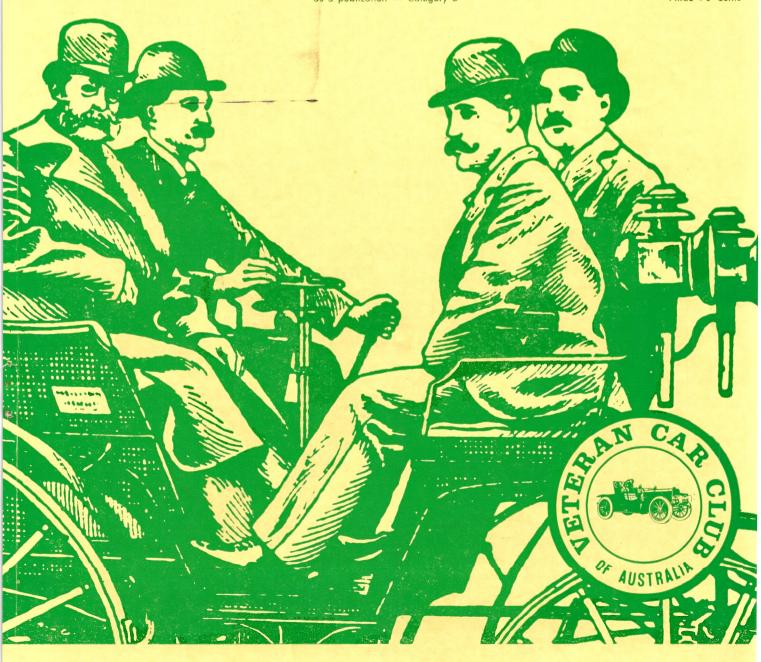
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIAMPULSH 3

May 1979. Vol.XX.No.II.

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OLUSH - MAY 1879

PATRON:

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

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To Teachers 1870

The household supply of Municon.

Events

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con I hash you mount Other Veteran Can Clubs have permission to copy in substitution of The next Monthly General Meeting of the Veteran Car Club of Australia (NSW) will be held in the Clubrooms at 18 p.m. on THURSDAY, 24TH MAY, 1979.

tase but not least, there are the alegant ladice like the Rumble Renault carrying a little weight; their nueds could in mer with a franc on the top, resplandent with a large square real gas hap partiched with fish oil, sedatuly saying 'au revoir to the marelaile at a check point like a graceful airchit COPY REQUIRED BY FIRST THURSDAY OF MONTH ON GIVEN ON THE CONTROL OF THE CONTROL O

ADDRESS ALL CORRESPONDENCE TO:



Last month I discussed the possibility of the drying up of gasoline supplies putting a finish to veteran motoring and my personal confidence that there will be sufficient for many rallies yet to come. However, the former Editor and my erstwhile friend, Max Chapman, took me to task for not suggesting an alternative fuel if all the true spirit comes to an end.

After exhaustive research various possibilities have appeared on the motoring scene.

Small cars like the Garthon Rover may resort to lighter fluid, and a successful day's rallying may be possible on this substitute for safety matches. Naturally, the red emergency can on the running board will be replaced by a bevy of cigarette lighters.

Moving on to the heavier models, cleaning fluid may be the answer, with enthusiastic veteran buffs in grimy, food and grease-spotted clothes purring along on the household supply of Murlex.

With alcohol in mind, the thirst of the heavies may be sated with copious quantities of brown amber, but the use of this delectable brew will call for momentous decisions by such as Bill Spraggon and John Pickup conducting a summit conference as to whether to spend the day in front of the tele, feet up imbibing, or, conversely, out in the veteran with a clear eye and steady hand.

Having a snob's approach the Sevenoaks Rolls will naturally require a good brand of Scotch Whisky or, for a festive touch, champagne, so that a day's outing could prove quite expensive but, after all, what's money to a Rolls owner?

For the athletic types with a desire for jogging, the removal of the floor boards, with feet and legs for propulsion (Fred Flintstone style) is the answer.

