the sides and run back into the carburettor. To get best results the intake manifold should be protected from the cooling effect of the fan, and should be warmed by a by-pass conveyor of heat from the exhaust. When the gasoline in liquid form runs down into the air inlet of the carburettor the mixture will be irregular and uncertain.

* * * * * * * * * * * * * * * * *

LONDON TO BRIGHTON

If you disregard the problems of getting a car on a boat in Sydney during a wharf strike (and then having to send it to Melbourne to catch up with the boat), the chasing up of a car and trailer in London, so you can get over to Holland on the ferry, play the part of a dumb Australian to get through customs out of Holland, and again through customs into England, the freeing of stuck up valves, leaking petrol lines and ignition troubles, then your Rally Day starts around 5 a.m., with a banging on the bedroom door in the R.A.C. London. We had marked up on the slate for the porter to call us at 5.30, but George felt he should knock us up at 5 so we would be sure to hear the porter.

The morning dawned grey and wet and the rain continued all day. Breakfast around 6-6.30, taxi to Park Lane garage at 7 a.m. and there sits 052 alongside B.M.W. and trailer, rearing to go. I might add that the instructions clearly stated Veterans only in the car park, no tender vehicles allowed, but George, being an old hand, says we disregard this, everybody else does, and he was right.

Petrol on, four turns of the handle, ignition on, one turn and away she fires like a beauty - big grin from ear to ear on the master. O.K., you take over for the start, Bill and I'll do the finish, so it's all aboard and away we go, 10 yards, and on to the end of the queue. Half an hour or so later we have cleared the car park and are heading on our way to the starting point down by the Serpentine, us, 276 other starters and about 50,000 spectators and all of them in the way. It's amazing the number of people that will risk death just to take a photo or get a close look at a Veteran car.

First stop the R.A.C. caravan, question: where are your forms? what forms? we have no forms, what's your number - you tell us, we're from Australia and we have nothing yet - O.K. hang on - head and hand disappear inside van and return with big envelope - this is yours, sign this, your number is inside, you will find a space marked down there, just pull off and wait.

Pull off, I did, accompanied by a yell from George, "Hell, don't go too far back, that's loose sand, we will never get out---" - we did though.

At last we get some recognition, the Vauxhall people spot us, film crew get all set up, while one of the big wheels makes a presentation to George - then the B.B.C. spot the Australians - they do their bit - then a familiar voice - Max Chapman is right behind me - then a young lady editor of an Australian publication in England, wants an interview and I see some sports journalist has collared George - another well known personality arrives all smiles - Laurie Ogle is here to lend a hand. Well, after handshakes and introductions all round we still have some time left, so we set out to take a look at the other entrants. There sure is some weird and wonderful machinery entered in this event - no way can I cover them now.

LONDON TO BRIGHTON (CONTINUED)

Well, starting time has arrived, the 04 springs into life and away we go down to the start. Just imagine driving into the main gate of the Cricket Ground just as the League Grand Final has finished - it's just a sea of bodies, how they manage to get out of the way as you head into them, is beyond me.

Amongst cheering and shouting, good on you Aussie, we are on our way - in the week previous I did not see many policemen, I can now understand why, they have all been at home resting up for today, they are everywhere, walkie talkies, cars, bikes, horses - the lot. They are really on side for this event, all else has to stop for the veterans - you don't have to worry about the Rally route, just drive between the two seas of faces, the public really turns out in thousands. This was a drizzly rainy morning and we were told later you should see the crowd on a fine morning.

We are going along fine, chugging away at 15 m.p.h. (no km's over here), horn blowing, hand waving, even passed a couple of cars, we were real pleased with ourselves, through red lights, not a worry in the world, for about 8 miles - then some intermittent firing - two worried looks appear - fingers are crossed, but to no avail, the 04 has conked. Must be fuel, check the tank, yes, that's 0.K. - George takes up the driving position and guess who cops the crank handle job - a couple of splutters, still not good - must be ignition - what do we do now - a voice from the crowd: "I've got a motor bike shop just down the road, if you can get her down there, I'll get my son out of bed, he has all the electrical testing gear and we can go to work on it." Not being proud, we accept this generous offer, and in the meantime Laurie Ogle has caught up with us and so have our wives and our tender vehicle and trailer. (I'll get back to the tender vehicle and trailer later).

