

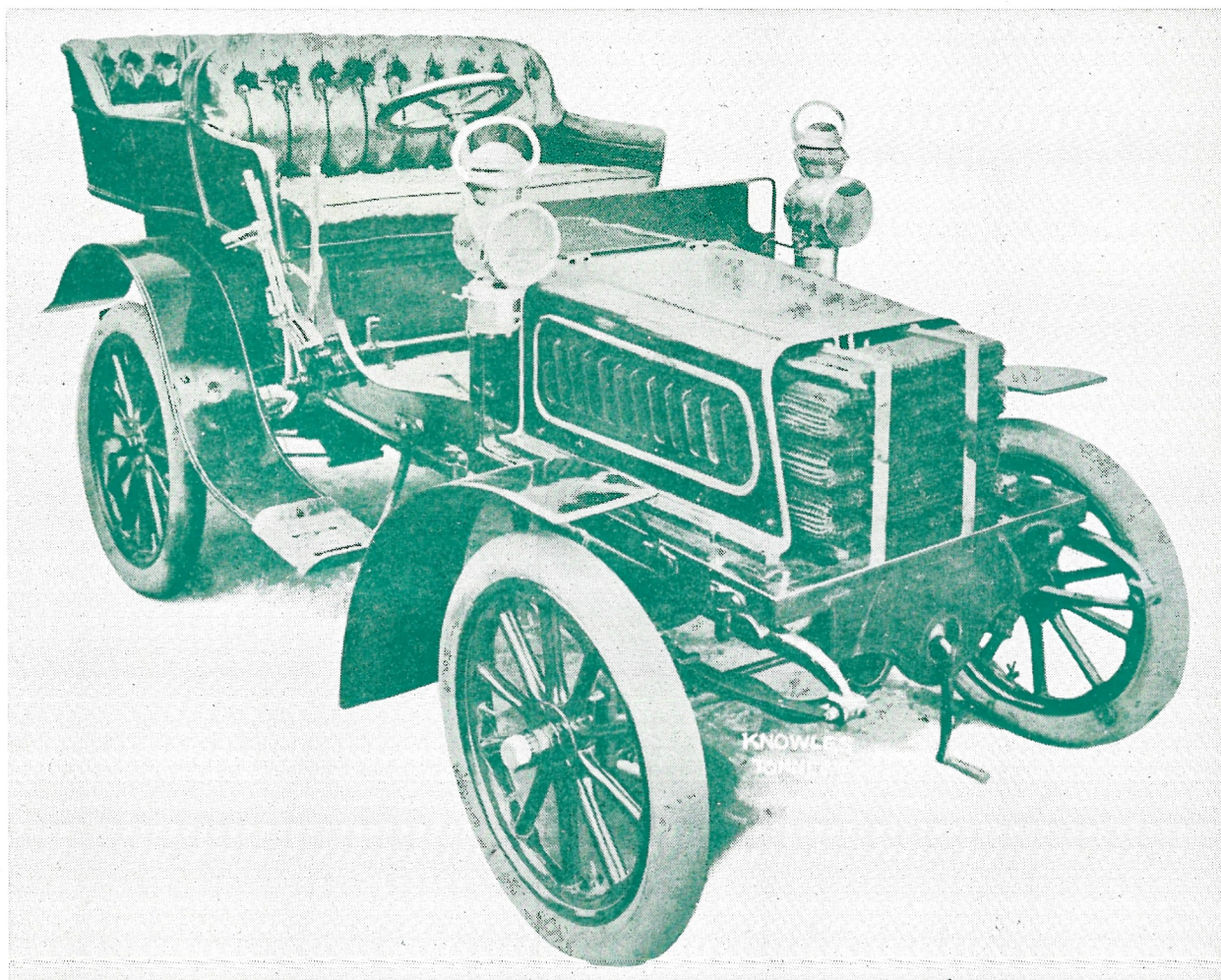
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

* MARCH, 1977, VOL. XVIII No. 9

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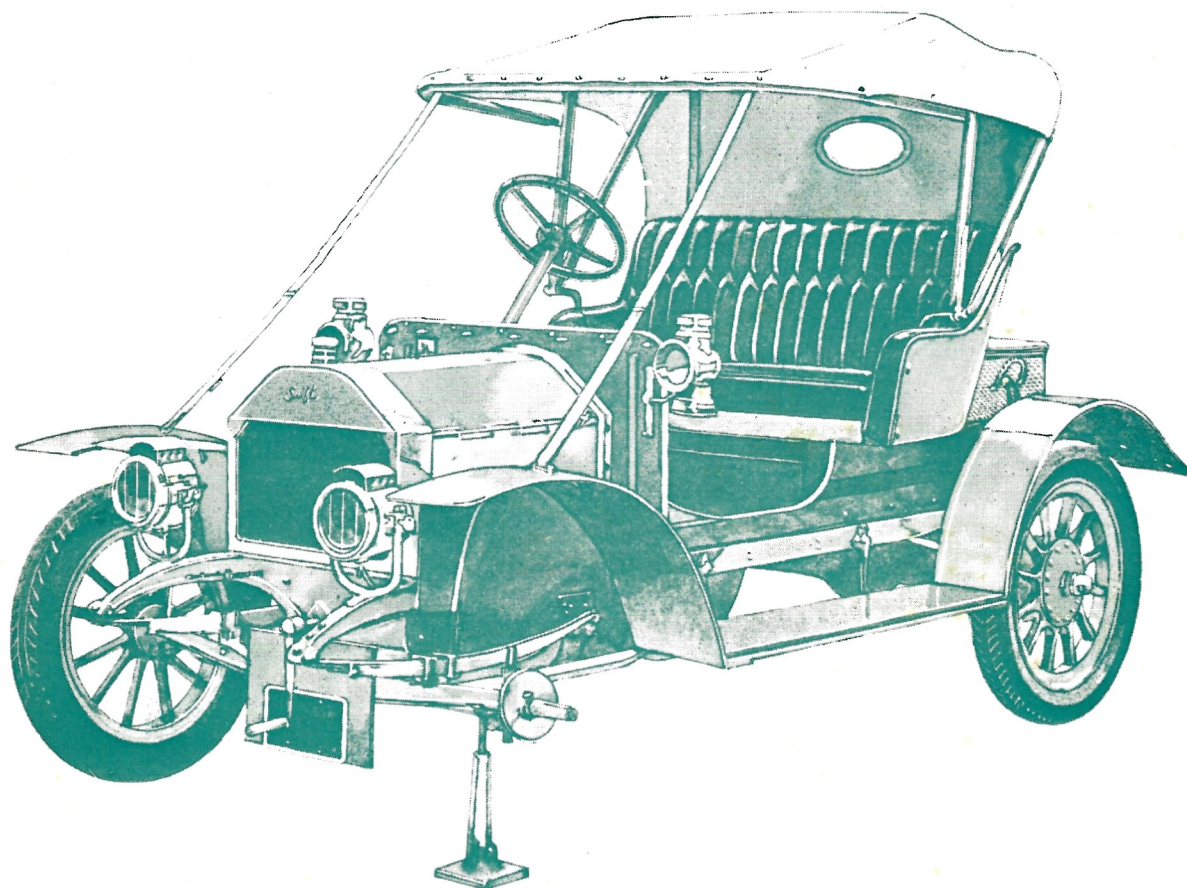


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SPIT & POLISH



PATRON:

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

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

Vol. XVIII No. 9

March 1977

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The next General Meeting of the V.C.C.A. (N.S.W.) will be held in the Clubrooms on THURSDAY, 24TH MARCH, 1977 at 8.00 p.m.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



Thank you for your letters on the topic of vintage cars and our Club.

