

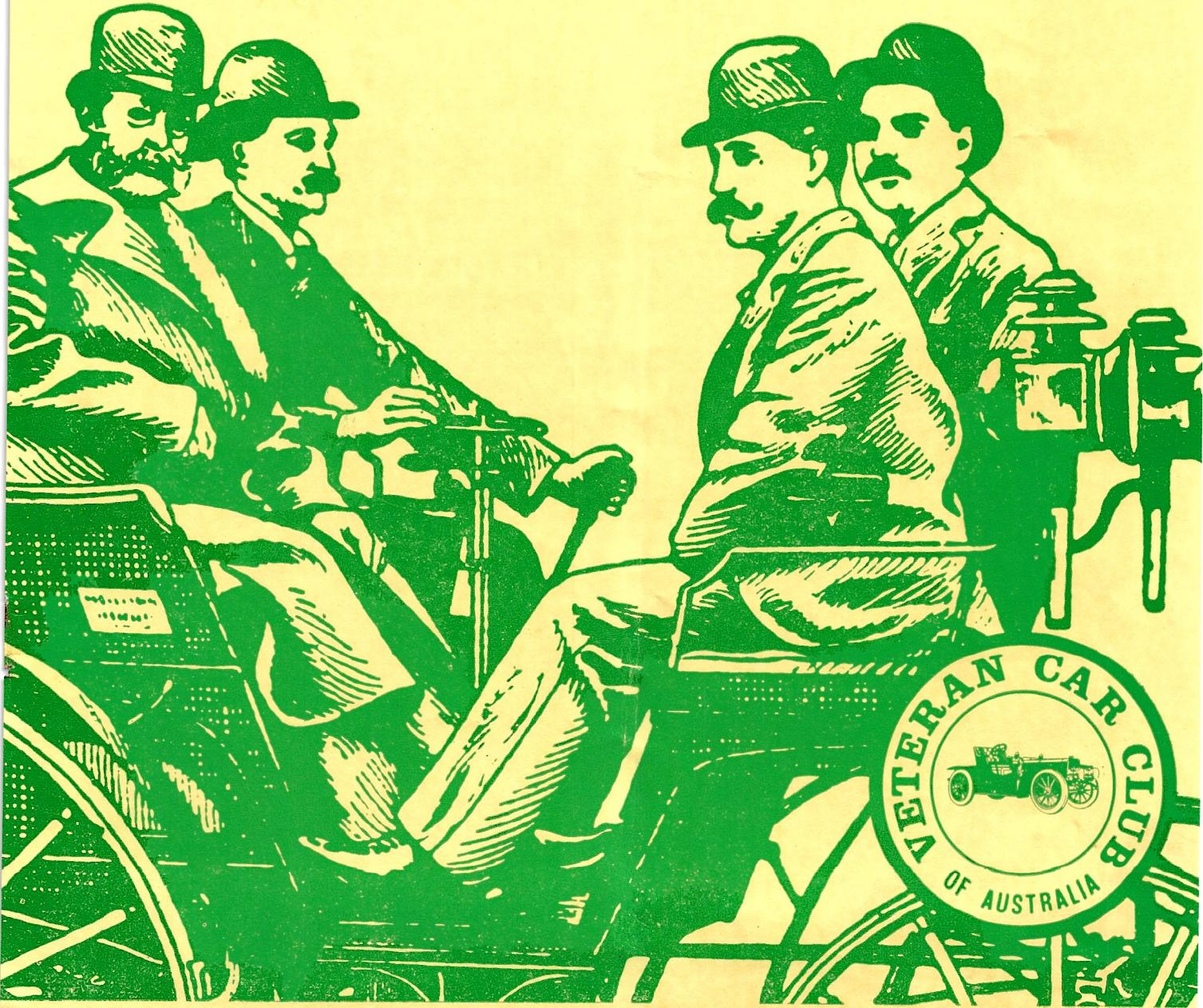
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

