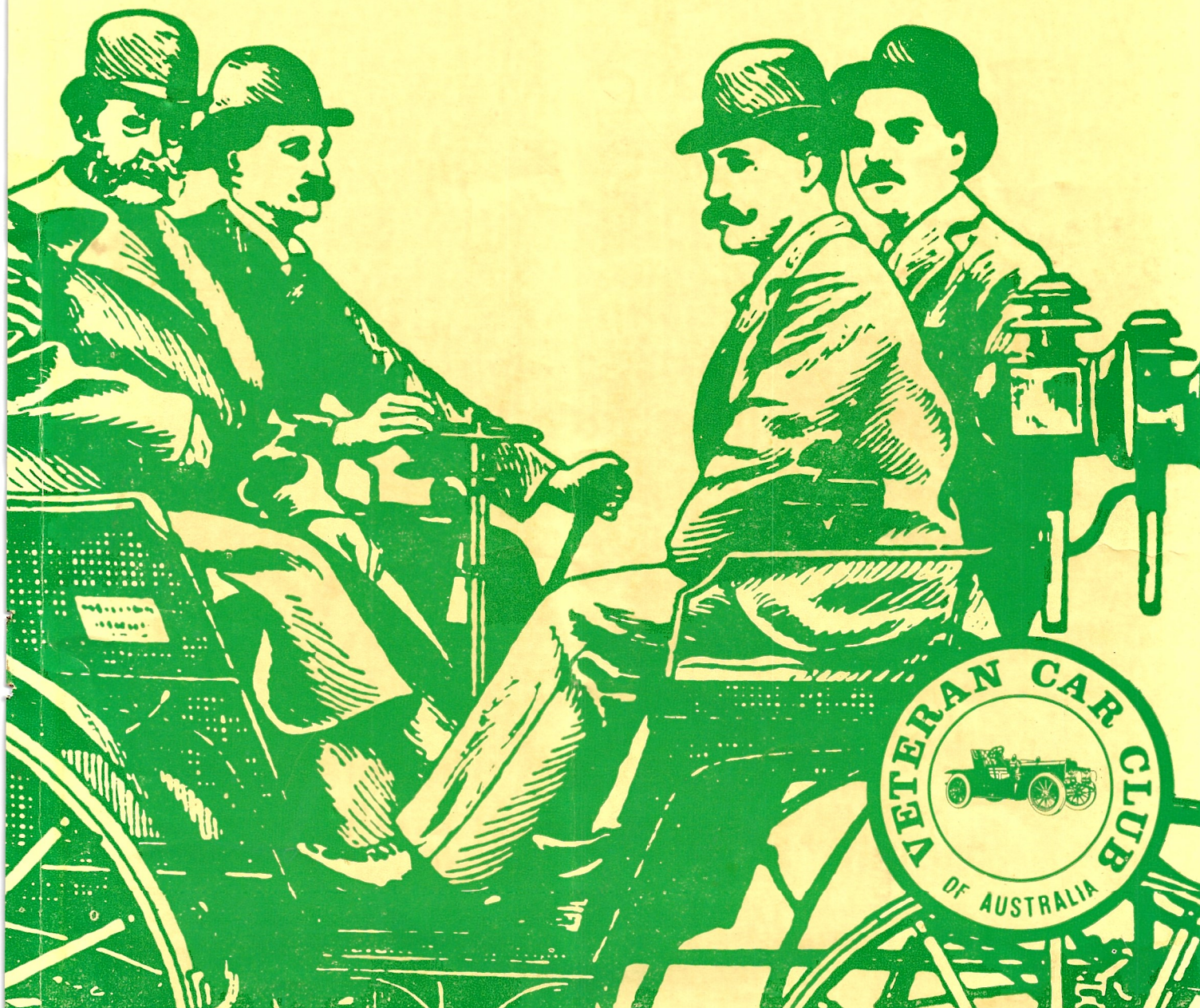


# SPIT AND POLISH

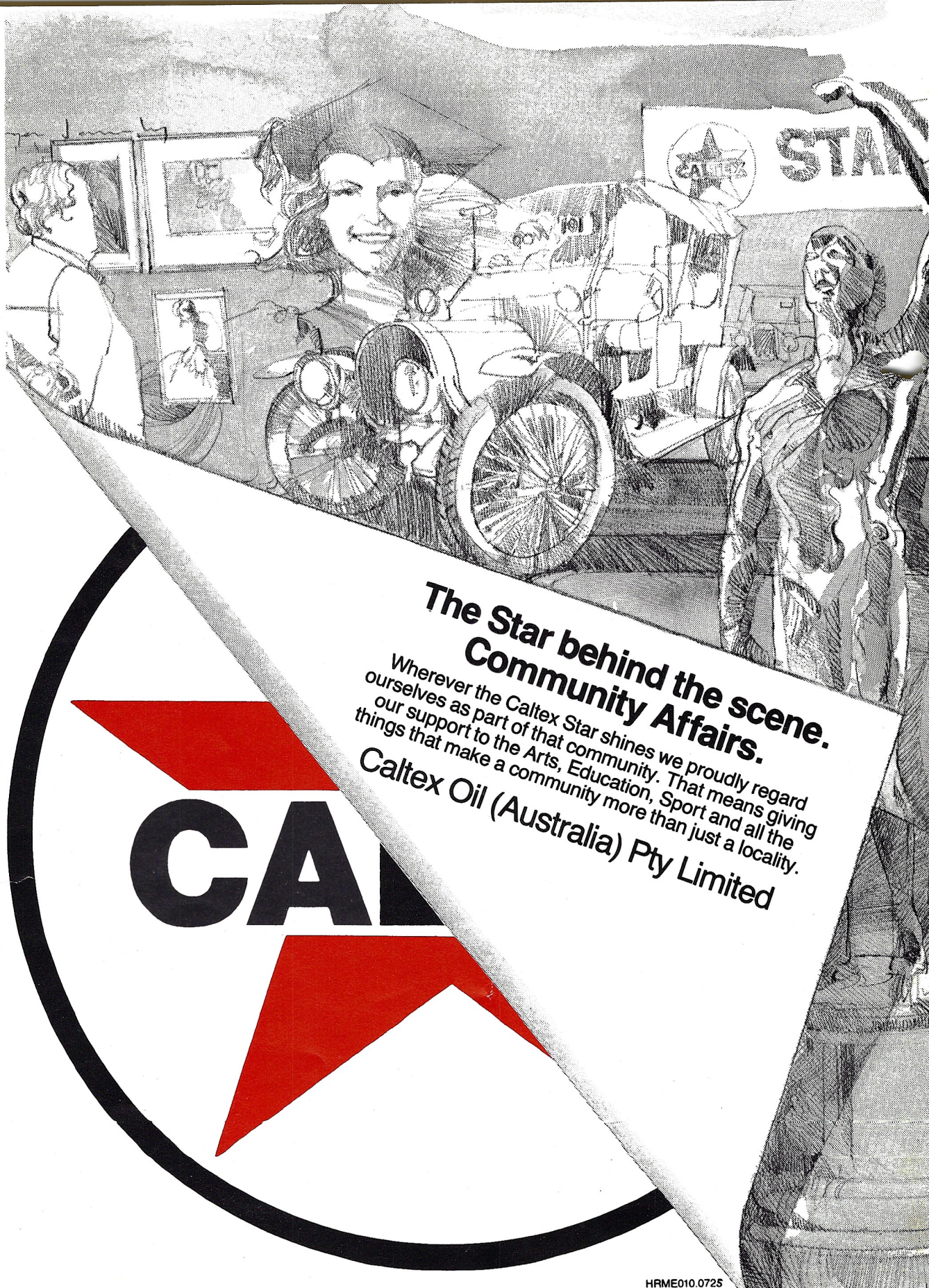
FEB '81

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## The Star behind the scene. Community Affairs.

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

**Caltex Oil (Australia) Pty Limited**



# SPIT & POLISH



PATRON:

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

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

Vol. XXII No. 8

February 1981

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Other Veteran Car Clubs have permission to copy.

*The next meeting of the Veteran Car Club of Australia (NSW) will be the Monthly General Meeting, to be held in the Clubrooms at 8.00 p.m. on THURSDAY, 26TH FEBRUARY, 1981 at which a 19-minute colour film - "The Years of Adventure" will be shown.*

COPY REQUIRED BY FIRST THURSDAY OF MONTH

Address all correspondence to:

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

THE PRESIDENT'S MESSAGE

New Club Rooms

At the January club meeting, I spoke of the desire to conclude planning of our new club rooms and can now announce that our Building Development Committee met with our Honorary Architect, 'Bill Burrows', in his offices on January 27th, to finalise details of the building proposed.

Plans for submission to Council are now being drawn up and these plans will be displayed for viewing by members at our club rooms on the evening of our monthly meeting, 26th February next.

In the interim, advice has been received from our architect of his letters sent to the Town Clerk, Drummoyne Municipal Council, requesting extension of time on our Development Approval and of their reply granting this request, also to the Surveyors, Wallis and Moore Pty. Ltd., pointing out irregularities shown in their drawings and seeking amendment. The surveyors have complied accordingly.