These views may stimulate members in their deliberations - and deliberations there should be - because we live in changing times so that a decision made about 25 years ago may not necessarily be the one which should remain unchanged today.

The question from the floor at the February meeting regarding an "official Committee "view" was rightly answered by President Len when he said that there was no such "view". As one of your Committee members, and charged with operating this magazine, I must take the opportunity to tell you that there is no hard core of opinion either way in that body.

Discussion has been free of rancour and you can be assured that the Committee is there to serve members' best interests, hence the request for your comments rather than the issue of a decision from a small group, however representative that group may be considered. It is not an exercise in buck-passing but a genuine try to allow the operation of a democratic process.

Consider your option carefully, with the knowledge that the issues settled now will affect the Club for some years with little hope of rehashing following this forum.

EDITOR

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.) HELD ON 24/2/77 AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK.

PRESENT: 63 members and 2 visitors.

Meeting declared open at 8.20 p.m. by Chairman, L. Sheen, and visitors welcomed.

APOLOGIES: V. Jacobs, A. Garthon, G. Green and D. Saville.

MINUTES: The minutes of the General Meeting of 27/1/77, having been circularised in SPIT AND POLISH, were confirmed as a true record on the motion of P. Wards, seconded by L. Baxter. CARRIED.

TREASURER: The Treasurer's Report was accepted on the motion of D. Berthon, seconded by W. East. CARRIED.

CORRESPONDENCE:

Letter and photographs from Alan Ryan of Inverell for dating of Chenard-Walcker.
Minutes of Annual General Meeting and the February Meeting received from the Newcastle Branch.
Letter of thanks for attendance at the Rocks from the Sydney Cove Australia Day Committee.
Letter from Hunter Douglas to advise that Mr. C.L. Stewart has passed away.

Moved D. Manhart, seconded G. King, that correspondence as read be received.

CARRIED.

INVESTIGATION & DATING: No report.

C.V.V.T.M.C. The Annual Swap Meeting is to be held on Sunday, May 29th at Grace Bros., Chatswood.

It has been advised that the Technical College Painting Course has been called off this year due to lack of funds.

Saturday, 2nd April, Easter Parade at 4.20 p.m., cars needed for showgirls.

Letter re car for sale with three digit number plate.

Meeting of Vintage Federation postponed until July 1977.

The Treasurer advised a present bank balance credit of \$1,707.27. Letters have been sent out to all member clubs requesting their annual subscription of \$5.

Warwick Farm takings \$1,285.22, costs \$886.52, net profit \$398.70. Next meeting at Warwick Farm will be 11th September, 1977.

The Bush Council Rally will be hosted by the Parkes Antique Motor Club on April 8th, 9th, 10th and 11th.

The Insurance proposal submitted by Reg Hulse has been accepted.

The Gundagai Motor Club has been accepted as a member.

The Austin A40 Club has been rejected.

The Vintage Motor Cycle Club have reported that another club is using their name.

G.M.H. Day will be 24th April at Greens Motorcade Museum.

The Motor Transport Department is asking for a name for post-Vintage cars through the C.V.V.T.M.C.

(Cont'd. on P.4.....)

EVENTS: The Blue Mountains Tour is now ready to go.
March 13th Brighton Run. 10.00 a.m. start at George Street North
with lunch at Brighton Hotel. J. Wilson is organising.
March 19th (Saturday) Castle Hill Show at 7.00 p.m.
March 27th Concourse Day at Tempe.
Easter Tour to Robertson - start 10.00 a.m. at Cross Roads.
May 14th Presentation Night.
Westfield Rally in June.

MAGAZINE: Request for controversial letters.

SOCIAL SECRETARY:

20th March - Champagne Breakfast at Ramsgate.
14th May - Presentation Night at Drummoyne Bowling Club.

REGISTRATIONS: No report.

CLUBROOMS: The yard at 136 has now been cleared up, thanks to G. King.
Covering material is now required.

INTERNATIONAL RALLY: Entries are now close to the limit. A survey of the
route is to start on Wednesday, 2nd March and will take one week.

LIBRARIAN: No report.

PUBLIC RELATIONS: Part 2 of the Shell Early Motor Racing Series is to be shown
at this meeting, with Part 1 to be shown at Katoomba.

A request was made for seats in veterans for guests on Katoomba Run.

The Westfield Rally is to be open to the driver and his immediate
family with all expenses paid. B. Thew has been appointed Rally
Director. 2CH have approached the Club with a proposal for the Motor
Show.

PHOTOGRAPHER: No report. L. Sheen advised that we have been approached by
Fred Hoskins of Bay Series Calendars for photographs.

GENERAL BUSINESS:

President advised that Eileen Sykes is in Calvary Hospital at Sans
Souci in a serious condition.

B. Bronk spoke against acceptance of Vintage cars. D. Manhart spoke
for the acceptance of Vintage cars provided that a Veteran car was
also owned. It was moved by B. Bronk and seconded by W. Maunsell that
the discussion on acceptance of Vintage cars be finalised at April
Meeting.

CARRIED.

Peter Adams spoke about the questions and answers in SPIT AND POLISH.

As there was no further business the meeting closed at 9.25 p.m.

E V E N T S

March 20th Social Day
 March 27th Concours Day - Vaucluse House - 11 a.m. - West Paddock

NOTE CHANGE OF VENUE !!

April 8-11th Easter Tour Robertson - meet at Crossroads, 10 a.m. Friday
 May 7th Presentation Night - Drummoyne Bowling Club - see Social Column for details
 May 29th Grace Bros. Swap Meet, Chatswood
 June 4, 5th Westfield Rally

THE WESTERN TOUR

Frank Nissen has surveyed the route and some changes to the proposed itinerary have been made. The Tour will now be:

Saturday, 14th May Start Miller's Prospect Hotel - to Bathurst overnight.
 Sunday Via Cowra to Canowindra overnight.
 Monday Via Eugowra to Forbes overnight.
 Tuesday Sightseeing Forbes and overnight.
 Wednesday Via Grenfell, Young and Temora to Harden overnight.
 Thursday To Goulburn overnight.
 Friday Sightseeing Goulburn and overnight.
 Saturday Return home.

