

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

SPIT AND POLISH

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SPIT & POLISH



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His Excellency,

The Governor of NSW

Sir Roden Cutler,

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NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

June 1980

Vol. XXI No. 12

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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 ANNUAL GENERAL MEETING, to be held in the Clubrooms at 8.00 p.m. on THURSDAY, 26TH JUNE, 1980.

*****</p

THE PRESIDENT'S MESSAGE

The Veteran Gazette

Another milestone has been passed in the history of the Veteran Car Club of Australia, by the publication and distribution to over one thousand members of Number 'ONE' issue of our national annual, 'THE VETERAN GAZETTE'.

Its editor, Ian Irwin, and assistant editor, Alan Carpenter, must be congratulated for having formulated the idea of a national club annual and with the assistance of articles from members in all States, compiled a publication with which we can feel justly proud.

It is no mean effort to conceive and bring to reality such a project, for like our 'Roster of Members', (the compilation of which is another national effort, executed by the capable hands of Max Roberts), it is only through the existence of such publications that the size and scope of our organisation, built over a period of less than twenty five years and spread throughout the Commonwealth can be visualized.

Club historians will no doubt contribute largely, to ensure continuity of our annual, but it is with the members that the success of the Veteran Gazette rests, for each has a story to tell and often a wealth of information to unfold.

While our own SPIT AND POLISH will remain the organ that binds together our membership throughout New South Wales, 'THE VETERAN GAZETTE' can become the medium to strengthen and indeed cement V.C.C.A. relations nationally.

Given the support it warrants, this, the official journal of the V.C.C.A., can increase its spectrum to include off-shore sales, by subscription, to clubs and their members in other countries and thus encourage international relationship and exchange.

- GEORGE A. ROBERTS

* * * * *

GET WELL

JAN COULCHER has had a short spell in hospital and we wish her a speedy recovery.

Best wishes also to SANDY HOLMES who is now home from hospital.

Good luck Jan and Sandy.

* * * * *



OPINION

EDITORIAL

ANNUAL GENERAL MEETING

The June Meeting is probably the most important meeting of all for members to attend for it is this meeting at which you the members vote the incoming office-bearers and Management Committee of your club. In other words it is your opportunity to have a say in how you feel your club should be managed.

In previous years there has been a shortage of people prepared to stand for office, creating a situation whereby another member is embarrassed at the meeting by being asked to stand, but in having been elected they invariably surprise themselves by being able to carry out their duties in a very capable manner.

To enable the club to advance into the 1980's in the manner it achieved in the '70's, it needs the support of you, the members, and by attending the Annual General Meeting and casting your vote, you have then made a contribution to the advancement of the club.

- Editor

* * * * *

At a village concert, a vocalist was loudly cheered after singing "The Village Blacksmith".

The blacksmith of the village was sitting in the front row of the audience. As the applause died down he leaned forward and whispered to the vocalist, "If you sing that again, will you put in a verse about me repairing cars as well?"

* * * * *

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 MAY, 1980.

Meeting opened at 8.15 p.m.

PRESENT: 57 members, 3 visitors - Elsie Bronk, Bruce Knight, John Wroe (from Hardie Ferodo) and Don Little.

APOLOGIES: Bill and Reta East, Jim Simpson, George Green, Alan Maunsell, Joy Mountford, Jack Dance, George and Glad King.

ARISING: Nil.

MINUTES OF PREVIOUS MEETING: Read, moved, accepted, Allan Blevins, seconded John Woods. CARRIED.

ARISING: Nil.

TREASURER'S REPORT: Moved, accepted as read Barry Thew, seconded Len Sheen. CARRIED.

ARISING: Nil.

CORRESPONDENCE: Letters received from:

The N.S.W. Automotive Association re Minutes of Meeting held 16th April 1980.

Mr. Frank Johnston of Eastlakes, tendering his resignation.

Drummoyne Council advising that they would like cars for 14th September, 1980.