This motor bike shop is no different to any other, chock-ablock full of greasy bikes, no room, so it's down to work George on back in gutter in the rain. I was "gofa" and handle winder. Well, after much changing of batteries and coils, tugging at wires, cleaning of contacts and testing of circuits (thanks to number one son of motor bike man) the trouble is traced back to the make and brake mechanism. (George is still on back in gutter in rain). Sounds easy enough but you need to remove advance and retard mechanism and the water pump before the trouble area can be got at. Voice from under car "O.K. I'm taking it off don't let anybody move the ----- crank handle or we are in real trouble." Hell, I didn't think it possible to be in more trouble than we were, but I can assure you nobody get near that handle. That Voice again "Ah, that's the trouble, this little screw has come loose". Advice from Laurie: "undo that wire and pass it up here, we'll fix it". Advice from number one son: "open points a bit". Voice from under car: "shouldn't we close them?". Voice from somewhere: "well the screws fixed, put it back and try it". And would you believe a couple of turns on the handle and she works. O.K. water pump and control mechanism back together, a few more cranks and away she fires. Well, hand shakes and thank yous all round and away we go again (we lost one and a half hours). We are not going

LONDON TO BRIGHTON (CONTINUED)

5

as good, our carburettor is not set spot on, but we are going so that's good enough.

We head out through the suburbs and spot a doubtful direction, well doubtful to me. George says go right, but I'm driving and I favour left, so left we go, up the one-way street. Its bad enough when you take a wrong turn but when you have to make a "U" turn with pedestrians and motorists yelling "you can't do that here, this is a one-way street" it rubs salt into the wound.

But we proved them all wrong because we did it, cost us another five minutes though, and by this time all the policemen have gone home, which meant no assistance at stop lights, so from now on, George and I are completely colour blind.

Since we left our friends at the motor bike shop, I realised we had not seen our tender vehicle. We did not get any advice from our wives on how to fix the car, so only now do we realise something's wrong. George says don't worry, they can look after themselves, and I explain, sure they can, but they have all our petrol and oil on board - not to worry says George, we can get all we need at service stations. Well, not to worry, but I sure hope these service stations turn up at the right time.

Well, we're still chugging on towards Brighton, not too fast though, I'm told I expect too much from a one-lunger, we'll make it 0.K., have faith. Still no tender vehicle in sight, but we are well out into the country now. "George have a look behind and see what all that horn blowing is". "Ah that's the B.M.W. caught up to us." I offer up my thanks, we now have a supply of petrol and oil with us. We find out later that when we stopped at the bike shop the B.M.W. missed us and thought we were ahead of them, and they went all the way to Brighton, wondering why they could not catch up to us, and had to turn round and retrace their steps, but not to worry, all is well again. Now George had told Charles Judge, the driver of our tender vehicle, that he would be able to have a ride in the 04, so its now time for me to step down and George to take over and take on his new navigator.

Well, I'm now back driving the B.M., no rain, nice and warm and very comfortable, catch up on all the news from wives, able to have a bite to eat, this is the life - and then the penny drops - we are really up against it time-wise, we are going to be lucky to get in to control on time (if you're not in by 4.00 p.m. you just don't make it, that means no medal), panic stations - quick mathematical calculations at each mile post still bad news - after about an hour of this, Dorothy nearly in tears, Madeline and I just about ulcer material, and, on my calculations we are going to get in with 2 to 3 minutes to spare and this does not make allowance for the Peas Pottage Hill - we are in real trouble.

Then daylight dawns - our new navigator is about 16 stone, without him on board George should make better time, so leaves me with no alternative, he just has to come back in with us.

LONDON TO BRIGHTON (CONTINUED)

Well, George is driving much better now that he is on his own, and calculations show we are holding our own, we can now relax, but not for long - George is signalling. Hell, what's gone wrong now, so around him I go, get out and much to my relief I hear, "You take over for a while, I want to go behind the bushes", so its me behind the wheel again - now this time I have no gloves on, no wet weather gear and am dressed for the warmth of the B.M., but not to worry, George will catch me up and take over again in a couple of minutes. Yeah not likely, I went for miles and no George. At one point I crawl up this slight rise and see a downhill run in front, this will be good I'll pick up a lot of time now. I sure did - brakes non-existent, motor of no use whatsoever (the back wheels are on a ratchet like a free wheel pushbike) that Vauxhall can really go down hill. I must have been doing around 25 to 30 m.p.h., the steering wheel is about 12" dia. and ¼ turn from lock to lock. I'm hanging on like grim death and I reckon I was a pale shade of white, and when George gets back, I'm going to need a trip behind the bushes, for sure. I'm thinking if I turn this thing over, I'll be killed, and if I'm not George will kill me anyhow, so I'm hanging on. The rain in the face and eyes is like needles, but so what, I can see the bottom and I am going to make it. Boy, I'm sure glad that's behind me and I'm on level ground again.