As accommodation has been tentatively booked and is limited, please forward your \$50.00 cheque (made out to Veteran Car Club of Australia, N.S.W.) to Frank Nissen, making sure that you detail the accommodation required.

NOTE: CHEQUES TO FRANK BY 1ST APRIL - OR MAKE YOUR OWN ACCOMMODATION ARRANGEMENTS.

'Do you like my new car? It's fully automatic and has a caravan on the back.'

'What do you want a caravan for?'

'I don't want it, but the hire purchase company has got a branch office in it.'

THE BLUE MOUNTAINS TOUR

Of course over the years we have become accustomed to little troubles, but it was really good to be free of rain, particularly at the start. As the weather had fiddled about for the previous five days and had then become unstuck on the Monday, it was a remarkably close go.

Approaching Prospect there was the usual feeling of seeing the hardy perennials and wondering who else would be there. Among the early stalwarts we soon spotted Ken Moss, Jock McGowen and Albie Frost, the last named with his hair colour and his surname being about the same. And of course, Col. and Paula Bryson.

The Chalmers can claim a sporty look, helped by its monocle windscreen and a sporty sound with that ample exhaust pipe. We understand that it can now lay claim to being a recovery vehicle. Apparently the Hillman had the misfortune to go too close to some soggy ground, and had its mobility sadly restricted. The Chalmers got it back to solid ground, but with such torque that Michael finished with two tow ropes, whereas he had started off with one!

Noticed that Toby Bent had changed from a Studebaker to a Stud Breaker, but he still wore that inscrutable Sphinx-like smile.

George Campbell, after a thorough ducking twelve months ago, decided to go it alone, and took the Argyll. Good to see her on the road again after all this time.

We have nothing but praise for Reta and Bill East for their participation in these tours. Of all the car clubs in this state it can be said with confidence that we must surely have the youngest oldies still active in mobile events. Jolly good luck to them - good to see it!

Dad Spraggon and his "son" John P. were heard and seen, respectively, at various times and places. Good to have seen the Renault on the march again. It would appear to have been the last down the mountain on Sunday afternoon, but that is no disgrace, naturally.

Why did we take so long to think of inviting the Dunns to join us? They gave the impression of having the time of their lives. We could bet that Len has not seen so many gems in a weekend as he saw this time. (We still can't work out why he persists in looking for gems when he owns Gwen!)

There were two cases of 'change of air' which reached our notice. Frank Nissen while driving and George Roberts while stationary. Apparently George stopped the Rolls Royce near the Everglades turnoff and as he watched, a tyre deflated itself.

Good on Norma Heath. She made it - with Joe, of course! We heard that she was determined to make it this year, even if it meant being carried.

Memories of the early days were recalled when we saw Lionel Jones and the Hupp on Sunday morning.

Blue Mountains Tour (Continued)

And speaking of the Jones, there was the 'event'ful Hemi Clemmie. How does Reg retain permanently those two spares?

While on the Clemmies, there was Bob Newman's Clemmie Talbot giving a shuttle service between Wentworth Falls and Everglades.

The Metallurgique of Jeff Vanstone made its usual effortless cruise. No noise, no fuss, no trouble. (But no adventure, either!)

And so the Sunbeam was trailered back from Leura! Bad luck for Jack Hill, who told us that the trouble was apparently in the differential.

The bike enthusiasts always give the impression that they run their vehicles on kindness. They always seem such a bright happy section of the tour.

Disappointing to notice the Star's absence, and saddening to know the reason for it. We always feel that our Club is a family affair, and with one of the 'family' in such travail we feel a little brownd off. But that, unfortunately, is part of life itself, and, as the theatrical people always assert: "The show must go on."

Ever experienced the feeling of having Tilly breathe down your neck as she champs at the bit trying to carve out her 35 m.p.h. down the mountain raod? You try it some time!

Some will have heard about Lesley Hardman's fall and her subsequent trip to the casualty section of Katoomba Hospital for some stitches and observation. But how many know the sequel? We heard via the grapevine that Dad took the Daimler home, as the patient was to be at the hospital till late afternoon, and he was to return with the family car. Half-way down Lapstone Hill the staggering thought surfaced in his mind, that he had failed to take the car keys with him. "Oh well, not to worry. Too far to go back now." On arrival home he got working on the car with jumper leads but was hit with the sobering thought that the car key was necessary in order to give him steering. So, after some head scratching he was helped out of his dilemma by a Christian act perpetrated by a neighbour, who let Bill borrow his car. What nice neighbours some fellows have! This must surely be one of the two occasions upon which one drives with particular care the other occasion being when one realises that the insurance policy is overdue.

As an aside, some will remember that many years ago Mossie took a late run up the mountains - with a trailer, having had to return home for it in a great hurry. Mossie himself could give a better account of the episode than we could. Ask him some time.

J.S.

KATOOMBA RALLY 1977

A lot of people are to be thanked for helping me with this rally. Officials, Mel Pope, Len Baxter, Barry Garth, Warren Irish, Neil Martin, George Sevenoaks (Starter), John Corby, Jim Weir, Barry Saward, Len Sheen, John Wards and a special thanks to my wife, Robyn, who really organised the whole rally.

Also a special thanks to Sue Wards, Merryl Godfrey, Robyn Wards and Mum for cooking all the cakes etc. for morning tea and many thanks to my sister, Nancy and her husband Warren for the use of their place for morning tea - I don't think anyone went hungry. And also thanks to Ann Irish for serving all the tea and drinks etc.

A lot of thanks to Barry Saward who, after working Saturday, came up on Sunday with barbecue meat etc. in trailer, plate kindly supplied by Ron Selig and with help from wife, Mary, set up for our lunch.

Thanks to cooks, Barry Saward, John Wards, John Corby, Jim Weir, Ray Hill, Barry Garth, everybody had plenty to eat and drink.

AND A VERY SPECIAL THANKS TO THOSE UP ABOVE WHO SUPPLIED THE GOOD WEATHER.

Regards,

P. WARDS

OBITUARY

With regret we learned of the death of Eileen Sykes on Wednesday, March 9th. Eileen will be sadly missed but fondly remembered by members as a cheerful person in the face of disabilities. Our sympathy goes to Jan who has had the shock of father Laurie's death followed so closely by the passing of Eileen.

BACK ONE DECADE

From SPIT AND POLISH March 1967

The February meeting at the Royal Aero Club, Bankstown, considered whether advertising on cars was permitted and admitted the H.G. Palmer Rolls Royce.