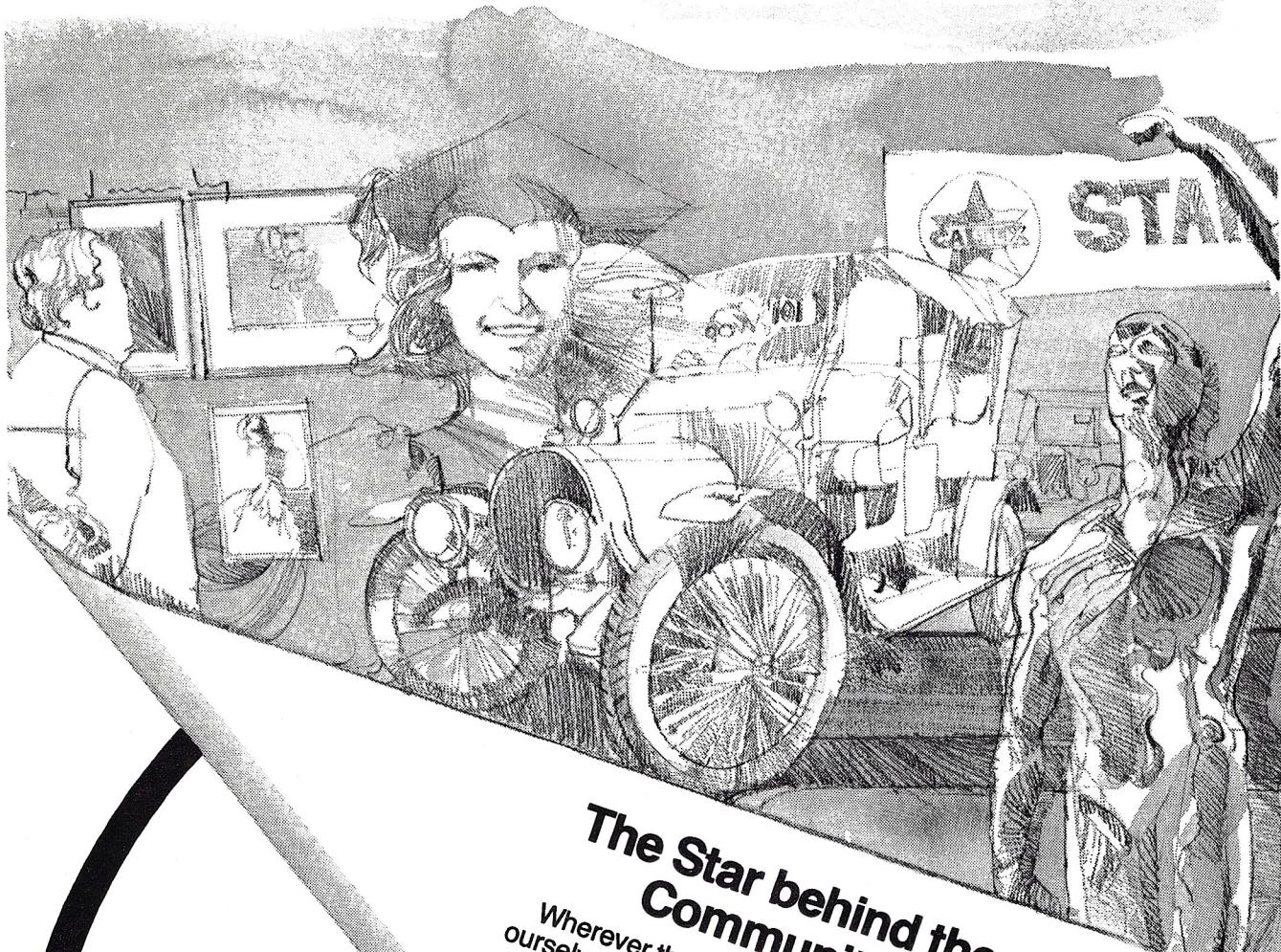
# SPIT AND POLISH

JUNE 181

Registered for posting  
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# SPIT & POLISH



PATRON:

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

SPIT AND POLISH is the monthly publication of the Veteran Car Club of Australia (NSW).

## NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

Vol. XXII No. 12 June 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, 25TH JUNE, 1981.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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

## THE PRESIDENT'S MESSAGE

## Recent Events

It's certainly encouraging to find in our midst an author with the ability and flair of Pedr Davis.

In his latest book, 'Veteran and Vintage Cars', he has not only captured so many of our cars in colour, mostly in backgrounds that do justice to the vehicle and era, but in the text has provided both the enthusiast and the browser with sufficient historical and technical features of each marque to instill further interest in the aims of our Association, the Restoration and Preservation of Veteran Cars.

Unfortunately the weather somewhat impaired release of his book and prevented many of the cars and their owners, whose wish it had been to be present, from attending. The setting for the launching, 'Observatory Hill, The Rocks', so steeped in our country's history, from the days of the first fleet nearly two hundred years ago, was an appropriate choice.

The rain on this particular day, May 31st, was, from my point of view, also discouraging, having selected a scenic and historic run for the President's Day and although Pam and I got very wet, we were encouraged by the fifteen cars, their owners, families and friends that braved the elements and wish to thank those members for their support.

The venue, Dehistone Bowling Club, the atmosphere, the fine smorgasbord etc., all combined to conclude the year's events in a very pleasant evening and while the presentation of trophies brought forth many expressions of disbelief from the recipients, the company present equally approved the distribution as being to the most deserving.

and of 37500 (1900) individuals to 200000 in 1909. **GEORGE AT. ROBERTS**  
proposes to the proposed act of 1909 to be passed (1909) (1909)

1907 STATE HIGH SCHOOL EXAMINATIONS

THE BOARD OF TRUSTEES OF THE UNIVERSITY OF TORONTO, ON BEHALF OF THE UNIVERSITY, DO HEREBY APPROVE THE PROPOSED CHANGES IN THE UNIVERSITY'S BY-LAWS.

# OPINION

1990-1991: The first year of the new millennium, the year of the 1991 Gulf War, and the year of the first AIDS cases in the United States.

COLLECTIVE VOL. 1, NO. 1, MARCH 1981. ISSN 0256-2838. PUBLISHED QUARTERLY.  
ISSN 0256-2838. PUBLISHED QUARTERLY. **EDITORIAL** OUR ARCHIVES CENTRE

This month I would like to make comment on the above building, which is more commonly referred to as our new clubrooms. At the last meeting we were advised that the Council has approved the Development Application for the building; this is only after a lot of hard work by the Building Committee and our Architect, Mr. B. Burrows, who is now in the process of producing the working drawings to hopefully allow us to commence construction.

At the same time our Treasurer advised that the club had been successful during the year in raising a good deal of money towards this project. With the two previous comments namely approved and money we have the basis to proceed in this second half of the year with the construction, but this will require additional assistance from the members, especially those who have indicated their assistance when we get down to the actual building. Well the time has come to call on these members to come forward and talk to the Committee so we can proceed with this major project.

1.00 - Total and expense for 8250.00 -  
the Government of the Commonwealth of Massachusetts -  
for services rendered in connection with the  
expedition to the State of California.

The club wishes to extend its sympathies to Barry  
Garth and family on the recent passing of Barry's  
admirable father, Mr. Bob Meggs, who dedicated his life to the  
service of his country.

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, 28TH MAY, 1981.

Meeting opened at 8.10 p.m.

PRESENT: 68 members and 4 visitors.

VISITORS: Annette Pope, Dulcie Attwood, Joan Quarmby, Peter Buckingham.

APOLOGIES: N. McIntosh, B. Garth, J. Fitzmaurice, A. Foy, A. Blevins, I. McMaster, G. King, Glad King, J. King, W. East, R. East, T. Crabtree, B. Spraggon, E. Lewis, D. & C. Stanbridge, D. Pearce, J. Garwood, B. McCarthy.

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

ARISING: Copy of amendment to Constitution will be sent out with SPIT AND POLISH.

Members requiring a new Constitution to send a stamped addressed envelope to the Secretary, together with a request for same.

President read letters to and from His Excellency the Governor of N.S.W.

TREASURER'S REPORT: Read, moved, accepted, Jim Redman. Seconded, Barry Thew. CARRIED.