But what has happened to George? Ah, what's that I hear, and look over the shoulder, and here he is, chasing me, not gaining, just holding his own, so we slow up, and help him aboard. "What the hell happened to you?" "You try undoing a plastic rain coat, a sheepskin coat, three zippers and in through a pair of Long Johns with a pair of hands that's been driving a veteran for a few hours without gloves (George left his gloves back at the motor bike shop) and see if you're any quicker." For a while those in our tender vehicle were real worried, they thought George must have taken a short cut across the paddock and caught me up and they nearly drove off without him. O.K., so it's time for me to go back to the B.M., but not before I have to perform some acrobatics, like leaning down under the car and screwing up a grease cap on crank handle shaft and then run alongside and open up the carburettor needle a little (can't afford to stop), this sounds easy enough. but just take a look when you get a chance and you will see about 3" clearance between the jet and the exhaust pipe. Making an adjustment while running alongside at 10 m.p.h. is no mean feat.

Well, George is away on his own again and I'm back to the comfort of the B.M., where some quick calculations show we have picked up some time - we now have about $\frac{1}{2}$ hour to spare.

My only worry now is the problem of getting over Peas Pottage Hill. A quick question and answer session with our local knowledge man (Charles Judge), consultation with Dorothy and Madeline, and we form the opinion that when we get to the bottom of the hill, I'll leave the B.M. in Charles' hands, and its up to me to push the Vauxhall in an attempt to keep it in top gear and so keep our average up, and I'm hoping this hill is not too long. I'm soon going to find out because its coming up now, so its around the O4 we go, out I hop and start my jog alongside. The Vauxhall is doing

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better than I am, George says climb aboard, she seems to be going 0.K. - didn't need a second invitation and the Vauxhall is still going 0.K. and did all the way to the top.

Boy what a relief, down hill all the way now, barring problems, we are home and hosed. Well, barring a few hairy moments running through red lights etc. it is a comfortable run in to Brighton, but it was still a relief to see the promenade come into view. Most of the people had gone home by this time, but there is still a hell of a crowd here. This is one long promenade and a car load of Americans in front of us are not moving fast enough for me, all I want to do is get past that finish line, and would you believe, I think every guy in that front car wants a word over the P.A. system, and here we are just 3'0" to go and they just won't get out of the way. A few words from me, the thumbs up sign from them - and then at last they move on and we are over the line - get presented with two cardboard boxes, one with the coveted medal and the other with a glass mug, these go over to George and then some guy hands me a red rosebud and welcomes us to Brighton, and she's all over - just like that.

I look at George sitting there with a big grin from ear to ear and he says: "There you are, I told you we would make it, you worry too much" - and we had, with a full 20 minutes to spare.

- BILL MAUNSELL

REPORT ON CHILDREN'S CHRISTMAS PARTY

WARATAH NATIONAL PARK SATURDAY, 1ST DECEMBER, 1979

This day turned out to be very successful and enjoyable, attended by 63 children and respective adults.

Our special thanks to Neil and Lyn Martin and Elizabeth Hobson for their splendid efforts in organising and catering.

Also a special thanks to Don Steer for lending his Renault for Santa to drive. He claimed it had more power than the sleigh.

Those attending in veteran cars:

Frank Nissen Cadillac
Peter Nissen Humber
Barry Pearce T Ford
Don Steer Renault

Cyril and Penny Stanbridge attended from Wollongong in their vintage Vauxhall.