Castrol and Rothmans were to sponsor the Mountains Rally.

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

Back One Decade (Cont'd.)

Jim Eisenhower's name appeared as a new member.

Bill Maunsell appealed for a 1918 Model T engine which disappeared from Artarmon. Did you ever find it, Bill?

S O C I A L C O R N E R

Champagne Breakfast, 9.30 a.m., Cook Park, Ramsgate. \$5.00 per head, 20th March - Dress formal if possible, otherwise come as you are. Vehicle, Veteran if possible, otherwise, shank's pony or whatever. Bring your own knife, fork, champagne glass and table and chair.

Presentation Night - 7.30, Drummoyne Bowling Club (to be confirmed) 7th May. \$6.00 per head - sherries and savouries and 3-course meal - music.

We trust Melanie Hardman has recovered from the nasty bump on the head she received whilst enjoying the Blue Mountains Rally.

Another casualty at the Blue Mountains Rally was Reta East who had a fall. We sincerely hope Reta is O.K. and look forward to seeing her at future meetings.

SCENE SOCIALLY

Mel and Annette Pope staying in the Honeymoon Suite at the Everglades!!!

#####

Mike and Denise Bendelich also in a Honeymoon Suite, but I understand the Wards boys were a bit late with this pair.

#####

Ross Marshall and family on the Rally - perhaps the Marina sank.

#####

Jack Godfrey taking time out on the Rally to sign the rego. papers for newly acquired Range Rover. (So that's why he nominated lowest speed average on Rally Paper.)

B.S.

The nervous motorist stalled his engine at some traffic lights and frantically tried to restart it as the lights changed from red, through amber, to green and back again.

A policeman watched this performance for several minutes before strolling across and asking, 'What's the matter? Haven't we got a colour that suits you?'

1ST ANNUAL WESTFIELD VETERAN CAR RALLY TO WOLLONGONGSATURDAY 4TH, SUNDAY 5TH JUNE, 1977

Some places are still available in this event.

The Rally will be fully sponsored and will include the following:

* Petrol and Oil; * Lunches, Saturday and Sunday; * Dinner, Bed and Breakfast on Saturday Night, Motel Accommodation; * Trophies for each speed class winner.

In addition the Club will receive a donation based on \$40.00 per car

participating, e.g. 70 entries max. \$40	=	\$2,800
5 official cars \$40	=	\$ 200
		<hr/>
		\$3,000
		<hr/>

Entries will be limited to 70 cars max. with 2 average speed categories:

20 m.p.h. - Class 'A' - 20 cars max.

26 m.p.h. - Class 'B' - 50 cars

Route as follows:

Saturday Westfield Hornsby to Westfield North Rocks to Westfield Burwood
Westfield Miranda Fair and Lunch. Then to Sublime Point Lookout
to Wollongong to Westfield Figtree and finish - 77 miles.

Sunday Westfield Figtree to Wollongong to Appin to Westfield Liverpool to
Westfield Parramatta Lunch and finish - 58 miles.

The Rally, whilst competitive, has been designed with a leisurely format in mind with ample time at controls and lunch stops.

Conditions of Entry:

The Rally is intended to be a family event and will be fully sponsored for the Driver and his immediate family.

Those members not married or whose wives are unable to attend may nominate a navigator of their choice.

Drivers and Navigators will be required to wear some form of advertising material during the Rally, probably in the form of a Denim Coat and Cap with advertising decals on them. These would remain the property of the wearer after the Rally. To fulfill our agreement with the Sponsors, all garments must be worn during the Rally, otherwise entrants will be subject to disqualification. Entrants can rest assured garments will be tasteful and fashionable.

WESTFIELD VETERAN CAR RALLY TO WOLLONGONG

4TH, 5TH JUNE, 1977

ENTRY FORM

Driver..... 'Phone:

Address.....

Navigator.....

Car Make..... Year.....

Horsepower..... Body Type.....

Average Speed Class 'A' - 20 m.p.h. (20 cars only)

'B' - 26 m.p.h.(Tick Reference)

Accommodation required for:

1. Driver and Navigator as above

2. Children - Name Age

.....
.....
.....
.....
.....

(Large families will be allocated a family room where possible and/or an adjoining room where necessary.)

Clothing Sizes: Driver Jacket Size

Hat Size

Skivvy Size

Navigator Jacket Size

Hat Size

Skivvy Size

POST TO: D. Berthon,

3 Bombardiere Place,

BAULKHAM HILLS. 2153

'Phone: 639.0603

Plus \$2.00 Entry Fee.

LETTERS TO THE EDITOR

'Dear Sir,

Having given considerable thought to the suggestion of admitting Vintage vehicles to the Veteran Car Club, I have come to the one firm personal decision: NO. If we were a poor club, by that I mean poor in membership and poor in finances, it would be a different matter, but in fact we are unique in the Old Car Movement having a solid membership in excess of 300, and our financial position better than any other old car club in N.S.W.

I can see the logic in Veteran Car Clubs in other States with only small numbers of Veteran cars having to admit Vintage vehicles to build up their membership to make the club a viable proposition, but this does not apply to us. We all know that the average Vintage car is probably more comfortable and easier to drive than a Veteran, so I could visualise that in a comparatively short time many more Vintage than Veterans would be attending our Events and the whole structure of our club would be undermined. What would happen to our glamour Blue Mountains Rally if half or three quarters of the cars were Vintage? This would make a complete farce of our Veteran Car Rally.

To me the position is crystal clear - the Veteran Car Club for Veterans and the Vintage Clubs (of which there are at least three) for Vintage vehicles. Let us carry on then as we have in the past; a club exclusively for Veterans - The Veteran Car Club of Australia (N.S.W.).

JACK DANCE'

'The Editor,

Some observations on the admission of Vintage and Post-Vintage vehicles to the V.C.C.A.:

Where members of the Club own more than one vehicle, they tend to use their most modern and fastest one for Club Events. If events are for both Veteran and Vintage, the older cars are at a distinct disadvantage. If there are separate events, it generates friction and develops factions within the Club.

Where is it to end? Clubs in New Zealand, which already have Veteran and Vintage Cars, are now planning to include cars 20 years old -- built after 1931. And it is to be noted that there have already been splits in the New Zealand Clubs, such as the break-away Horseless Carriage Club, and it would appear that quite some bitterness exists between members.

Concours events are "bones of contention" due to the greater scope of the late models to show up well, but perhaps this would be offset by the quaintness of the Veterans.

On the other side of the coin, the larger Club has more finance and more power, but surely a better arrangement is to have separate clubs for the individual periods, i.e. Veteran, Vintage, Post Vintage etc., and come together for some events such as Warwick Farm where a common link is required for an

Letters to the Editor (Cont'd.)

impressive display, and where we can all see the vehicles which belong to the various clubs. Another example of this was the Macquarie Town display to a lesser degree.