Gas producers used during World War II may solve my problem; from my desk I can conjure up a vision of my Wolseley with a beautifully-restored Pederick charcoal-burner nestling on the luggage carrier, and bags of charcoal on the back seat, setting out on the Blue Mountains Rally.

Last but not least, there are the elegant ladies like the Rumble Renault carrying a little weight; their needs could be met with a frame on the top, resplendent with a large square coal gas bag, garnished with fish oil, sedately saying "au revoir" to the marshalls at a check point like a graceful airship, and helping Stan's peace of mind by taking a great deal of weight off the tyres.

In conclusion we welcome any suggestions for overcoming a fuel shortage!

MINUTES OF THE MONTHLY GENERAL MEETING OF THE VCCA(NSW) HELD ON THURSDAY, 26TH APRIL, 1979, AT THE CLUBROOM, 134 QUEENS ROAD, FIVE DOCK.

PRESENT:

72 members and 7 visitors.

The meeting was declared open by the Chairman (L. Sheen) at

8.20 p.m. and a welcome was extended to all visitors.

APOLOGIES:

R. McCarthy, M. Roberts, P. Wards, J. King, J. Garwood,

J. McGowen and L. Baxter.

MINUTES:

The minutes of the Monthly General Meeting of 22nd March, 1979 were read and confirmed on the motion of D. Lovell, seconded by CARRIED. R. Newman.

MATTERS ARISING: Nil.

TREASURER'S REPORT:

The Treasurer's Report was read and accepted on the motion of CARRIED. W. McCarthy, seconded by A. Blevins.

CORRESPOND-ENCE:

Letter received from H.J. Hughes re change of address. Post card received from Alois Liska of Czechoslovakia thanking the club for being able to purchase a club badge.

Letter from L. Ocrame advising that he does not now require club registration as he has effected registration with the Department

of Motor Transport.

Notice from Victoria advising us of a swap meet at Plenty on

Sunday, 13th May, 1979.

Minutes of the Newcastle April meeting received.

The correspondence was accepted on the motion of W. East, CARRIED.

seconded J. Simpson.

INVESTIGATION & DATING:

G. Roberts presented dating certificates to G. Green for the following cars:

1913 4-cylinder Delaunay Belleville 1914 6-cylinder Delaunay Belleville

A letter has been received from Mrs. Shaw of the U.K. advising us of a forthcoming visit to Australia in July and her wish to meet members. Mrs. Shaw owns a 1904 2-cylinder 8 h.p. English Mechanic. Card received from J. Thomson.

NEW MEMBERS: Nil.

EVENTS:

The Navigators Rally was a success with 10 veterans and some modern cars participating. The Japanese Gardens at Auburn are worth seeing and may be considered as a future concourse venue. The Antique Centre in Dowling Street has offered \$30 per car for 10 cars to be used in a static display on Sunday, 20th May. Neil Johnson has booked the grounds for his tour on 17th June, 1979, provision for 20 cars has been allowed. (Cont'd. on P.4....

Minutes Meeting 26/4/79 (Cont'd.)

SILVER ANNIVERSARY TOUR: D. Berthon has been on a recent tour of the route distributing posters. B. Thew displayed the rally pack and gave a long talk on the rally route. Official starters will be Barry Wilde, representing the Mayor of Parramatta, and G. Sevenoaks and G. Green will be Clerk of the Course.

PUBLIC RELATIONS:

D. Berthon requested that for the Silver Anniversary Tour, entrants wear the Caltex caps they are to be given at least for the start and finish of each day. Entrants are requested to use only Caltex petrol during the course of the rally. Coverage of the rally has been organised to appear in Sydney and Country newspapers. Members of the Vintage Motor Cycle Club were thanked for their participation in the recent display of Veteran motor cycles in Caltex House.

MAGAZINE:

The magazine may be slightly thinner for May, but it will contain copies of "Revs. and Backfires" printed on the rally.