Sofala and Districts Show Society advising that they would like cars for 1st March 1981

Newcastle Club re minutes of their meeting held 13th May, 1980.

Letter handed to A. Foy and A. Garthon, giving them authorisation to pick up deeds.

Letters received from:

Honorary legal officers advising that V.C.C.A. Constitution allows the owners of motor cycles to become full members of the V.C.C.A.

Festival of Sydney Committee expressing their appreciation and thanking us for our participation in the procession.

Letter to widow of Tim Osborne forwarded.

Letter forwarded to Caltex, thanking them for their sponsorship for the Katoomba Rally. (Cont'd. P.5....)

Minutes of Monthly General Meeting, 22/5/80 (Cont'd.):CORRESPONDENCE
(CONT'D.)

Statement read to members re David Berthon, as follows:

"Immediately following the Blue Mountains Rally, a matter was brought to my attention involving David Berthon and the club.

As a result a meeting was convened that evening, 28th April, between the Hon. Secretary, the Hon. Treasurer and myself in which we considered it necessary to seek the guidance of our Hon. Legal Officer.

As a consequence of this meeting contact was made with David Berthon by our Hon. Legal Officer, both verbally and in writing, and David Berthon gave an undertaking to deal with the matter immediately upon his return to Australia in August.

At this stage I would seek your indulgence, for I do not propose to comment further on the matter, which is now in the hands of our Hon. Legal Officer, for his action.

(Signed) George A. Roberts,
President."

ARISING: Nil.

INVESTIGATION AND DATING: Roger Gorment's Clement Bayard to be investigated.

NEW MEMBERS: Application form and cheque received from Roger Gorment. Don Liddle accepted as new member.

EVENTS AND SOCIAL COMMITTEE: On Sunday 25th May, 1980 an outing was held at Luddenham by Model Engineers' Society.

Vote of thanks to Mel Pope and his committee for their organisation of the Katoomba Rally.

MAGAZINE: Everything is in hand and going well. Veteran Gazette handed out to members.

ARISING: Nil.

PERMITS TO MOVE: Clement Bayard of George Green - car has gone to Terry Cook as custodian.

Keith Carden reported on meeting of Club Registrars with Mr. Rumsey.

ARISING: Nil.

LIBRARIAN: Reported all is under control.

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

Minutes of Monthly General Meeting, 22/5/80 (Cont'd.):ARISING: Nil.PHOTOGRAPHER: Most of photographs back from the Katoomba Rally.ARISING: Nil.GENERAL BUSINESS: Bob Baxter gave a report on the Western Tour.ARISING: Nil.Meeting closed at 9.50 p.m.
*****MINUTES OF MONTHLY MEETING OF NEWCASTLE BRANCH HELD AT THE HOME OF DON AND VAL BARKER, WARATAH, ON 13TH MAY, 1980.MEETING OPENED: 8.25 p.m.CHAIRMAN: J. Gorton.MEMBERS PRESENT: 11 members and 4 visitors.APOLOGIES: W. Holmes, P. Adams, J. Riley, D. Marr.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	107.82
Building Society	179.59
Petty Cash	5.60
	<hr/>
	\$293.01

Moved by D. Barker, seconded by J. Burke, that the Treasurer's Report be accepted. CARRIED.CORRESPONDENCE: Moved by R. Thomas, seconded by M. Holmes, that the Inwards Correspondence be received and dealt with and the Outwards accepted as read. CARRIED.GENERAL BUSINESS: The venue of the run to be held on Saturday 17th is changed from Singleton Army Camp to Mt. View, Cessnock as the Army Museum is temporarily closed.

The next Monthly Meeting will be held at Crangan Bay Y.M.C.A. Camp on 15th June.

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

Minutes of Newcastle Monthly Meeting, 13/5/80, (Cont'd.)

GENERAL BUSINESS
(CONT'D.)