CORRESPONDENCE: Received from:

- Stephen Mills of Hurstville, request for wedding cars.  
- The Baulkham Hills Shire Council - an invitation to attend the Orange Blossom Festival.  
- Bill Burrows - containing copy of the Council approval of our "Hall" D.A.C.  
- Vintage Motor Cycle Club of Australia (N.S.W.).  
- Landsdowne Press - re book on Veteran and Vintage Cars by Peter Davis.  
- S.T.C. - letter and cheque for \$250.00.  
- His Excellency the Governor of N.S.W., Sir James Rowland, granting his patronage of the Club.

Forwarded to:

- His Excellency the Governor of N.S.W. by President - requesting his patronage of Club.

Both of the above letters are appended to these Minutes.

(Continued on P.5..)

Minutes of Monthly General Meeting 28/5/81 (Cont'd.)

NEW MEMBER: Stuart Saunders with an M.A.B. 1910 chain driver.  
Moved, accepted, Barry Thew.  
Seconded, Martin McCarthy. CARRIED.

INVESTIGATING & DATING: 1911 Clement Bayard of George Green's dating certificate.  
Roy Rice presented with plates and certificate for his Chalmers.

SOCIAL EVENTS: 30 cars attended Annual Concourse Day at the Blevins' home.  
Western Run a success - report given by Max Chapman.  
87 people to attend Presentation Night.  
Next event - Gymkhana for all cars and Rally for One and Two Cylinder Cars.  
President's Run - number of cars likely to attend, 20.  
President outlined the run.

BUILDING PLANNING & DEVELOPMENT COMMITTEE: Drummoyn Council have approved D.A. for new hall.  
Bill Burrows is proceeding with working drawings.

BUILDING MAINTENANCE: Nil.

PROPERTY FINANCE COMMITTEE: Has 70 sun hats to sell at \$1.00 each.

PUBLIC AFFAIRS: 24 cars took part in the French Day which was held at Double Bay.  
3 cars required for Joggers Run to Mount Pritchard Community Joggers Club - our club will receive donation of \$75.00.

MAGAZINE "SPIT AND POLISH": Nil.

REGISTRATION OFFICER - PERMITS TO MOVE: 3 pairs of plates ready for members.

REGISTRAR: Nil.

LIBRARIAN: Nil.

Minutes of Monthly General Meeting 28/5/81 (Cont'd.)

C.V.V.T.M.C.: Nil.

INSURANCE: Nil.

PHOTOGRAPHY: Nil.

GENERAL BUSINESS: Peter Wards returned the film "History of Motor Racing - Part 1" to the library.

On behalf of the V.C.C.A. (A.C.T.) our President presented Jack Dance with the Montague Trophy, won by him during the National Rally - Canberra 1981.

Bob Baxter advised of the passing of Roy Hoad, a member of long standing.

Terry Cook advised that our plates were not accepted in Canberra, and that members had to temporarily register their cars.

President suggested that we have a meeting with Mr. Mudge, Transport Department, and discuss this position.

Jack Dance raised the question of the Jack Thorpe Memorial. We shall hear further on this matter from Jack Dance, at the next meeting.

Meeting closed at 9.45 p.m.

\* \* \* \* \*

MEMBERS PLEASE NOTE: The following Amendment to Constitution appears for the records. Please tear out and include with your copy of the Constitution:

AMENDMENT TO CONSTITUTION JUNE 1979ITEM 17. ELECTION OF OFFICERS:

- (a) "The election of the Management Committee of the Club shall take place at the Annual General Meeting of the Club. Financial members only shall be allowed to vote."
- (b) "Nominations for any office of the Management Committee shall be in writing and signed by a proposer and a seconder."
- (c) "If more nominations are received for any Club office or offices than there are vacancies to be filled, the financial members present shall proceed to election of the required number by secret ballot."
- (d) "A retiring office-bearer of the club shall be eligible for re-election."

Of special interest to collectors and enthusiasts

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18th and 19th July, 1981

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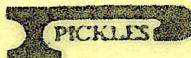
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Entries are being received for the Spring Auction of  
Nostalgic and Prestigious Vehicles to be held in conjunction with the

SYDNEY MOTOR SHOW

29th   August,   1981

Enquiries to:      Mr. Storm Jacklin  
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ANNUAL ELECTIONS

It is that time of the year again when members get together to elect their committee for the coming year. This year, let us hope that we do not have the same farce as previously, in that of a membership of over 200, we cannot get 10 people to stand and offer their services in the running of your club.

How many of you sit and whisper complaints and opinions to your neighbours at meetings, but are unwilling to say them out loud. It is all very well to whinge, but the best way to do anything about it is to stand up and be counted by actually doing something.

You may not want to be President or Secretary, but why not try for the Events Committee? If you are bored with the type of outings we have, become a committee member and organise something which you feel that members would prefer. If you feel that more can be done to finance our new hall, become a committee member and voice your ideas. You don't have to be a committee 'person' to be able to voice any opinion, but it will come out stronger if you are.

So, how about it, stand up and be counted. If you don't, ideas can only grow stale over the years without injections of new blood, and in the long run can only mean a decline in the standards of your club.

- JAN COULCHER

\* \* \* \* \*

MINUTES OF MONTHLY MEETING OF NEWCASTLE BRANCH HELD AT THE HOME OF DON & AUDREY MOFFAT, MEREWETHER, ON 12TH MAY, 1981.

MEETING OPENED: 8.25 p.m.

CHAIRMAN: J. Gorton.

MEMBERS PRESENT: 11 members and 2 visitors.

APOLOGIES: D. Barker, L. Benham, R. Thornton, G.B. & N. Adams, J. Burke, W. & M. Holmes.

MINUTES OF PREVIOUS MEETING: Moved by J. Riley, 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	\$ 5.80
Building Society	194.24
Petty Cash	5.60
Deposits	80.00
	\$285.64

MINUTES OF NEWCASTLE BRANCH MEETING 12/5/81 (CONT'D.)

TREASURER'S REPORT (CONT'D.): Moved by M. Burke, seconded by N. Preston, that the Treasurer's Report be accepted. CARRIED.