It should be drawn to your attention that the new building, as planned, will make the greatest possible use of the land available while ensuring that the meetings now conducted by all clubs, within our present hall, are the least inconvenienced - a factor that applies equally to our house tenant at 136 Queens Road.

It is planned that both buildings will eventually be demolished but for the present each provides assurance of a constant source of revenue towards our planned goal.

- GEORGE A. ROBERTS

\* \* \* \* \*





# OPINION

## EDITORIAL

### AUCTION '81

*This project being undertaken by the Fund-Raising Committee and supported by your Management Committee will hopefully provide some of the necessary funds for our building project.*

*For this auction to be successful it needs the full support of you, the members.*

*Your support should come in the form of surplus parts, books, unrestored vehicles, restored vehicles etc. (see ADVERTISEMENTS section) which can be auctioned by the club on your behalf. To gain sufficient buyer interest other clubs are being advised of this auction and it is the Funds Committee's intention to advertise in the "Sydney Morning Herald" paper the day prior to the event.*

*This is an opportunity for you, the members, to part up with some of your unwanted collectables and assist the club to obtain it's goal.*

*- Editor.*

\* \* \* \* \*



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 JANUARY, 1981.

Meeting opened at 8.20 p.m.

PRESENT: 53 members and 3 visitors.

VISITORS: Roy Ryce, E. Bronk, D. Bean.

APOLOGIES: Don Steer, Fay Mitchell, Malcolm Johns, John Vawser, Peter McGrath, Jack Godfrey, John King, Len Baxter, Allan Foy, Esme Lewis, Laurel Rössiter, C. & P. Stanbridge, Neil Martin, Bob McCarthy, M. Chapman, Allan Garland, Mel Pope.

MINUTES OF PREVIOUS MEETING: Read, moved, accepted, Terry Cook.  
Seconded Peter Wards.

CARRIED.

ARISING: Nil.

TREASURER'S REPORT: Read, moved, accepted Jim Redman.  
Seconded John Burke.

CARRIED.

CORRESPONDENCE: Received:

Letter from Greens Motorcade, agreeing to finishing Blue Mountains Rally at Museum.

Letter from Caltex advising that they will be unable to sponsor the Blue Mountains Rally.

Letter from Thiess Toyota, advising bus O.K. for Rally.

Calendar from Bankstown Theatre Restaurant.

Advice from the Community Youth Centre Parramatta that a Fair is to be held on 28/2/81.

Questionnaire form from F.I.V.A.

Agenda for C.V.V.T.M.C. meeting of 2/2/81.

Minutes of C.V.V.T.M.C. meeting of 24/11/80.

Advice from F.I.V.A. of resignation of Secretary.

Minutes of Newcastle Branch meeting of 30/11/80 and 13/1/81.

Request for membership from John McMaster.

Request for wedding car from Keith Farrow.

Read, moved, accepted, Jack Dance.

Seconded Bill McCarthy.

CARRIED.

ARISING: Nil.

NEW MEMBERS: David Bean - Associate  
Raymond Ryce - Full  
John Lambie - Associate  
Suzanne Garrett - Full  
Richard Talbot - Full

(Cont'd. on Page 5...



Minutes 22/1/81 (Cont'd.)

NEW MEMBERS Moved Ben Bronk.  
(CONT'D.): Seconded George King.

CARRIED.

INVESTIGATING Richard Talbot - 1911 Talbot Tourer.  
& DATING: Ray Ryce - 1913 Chalmers Raceabout.  
Suzanne Garrett - Rolls Royce.

SOCIAL Next event - Somersby Falls.  
EVENTS Social Night - 21/2/81.  
Peter Wards advised on procession procedure for Festival of Sydney.

BUILDING President read summary of History of Building Committee in an attempt  
PLANNING & to clear up any misconception as to position of "New Building".  
DEVELOPMENT: "A" appended to Minutes.

Letter from Malcolm Johns read re property. Malcolm thanked by acclamation as no changes made. "B" appended to Minutes.

PUBLIC President read out telegram which was sent by him to the retiring  
AFFAIRS: Governor, on behalf of V.C.C.A. (N.S.W.). "C" appened to Minutes.

CALTEX LIAISON Nil.  
OFFICER:

MAGAZINE Under control.  
"SPIT AND  
POLISH":

REGISTRATION Nil.  
OFFICER ---  
PERMITS TO  
MOVE:

REGISTRAR: Nil.

LIBRARIAN: Nil.