The Secretary was requested to make out and send a copy of the entry form, for our Annual Tour, to the Editor of SPIT AND POLISH.

Ray Thomas gave a resume on the Blue Mountains Rally and Bob Newman spoke re the Western Tour.

Meeting closed 10.30 p.m.

* * * * *

1980 WESTERN TOUR

Three cheers for Max Chapman and Frank Nissen for organising such a carefree motoring tour! No doubt other members will give a run-down on such an enjoyable event.

My story starts with Day 5, May 9th, which was a free day at Coonabarabran.

The Fiat and family of six set out to Gilgandra some 65 miles away in pouring rain and went back to its original home at "Kulgoa".

Our first stop was 4 miles further south to the home of Mr. T. Reichelt, a son of the Fiat's owners, Mr. and Mrs. Reichelt of "Kulgoa".

After a warm welcome by the Reichelt family, and an interesting tour of the tools of trade of the grain, wool and meat farmer by Mr. T. Reichelt, son Colin and Brian. Brian then started a most complete and original 1925 Dennis 5 Ton Truck which his father used for many years to cart wheat from "Kulgoa" to Gilgandra. The rough roads and heavy 10 ton loads have taken its toll on the chassis and spring hangers and has a few strengthening modifications done to it. While talking about the lighting, starting and generating system on the truck, and to my surprise, the original C.A.V. generator for the Fiat was mentioned. It being fitted with a steel plate to be used for farm use. It gave a lot of trouble on the Fiat and was replaced by a Bosch generator. I now have the C.A.V. generator and will repair and refit it to the car.

My next enjoyment was the taking of Mrs. Reichelt Senior, aged 92, and her family, Mr. and Mrs. T. Reichelt, a daughter and her grandson Brian back to "Kulgoa" 4 miles away. They were all close to tears with joy as they remembered the Fiat and old times with a remark from Mrs. R. Senior, "Mum, give the kids a lolly to stop them from fighting." Apparently, kids are all the same, but mine get more than a lolly and they still fight.

The late Mr. Reichelt was a man of progressive thoughts, he wanted the best and was always looking for successful inventions for his property and knew how to look after what he owned.

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

1980 Western Tour (Cont'd.)

He bought the Fiat on a visit to Sydney at "Garats", Elizabeth Street, Sydney for Pounds 1,050.0.0 or \$2,100 d.c. or about 500 times a man's weekly wage for 1913 or about \$100,000 at 1980 wage.

When back at "Kulgoa" he built a motor garage for the Fiat of gable roof design. Two double doors at front, one for the Fiat and the other for a 4-wheel buggy. Behind the Fiat was another double door which, when opened, led to an area of cypress pine flooring where the car was washed and polished off the dirt. The garage was also floored in cypress pine with a pit in the centre for servicing the car underneath. Cypress pine was used throughout the building to avoid destruction by white ants.

You could visualise the home life of the Fiat in its country surroundings.

On the Western Tour the Fiat covered 858 miles and averaged 13.4 m.p.g.

It weighed in at Mt. Boyce lorry checking station near Mt. Victoria at 2 tonnes 30 k.g. and ascended Mt. Victoria in 2nd and 3rd gear. Pleasant cruising speed is 40 m.p.h.

- LYNETTE & NEIL MARTIN

* * * * *

THE 1980 WESTERN TOUR

Sydney was wet on Monday morning for the start but by the time we assembled at Berowra the weather had fined.

The group at this point consisted of:

Bob Baxter	-	1913 Studebaker
Max Chapman	-	1913 Wolseley
Peter Kable	-	1911 Ford
Frank Nissen	-	1915 Cadillac
Fred Rossiter	-	1917 Studebaker
Don Steer	-	1915 Ford

We moved on to the Oaks at Peats Ridge where Bob Newman and Neville Preston awaited us in their 1914 and 1913 Talbots.