CORRESPONDENCE: Moved by P. Adams, seconded by M. Burke, Jnr., that the Inwards Correspondence be received and dealt with and the Outwards accepted as read. CARRIED.

GENERAL BUSINESS: Moved by J. Riley, seconded by M. Burke, that the Secretary contact the publishers of the Restored Cars Magazine re the publishing of details of our branch and report on the outcome to the next meeting. CARRIED.

John Gorton produced a draft of the art work for our medallion.

It was agreed that the venue of the outing to be held on 11/7/81 be changed from Gwandalan Reserve to Finnan Park meeting up with the A.C.M.C. Shoal Bay Tour Group.

FORTHCOMING EVENTS:

11.7.81	Outing to Finnan Park.
	Meet at Finnan Park, lunch time.
14.7.81	Meeting at Max and Joan Burke's, Cessnock.
11.8.81	Meeting at Don and Val Barker's, Waratah.
15.8.81	Outing to Camerons Orchard, Milboroughdale.
	Meet at Max Burke's at 10.30 a.m.
31.8.81	Closing date for entries for Newcastle Tour.

MEETING CLOSED: 10.12 p.m.

\* \* \* \* \*

BRIEF BUT IMPORTANT

Just a little while to stay here goes the old song and that's the way its got to be at Crangan Bay Camp as our stay draws to an end. Some come to the camp Friday after work, some arrive, stay a day, go home to attend working families and return and some don't come at all. This is good as it gives the rest of us someone to talk about while they are away.

The morning after cracker night is always a challenge if you are young enough to be out at the bonfire site to scrounge for treasures which can be let off in the ashes. Uncle Nev. is up early and having a clean-up of exploded paper at the bonfire and a general tidy up of the area.

Geo. Adams, thank you for a fine show of slides. Makes you wonder what happens to the cars that were on some of the runs of twenty years ago. Some are still there with different style bodies, many are a new colour and others are just gone - who knows where? The bodies of the occupants have changed a little as well.

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

BRIEF BUT IMPORTANT (CONT'D.)

Don Moffat also provided a show of slides from his recent trip to America and gave interesting talk on the journey. Audrey and Ross interjected when necessary. Seems you must put on more weight Audrey, as Don seems to have developed a fat lady fetish, at least when you weren't looking.

I notice George stays awake when he is the projectionist! I had a close look at Judy Thew and the lads but there were no bruises visible so the reason for Barry's hand in plaster may be due to the garage door.

Joan Burke also with a bandage on her fingers due to the washing machine being quicker than she.

A clean-up of some dead trees gave the boys something to do on Sunday afternoon as we pulled them down with Gorto's winch; the same machine was on stand-by to get people out of bed.

We all have plenty of time to catch up on the latest motor books here at the camp but we are sure there has been a mistake in the name of the journal from the Veteran Car Club - should be name the Vintage Car Picture Book. I remember a while ago there was a referendum within the Veteran Car Club regarding the inclusion of vintage cars. No need for an open ballot to see which way the editors of the "Veteran Gazette" voted. Not to worry - should be a good seller with the vintage car clubs.

John Riley seems to be making progress with his restoration of the Austro Daimler and Doug. Marr is working on his Diate.

A good job John Burke has been organising a start on his '14 Buick or the restoration list in Newcastle would look like a menu in a foreign restaurant. Don Moffat is also well advanced with a Stude identical to Geo. Adams' car. Don hopes to have the car ready for the October Newcastle tour. Quite an original car as found in Maitland in going order, the Moffat family hope to use the car for some long distance tours until Don has his 1913 Stude restored.

Last vehicle outing from this branch was to the Army Camp in Singleton to inspect the arms museum. This turned out a good trip, leaving Burke's at 11 o'clock and returning via Broke for afternoon tea at the same spot. Ray Thomas met us there but could not start the Ford so came modern, as did John Gorton and Co. Veterans were Nev.'s Talbot, Doug's Sunbeam, Peter's F.N. and our Hup which disgraced itself and had to have the magneto dist. cap cleaned out on the road. The senior Adams's were also without their car as it was having new bearings fitted. A long day's run for Nev. and Graeme but an enjoyable one I hope.

Next meeting at the Marr's and next run in Port Stephens area by invitation of Central Coast Antique and Classic Club.

Regards to all,

- BELT DRIVE MAX

WESTERN TOUR(Not so Brief and Important)

There is definitely no connection between the incident of Josie Nissen losing her dressing gown and Don Steer losing his pyjamas.

Jim Hewett, that mainstay of the West Wyalong Historical Society, gave Max Chapman a couple of boxes of magneto parts. As Max lovingly put them on the seat of the Woiseley he was heard to mutter: "Looks as though Jean will have to travel per running board for the rest of the trip."

George Adams looked worried when the Wyong contingent went into the local "Repco" to get some goo to stop the leaks in the Stude. manifold and Nev. Preston came out of the shop armed with a battery powered electric drill. Also the same member after being bitten by a local poodle made a rebound kick which had it connected would have put said poodle into a satellite orbit.

Roly Coulcher has now joined the mere male class. He was seen meekly reaching for his wallet and handing over some of the contents in response to Jan's "gimme".

How to win frineds. A certain member was heard to say to Jan: "You go down the steps first and if the wife falls she will have something soft to land on."

When Bob Baxter found out that the Calthorpe wouldn't run without water, friends came to his rescue with yards of sticky tape and a drum of water, thus rendering him mobile once more.

Bob was seen buying out the newsagent's stock of the local paper. Could it have been that a picture of the Calthorpe took pride of place on the front page?

We had our doubts about Don Steer who said he was expecting a visit from a fairy, until he explained it was the Tooth Fairy, by gum!

Remarks of the Tour -

Young Dannielle Ward, on being shown a brown snake in a jar gave her opinion succinctly with an expressive "yuk". Frank Nissen, after learning that some of the boys had bought ratchet shifting spanners at a local hardware shop, (price One pound, ten shillings and six pence, 1/10/6) and then seeing Peter Wards remove a nut from a bumper bar with a hammer and chisel was moved to exclaim "mechanics, they call themselves".