SOCIAL SECRETARY:

A Chinese dinner night is being organised in the Bexley area. The Presentation Dinner is to be held at G. Green's Motorcade Museum on May 26th; the cost is \$9.00 per head.

PERMITS TO MOVE:

There are 8 registrations being processed at the present time.

REGISTRAR:

No report.

MEETING NIGHT HOST:

No entertainment has been organised for this meeting.

LIBRARIAN:

No report.

OFFICIAL PHOTOGRAPHER:

Photographs taken at the Concourse Day will be available at the next meeting.

INSURANCE OFFICER:

No report.

GENERAL BUSINESS:

J. Dance advised that he had received a letter from Universal Tyres of America regarding the supply of rims and wheels. He has written to them again telling them that our problem is tyres not rims and wheels.

Retreads are available on any size tyre done by a firm at Regents Park.

Details are to be included in SPIT AND POLISH.

There has been no answer yet from Lord Montagu regarding tyres. J. Wilson reported that there were only 17 at the last meeting of the committee organising the function for the Year of the Child. This was most disappointing.

There was no further information available on The Woolshed on Wheels. As no further business, meeting closed at 9.50 p.m.

MINUTES OF MONTHLY MEETING HELD AT THE HOME OF DON AND AUDREY MOFFAT, MEREWETHER, ON 10TH APRIL, 1979. (V.C.C.A. (N.S.W.) - NEWCASTLE BRANCH.

MEETING OPENED:

8.12 p.m.

CHAIRMAN:

M. Burke.

MEMBERS

11 members.

PRESENT:

D. Barker, W. & M. Holmes.

MINUTES OF PREVIOUS MEETING:

APOLOGIES:

Moved by N. Preston, seconded by J. Gorton, that the minutes of the previous meeting be accepted as read.

CARRIED.

TREASURER'S REPORT:

The Treasurer reported that the:

Balance at Bank was \$47.61
" " Building Society 166.04
" Petty Cash 5.60

TOTAL \$219.25

A deposit of \$50.00 has been lodged with the Y.M.C.A. for the hire of Crangan Bay Camp.

Moved by R. Thomas, seconded by J. Burke, that the Treasurer's Report be accepted.

CARRIED.

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

CARRIED.

GENERAL BUSINESS: The members discussed our October Tour and it was decided that the entry fee for this event be \$8.00.

MEETING CLOSED:

9.15 p.m.

Hospitality: the virtue which induces us to feed and lodge certain persons who are not in need of food and lodging.

DON'S PARTY

When I read the obituary column, it's amazing how people seem to die in alphabetical order.

#

Policeman: "Now miss, what gear were you in at the time of the accident?" "Oh, I was wearing a red mini skirt, a white blouse and a yellow cardigan."

During a drought in Dublin they conserved water by closing three lanes of the local swimming pool.

#

Policeman to veteran car driver: "How did you come to be involved in this

"I couldn't put my hand out while I was pushing my car round the corner."

Then there are all the dogs that chase cars and yet you never see one that can drive.

#

When I'm on a rally now I don't have to worry about the noise in the back of the car - I make her sit in the front with me.

#

Heard outside a pub on the Blue Mountains Rally: "You drive, Bill - you're much too drunk to sing."

#

If the brakes on your veteran fail - try and hit something cheap.

#

Wifey and I decided to try the new sauna bath so we went in and stripped off all our gear and when the steam cleared away we found we were in the fish shop next door by mistake.

#

I had to point out to Arthur Garthon that a Rover 2,000 is not a bionic dog.

#

"Are you drunk?" the policeman asked the man he found lying flat on his back in the gutter. "No." "Well what are you doing black on your back in the gutter?" "I've found a parking space and I've sent the wife for the car."

#

A visitor was being shown round a mental hospital and visited a room which he was told was reserved for veteran car 'maniacs'. "But the room is empty," observed the visitor. "Are there no patients?"
"Yes," said the guide, "they're all under their beds repairing the springs."