CVVTMC: Nil.

INSURANCE: Nil.

PHOTOGRAPHY: Nil.

GENERAL Arthur Garthon presented to the club a 'Bed Doll', on behalf  
BUSINESS: of one of the ladies from the Hurstville Senior Citizens, in appreciation of our taking them out. Our President auctioned the doll and raised \$20.00 for the new building. Doll bought by Hilda Sheen.

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



Minutes 22/1/81 (Cont'd.)

GENERAL  
BUSINESS:  
(CONT'D.)

The President thanked the Treasurer and Secretary who each donated their \$100.00 honorarium to the Building Fund.

PROPERTY &  
FINANCE:

Barry Thew enlarged on 'Auction' of 5/4/81 at Greens Motorcade.

Meeting closed at 9.45 p.m.

\*\*\*\*\*

ROSTER ALTERATIONS:

Change of Address:

GARRETT, Adrian	(F)
1A The Outpost,	
Northbridge. 2063	No. 110

New Members:

RYCE, Raymond	(F)	GARRETT, Suzanne (Miss)	(F)
119 Crescent Road,		13 Linden Way,	
Newport. 2106	No. 738	Castlecrag. 2068	No. 739
TALBOT, Richard	(F)	LAMBLE, John L.	(A)
37 Myers Street,		62 Clanville Road,	
Lakemba. 2195	No. 740	Roseville. 2069	No. 741
BEAN, David	(A)		
250 Longueville Road,			
Lane Cove. 2066	No. 742		

\*\*\*\*\*

MINUTES OF MONTHLY MEETING OF NEWCASTLE BRANCH HELD AT THE HOME OF SANDY AND PEGGY HOLMES ON 13TH JANUARY, 1981.

MEETING OPENED: 8.26 p.m.

CHAIRMAN: J. Gorton.

PRESENT: 15 members and 3 visitors present.

APOLOGIES: D. Barker, M., M. and J. Burke.

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



Minutes of Newcastle Meeting - 13/1/81 (Cont'd.):MINUTES OF  
PREVIOUS  
MEETING:

Moved by N. Preston, seconded by G. Newman, that the Minutes of the previous meeting be accepted as read. CARRIED.

TREASURER'S  
REPORT:

The Treasurer reported that the:

Balance at Bank was	20.25
Petty Cash	5.60
Building Society	194.24
	<hr/>
	\$220.09
Cash Deposit - Y.M.C.A.	\$ 50.00

Moved by P. Adams, seconded by D. Marr, that the Treasurer's Report be accepted. CARRIED.

CORRESPONDENCE:

Moved by N. Preston, seconded by M. Holmes, that the Inwards Correspondence be received and dealt with and the Outwards Correspondence be accepted as read. CARRIED.

GENERAL  
BUSINESS:

There was no General Business other than the discussion of future outings.

FORTHCOMING  
EVENTS:

Saturday - 31st January. Run to Somersby Falls (changed from 7/2/81).  
Tuesday - 10th February. Annual Meeting at Mount Hutton. 8.00 p.m.  
Saturday - 21st March ) Venue to be decided.  
Saturday - 11th April )  
10.08 p.m.

MEETING  
CLOSED:

\*\*\*\*\*  
HAVE AN ACCIDENT?

(NO THANKS, JUST HAD ONE)

With the growing number of ratbags on the roads these days the chances of being involved in an accident is increasing. If you are unfortunate enough to have this happen to you there are a few problems to be aware of.

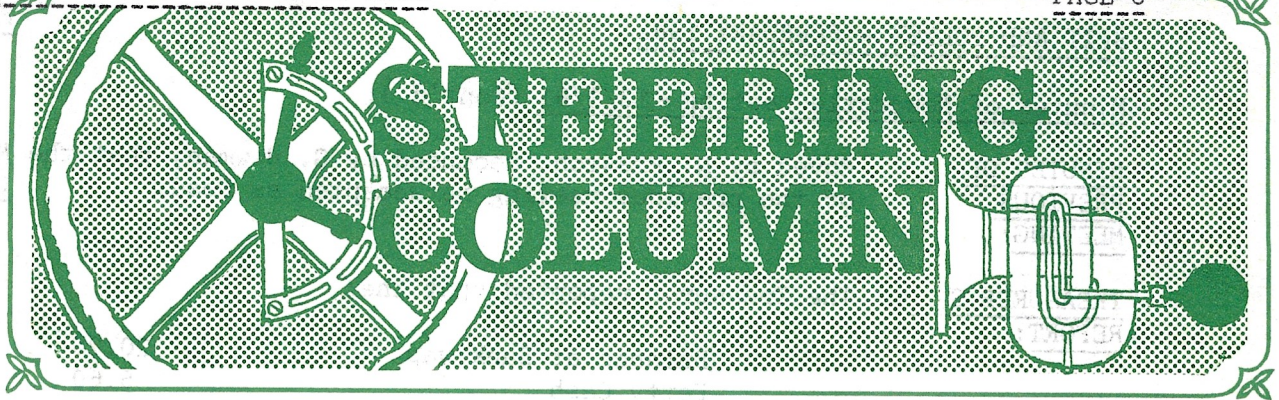
Firstly, DON'T PANIC, make sure you are insured before driving.