After watching Graeme Newman's gastronomic abilities we are thinking of entering him in the next pie, chips and scallop eating championships - a sure winner.

Bad luck for Bob and Elizabeth Hobson, who couldn't finish the run in Henrietta owing to the fact that work was calling. It's nice to be

"wanted" Bob, or is it? The lack of side curtains had nothing to do with it, I suppose?

Experienced tour driver Bob Newman took a wrong turn on road to West Wyalong and his excuse was that he was too busy looking at the scenery to notice the sign. Murmured something about the scenery being "stacks" or "well stacked". Not too old yet Bob are you?

Who pinched the centrefold of a certain magazine which was passed around?

Clues herewith:

It was a display of Eves and not of ADAMS; having HOBSON's choice it was STEERED in the direction of a certain CHAPMAN who, after a close perusal of same, looked a NEWMAN. With their BAXTER the task in hand, one and all PRESTON perseveringly to-WARD the last purple page. COULDCHER find anybody 'NISSEN?

Answer:

It is said that should a car wobble on the road -

"It ...'t ..... well."

1981 NATIONAL RALLY, CANBERRA

Some one hundred and forty veteran, vintage and post-vintage vehicles from all states attended what was to be one of the best organised tours I have ever participated in. Canberra turned on excellent weather except for one windy Sunday.

Most cars arrived on Wednesday and it was interesting to note the trend towards trailering --- even the largest veteran and vintage vehicles (perhaps the price of tyres?) However a West Australian "A" model Ford was driven from that state with no major problems. Surprising to see such a large contingent of cars from Queensland and a good number of them veterans. The N.S.W. club was well represented with some 15-20 entries.

The tour was broken into four major runs -

- (1) Thursday - 77 kms - to Queanbeyan for morning tea, thence via Canberra to the Hall showground (on the Yass Road) for lunch and judging.
- (2) Friday - 160 kms - to Bungendore for morning tea and a very pleasant open country run with 4 kms of veteran road to the lunch stop at Captain's Flat; an old gold mining town with loads of character and the hotel with, reputedly, the longest bar in N.S.W. The autumn leaves and scenery were certainly worth the trip.

1981 National Rally, Canberra (Cont'd.)

Saturday was a free day and four coachloads of us ventured to the Snowy and Perisher Valley where once again mother nature was kind - freezing conditions, snow and sleet all day --- it was sleetting all the way back into Cooma. I spoke to one gent from South Australia who at 60-plus had never seen snow. I might mention that due to a misunderstanding 17 of us were left at our motel. A quick 'phone call by Ian Irwin (Rally Director) and a call on the C.B. to the coaches, had them wait for us on the outskirts of the City. Could you imagine 17 of us packed into a Toyota Hi-Ace bus for a quick run to catch the coaches!! However, a thoroughly enjoyable day.

(3) Sunday - 92 kms - a tour of Canberra and environs. The growth in the satellite cities just has to be seen to be believed. There is so much to see in Canberra and this tour took in a lot more than the average tourist would see. The soup at morning tea was most welcome, considering the temperature never rose above 11 degrees all day.

Sunday night was a display of all vehicles at the Showground. This event had received considerable exposure in the form of free T.V. commercials (the local T.V. station being a major sponsor of the rally) and was well attended by the public. This took a heavy load off the Rally Committee, making the tour, as a whole, a financial success.

(4) Tuesday - 130 kms - was first to the historic homestead "Lanyon", south of the City - a beautifully restored site. We then motored on to the Cotter River Reserve for lunch. This venue was at its autumn best - leaves of all colours and a good ground cover that added to the beauty.

Tuesday night was the final dinner and presentations - a fine meal, plenty of liquid and good company. The major award for the tour was won by Grahame Wilkinson with his 1913 Silver Ghost driven from Queensland - a truly superb car. Some \$1,000 worth of awards were handed out at the dinner. It was good to see Jack Dance awarded the Montague Trophy in recognition of many years and many miles of intrepid veteran motoring in the best tradition of the movement.

There were many points which made this tour most enjoyable, but perhaps when you think that the V.C.C.A. (A.C.T.) only has about 30-40 members, with a hard core of 10-15, you realise the work done by a few dedicated people.

The tours were well planned and sign-posted. The lunches were a joy to behold - excellent hot meals - a lesson to a few other clubs in organisation. The police co-operative and friendly. The garaging and security facilities first-class. The daily newsheet with 'tit bits' and other information.

Perhaps two major breakdowns highlighted the "beyond the call of duty" attitude:

(1) A "Bean" on its first run from Adelaide ran a big end bearing and the A.C.T. boys - mainly John Ahearn - had a new one poured and scraped and the car was mobile within 24 hours.

1981 National Rally, Canberra (Cont'd.)

(2) A "Humber" chewed 18 teeth of the timing gear when only 10 miles from Canberra after being driven from Adelaide. A new timing gear was turned up and the car was mobile within 48 hours.

In conclusion, if you ever need assistance or advice on how to properly organise and run an excellent tour, ask Ian Irwin and his committee - they know how to do it.

'TIT-BITS' OF THE RALLY:

1. The weather must have been cold - saw Spraggo in long trousers on one day.
2. Heard that the Vinot caught a cold - Bill and Barbara McCarthy turned up in Bob's Austin - they were even chauffered on the last 4 days - Bob is a very good driver they tell me.
3. Sorry to hear about Ken Quarmby's magneto trouble - better luck next time Ken!
4. They tell me that Don Steer has installed a heater in the back of the Wolseley - couldn't get Dorothy out!
5. John Pickup swears that Spraggo's Renault will have to have a windscreens fitted before he travels with Bill in winter again.
6. Should have seen the crew in a Victorian De Dion who unveiled the silver candelabra complete with lighted pink candles at each lunch stop. In retaliation, the Queensland boys at the farewell dinner produced their own version - 4 beer bottles complete with blue candles.
7. Should have seen the look on the Rally Director's face after five motor cycle police gave him a salute at 60 mph plus, with all sirens blaring.
8. The prize in the raffle was a large Sidchrome chest of tools valued at \$800 approximately. They had no trouble selling tickets and made a profit of some \$700.
9. Judging by the responses of people from other states I spoke to at the rally, everybody is looking forward to the one and two cylinder rally - should be a great get-together.