#

Letter from George Adams, Hon. Secretary, Newcastle Branch:

1979 NEWCASTLE Bi-ANNUAL TOUR, 29, 30 SEPTEMBER AND 1 OCTOBER 1979

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

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

The cost is only \$30 per Adult (Children under 12 years \$15 and Under 3 years free) for the whole weekend and includes:

SATURDAY Breakfast, morning tea, lunch, afternoon

tea, dinner and supper.

SUNDAY The same as above, the only difference being

that a picnic lunch is provided.

MONDAY Breakfast and morning tea.

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

Friday night accommodation is available if required and no charge is made for this.

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

The Sunday Tour will cover some of the rich Hunter Valley on mainly quiet roads.

Please send your entry form in early.

Yours sincerely,

GEORGE ADAMS

Hon. Secretary

Newcastle Branch VCCA (NSW)

(See reverse side for entry form.)

314 Warners Bay Road, MOUNT HUTTON. 2290

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

TOUR 1979 - 29TH SEPTEMBER, 30TH SEPTEMBER AND 1ST OCTOBER

Address all correspondence to: 413 Warners Bay Road, Mt. Hutton. 2	290
ENTRY FORM (CLOSING DATE 31ST AUGUST, 1979)	
ENTRANT'S NAME:	
ADDRESS:	* * * * * • • * 0 ° ° ° ° ° ° ° ° ° ° ° ° ° ° ° ° ° °
MAKE OF CAR - CYCLE: NO. OF CYLI	NDERS
H.P YEAR TOURING SPEED	m.p.h
ADULT PASSENGERS:	
CHILDREN: AGE	
AGE	
AGE	• • • •
AGE	
ENTRY FEE	\$8.00
ACCOMMODATION	and the second
ADULTS - MALE FEMALE = @ \$3	0
<u>CHILDREN U/12</u> MALE FEMALE = @ \$1	5
DAY VISITORS - SATURDAY LUNCH @ \$2.70 per head	
DINNER/SUPPER @ \$5,10 "	
SUNDAY LUNCH/DINNER/SUPPER @ \$7.90 p.h.	
(Morning and Afternoon Teas included.) Children under three FREE CHEQUE HEREWITH	\$
CHITIGLEH GHIGEL, FHLEE - LYEE	
(No refund will be guaranteed for cancellations made after 20/9/79)	

BACK ONE DECADE

The editorial made mention of the Hills District Car Club, and their proposed acquisition of 160 acres at Hampton, near Jenolan Caves, which it was proposed to develop with hill climb, gymkhana grounds and various other areas suitable for rallies. It sounded a most ambitious project, and apparently the idea was that the site would be suitable for all varieties of car clubs and would be rented out. It does not readily come to my mind that the idea became a reality - does anyone know what became of the dream, or is it a reality?

The editor then listed as our Club's most valuable asset the members who used their cars as often as possible, and the members who worked hard and had the well-being of the Club at heart. How right he was!

Bob Baxter had written to the Club from his home in Singapore and apparently his hobby was in abeyance for the period of his sojourn there, as no veterans or vintages were in sight.

Meetings were held in the Drummoyne Rugby Union Club, and discussion was beginning on the acquisition of our own premises, with some members strongly in favour, and others feeling that it would tie up funds which could be used to earn more funds for the Club.

George Green became a Life Member and if ever such an honour had been earned several times over, this was the example.

Keith Carden was in desperate straits, being able to find only left-hand side lights. He described his Clement Bayard as being truly international, being:

Made in France Rebuilt in Australia Carrying an American body English headlights Indian sidelights Japanese horn

Who'd have thought it to look at the car today? Have you included any more nationalities since, Keith?

The issue gave a reprint of an early club card, which bears repeating today, so here it is, under the heading of "The Ten Best Ways to Kill the Club":

- 1. Hold back your dues as long as possible, or, better still, don't pay at all.
- 2. Don't bother about getting new members let the Secretary do it.
- 3. Never accept an office, as it is easier to criticise than to do things.
- 4. If asked by the Chairman to give your opinion about some important matter, tell him you have nothing to say. Then after the meeting, tell everyone how things ought to be done.
- 5. Don't come to meetings. Or, if you do come come late. (Cont'd. on P.10...