In the event of large numbers of Vintage Cars being admitted, the Veterans could be voted out of events, or relegated to a secondary position.

N.S.W. at present has the numbers of Veterans to carry out our own functions, whilst other States may possibly have difficulties. Does this have to be a decision on a National level, or are we free to make our own individual decision at this stage?

Originally, after my first visit to the 1965 N.Z. Rally, I was all for the amalgamation of Veteran and Vintage Clubs as a more powerful and financial association to promote our chosen hobby, but I must admit, on careful consideration, there appear to be many pitfalls and -- for the N.S.W. Club at least -- I feel it would be wise to "make haste slowly" and it behoves all our club members to give all their efforts into considerations of the "pros and cons" before making their decision.

DON STEER'

'Dear Sir,

VETERAN ONLY, OR VETERAN AND VINTAGE

To be or not to be?

The issue is a very important one, and as such, has inspired one of the most interesting controversies that has arisen during my 8 years (short?) association with the Veteran Car Club. It has prompted free and open discussion among a wider range of members than any other matter that I can recall (even the Club's major financial undertakings of recent years). This must be applauded as the most effective way for members to formulate their ideas, and thereby establish and safeguard the true needs of the Club to maintain its premier position. It is only through honest unemotional discussion, and listening (and I mean listening) to every member's point of view that a clearer picture of what should be the right move begins to emerge.

And of course it is only a matter of judgment as to what the right move should be - only history will show whether or not that judgment is sound.

But it is not at all constructive to take the "safe" way out, ignore all suggestions for change, and leave things exactly as they are simply because the future may not be predictable. Nothing stays the same forever, and at times just to "sit pat" on a good thing is to go stale, and have the good thing go stale with you.

To ask why this subject is prompting so much general discussion and interest, is to know the answer - that the integrity of purpose of the Club

Letters to the Editor (Cont'd.)

is involved, and that is, of course, fostering the Veteran Car movement, and none other.

No genuine member of this Club would allow that basic purpose to be eroded, or placed in jeopardy.

So I think it can be agreed that protection of the purpose and control of the Club is the vital point in this (or any) matter, that is:-

- (a) The purpose of the Club - for the Veteran Car movement.
- (b) Control of the Club - by members as at present defined.

I believe that Vintage cars can be registered on this Club's plates without altering, or in any way endangering, the two points above, using the following guidelines:-

1. Registration of Vintage Cars to be limited to
 - (a) Vintage cars owned by members as at present defined.
 - (b) Associate members after say 3 years (or 5 years or whatever) standing who would then become "Vintage members" with no alteration to voting rights etc.
(Control and management of the Club would therefore remain exactly as it is now).
2. Vintage cars as registered in (a) or (b) would be welcome to attend Veteran Car events, but would be non-competitive, the events remaining for Veteran Cars only. This is the supporting role that Vintage cars could perform with some benefit to the Club, i.e. they could supplant many of the modern cars at present used on rallies etc. as official cars, tender vehicles etc. and thus enhance the general atmosphere of events.

All the above presupposes that Vintage cars would (and must always) take a secondary role in the Club's activities. The facility of registration on V.C.C.A. plates would therefore be only a concession to members, but this could be a very valuable asset as I feel sure that there would be a revival of interest by many "old" faces who for reasons best known to themselves have drifted away from the Club.

The Club must benefit also by not placing an obligation on its members (who suffer a Vintage weakness) to seek membership and registration in another Club - or full road registration - with possible dangers of alienation of affections.

In closing, I think I should re-affirm that my own personal interest is primarily in Veteran cars, that I do not have a Vintage car ready for registration (yet) and that I will completely support whatever decision the Club makes in this matter. I await that decision with interest.

KEN QUARMBY.'

Letters to the Editor (Cont'd.)

'Dear Sir,

I suppose that many present members' interest in Veteran Motoring may have originated either during the Vintage period or in owning a car of that period at some later date and as we all know some Veterans could outpace many a Vintage machine. It might not be so well recognised that some Vintage cars are happier in the company of Veteran manufactures, as I found with the Austin Seven in New Zealand in 1972.

Not all Vintage car owners like to drive their cars fast as all Veteran members may not like to drive their cars slowly (the road across the Nullarbor is quite long) and this blending of cars and drivers can be well illustrated by a look at the New Zealand where one club caters for all cars and drivers, with regional branches having regular events for Vintage and Veteran groups with special events, often open to all, for those who relish long distances, hill climbing, racing and even camping.

The admission of later vehicles will not open the flood-gates to swamp the existing membership and a code of behaviour would bring into line those who might wish to go their own way. Later vehicle owners are not necessarily different (unwise, to quote a recent letter) but often the age of the vehicle is a matter of chance as a person entering any car club can seldom order in advance the vehicle he desires and a person buying a 1918 model but finding that it is actually several years later will be removed from full membership for reasons beyond his control.

I recommend that Vintage owners who wish to join be permitted to do so as every year all cars get just a little older and for various reasons will be taken from the road and I do not wish to see the day when the last Veteran car is put up on blocks and the Club drops from view.

PAUL W. BUTLER'

'Dear Sir,

I have received a further letter from Ray Lindsay in New Zealand who has attended two of our rallies in Australia since 1970.

As a T-Model Ford enthusiast, he would like to borrow a T-Ford to attend the 1978 International Rally but in turn is prepared to lend his T-Model Ford to any Australian Member wishing to enter in the 1980 International Rally to be held in New Zealand.

I feel sure there must be Members who may not be entering in the 1978 Rally but who would relish the opportunity of a pleasant trip through New Zealand in 1980 in the best car of all - the T-Model Ford!!!

Would any interested Members in the Veteran Car Club anywhere in Australia please write to Ray Lindsay, 129 Duke Street, Invercargill, New Zealand should they wish to take the opportunity of this "swap".

VICTOR JACOBS'

'Dear Sir,

1978 International Rally

Clarence Kay from Los Altos, California, who competed in the 1970 International Rally and promoted that rally in America and managed to convince most of the American entrants to attend, advises us this time that he is in the position that 10 couples are willing to come to Australia but only on a sharing a car and expenses basis with Australian entrants.

Anybody interested in this arrangement, would they please contact us at Rally Headquarters, 25 Regatta Road, Five Dock, 2046.

NOTE: Editors of other clubs' magazines may reprint.

MAX ROBERTS,
Rally Director.'

'Dear Sir,

We have received a letter from a Mr. Robert H. Schill, P.O. Box 52, Hinsdale, New Hampshire, 03451, U.S.A., who is very interested in our forthcoming '78 International Rally.