Secondly, Tow Truck Operators ("Vultures") will tell you all the stories in the world to get your vehicle into their panel shop because they are usually on a commission. The best thing to do is have the vehicle towed to your home. THIS IS YOUR RIGHT to do so, then when you have calmed down you can then choose the repairer to repair your car rationally. If you don't know a repairer then by asking around (fellow club members etc.) you CAN find some who are reputable and won't rip you off.

(P.S. I hope you don't need this information.)

- P. WARDS





Jo Nissen has given up winning jackpots in pokies - prefers to win colour tele sets instead.

# # # # #

Jim Weir has had a visit to hospital to have an operation of his eyes.

# # # # #

Dorothy Green is receiving medical treatment for a neck problem (no - not George).

# # # # #

Bill and Reta East have been married 56 years and life has been so good to Reta she has had Bill in hospital to have a new pacemaker fitted (in other words, a re-restoration).

# # # # #

Max Burke is back into hospital to have his backlash adjusted - either the Hupp has too much power or the Arno needs new springing.

# # # # #

It may be a bit late, but congratulations are in order to Beth Trevan who was awarded an O.B.E. in recent New Year's Honours.

# # # # #

FOLLOWING THE ABOVE "BITS AND PIECES" COMES WORD FROM NEWCASTLE:

B R I E F   B U T   I M P O R T A N T

Although activities wound down over Christmas holidays, several outings involving members occurred.

The senior Adams family entertained their grandchildren and daughter Sue at Mount Hutton and repaid the visit in the same



BRIEF BUT IMPORTANT (CONT'D.)

month, motoring to Lismore. Unusual for George to risk the trip in the Holden as he would be more familiar with his veteran Studebaker, taking most of his holiday trips on rallies.

Members of this branch entertained at Wangi retreat of Peter and Neryl Adams on two occasions. Much fishing done - Dianne Newman landing her first fish.

January meeting at the Holmes's. I wasn't able to attend as son Max was enlisted into the Army apprentice school that day. We now have an apprentice musician/invasion?? (sorry Mr. Burke but typist and panel couldn't read it) in the membership. Pleased to learn that Sandy's health continues to improve.

Graeme Newman and the two Burke boys hotted up their little Ducatti motor bike. Spontaneous combustion so to speak. Young Max made it quite clear he only watched.

A whole team of the "Cubs" off to high school, Peter Thomas, Ross Moffat and Susan Burke taking the giant step.

I believe the Doug Marr's are taking to the water like their ducks, boating on the lake to be sure. Not sure how many or the size of the fish, but I heard all were eaten.

I was lucky enough to have a little stay in hospital over the Christmas period for adjustment to rear end and I am booked in for February to have the backlash adjusted, so with that cheery thought in mind I bid you goodbye for now.

Regards to all,

- BELT DRIVE BURKE

\* \* \* \* \*

E V E N T S

The raffle conducted at monthly meetings has helped to cover costs of our Family Xmas Party.

The Events Committee wishes to thank all members who join in and buy their tickets each month.

# # # # #



PUBLIC AFFAIRS REPORT:

1981 CITY OF SYDNEY FESTIVAL PROCESSION

HELD SATURDAY, 24TH JANUARY, 1981

For the first time in quite a while, rain intervened and spoilt a good event, however we managed to attain a good attendance for this annual procession despite the weather.

Our thanks to the following members who attended:

- |                  |   |                        |
|------------------|---|------------------------|
| 1. Joe Heath     | - | 1915 Ford              |
| 2. Bob Baxter    | - | 1912 Calthorpe         |
| 3. Fred Rossiter | - | 1917 Studebaker        |
| 4. Frank Nissen  | - | 1915 Cadillac          |
| 5. Jim Wilson    | - | 1913 Oakland           |
| 6. Jim Simpson   | - | 1908 B.S.A.            |
| 7. Kerrie Hughes | - | 1910 Hupmobile         |
| 8. Jim Cooper    | - | 1912 Renault           |
| 9. Allen Blythe  | - | 1917 Buick             |
| 10. Lyn Benham   | - | 1909 Wolseley Siddeley |
| 11. Reg Thornton | - | 1913 Overland          |
| 12. Keith Carden | - | 1914 Clement Bayard    |
| 13. Jim Wilson   | - | 1928 De Soto           |

We feel that special mention should be given to Reg Thornton and Lyndon Benham who drove from the Central Coast in pouring rain to attend this event.