- TERRY COOK

THE CONFESSIONS OF A MOTORING MASOCHIST

Saturday, 16th May, dawned fair but foggy. All body functions were normal, eyesight clear, breathing strong, heartbeat good and on summing all things up the future looked rosy. As the Chinese would say, this could be the start of a most propitious week.

The usual prayers were mumbled to the sacred cow and blessings bestowed upon the radiator mascot then Calthorpe was fired into action. Our take-off for the 1981 Western Tour could be paralleled with the space shuttle blast off; slow, deliberate and all power.

There was little "pain" during the initial take-off but by the time we had reached Bankstown some "pain" was felt from the cold morning. Up went the side-curtains and on went the thick jacket. We reported in at the starting point outside the Prospect Hotel at 9.10 a.m. and headed for Bathurst. The mountain climb was undertaken in cool brisk winds and overcast sky, causing a slight increase in the "pain", although this was overcome by that elated feeling one has when starting a new venture.

Lunch at Blackheath and eight veterans, one brightly coated piece of Henry's black iron and one re-cycled Rolls-Moke arrived at Bathurst at 3 p.m.

In the tour group were the Nissens in '15 Cadillac, the Chapmans in '14 Wolseley, the Newmans in '14 Talbot, Neville Preston and Graham Newman in '13 Talbot, the Peter Wards in '15 Hupmobile, the Adams in '18 Studebaker, the Hobsons in '12 Ford, the Baxters in '12 Calthorpe, the Steers in 1927 T-Ford and the Coulchers in Mini-Moke. We were joined by the Martin clan for several days, who travelled in their modern with caravan.

Sunday's trip via Orange Botanic Gardens for morning tea and Parkes for a bar-b-que lunch, then onto Forbes was enjoyed in good weather and perfect motoring conditions. All cars were travelling smoothly and arrived in Forbes about 4 p.m.

Monday was spent sightseeing in Forbes and resting the body after two days of motoring.

Tuesday was to be a short trip of 120 km, but a conference was held and it seemed that the Hobsons wanted to travel through memory lane and return to the fleshpots of their misspent youth - Caragabal. This meant a 50 km diversion through the ghost cities of Carema, Wirrinya and Pullabooka was necessary, so we could all view the decaying galvanised iron dance hall behind which, we were assured, all things happened. This was Caragabal - City of Sin. There laid out before our gaze was a shed covered with galvanised iron flapping in the wind and tumbleweed piled high. No wonder the Hobsons left town.

We pressed on towards West Wyalong to be halted by a split water hose on Calthorpe. After flashing my out-of-date N.R.M.A. card at Bob Hobson, he immediately taped up the split and we drove the 60 km to West Wyalong

(Cont'd. on P.15...)

The Confessions of a Motoring Masochist (Cont'd.)

for a new hose, repairs and lunch.

Now in this town lives a remarkable member, Jim Hewett. He is a collector of all mechanical things, a driving force behind the local museum and a restorer extraordinaire. We spent the afternoon and evening with Jim viewing museum, his collection of good junk and seeing the town and a certain magneto expert in our group came away with a load of spares.

Incidentally, one member of the group lost his way and went direct to West Wyalong via the Newell Highway and began to brag of the speed of his Ford as compared to our slow veterans.

Wednesday was a cold and windy day and the "pain" increased in intensity with the wind. We arrived in Ardlethan for morning tea. It was a typical "olde world" scene with all cars lined up outside a pretty park in the middle (and extremity) of town. Alas, Don Steer had lost his compass and successfully avoided us again. We were discussing Don's disappearance when our scene was shattered by a drover's entourage passing through town. It consisted of two Clydesdales pulling a dilapidated covered waggon festooned with pots, pans, blankets and a plastic rose - then six blue heelers and kelpies and two stray horses dragging up the rear. The drover's eyes nearly popped out when he saw our cars and we all stood amazed at his confusion of gear and animals.

Well, Ardlethan was overwhelmed with all this activity of Veteran cars, drover's waggon plus 600 head of hungry cattle in town for lunch.

We then struck out to the tin mine 7 km out of town and met Tasmanian V.C.C.A. member Andrew MacDougal who owns a Siddeley Deasey back home but works at the mine. He arranged an interesting tour for us before we struck out for Narrandera at 4 p.m. With 70 km to travel and one hour of light we drove hard to make town right on dark.

Thursday was spent visiting the Inland Fisheries Farm, a tree nursery, and buying ratchet shifting spanners from an old hardware store in town.

Then the drought broke and down came the rain as we left town on Friday. The "pain" reached its maximum as we pushed headlong into a 40-50 knot wind and heavy rain. I had an amazing experience on entering Junee. When travelling at 50-60 kph the road turned at 90 degrees and the wind changed from side on to head on. With Calthorpe at full throat she slowly ground to a near stop and before I could select a lower gear the car was going backwards - oh! the shame and "pain" was awful.

After Junee we then started to climb the Western Slopes and the mountains reduced the effect of those high winds. We had an enjoyable counter lunch at Cootamundra before travelling on to Young for our overnight stop.

(Cont'd. on P.16.....)

The Confessions of a Motoring Masochist (Cont'd.)

Another drivers' conference was held and it was decided to drive direct to Cowra instead of via Grenfell, and visit the Japanese Gardens and Cultural Centre. Of course Don Steer went the wrong way, but fortunately we had become used to his Irish jokes. Although we did not believe the furniture van owner who said he was contracted to carry this North Shore Tycoon's vintage Ford between overnight stops and the Tycoon forgot to give him the route instructions.

Cowra to Bathurst proved to be 110 km of up hills and down dales and I felt very vulnerable as those speedy machines all overtook me by Carcoar. The "pain" was now at full pressure on this motoring masochist.

Bathurst was our final overnight stop and all enjoyed an "End-of-Rally Dinner" and celebrated Robyn Ward's 21st birthday (that's all she looks!) with cake, candles and bubbly.