He was wondering whether any of your members would be interested in either:

- (a) Lending Mr. Schill a car to drive on our '78 International in exchange for the use of one of his cars in an American Tour.
- (b) The loan or rental of a member's car to be used in the '78 International.

Any members interested should contact Mr. Schill direct.

MAX ROBERTS,
Rally Director.'

* * * * *

CARAVANS

Caravans are all but complete nowadays, carrying everything wanted on the tour. In fact, owners do not make a feature of the amount of gear they carried by emphasising the fact that they left the kitchen sink at home, as that article is now carried by the average 'van.

However, one of the earliest caravans was built about 1907. It was 30 feet long, carried the owner and his wife, a piano, and two servants in separate quarters.

It is probable that there were blinkers, being the eyes of passers-by as it made its way along the road.



Now it can be surmised that Peter Wards has learnt a special kind of rain dance - the one which operates in reverse. How else could the Mountains weather be charmed?

Where was Vic Jacobs? Organising the Car Club of Jerusalem which he spoke of at the Meeting?

Other highlights of the Mountains Run:

Surprised faces as the cars jumped the speed humps at the Springwood parking area.

More surprised faces as the goodies were passed around - courtesy of the publican.

A motor bike rim being straightened using a discarded sand-shoe to cushion the hammer blows. Marvellous what one finds lying around when there is an emergency.

The EMF with Bob Winwood-Smith and wife from Forbes and John and Violet Smith from Dubbo as passengers. Good to have members come so far for the Run.

Chris. Sultana drove the Vulcan which looked very shiny - keep on attending events, Chris.

What about the Humber that was worked on and started up after the re-assembly only to be trapped in the garage by a non-operating motor driven roller shutter -- then after being liberated (by manpower), to display a slipping clutch? Disappointing for Len and Hilda.

#####

Has there been a drop in the price of yellow paint, or has the D.M.R. been unloading some road-marking paint "surplus to their needs"?

#####

Did you see the all-weather headgear worn by Petrov Eisenvodka on the Blue Mountains Tour? It is a generally accepted feeling that when driving these old jobs one needs a cool head. Jim must surely have felt a bit hot-headed during that balmy week-end.

#####

It must be pretty humid round Seaforth way, or the Wolseley has developed an alarming degree of rot in the body, otherwise how come we see a shrub growing

happily in front of the passenger?

• # # # # # # # # # # # # # # # # # #

And thinking of Wolseleys - we did not feel it to be cold enough on Sunday morning for Don to have to warm his cardigan against the radiator before wearing it.

#

A Lowlight of the Mountain Run - a two-cylinder car passing a one-cylinder car. O.K. and commonplace you'll say - but the undertaker did his run in the dirt. Tch! Tch!

#

Surprised to see Mabelene requiring a push start on Sunday midday. Good job you were not en route up Pike's Peak, Ken!

#

Approaching Everglades on Saturday heard someone say: "There you are, there's the B.S.A. stalling at the entrance as usual!" But no, we saw Mossie swinging frantically and hopelessly on the stirring stick, then some willing hands pushed the Caddie out onto the road for a clutch start. And we recalled the well known words of the judge: "There, but for the grace of God, go I."

#

Noelene Thomson doesn't miss much. She reports:

Did anyone see the quick strip of Peter Hill at the morning tea stop - done beside the DDB - a quick change from long pants to shorts! He also trailered his car from Wyong to our place in a horse float.

#

ROSTER ALTERATIONS

Change of Address:

Mr. B.R. Monckton,
4 Bertel Place,
CHAPMAN. A.C.T. 2611

Mr. R. Craze, 120
87 Pacific Drive,
PORT MACQUARIE. 2444

New Members:

Christopher Sultana 662
Lot 1, Great Western Highway,
PROSPECT. N.S.W. 2149
(Full)

George Frederick Thompson 663
The Towers, Braidwood Road,
GOULBURN. N.S.W. 2580
(Full)

Darryl Allen Blythe, 664
35 Thompson Street,
EARLWOOD. N.S.W. 2206
(Associate)

Peter Hughes, 665
713 Princes Highway,
TEMPE. N.S.W. 2204
(Associate)

OVER 250 CARS RUN IN RAINY LONDON - BRIGHTON

The world's best-known old car run is held in November every year because it was in November 1896 that the first London to Brighton Run was held. Even in temperate Britain, November is winter, and it has long been part of the "Brighton" tradition that competitors get soaked and frozen on their 53 mile drive from the capital to the South Coast resort in automobiles that mostly lack all forms of weather protection. In recent years the weather has been kind, but this year's Run brought a sharp reminder of what the Brighton can be like, as rain and hail lashed down on drivers who struggled to keep their early motor cars chuntering along on roads that were more congested with traffic than ever before.

It was, in short, a tough Brighton this year - as tough as they come - and the highest praise is due to those who displayed such skill and stamina in sticking it out to the finish. Of 252 starters, only 27 failed to reach Brighton inside the time limit, which means that despite far worse conditions, the percentage of finishers was 89% exactly the same as the year before. And this, remember, is no event for Milestones or Classics or Special Interest or whatever; this is for OLD cars. No vehicle is allowed to run in the London-Brighton unless the organisers accept it as 1904 or EARLIER, and one of this year's successful entrants was a one-cylinder Benz built in 1894.

That is the main rule of the event, and there are very few others. The competitors sign a declaration that their vehicles are fit to be driven on public roads, and although they are allowed tender trucks, these are not supposed to tail the competitors; they are required to run some way behind, to prevent undue traffic hold-ups. The cars are released from Hyde Park, London, in batches of 25 at 5 minute intervals, starting at 8 a.m. with the oldest entrant, which always carries Number One. They have to pass a time control on the outskirts of Brighton before 4 p.m. in order to qualify as finishers; this means the oldest cars have eight hours for the journey, the youngest about seven. To prevent racing there is a maximum speed limit of 20 mph, and early arrivals are liable to be disqualified. There are no class prizes and no Premier Award; just a small bronze medal for every driver who qualifies as an official finisher.

This year's entry was 290 vehicles, representing 10 different countries. What with the crowds at the Hyde Park start, the crowds lining the route all through central and suburban London and most of the 53 mile journey, and still more crowds on the seafront at Brighton, it is estimated that the unique event attracts six times as many spectators as Indianapolis - around two million, not counting those who stay at home to watch it on television. And this year it was agreed there were more than ever, whether standing, cheering and waving along the A.23 Brighton road themselves. "We brought some California sunshine with us!" one American driver was heard to say and that's certainly how it looked at 7 a.m. in Hyde Park, the light glinting on his immaculate 1900 Benz which he normally keeps in the playroom in Saratoga, U.S.A.

Along the familiar route car Number One is stationary at the side of the road it has covered a little over two miles from the start but already refuelling and topping up with oil. A further 8 miles and they have to retire the car, for the

Over 250 Cars Run in Rainy London-Brighton (Cont'd.)

second year running, having covered an even shorter distance than they did in 1975.