Reg's 1913 Overland's restoration is not quite complete - only requiring a hood.

Lyndon's Wolseley Siddeley is completely restored and this event was the car's first Sydney outing.

If our Sydney members have the opportunity of inspecting these two cars they would find a very high standard of restoration which is a credit to their owners.

Many thanks to all participants.

- MEL POPE

\* \* \* \* \*

EVENTS REPORT:

LONG LEGS RUN TO SOMERSBY FALLS, JANUARY 31ST 1981

Organised by Bob Newman

Some 12 veterans and 7 recycled veterans attended the outing to enjoy a friendly afternoon amongst the water holes, waterfall and fellow veteranarians.

(Cont'd. on Page 11....)



(Cont'd. on Page 12.....)



NEXT EVENT - 25TH BLUE MTS. TOUR (CONT'D.)

SUNDAY:

Start: Blue Mts. Council Car Park, Katoomba.  
First car out 9.30 a.m.

Lunch: Green's Motorcade Museum, Leppington. (Club B.B.Q.)

#####

Total of 86 entries: 77 Veterans  
9 Modern Officials

A movie will be held after dinner for entrants if required.

- NEIL MARTIN

#####

FORTHCOMING PUBLIC AFFAIRS EVENT -

SCHOFIELDS 1981 AIR SHOW

DATE: SUNDAY, 29TH MARCH, 1981

TIME: ASSEMBLE AT 9.30 A.M. (ONLY ONE ENTRANCE)

PLACE: SCHOFIELDS AIRPORT, SCHOFIELDS (NEAR BLACKTOWN)

The Royal Australian Air Force will be performing a major participation in this year's programme as they are celebrating their 60th year.

The Air Force will celebrate with exhibits and flying displays of the F111 and Sabre Aerobatic team, in addition to displays of old R.A.A.F. aircraft.

Other features include parachuting, Vintage aircraft rally, amateur built aircraft display, hot air balloons, gliders plus many other attractions.

The foregoing displays will be held on Saturday, 28th and Sunday 29th, our club's participation being on Sunday 29th only.

Food and refreshments will be available from numerous stalls throughout the airfield.

This day should be a very enjoyable outing.

All those wishing to attend, please advise:

MEL POPE 521.2821 (H)  
237.8222/8481 (B)



D O N ' T F O R G E T

Concours Day

April 26th

President Run

May 31st

- NEIL MARTIN

+++++

1981 WESTERN TOUR

The schedule for this year's Western Tour for Veteran Cars is shown below:

SATURDAY 16TH MAY-SUNDAY 24TH MAY 1981

16.5.81	Sydney - Bathurst	1 night at Bathurst	132 miles
17.5.81 )	Bathurst-Orange-Parkes-Forbes	2 nights Forbes	118 "
18.5.81 )	(Visit Lachlan Historic Village)		
19.5.81	Forbes - West Wyalong	1 night at W. Wyalong	63 "
20.5.81 )	West Wyalong-Ardlethan-Narrandera	2 nights - Narrandera	93 "
21.5.81 )			
22.5.81	Narrandera-Wagga-Junee-Cootamundra-Young	1 night at Young	144 "
23.5.81	Young-Grenfell-Cowra-Carcoar-Bathurst		
	(Visit Historic Village at Carcoar)	1 night at Bathurst	134 "
24.5.81	Bathurst - Sydney		132 "
<hr/>		<hr/>	
9 Days		8 Nights	816 Miles

Motel Deposits                  6 Motels @ \$20.00 ea.                  =                  \$120.00

Entry Fee - Non-Refundable (For Club donation & expenses)                  5.00

\$125.00

ENTRIES CLOSE ON 13TH MARCH, 1981

Members wishing to take part in the Tour are asked to contact Frank Nissen on telephone No. 498.1238.

\*\*\*\*\*



FEBRUARY 26TH - MEETING ENTERTAINMENT

A 19-minute colour film will be shown, called "The Years of Adventure". This film is an account of motor production from the first car sold commercially up to the vintage sports cars of the twenties.