A 7 a.m. start was arranged for a few of us on Sunday morning. It was wet and dull as we left Bathurst and it deteriorated into a sloshy, dirty, foggy and cold trip to Lithgow.

Then the final stab of "pain" came to me as Calthorpe began the climb up Mount Victoria. She stopped! It took about five minutes to perform an "Houdini" and get out of the sacred cow, check fuel and re-start. But alas, fifty metres on she performed a Dame Nellie Melba. There Anne and I stood surveying the scene, Calthorpe parked near a cavernous drop with a brick behind a wheel, stomach ablaze - blood pressure slightly raised etc. - have you also experienced masochistic pain?

Then out of the woods galloped Robin Hood in one of those tiny Japanese utilities. "In trouble? Tow you up the hill?" Within five seconds flat he had a one-ton anchor attached and me sitting in Calthorpe calculating our combined reverse speed down Victoria Pass when that little motor gives up. No problem at all to the little ute and as soon as we reached the top Calthorpe fired up again. The only diagnosis I can make of her reticence to climb that hill was stage fright.

Of course, from Katoomba to home it was all down hill and instead of writing this stupid article I should be out in garage cleaning that sacred cow!

- BOB BAXTER.

P.S. It is to be North Coast and warmer weather for our 1982 tour.

P.P.S. (Bob forgot to tell us that in the rush to get on the end of the tow up Mt. Victoria, he left his hat hanging on the radiator mascot. After starting off, Anne decided to rescue said hat, so climbed out and sidled along the running board and retrieved same, while the car was still in motion. Next step was to get back inside the cab. Easier said than done and we can imagine the picture, Anne hanging on precariously until they arrived at the top and Bob (probably with a bit of a grin) unable to do a thing except hand on to the steering wheel. Not quite the way to travel in a Calthorpe.)

PUBLIC AFFAIRS REPORT

A special thanks to NEIL MARTIN, KEN QUARMBY and PETER WARDS, who attended the run for Mt.

Pritchard Joggers Club from Mt. Pritchard to Warragamba Dam on Sunday June 7th.

This resulted in a donation of \$75.00 to our club.

- MEL POPE

\* \* \* \* \*

EVENTS REPORT

PRESIDENT'S DAY SCENIC & HISTORIC TOUR

Rain didn't dampen the enthusiasm for the start from the old Rose Bay flying boat base on Sunday 31st May 1981.

President George presented each entrant with a booklet containing tour instructions and a wealth of historic points of interest for the run which followed the harbour to Watson Bay then the coast line to Yarra Bay La Perouse.

Members who attended:

15 veterans:

Max Roberts

Pres. George Roberts

John Simmons

Jim Wilson

Doug Pearce

Alan Rowe

Jim Cooper

Jack Godfrey

Peter Wards

Ray Ryan

Bob Baxter

Fred Rossiter

Peter Michaels

Ford

DeLauney

Morris

Oakland

Benz

Buick

Wolseley

Ford

Hupmobile

Chalmers

Calthorpe

Studebaker

Rambler

Recycled Veterans:

R. Coulcher

John Wards

N. Martin

(Cont'd. on P.18.....)

President's Day Scenic & Historic Tour (Cont'd.)

After a soggy lunch some members attended the launching of Pedr Davis's new book, "Veteran and Vintage Cars", at Observatory Hill.

# # # # #

PRESENTATION NIGHT

74 members and friends attended the evening held at Denistone Bowling Club, Saturday 6th June, 1981. After pre-dinner drinks and a chat between friends the smorgasbord dinner was served.

Trophies were then presented. Winners are as listed hereunder:

V.V.C.A. NAVIGATOR & TROPHY -

Elizabeth Hobson - 1912 Ford

JOHN BURKE - OFFICIALS' TROPHY -

Noelene Thomson

ALAN ROSE-BRAY - HARD LUCK TROPHY -

John and Ann Simmons - 1915 Morris

V.C.C.A. MOTOR CYCLE TROPHY -

Bill Stewart - 1917 Harley Davidson

V.C.C.A. 8-CYL. TROPHY -

Insufficient starters.  
(8 cyl. cars included with 6 cyl. Trophy)

BROADWAY MOTORS 6-CYL. TROPHY (COMBINING 8-CYL.) -

Frank and Josephine Nissen - 1915 Cadillac

GEORGE GREEN 4 CYL. TROPHY -

Victor and Adele Jacobs - 1913 Fronty Ford

FRANK KLIEN - TWIN CYL. TROPHY -

Bill and Rhonda Trollope - 1912 Renault

SANDY HOLMES - SINGLE CYL. TROPHY -

Peter Hill - 1905 De Dion

W.T. COGGINS - SECOND OUTRIGHT WINNER -

Victor and Adele Jacobs - Fronty Ford

LEN MASSER TROPHY - OUTRIGHT WINNER -

Frank and Josephine Nissen - 1915 Cadillac

V.C.C.A. CONCOURSE D'ELEGANCE -

Lyndon and Margaret Benham - 1909 Wolseley Siddeley

(Cont'd. on P.19.....)