At the barbecue lunch stop near Kulnura we were joined by Peter Wards in modern Mercedes (due to recent pneumonia he decided that the Hupp would be a bit breezy) and Neil Martin in 1913 Fiat. It was here during lunch that the Wolseley released the air from a tyre with a big sigh - this apparently set an example for others to follow during the tour.

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

Some consternation was evident after passing over the rough road on the way to Broke - people stopped smiling at me so I assumed the road wasn't up to expectations.

Next day all seemed to have been forgiven and we enjoyed highway conditions, a pleasant morning tea as Muswellbrook and lunch at Murrurundi.

Bob Newman sizzled across the Breeza plain until the wind came out of his tyres. By Gunnedah he had used just about all of the spare tyres and tubes of the Talbot fleet and decided that the weight factor due to growing family and luggage requirements was perhaps responsible. At any rate, he reduced speed to the point where one recognised the overtaking car instead of conjecturing about the blue blur.

Bill Hardman in modern joined us at Gunnedah and the Gunnedah Vintage Vehicle Club gave us a very warm welcome. Members met us at our motel and we were able to spend a very pleasant evening as guests at their monthly club meeting where their business was dealt with smartly and nattering given full rein. V.C.C.A. member John Bailey of Breeza told of his restoration of a 1915 (?) Detroiter which is a rare car. Their club is relatively newly formed and they certainly have enthusiasm even though few cars are roadworthy at this stage.

For those interested, the Gunnedah Vintage Vehicle Club is planning what they call "1981 National Cavalcade of Motoring" for the October long weekend in 1981 and no doubt information will be sent to our club as plans progress.

Nothing wrong with Bob Baxter's metal detection gear. He spotted and retrieved a tyre gauge which had fallen off the Wolseley on a sightseeing tour of Gunnedah.

On the road to Coonabarabran Bob again showed his prowess by retracing about 500 metres and finding one of Studebaker's hub caps which had spun off in the slip stream. Then at lunch one of his tyres went down with a tortured squeaking sound.

Before we reached Coonabarabran Peter Kable tried air cooling the Ford but didn't like the smell. The solder in the spark plug lead terminals melted so evidently water cooling is better.

Coonabarabran was home base for three nights and we were joined there by Jack Godfrey per Range Rover.

We drove to the observatory at Siding Spring and marvelled at the gear displayed on the steepness of the gradients on the way. To save duplication of the route, most of us decided to press on the 10 kilometres to the Warrumbungles Park then returned via Tooraweenah and the Oxley Highway, by which time rain began falling.

Next day was free so Don Steer abandoned the spark to one cylinder. Subsequently it was rightfully restored by the use of some scraping and Araldite and an overnight wrapping of waterproofing plastic sheet which the motel laundry staff are still looking for.

(Cont'd. on P.10.....)

Neil Martin took the opportunity to visit the family of the original Fiat owners. The family were delighted to see and ride in the car but their delight was surpassed by Neil's when presented with the C.A.V. oblong generator which belonged to the car lighting set. He hasn't stopped smiling since.

Bill Hardman left to return home and most of the fellas spent an interesting afternoon with John Ryder and his collection of car bits including his V8 King 1915 (?) which is being restored.

Mendouran was our next morning tea stop and with their annual races scheduled for the afternoon it must have been a bit of a wrench for Jo Nissen to have to move on. Peter Wards didn't stop for anything but went to Leadville for lunch via Dubbo (look at this on a map) whereas the rest of us just went on to Leadville where the local youths marvelled at us as they rode to and fro on their motor bikes.

Gulgong that night was an opportunity to celebrate Mothers' Day with a dinner where some awards were presented. Can't remember what for except Don Steer's for having Ian's untoachable car. Don also raised the point that motherhood status was achieved only because of fellas.