At the steepest part the 1900 Benz is plugging along well and Car No. 2, the 1894 Benz driven by Christopher Goldsmith and G. Noyce, which is the oldest car to finish (it made it with barely 4 minutes to spare). A Belgian entrant is causing a terrible clog-up by stubborn driving in the middle of the road with his tender truck and huge trailer immediately behind him, entirely against the rules. Also going well in its 41st run is a 1899 Benz which has been in the one family since new (and never been repainted!)

It is just after 11 a.m. as the cars are passing through Redhill that the sun shines again after one sharp rain shower, but six miles further on at Gatwick Airport, it starts to rain in earnest. Soon it is really miserable, and one feels sorry for Joe and Frank Mingolla for there is not so much as a windshield on their de Dion.

There is no let-up in the rain. It simply pours down, and some of the spectators take refuge in their parked cars. Others, with amazing enthusiasm, stay out in the rain so that they can get a better view of the passing cars.

The only change in the weather is that the rain occasionally turns into hail. I have encountered weather as bad as this on previous Brightons (I first covered the event in 1952, and don't remember how many times I have reported it) but the traffic is the worst I have ever known. For long periods we are just nudging forward in first gear, clutch in and out, or sitting stationary in a long queue that isn't moving at all and this is not in a town, but right out in the open countryside.

The first entrant to Brighton this year was the same as last year a 1898 Stephens which is the only surviving example of this unusual British car.

For a long time the weather cleared, but the rain began again at 4 p.m. finishing time approached, and the condition of some of the competitors was pitiable on arrival at Madeira Drive. They were soaked through, shivering with cold and their teeth chattered as they tried to answer the questions of the public address commentator. Bernard Garrett, who won a magnum of champagne because his 1896 Lutzmann was the first pre-1897 car to finish, told that at one point the lashing hailstones brought him to a complete halt in the middle of the road: "We couldn't see, we couldn't shelter, we couldn't do anything." Another competitor admitted it was tough. "The hail was a bit strong on our faces, sure, but I still enjoyed it and the car didn't miss a beat all the way."

One driver was heard to say that in fact the rain did him a bit of good, because when he started he was anxious about the brakes, and somehow when the water got into them it seemed to make them far more effective!

At the finish the spectators were still standing three-deep against the barriers in the wind and rain, waving and cheering as each of the last few finishers crossed the line. Looking at this extraordinary display of enthusiasm, both by drivers and spectators, one has to be right about nostalgia - it seems to bring pleasure to a great many people.

N.T.

THE TARRANT

Our Club badge depicts a Tarrant Motor Car. We feel that some of the members of old standing may be a bit rusty on the details of Harley Tarrant, while the newer members can hardly be expected to have learnt much of this interesting Australian.

He started life in Victoria in 1860, and from that State was articled to a civil engineer in Sydney. Though starting his career in Sydney, he went back to his home state, and was with the Board of Works, Melbourne. He worked as a surveyor for some time, but was drawn towards motor cars, such as they were then.

Being of an inventive nature, at the age of 30 years odd, he was making engines of his own design. This led him to acquiring some space, and he ran his own workshop in Post Office Place, Melbourne.

His engines were the stationary type, and he was running them on kerosene. The biggest proportion of his customers were mining and farming people.

Though we know that he built motor cars, actually his first interest in them was the Australian agency for Benz. Tarrant had a partner - W. Howard Lewis - and during 1900 and 1901 these two completed and had running, what was the first petrol driven car to be built in Australia. We have said that a car was built, but this is a slight misnomer, as we learn that, like many firms on the other side of the world in those days, he employed an imported power unit, to wit, a Benz. It was a light weight car even though fitted with a tonneau body designed to seat four.

Incidentally, the first test was made at 11.0 p.m. on a night in 1901, the lateness of the hour being for the purpose of avoiding people and horse vehicles, neither of which always reacted favourably to the newfangled 'motor car'. This test went close to disaster. Tarrant and Lewis drove along Post Office Place and up Elizabeth Street in order to climb Haymarket Hill. It was not until they had turned the car and had started downhill that they found the brakes were not working. Tarrant switched off the ignition to use the engine as a partial brake. When it had decelerated to a fairly safe speed, Lewis jumped off, and dragged against the vehicle till it stopped without any damage having been done.

It took about four years to produce the first successful car.

The man was lying on the zebra crossing when the policeman dashed up and shouted, 'Where's the car that hit him? Did somebody get its number?'

The man rose to his feet and said, 'Wait a minute, officer. I was trying to cross on the zebra crossing when a driver stopped and motioned me to go over. The shock was too much, and I fainted.'

UNIT CONSTRUCTION

We are so accustomed to seeing engine and gearbox joined by a cardan shaft in the veteran sector, that we fall to thinking that this must surely be the only known method employed in that period. This is not so, as, what we feel to be 'way back' (in 1902) unit construction was initiated by G. Carde, Sons and Co. in Bordeaux (France). This feature led to their vehicle being given the name 'Motobloc'.

On researching this make a little further, it seems that the term 'unit construction' was not along the lines that we visualise, for the gears were actually in the crankcase! The gear shift was the same style as the early De Dion Bouton, and as the engine was set well back under the bonnet (which, incidentally, was also early De Dion Bouton style) it was virtually under the driver's feet and was thus in a position to have the gear shift vertically through the floor, straight into the crankcase.

The Motobloc's lack of conventional engineering practice did not end there. It had the reputation of possessing a fine balance and smoothness of running, which was attributed to its having a centrally placed flywheel. It was located between the two pairs of cylinders. Even when, in 1909 they moved to six cylinders, the flywheel remained between the two blocks of three cylinders. In fact, this practice continued with all models through the 1920's.

This was a make which displayed individuality in not necessarily conforming to all the accepted rules of the game. Of course the sales force in those days was not governed by the computer, which would have told them just what would and would not sell.

The firm folded up in 1930, so it can be assumed that they were another one mowed down by the Depression.

* * * * *

F O R T H E C O O K S

Two of Noelene Thomson's recipes which were promised after that very successful Progressive Dinner have come to us for adventurous cooks. The Hawaiian Fruitoholic was the appreciated invention of our Social Secretary. It was strawberries, pineapple and banana chunks speared on a skewer, dipped in rum, rolled in brown sugar, flambéed then drenched in whipped cream. Yummy!

Lemon Cream Torte

Make a crumb base by using 2 cups of crushed sweet biscuits, 1 teas. allspice, 1 teas. cinnamon and a good pinch of salt. Fold into 4 tablespoons of melted butter. Mix well. Press into suitable container.