* * * * * * * * * * * * * * * * * *

COOKS FOR THE

BLACK FOREST CHEESECAKE

125g (4 oz.) Chocolate Ripple biscuits, finely crushed

3 tablespoons butter, melted

1 x 425g can pitted black cherries

1 tablespoon Kirsch Liqueur

1 tablespoon gelatine

2 tablespoons hot water

500g (1 lb.) Australian cream cheese

¿ cup castor sugar

1 x 100g black cooking chocolate, chopped and melted over hot water

1 tablespoon gelatine

2 tablespoons hot water
2 tablespoons Kirsch Liqueur
1 x 300m carton thickened cream

Whipped cream

Chocolate curls

Cherries

- 1. Combine biscuits and butter. Press firmly over the base of a 23cm (9") spring form tin and chill till firm.
- 2. Combine cherries, syrup from can and liqueur. Add 1 tablespoon gelatine to 2 tablespoons hot water and stir until dissolved. Blend into cherries. Chill till mixture resembles the consistency of egg whites, then pour over biscuits crust and allow to set.
- 3. Beat together cream cheese and sugar until smooth, beat in the chocolate. Sprinkle rest of gelatine over the hot water and stir until dissolved, mix in, with Kirsch and cream.
- 4. Spoon over the cherry layer and chill until firm. Wrap a hot wet cloth around outside of tin, leave for a minute or two and then unclip the tin. Remove cheesecake, put on a serving platter. Serve decorated with whipped cream, chocolate curls and maraschino cherries.

PHOTOGRAPHS OF THE FOLLOWING ARE REQUIRED:

Ken Moss Panhard Levassor

Doug Pearce Benz

Ian Steer Renault

4. Peter Kable "T" Ford

"T" Ford 5. Neil Martin

Neil Martin Fiat

As well as the above cars listed photographs of cars listed in previous issues of SPIT AND POLISH.

ARTHUR PORTER (CLUB PHOTOGRAPHER)

ADVERTISEMENTS

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Plagues commemorating 25 years of veteran motoring are now available from the Treasurer:

| Plaques Postage | \$25.00 each \$ 3.00 each |
|--------------------|------------------------------|
| Club Badges | \$14.00 each |
| Lapel Badges | .75¢ each |
| Decal | .20¢ each |
| Cloth Badges | \$ 2.50 each |

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FOR SALE

1911 F.N. Shooting Brake. Ideal family rally car in first-class condition.

Would consider part exchange with restored vintage

Twice voted most popular car on Silver Anniversary Rally. \$12,000.00

> - PETER LAMB 043-92.1283 H. -53.1775 B.

eriolites bas south

WANTED ALL STATES Parts for 1914 La Buire, especially rear axle and diff., steel sankey wheels $25\frac{1}{2}$ " dia. (to take 24" beaded edge tyres). Petrol and oil tanks, 3/4 elliptic springs, Bosch Magneto type ZF4, steering gear. Would prefer to buy, but limited swaps available.

> - ALAN COLLIS 31 Donald Road, Wheelers Hill. 3150 03-560.8649

FOR SALE

1912 4 cyl. Hupmobile - Fully restored. P.O.A. 1907 International Harvest - 2 cyl. motor buggy P.O.A. - ALLAN CAMPBELL 29 Mayfield Street, Ascot. 4907

WANTED

Set of Mae West Shackles to suit early Ford 'T'

DESPERATELY

EXCHANGE Vintage "T" Ford magneto and timing cover drive assembly for Veteran assembly.

> - R. TREVAN City View Drive, Lismore. 066-21.6389

ADVERTISEMENTS (CONTINUED)

WANTED

Gears and transmission brake parts for 1903-1905 De Dion. - JOHN HAM.

> 178 Copeland Drive, Evatt. A.C.T. 2617 062-58.2587

FOR SALE

Heavy duty four wheel car trailer. Designed and built by professional to carry our Sunbeam. Air brakes, lights, heavy ramps, wheel chocks, anchor points etc. Tray floor timber, sides 12" high and steel. Floor area 13° x 6' and wheels are 6.50° x 13° . PRICE: \$975.00

Brown leather driving coat - period about 1920. Fair condition for the period. Imported but now not required. PRICE: \$70.00

One only large Rushmore gas headlamp - branded "The Rushmore Lens Mirror SEARCHLIGHT". Made In U.S.A. Fork mounted approx. $8\frac{1}{2}$ " centres. Slightly cracked reflector, perfect body, four-piece original lens, burner and free from the slightest dent. Rare and reasonable. PRICE: \$200.00

Fiat radiator, appears to be in top condition. Model 501. PRICE: \$150.00

Also dashboard panel for Fiat, model and year unknown, but contains Amp. meter and oil pressure gauge and switches. PRICE: \$15.00