Business called Neil Martin home from Gulgong and the remaining party split for the run to Sofala. Fred Rossiter, Frank Nissen, Max Chapman, Peter Wards (we didn't actually see him) and Jack Godfrey took the route via Hargreaves and Hill End and the others elected to go via Mudgee and Ilford. There was roughness and steepness for both parties but no casualties, proving that veterans can take gravel roads that they were originally used on.

After Bathurst there were a few bits of excitement such as a Ford hood lifting in the gale, a head-on Confrontation with an ambulance, a nearly missed pedestrian and a front tyre blowout. (The latter three incidents all with one car).

The round trip covered about 850 miles and we seemed to enjoy most of it.

One of the joys was of driving over little-used roads and it is my opinion that participants should be restricted to about 10 cars for such informal tours. How about members who aren't tied to school holidays getting together for their own runs? We were very fortunate in having expert accommodation booking by Frank and Jo Nissen to whom a big thank you but this should not deter other groups - rather act as a spur to see if our tour can be surpassed.

- M.C.

ROSTER ALTERATIONS:

New Member: Don G. Liddle, 43 Austin Cresc., Wentworthville. 2145 No. 722

Resignation: Frank Johnson, 60 Universal Street, Eastlakes. 2018

Change of Address: D.G. Wesley, 37 Hastings Road, Warrawee. 2074 No. 560
'Phone: 48.3260

* * * * *

Letter to the Editor,

The following is part of a letter of appreciation from the Festival of Sydney Committee thanking our club for its participation:

"Dear Sir:

Will you please accept the thanks of the members of the Sydney Committee Limited for your participation in the Festival Parade.

The Police Department has expressed its entire satisfaction with the organisation and conduct, and congratulated participants on their ready compliance with directions.

Without a doubt, your collective group drew the most comments from the crowds and just on stole the show. Would you please thank everyone concerned for their fantastic efforts, especially the bride and chauffeur, and pass on to them that every car was indeed a credit to the owner.

May I also add my personal thanks for your co-operation.

Yours sincerely,

(Signed) J.A. BISHOP

Deputy Director."

(The bride and chauffeur? Dorothy and Don Steer in the 1914 Wolseley.)

* * * * *

BRIEF BUT IMPORTANT

Shame on you Sandy McDonald Holmes - missing from the monthly meeting. We know that you have travelled great distances in the past to be there but to use being in hospital as an excuse is just not on, mate. Next time just advise Chairman John and we will bring the meeting to the ward. Hope you are soon strong enough to crank the Vauxhall Sandy.

All pleased to see our Army chaps Martin and John at the meeting, Martin being fortunate in working near home for a while and John on leave from Balcome. John gave a rundown on the activities of the Army Apprentice Old Engine Club and some of the rallies attended with their stationary engines. John also met some Victorian V.C.C. members on the rallies.

Congratulations to Uncle Nev. Preston who arrived home with a trophy from another rally. If we had a branch trophy for most used car in the branch Nev. and George Adams would be hard to beat.

Bob Newman wearing a black arm band? Not a bereavement but unable to take out the Talbot because of lack of tyres and tubes. After spending a small fortune on them lately only to have them burst after a few

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

Brief but Important (Cont'd.)

miles, its little wonder folks say "they ain't building 'em like they used to". We were all pleased to see you and the family, Bob, even if in a modern.

Don Barker, always famous for his OHV Model T Fords, found he can hot up a standard model without even trying. Any reader with a spare lid from a pressure cooker please send it to Don for a radiator cap. A non-slip fan will do just as well.

I don't believe that the Gorton family engaged Barry Thew as a guide on their holiday to Mungo Flats (Brush) and that he took them all up the track but lost his compass. I also don't believe that the reason Gorton saved the Thews is that he wants them to attend the Newcastle Tour this year, because Barry still owes him for last year's entry. Hope to see both families at Crangen Bay Camp. Practise your comb and paper, Barry.

Not content with fiddling books for a living, Peter Adams was last heard fiddling at the Country Music Contest in Queensland in the company of John Riley. Don't know if they took out a trophy but I know Neryl had a good time - she didn't go.