+ +

ROAD MOTORS IN AUSTRALIA

(Taken from the "Daily Telegraph" June, 1901 and written by Percy Hunter and given by Martin Magill of 1 Jessica Gardens, St. Ives.)

CONTINUATION: A COUNTRY TRIP WITH A DE DION CARFROM NEWCASTLE TO MOREEA TEST AGAINST A TRICYCLE

We made a start from Newcastle at 4 o'clock on Friday afternoon last. A steady rain was falling as we set out, and the roads were heavily coated with slush and mud. In wet weather the road from Newcastle to Maitland is one of the worst in the colony, it having a clayey surface that clogs, and sudden dips into miniature quagmires are frequent. In spite, however, of the desperately bad state of the road, and the fact that heavy rain fell most of the time, the car made excellent running, and never faltered even in the thickest of the mud or the sharpest of the pinches. Only occasionally it showed signs of heavy pulling, and then, on throwing on the low-speed gear, it settled down to solid work and lifted through in great style, racing away the moment the wheels felt hardground. For 100 miles our representative rode a 2 1/4 h.p. De Dion tricycle with the object of testing the speed and hill-climbing capacity of the car to the utmost.

It should be explained that in England and France, where the surfaces of the roads for the most part are superb, the tricycles, when capably handled, have been found to do much faster work than any of the smaller-powered cars are capable of. He was therefore anxious to make the comparison on Australian roads. The test resulted in favour of the car. The only places to which the tricycle could keep the car behind were on average roads, which were just rough enough to prevent the car being driven at its top, but over which he raced, putting up with the bumps and the vibration in return for the exciting speed.

(Continued on Page 15.....)



ROAD MOTORS IN AUSTRALIA (CONT'D.)

The De Dion tricycles of this power are capable, on good roads, of 30 miles an hour, but, in spite of this circumstance, the car, in a six-miles' race over good roads a little south of Scone, ran the tricycle absolutely to a standstill.

It must be admitted that Mr. Elliott got more pace out of the Voiturette than the writer saw accomplished with similar machines in England or France, but, with the spark accelerator right forward, a full charge of oil, a beautiful mixture, and the tricycle driving at its top, very close to a two-minute clip, the car gradually crept up. Our representative sat still, going at top speed. The car came closer, and its driver began to toot his horn for the writer to pull off to the side. They do that always, to try and bustle the leader.

But the tricycle kept its slight advantage for another half mile and if there had been any natives around there at the moment they would have been considerably surprised. "Again I heard Elliott's 'Toot! Toot!' (writes our representative). "A hurried look half over my shoulder showed a glimpse of the car's radiators. It was right on to me, and must have been travelling faster than the manufacturer ever intended it to. Was I slowing, and was the Voiturette quickening? I could hear its engine beats, and it was pulling magnificently. I tried to get a little more speed by renewing the petrol in the carburettor, but in the flash of a second, before I could get the air-tap back the necessary distance to meet the new mixture conditions, the engine slowed a few beats, and Elliott, seeing his advantage, was alongside me, with one wheel on the grass.

"I had to give him room, and still feeling for my mixture, I saw the car shoot by, and knew the tricycle was beaten. I put the front wheel between the two rear wheels of the car, and began to eat dust. The car was throwing up a long, white cloud, which hung in the air like a pennon above the road for half a mile back. I hoped to run her down and seize a favourable opportunity to re-pass, for the tricycle had picked up again, and was now holding its own. But the car kept going and after another mile in which, owing to the dust, I only caught occasional glimpses of the road as we tore along.

"I saw the Voiturette gradually creep away. The tricycle engine faltered, gave a few spasmodic kicks, and threatened to stop. The spark lever came back, and the engine picked up slightly on a slower speed but presently she faltered again, and stopped dead. The engine had run hot. The car was out of sight, and had run the tricycle absolutely to a standstill.

"The tricycle had been driving fast for over an hour, and had climbed a few hills, and had then put in six miles at its top. The car had done the same, and had kept going, and was only slowed down a couple of miles further on on reaching the outskirts of a town. The tricycle engine was air-cooled, while the car, of course, had a water-jacket, with a pump to circulate the water through cooling radiators. The tricycle soon cooled sufficiently for me to resume at a 17-miles an hour pace, but the test was sufficient. The car was too good for the tricycle. We sent the small machine back by rail from Murrurundi, and I became

(Continued on Page 16....



ROAD MOTORS IN AUSTRALIA (CONT'D.)

a passenger in the car.

"The tricycle was responsible for the trip being a good deal delayed on one or two occasions, but this was the fault of careless adjustment, and not of the machine, which, when travelling, maintained an excellent rate of speed, and only retired from the contest because the car was more than a match for it.