Trophy Winners (Cont'd.)THE ROSE-BRAY SHIELD CONCOURSE D'ETAT -

Peter and Robyn Wards - 1916 Hupmobile

LEN SHEEN CONCOURSE D'ELEGANCE -

John and Sue Wards - 1915 Ford

# # # # # #

1981 BLUE MOUNTAINS RALLYPOINT SCORE

ENTRANT	VEHICLE	QUESTIONS - POINTS OUT OF 32	SUB-EVENT OUT OF 640	TIME	TOTAL POINTS LOSS
F. Nissen	Cadillac	9	40	9	58
V. Jacobs	Fronty Ford	20	32	9	61
A. Garthon	Delahaye	8	29	36	73
M. Johns	Sunbeam	12	61	1	74
K. Carden	Clem. Bayard	14	61	8	83
M. Roberts	Ford	9	69	13	91
G. King	F.L.	9	87	2	98
A. Blevins	Wolseley	11	82	9	102
B. Thew	Hupmobile	9	29	70	108
J. Eisenhauer	Fiat	8	74	26	108
K. Quarmby	Hupmobile	7	108	0	115
N. McIntosh	Vauxhall	6	108	10	124
R. Tunbridge	Ford	32	65	29	126
R. Newman	Talbot	11	102	25	128
N. Lewry	Ford	26	91	14	131
J. Sandy	Hispano	32	81	19	132
R. Jones	Clem. Bayard	16	76	42	134
M. Bendeich	Chalmers	19	107	9	135
R. Baxter	Calthorpe	6	114	19	139
J. Dance	Talbot	4	85	53	142
G. Roberts	R.R.	28	77	38	143
N. Preston	Talbot	6	131	10	147
J. Wards	Ford	3	137	8	148
K. Moss	Cadillac	22	127	2	151
J. Vanstone	Metallurgique	3	143	15	161
W. Maunsell	R.R.	19	66	88	173
B. Burrows	Hispano	8	141	24	173
A. Foy	Vauxhall	5	151	22	178
P. McGrath	R.R.	18	150	26	194
D. Manhart	Hurtu	9	149	40	198
J. Godfrey	Ford	2	176	27	205

(Cont'd. on P.20.....)

## 1981 Blue Mountains Rally Point Score (Cont'd.)

ENTRANT	VEHICLE	QUESTIONS -		TIME	TOTAL
		POINTS OUT OF 32	LOSS OUT OF 640		
B. Quick	Star	6	177	29	212
J. Pickup	Studebaker	9	168½	46	223½
B. Hobson	Ford	5	202	20	227
B. Trollope	Renault	4	220	6	230
J. Wilson	Oakland	14	207	9	230
J. Hill	Sunbeam	16	212	6	234
P. Hill	De Dion	6	134	119	259
T. Cook	Clem. Bayard	5	191	68	264
B. Spraggon	Renault	7	206	55	268
S. Garrett	Austin	8	143	118	269
M. Garthon	Rover	5	207	85	297
W. McCarthy	Vinot	12	266	29	307
A. Garland	All days	25	198	97	320
J. Cooper	Renault	16	234	89	339
W. Merton	Renault	22	177	167	366
M. Chapman	Wolseley	18	354	44	416
R. Ryce	Chalmers	9	418	79	506
S. Garrett	Vauxhall	18	540	20	578
L. Benham	Wolseley Sidd.	13	576	15	604
J. Simmons	Morris	18	603	5	626
B. East	Studebaker	23	594	16	633
D. Steer	Wolseley	9	574	56	639
N. Johnson	Ford	25	579	92	696
L. Sheen	Humber	32	640	49	721
G. Cole	Stanley	32	640	97	769
B. Stewart	Harley Davidson	11	640	121	772
D. Bean	Vauxhall				00
R. Roberts	Napier				00
L. Johnson	Clement				00
N. Gullick	M/C				00

(N.B. Entrants who are not mentioned did not hand in Question Sheets.  
 Please send all queries to Bill Maunsell complete with \$35  
 processing fee (inflation has crept in). Proceeds to Building  
 Fund.)

# # # # #

NEXT EVENT:

VETERAN CAR & MOTOR CYCLE 1 & 2 CYL. RUN

& GYMKHANA

SUNDAY, 21ST JUNE 1981

Assemble: 9.30 a.m. Apex Park, Cnr. Stacey Street and Hume Highway, Greenacre.

Finish: Area #5, Cattle Duffers Flat, Henry Lawson Drive, Picnic Point, opposite River Road.

Gymkhana for all veteran vehicles - irrespective of number of cylinders.

- NEIL MARTIN,  
632.5047

\* \* \* \* \*

BITS AND PIECES

Who is the member that has turned up a week early for meetings twice this year? Is he just enthusiastic or does he have a latent desire to join the Buick Car Club!

What must surely be the understatement of the year is the closing paragraph of George Green's article in last month's SPIT AND POLISH page 11, ".....and over the past twenty years I have collected a few veteran and vintage and p.v.t. cars.....". --- A FEW !!!!

# # #

For the uninformed, the following details of a rare car:

M.A.B.

Made in England 1906-1911  
A 16/20 h.p. car from cycle  
makers A.G. Fenn of Mortimer  
Market, London.  
MAB = MORTIMER AUTO BIKES

(Sorry, nothing technical available).

(A member was asked recently why - after 17 years - he hasn't finished restoring his car. ANSWER: "I am waiting for the Committee to officially date the car so I will have the right body when it's finished. ")

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

WANTED TO SWAP: (OR WILL PURCHASE)

WANTED FOR 1910 INTERNATIONAL BUGGY wheels, springs, engine oiler, magneto, any body panels and hardware.

AVAILABLE FOR SWAP: 1907 4 CYL. RENAULT engine, front axle, chassis, bonnet.

- ROGER YOUNG,  
225 MERRILL AVE.,  
ROCKHAMPTON. Q. 4701

# # # #

ALL STATES

WANTED: Pair of 7" Rushmore gas headlamps. Will purchase or exchange any of the following:

Pair of C.A.V. Model F electric headlamps  
Pair of large gas headlamps  
Dashboard sight lubricator  
Rushmore gas generator

WANTED: Pair of Lucas King of the Road sidelamps.

1 P & H sidelamp No. 1000

Will purchase or exchange various types of sidelamps, including a pair of Ford T square brass sidelamps.

FOR SALE: 1912 Austin steering box, column etc.

- G. KNOEDLER,  
10 KESWICK GROVE,  
VALENTINE. N.S.W. 2280  
(049) 46.7183

# # # #

## MANAGEMENT COMMITTEE 1980-1981

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VICE PRESIDENT	-	Len Sheen - Phone: 427-4198 (H)
VICE PRESIDENT	-	Barry Thew - Phone: 638-1155 (H)
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EVENTS ASSISTANT	-	Peter Wards - Phone: 871-3871
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PHOTOGRAPHER	-	Arthur Porter - Phone: 605-2016 (H)
INSURANCE OFFICER	-	Vic Jacobs - Phone: 699-6666 (B)
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