While on music, junior member Max took out a silver medal on trombone in U-16 division for his instrument. Then with three friends won the U-16 quartet at Police Boys' Band contest in North Sydney recently. I can assure you Mum and Dad were the most nervous parents there.

Yes, that was Doug. Marr. Tricked us all didn't he with his new cool calm manner. Notice the way he tackled changing the wheel - cool - and with a full audience and some smarties among them as well. Remember how he used to be on the end of the crank handle after the first 54 turns? Kids crying, Chrissy trying to hide under the dash, storming round to pump the air pumps, cursing Sunbeam as Pommy rubbish and "wish I had the Buick back". Well the change came about by changing the spark plugs from the inside to the outside. Oh the ease with which he fires up now, even gets up in the middle of the night to check his new-found power. At long last he can boast he owns the two best things made in England and I am not referring to his motor bicycle.

Regards to all.

BELT DRIVE BURKE

A man driving along a country road pulled up in answer to a signal from a lady motorist.

'I've got a flat tyre,' she told him. 'I ran over bottle about half a mile back.'

"Couldn't you see it and avoid it?" asked the man.

'Of course I couldn't. The silly fool had it in his pocket!'

EVENTS REPORT

Model Engineers Society, Luddenham, Sunday, 25/5/80.

This event turned out to be a good day both in weather and attendance. A total of 15 veteran and 5 modern cars turned out for a drive, picnic lunch and barbecue.

Good to see David and John Kay with the Napier and Austro-Daimler. This day was also shared with the M.G. and Antique and Classic Car Clubs.

- MEL POPE

FORTHCOMING EVENT

ANNUAL C.V.V.T.M.C. DISPLAY DAY (FORMERLY WARWICK FARM)

DATE: SUNDAY, 14TH SEPTEMBER 1980

PLACE: CANTERBURY PARK RACECOURSE

Catering will be provided in the form of take-away meals and barbecue steaks.

Preliminary notice only - more details to be published in July and August editions of SPIT AND POLISH.

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Correction:

Our May edition of SPIT AND POLISH incorrectly reported the trophy for the outright winner of the 1980 Blue Mountains Tour as being the V.C.C.A. Trophy. This trophy is in fact the Len Masser Trophy. Our sincere apologies to Len for this error.

- MEL POPE

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NEXT EVENT:

PICNIC DAY AND RALLY - CAMDEN AIRPORT

DATE: SUNDAY, 29TH JUNE, 1980

MEETING PLACE: Car Park of the Crossroads Hotel, Crossroads, Liverpool.

TIME: 10.00 a.m. for departure at 10.30 a.m.

VENUE: Tour to Camden Airport via Old Hume Highway for a barbecue and picnic lunch. The Club's mobile barbecue will be available for members wishing to bring own steaks etc.

(Cont'd. on Page 14.....)

PICNIC DAY & RALLY 29/6/80 (CONT'D.)

We have since been advised that the Aviation Museum at Camden Airport has been moved and will not be available for inspection.

Modern cars and bikes welcome.

- MEL POPE

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FORTHCOMING EVENT

PICNIC DAY AND DRIVE - JAPANESE GARDENS, AUBURN

DATE: SUNDAY 27TH JULY, 1980

TIME: 10.00 a.m. - 10.30 a.m.

PLACE: Auburn Municipal Council's Botanic and Japanese Gardens,
Cnr. Chisholm & Chiswick Streets, Auburn.
(Next to Auburn R.S.L. Bowling Club).

VENUE: Inspection of these gardens featuring Japanese Entry & Moon Gates,
Australian Native Gardens, Australian Rain Forest (that does not
suggest it will be raining). Open Air Theatre, Avenue of Remembrance,
Sunken Rose Garden, Scented Garden, Japanese Hill and Lake, Kiosk etc.,
separated into 8 separate divisions.