Filling: Combine and mix well 1 tin condensed milk, 3/4 cup of lemon juice, 1½ tablespoons of finely grated lemon rind and 1 dessertspoon of finely grated orange rind. Set aside for about 20 mins. until mixture thickens. Fold in ½ pt. whipped cream. Pour into biscuit base. Chill. This mixture improves if made the day before.

For the Cooks (Cont'd.)

Peach Kuchen

BASE 1 pkt. White Wings Buttercake
 ½ cup toasted shredded coconut
 4 oz. butter

FILLING 26 oz. can sliced peaches
1/4 cup sugar
1/2 teaspoon cinnamon

TOPPING 1 cup sour cream
 1 egg

BASE: Combine cake mixture and coconut in basin, cut in butter until mixture resembles coarse breadcrumbs. Lightly press into base and up sides of well-greased 8 in. x 12 in. slab tin. Bake in mod. oven 10 to 15 minutes.

FILLING: Arrange well-drained peach slices evenly over the pastry.
Combine sugar and cinnamon, sprinkle over peaches.

TOPPING: Blend sour cream and beaten egg, pour over peaches. Bake in mod. oven about 15-20 minutes, or until topping is set.

(Dorothy Steer's Rum Snowball will be included in our next issue. Otherwise we may be accused of discrimination by the members who don't know a garnish from a pate, a roux from a boiled egg. J.C.)

((Is there a difference? Ed.))

✻ ✻ ✻ ✻ ✻ ✻ ✻ ✻ ✻ ✻ ✻ ✻ ✻ ✻ ✻

AFTER 1930 IN NEW ZEALAND

The acceptance of Post Vintage vehicles into the Club has been carefully considered both by the membership and the executive over many years, and a series of rules and standards for acceptance have been evolved and form the basis of these guidelines. These should be made available as a guide to members considering the purchase of a vehicle, and when they put them forward for final presentation to the executive for acceptance.

In general terms the objective of these rules could be stated to be:

1. Any make or type of vehicle is acceptable which is at least 20 years old and which was built after 31, December, 1931.
2. The vehicle must be in first-class condition so that it is a credit to both the owner and the Club.
3. Vehicle must be restored to original condition, be complete in every respect, conform to the original type and be fitted with the original instruments, carburettors etc.

In some cases cars are not completely dismantled for restoration, and in these circumstances it is important to completely safety inspect the car to ensure that all brake pins, rods, steering knuckles are in unworn condition and that the underside and hidden areas of the car are clean, satisfactorily painted, and wiring, pipes and exhaust systems are in 'as restored' condition.

After 1930 in New Zealand (Cont'd.)

4. In considering 3, above, however, it is generally agreed that originality takes precedence over condition, (especially for materials or finishes which would be difficult to replace with exactly similar ones.) Thus original leather-work which may be worn but is generally in good, untorn condition, should not be discarded but brought to the best possible condition by the use of leather soaps or lacquers. On the other hand, dirty or stained headlining would not be accepted because of the relative ease by which this can be restored to exactly match the original. Original paintwork would be an advantage but could only be restored to match the original in every respect. Motors, gearboxes, wheels etc. must be indistinguishable from the original type. Some brake or lighting modifications will be accepted but changes should not be undertaken lightly or without good reason and modifications should be done in a manner to give the least possible change in appearance. Factory modifications are acceptable but should be carried out to the original specification.

THE VINTAGE CAR CLUB OF NZ. INC.GUIDELINES FOR VEHICLE ACCEPTANCE

Make, model, body style.....

 Full name of owner.....

 Inspected by.....

1. Enclose six photographs - jumbo prints, black and white NOT COLOURED.
 Side view rear - side view front - engine compartment both sides - interior upholstery - dashboard.
2. This form to be used in conjunction with the club dating form when inspecting cars and commercial vehicles. It is to be returned to National Office for processing ONLY if it is satisfactory in all sections.
3. If on receipt of this application by the National Office it is found to be incomplete in any way it will be returned to the Branch concerned.
4. The vehicle to be presented for acceptance shall be complete in running order, and carrying a current warrant of fitness. The vehicle shall be equipped, trimmed and painted to conform to its period of construction. The only acceptable modification shall be:
 - (a) In the interest of road safety; such as improved lighting using original bases; modifications to braking system, seat belts, any other required by Government regulation.
 - (b) Performance modifications which could have been made during the currency of the model.
 - (c) Modifications made because an original component is no longer available.

(THIS ARTICLE WAS SENT IN BY DOROTHY STEER WHO RECEIVED IT FROM A V.C.C. OF N.Z. MEMBER).

ADVERTISEMENT S

AVAILABLE: 2 - 4CX Talbot Engines
 3 - Assorted Talbot Flywheels
 1 - 1915 ? T-Ford Running Board
 1 - B.I.e. "Parabolic" Sidelight
 1 - Set Cast Iron Ends for Muffler
 2 - Assorted Talbot Pedal Assemblies

The above parts are for sale or swap for parts suitable
 for 1911 Model 4AB Talbot

WANTED: Fan Assembly
 Starting Handle Assembly
 Water Pump Assembly
 Bonnet Hinge & Lock
 Radiator Filler Neck & Cap
 4 Hub Caps suit Wire Wheels
 2 off 820 x 120 Rims for Wire Wheels

- BARRY THEW,
 638.1155

WANTED: 24" Dodge Rims

- FRANK NISSEN,
 11A Lennox Street,
 Gordon. 2072
 02 498 1238

FOR SALE: 1916 "6" cyl. MITCHELL C42
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 Raceabout two spares
 Plenty spares also tyres. No 'phone.

ALSO: Rushmore Headlights
 6" Dietz Side & Tail Lamps
 Rushmore gas generator
 Dual outlet Bulb Horn
 All working
 Price to be settled on

- JACK BUTCHER,
 39 Russell Avenue,
 Valley Heights.

REMEMBER: Cheque for the Western Tour to Frank Nissen, 11A Lennox Street,
 Gordon, 2072 by 1st April, 1977.

Refer Page 27 of February SPIT AND POLISH for entry application.

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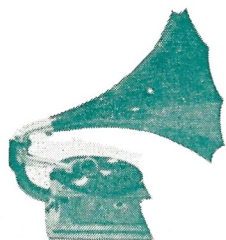
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- (a) not deal or speculate in Real Estate on our own account;
- (b) confine our activity solely to Real Estate Consultancy, Management, Valuation and Agency Work;
- (c) remain independent commission agents in the strict sense of the word;
- (d) not become allied solely to any building development or investment group.

These conditions still apply, and in fact today we are probably the largest Real Estate Company in Australia, particularly in Sydney, that is independently owned and controlled and not involved in dealing or speculative pursuits on its own account. For these reasons, we are in a unique position to offer impartial advice and a high standard of professional service to all clients.

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