"The experience on this tour with the tricycle bore out the impressions I had previously formed on the Melbourne ride, that motor tricycles and quadricycles will be extremely useful and valuable for a variety of road services in Australia. In another article I will give some particulars of the performances of the Voiturette on the ranges, and on the blacksoil plains. The result of the tour, so far as I went, was to demonstrate beyond doubt the reliability, speed and ease of manipulation of the car."

TO BE CONTINUED.

(Next issue of SPIT AND POLISH relates some Hill-Climbing Tests; travelling from Maitland and Singleton, up the locally-known Grass Tree Hill.)

\*\*\*\*\*

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.)

Great Tyre Mileage. The difference between the tyre mileage of different drivers depends quite largely upon the care used to avoid sharp substances in the road. A small, sharp-cornered stone will often make a break in the fabric, and a broken beer bottle will sometimes cut a fearful gash. Tyre wear also increases in a fourfold ratio compared with speed. Almost any old tyre will run ten thousand miles if carefully favoured.

Surprised at the Bill. It is quite common for a patron to be surprised at the size of a repair bill, and to go away "sore". This causes him to shun the shop in the future, and also to tell his friends that the repairman is unfair. It would be better policy if an estimated price could be given for the work before taking the job.

Preserve the Varnish. Ordinary mud, when allowed to dry on, will dim the lustre of the best varnish. Rinse it off with a gentle flow before it becomes dry.

Stale Gasoline. After standing for many days, even in a tight tank, gasoline will become dead and slow to ignite. It is partly due to evaporation, and partly to chemical changes that take place.

\*\*\*\*\*



ADVERTISEMENT SWANTED:

Books, parts, unrestored vehicles or  
restored vehicles for auction by the Club  
on SUNDAY, 5TH APRIL, 1981, starting 1.30 p.m.  
at Green's Motorcade Museum.

Information and Listing - together with  
reserve price per item or Lot - required  
before 14th March, 1981 to enable advertising  
of the event in daily paper.

Full details to: BARRY THEW,  
62A Spurway Street  
Ermington. 2115  
(02) 638.1155 (H)  
(02) 929.0122 (B)

WANTED:

21" ESSEX wire wheel - urgently.

- JIM EISENHAUER  
9 Lancaster Crescent,  
Collaroy. 2097  
98.8964

AVAILABLE ALL STATES:

1914 BUICK PARTS.

Chassis frame No. 238, steering box and column, gearbox and  
controls, tailshaft, diff., torsion bar, crankshaft, flywheel,  
clutch, camshaft, controls, pistons. \$275.00.

FOUR 19" SANKEY s.s. wheels with tyres and tubes. \$30.00 ea.

- G. KNODLER  
10 Keswick Grove,  
Valentine. 2280  
(049) 46.7183

WANTED ALL STATES:

- \* F.N. 2400 Series radiator (23½" wide x 23 3/4" high).
- \* F.N. radiator badge.
- \* F.N. 2400 (large) parts.

- G. KNODLER  
10 Keswick Grove,  
Valentine. 2280  
(049) 46.7183



ADVERTISEMENTS (CONT'D.)FOR SALEANTIQUE MOTOR PARTS

- 1 pair Brass Sidelights "King of the Road" No. 7 Lucas.
- 1 Calcia "King" 31BE Lucas Motor Bike Light.
- 4 "Front of car only" N.S.W. B/W Number Plates.
- 1 Boyce Motormeter, Radiator Cap Universal model with gauge.
- 1 Packard Motormeter, Radiator Cap with gauge.
- 2 Packard Name Plates.
- 1 Pair Klaxon Horns. Packard?
- 1 Radiator Name Plate "Flint".
- 2 "Halley" Plates.
- 1 Waltham 8-day Clock. Excellent condition, 3" diameter.
- 1 Packard 1920 Upright Lady with wings mascot.
- Spark Plugs new. (In blue Champion tins).
- (Detachable)      20    No. 22
- 30    No. C5
- 12    No. 7
- 4    No. 7 Com.
- 12    No. L10
- 7    No. L10 S
- 11    No. N7
- 6    No. N5

Make offer for items to:

- ARTHUR GARTHON  
(02) 57.2740FOR SALE

(On behalf of a member):

1 - 1915 OVERLAND MODEL 80

Complete - except for 2 valances &amp; 1 mudguard

Part dismantled - some work done.

\$4,000.00

1 - 1910 4-CYL. F N MOTOR CYCLE COMPLETE

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