A kiosk is available for supply of morning tea and light lunch snacks -
pies, rolls, sandwiches etc.

Barbecue facilities available for those wishing to bring own food.

ADMISSION: FREE.

CAR PARKING: Cars to be housed in Council employees' car park by special
arrangement with Auburn Council. Barricades will be supplied.

This promises to be an enjoyable family day and a good opportunity to inspect
the monumental undertaking by Auburn Council.

As this is the last event organised by the 1979-80 Events Committee, we are
looking for a good attendance.

- MEL POPE

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SOME CARS AT THE NEW ZEALAND INTERNATIONAL

Probably the two most noteworthy cars at the recent Rotorua Rally must have been the Southward family entries of the 1897 Lux from Germany and the 1901 Duryea from U.S.A., both beautifully presented and rarities in any gathering. The large diameter wheels of both cars gave problems on the shingle (gravel) sections of most of the routes and with doubtful weather predictions, their voyages were not the most comfortable but they certainly were spectacular. Probably the next oldest was the 1898 De Dion Bouton of Chas. Edwards who will be remembered in the Veteran Austin in 1972.

Well known to Australian rallies were Col. Pearce's 1911 Sunbeam, Bert Tonks' 1913 Daimler looking beautifully original, Bill Piddington's 1910 Regal Underslung and Trevor Witte's 1910 Talbot. The art of the showman evidenced in Bayard Sheldon's 1910 American La France which started life as a Fire Engine, went through the 'Hot-Rod' stage before reappearing as a giant blue raceabout. The National Motor Museum's 1912 Hispano-Suiza (complete with a bullet damaged steering wheel from an earlier Irish insurrection) had its share of modern day problems also whilst the Auckland 1911 Renault Charabanc, twice consumed by fire since the 1972 Rally, looked and ran as new.

The United States entry of a 1914 Benz purred like clockwork whilst the little 1913 Swift looked like a larger-than-life model car and the Queensland entered 1920 Mathis (though not quite a Veteran) had many of the features of much earlier cars. This little car performed so well that many times the owners stopped to photograph or to yarn and speedily made up time.

Two later model cars, though a few years outside the Veteran years, were the 1914 Doble Steamer with the owner always pleased to explain its operation and the oldest M.G. in the world, a 1925 M.G. Morris Oxford from Dargaville with whom we travelled to Cape Reinga, the northmost lighthouse in N.Z. on the days after the 1972 Rally.

- PAUL W. BUTLER

* * * * *

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 Cells in Winter: If you use five dry cells in summer for starting purposes, you had better couple up seven for winter use, as the cold renders dry cells less efficient.

Storage Battery Connections: Often the unsatisfactory service of a storage battery is due to imperfect connections. Where the battery is kept in a steel box great care is needed to keep the terminals from touching the metal when the lid is closed. Even an occasional touch when the battery is jarred will run the current down rapidly. The connections should be wrapped well with tyre tape, and the metal box kept away by packing with rubber. An old inner tube makes the best packing.

* * * * *

HAND REAMING (CONTINUED)Part 2 of 2

A valuable addition to the ordinary expanding reamer is the reamer-guide. This is an extension to the reamer's length and screws on to the lower end of the tool. It is smaller in diameter and carries a slidable sleeve, tapered on its outside. Where reaming has to be carried out, for example, on king pin bushings, the reamer is supported in one bush whilst the other is being reamed, thus ensuring correct alignment. Reaming from alternate ends is the procedure, until the requisite size is obtained.

The sizing of piston pin bores and small end bushes are hardly operations one would recommend to the uninitiated. If the amount to be removed is small, then with a great deal of care and the exercise of not a little skill, satisfactory results MAY be obtained. These precision operations are best performed by a competent engine reconditioner.

Hand reaming of steel bushings is not considered to be practicable and can result in reamer damage through "digging-in" and spoiled work.