- BILL SANDERSON
"Wainui",
Terranora. N.S.W. 2485
066-76.9180

EVENTS AND SOCIAL CALENDAR 1979-80

1979

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

| SUNDAY | JULY 15 | _ | Picnic Day |
|----------|------------------------|---|--|
| SUNDAY | AUGUST 26 | _ | *Navigators Rally |
| SATURDAY | SEPTEMBER 15 | _ | Orange Blossom Festival Procession |
| SUNDAY | SEPTEMBER 16 | _ | C.V.V.T.M.C. – Warwick Farm |
| WEEKEND | SEPTEMBER 29-OCTOBER 1 | _ | Newcastle Tour |
| SUNDAY | OCTOBER 21 | _ | Government House Garden Party |
| SUNDAY | OCTOBER 28 | _ | Parramatta Foundation Day |
| SATURDAY | NOVEMBER 10 | _ | *Registration Inspection Day (Compulsory) |
| SUNDAY | NOVEMBER 11 | _ | Schofields Air Show |
| SATURDAY | NOVEMBER 17 | _ | *Registration Inspection Day (Alternative) |
| SUNDAY | NOVEMBER 18 | _ | Fishers Ghost Rally |
| SATURDAY | NOVEMBER 24 | _ | Christmas Party - Dinner Dance |
| SUNDAY | NOVEMBER 25 | _ | Vaucluse Lions Club — Charity Day |
| SUNDAY | DECEMBER 2 | _ | Family Christmas Picnic |
| | | | |

1980

| MONDAY | JANUARY 28 | _ | Sydney Festival Procession |
|----------|---------------------|---|---|
| WEEKEND | JANUARY 23-24 | | Camp Out |
| SUNDAY | FEBRUARY 24 | _ | Picnic Day and Rally |
| SUNDAY | MARCH 30 | _ | *Concourse Day |
| WEEKEND | APRIL 25, 26 and 27 | _ | *Annual Blue Mountains Tour sponsored by Caltex |
| SUNDAY | MAY 25 | _ | Model Engineer's Society — Luddenham |
| SATURDAY | MAY 31 | _ | Trophy Presentation Nite |
| SUNDAY | JUNE 29 | _ | Picnic Day and Rally |
| SUNDAY | JULY 27 | _ | Picnic Day and Rally |
| | | | |

^{*}Indicates Point Score Outings.

MANAGEMENT COMMITTEE 1979-80

| ۲ | RESIDENT | _ | George Roberts - Phone 371-8626 (H) |
|---|-------------------------------|---|---|
| 1 | /ICE-PRESIDENTS | _ | Len Sheen - Phone 427-4198 (H) |
| | | | Barry Thew - Phone 638-1155 (H) |
| S | SECRETARY | _ | Bill Maunsell - Phone 32-2379 (H), 929-7422 (B) |
| ٦ | TREASURER | | Ben Bronk - Phone 624-8224 (H) |
| F | REGISTRATION OFFICER | _ | Keith Carden - Phone 871-2158 (H), 70-0381 (B) |
| P | PUBLIC RELATIONS, SPONSORSHIP | | David Berthon - Phone 639-0603 (H) and (B) |
| E | EVENTS AND SOCIAL CHAIRMAN | | Mel Pope - Phone 521-2821 (H), 237-8222 (B) |
| | ASSISTANT | _ | Neil Martin - Phone 632-5047 (H) and (B) |
| L | IBRARIAN | _ | Jan Coulcher - Phone 587-2880 |
| | | | |

SUB-COMMITTEES AND OFFICERS

| RESEARCH HISTORIAN DATING COMMITTEE REGISTRAR "SPIT AND POLISH" EDITOR | _ _ _ | George Roberts - Phone 371-8626 George Roberts, Max Roberts Max Roberts - Phone 449-1722 (H), 74-0226 (B) Barry Thew - Phone 638-1155 (H) |
|--|-------------|--|
| PHOTOGRAPHER PROPERTY OFFICER | <u>-</u> | Arthur Porter - Phone 605-2016 (H) Bill McCarthy - Phone 798-6941 (H) |
| BUILDING DEVELOPMENT AND MAINTENANCE COMMITTEE | <u>-</u> | George Roberts Bill Maunsell Len Sheen |
| | | Ben Bronk |

Malcolm Johns

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