It is impossible to do satisfactory work with a dull reamer, and users are advised to buy a brand of reamer for which new blades are available. Reamer blades should be removed from time to time for cleaning purposes, and the tool kept in oiled rag or some other suitable way.

It is claimed that reamer chatter, which produces a surface not unlike corrugated iron on a reduced scale, can be prevented by wrapping a piece of shim material around portion of the reamer, thus obscuring some of the cutting edges. This recommendation is made without comment.

- ARTHUR PENDLEBURY

* * * * *

*He was driving a girl home from a country dance -
after midnight on a pitch black night and on the
loneliest of lonely roads.*

The car spluttered and slowed. He turned into the side of the road, stopped the car, got out and raised the bonnet. After tinkering under the bonnet for a time he came around to the side of the car and said, "This is too bad. Water has somehow got into the petrol. It seems to be all water."

"I know," said the girl, "but don't let it bother you, this has happened to me before. All we have to do is sit here and argue for a time and the water turns right back into petrol."

1980 NEWCASTLE ANNUAL TOUROCTOBER 4TH, 5TH & 6TH

The Tour this year is again in the Hunter Valley and will be centred at the Morpeth Conference Centre, which is approximately 15 miles north of Newcastle.

The food is first-class and the rooms old but clean and comfortable. It is the typical vintage guest house style and the tariff is very modest.

The cost is only \$37 per Adult (Children under 12 years \$18.50 and Under 3 years free) for the whole weekend and includes:

<u>FRIDAY NIGHT</u>	- Accommodation.
<u>SATURDAY</u>	- Breakfast, morning tea, lunch, afternoon tea, dinner and supper.
<u>SUNDAY</u>	- The same as above, the only difference being that a picnic lunch is provided.
<u>MONDAY</u>	- Breakfast and morning tea.

Provision is made for day visitors (see entry form).

Limited motel accommodation within 3 miles of the centre is available (see entry forms).

There is plenty of private off-street parking as the centre is set in about 40 acres of parkland. (Swimming pool included).

Short runs will be held on Saturday afternoon and evening, the Sunday Tour will cover some of the rich Hunter Valley on mainly quiet roads.

Please send your entry form in early. (Entry form included with this issue of SPIT AND POLISH).

Yours sincerely,

GEORGE ADAMS

Hon. Secretary

Newcastle Branch V.C.C.A. (N.S.W.)

* * * * *

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

FOR SALE 4 matching 4.40 x 19 Tyres. Near new (have been on a car but never on the road). \$40 each.

- KEITH CARDEN
871.2158

The following three ads. are from Paul Butler:

WANTED Two 21" B.E. Rims for motor cycle and have two 20" ditto to exchange.

AVAILABLE New odd Tyres:

400 x 19

500 x 19

500 x 20

650 x 20

400 x 18

WANTED 2 Tyres 500 x 23
2 Tyres 26 x 2½ x 2½ B.E.

- PAUL W. BUTLER
1 Darley Road,
Randwick.
(02) 399.3786

WANTED Information to fill this page.

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

PRESIDENT	— George Roberts - Phone 371-8626 (H)
VICE-PRESIDENTS	— Len Sheen - Phone 427-4198 (H)
SECRETARY	— Barry Thew - Phone 638-1155 (H)
TREASURER	— Bill Maunsell - Phone 32-2379 (H), 929-7422 (B)
REGISTRATION OFFICER	— Ben Bronk - Phone 624-8224 (H)
PUBLIC RELATIONS, SPONSORSHIP	— Keith Carden - Phone 871-2158 (H), 70-0381 (B)
EVENTS AND SOCIAL CHAIRMAN	— David Berthon - Phone 639-0603 (H) and (B)
ASSISTANT	— Mel Pope - Phone 521-2821 (H), 237-8222 (B)
LIBRARIAN	— Neil Martin - Phone 632-5047 (H) and (B)
	— Jan Coulcher - Phone 587-2880

SUB-COMMITTEES AND OFFICERS

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

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