Back One Decade (Continued)

- 6. When asked for information, don't give it, but cuss the Club for the incompleteness of its information.
- 7. Do nothing more than is necessary, but when other members roll up their sleeves and help, complain that the Club is run by a clique.
- 8. Don't contribute anything to the Club magazine; it's easier just to read it.
- 9. If you agree with everything at the meeting, make sure to disagree with it outside.
- 10. When everything else fails, abuse the office-bearers.

A mock start for the International Rally was held, with a "mock dinner" at Camden (sounds somewhat indigestible!)

The Easter Bundanoon Tour was held, in near perfect weather (we must get back to those "good old days") and was a most enjoyable affair.

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

TO TEACHERS (1870)

- 1. Each day teachers will fill lamps, clean chimneys and trim wicks.
- 2. Each teacher will bring a bucket of water and a scuttle of coal for the day session.
- 3. Make pens carefully. You may whittle nibs to the individual taste of the pupil.
- 4. Men teachers may take one night each week for courting purposes, or two evenings a week if they go to church regularly.
- 5. Every teacher should lay aside from each month's pay a goodly sum for his benefit during his declining years so that he will not become a burden on society.
- 6. Women teachers who marry or engage in unseemly conduct will be discharged.
- 7. After school the teacher must spend the time until supper reading the bible and other good books.
- 8. Any teacher who smokes, uses liquor in any form, frequents pool halls or gets shaved in a barber shop, shall give good reason to suspect his worth, integrity and honesty.
- 9. The teacher who performs his duties regularly and faithfully and without fault for five years, will be given an increase of 25 cents a week in his pay, providing the Board of Education approves.

EVENTS

8TH ANNUAL C.V.V.T.M.C. SWAP MEETING

SUNDAY, 20TH MAY, 1979 - at Grace Bros. Car Park, Chatswood.

Starts 8.30 a.m. Admission 50¢.

Hot Coffee and Snacks from 10 till 2 provided by Vintage Chev. Club Ladies' Auxiliary at a small charge.

Bring along those surplus parts you've stored for years - someone may have something you need.

Enquiries: Alex Stuart, 'phone 533.1186

PRESENTATION NIGHT

SATURDAY, 26TH MAY, 1979 - Contact Fay Mountford, 'phone 502.1182 To be held at the Tearooms at George Green's Motorcade. 7.00-7.30 p.m. Cost approx. \$9.00 per head. Tickets available from Fay at meeting. Bring your own drinks and glasses.

PICNIC DAY, 17TH JUNE, 1979

Liverpool - Campbelltown - Historic "Gledswood" Catherine Fields.
"Gledswood" in the heart of the Camden District, was the birthplace of
Australia's wine, wool, wheat and dairy industries.

Admission: \$1.00 per car.

Horse Trail Riding: \$4.00 per hour; \$2.50 per $\frac{1}{2}$ hour.

Hay Rides: 30¢ per ½ hour duration

Wine Tasting

Inspection of house built approx. 1810: \$1.00 per head

Souvenir items for sale

Spanish horse-riding display adjoining facilities. \$5.00 per head Parking on request amongst tables. Toilets available.

Bistro Wine Bar (booking required). Barbecue facilities, including wood.

Bitumen roads all way.

Morning Tea and Starting Point: Liverpool Park, cnr. Sydney Road and Macquarie Street, 9.30 a.m. Depart from Campbelltown 10.30 a.m. via Expressway. Through Campbelltown, turn right at Fishers Ghost Bridge over rail line to Narellan. Turn right (back to Liverpool), Old Hume Highway.

WOOLSHED ON WHEELS, SYDNEY SHOWGROUND, 30TH JUNE TO 8TH JULY, 1979

Open all week-end plus 6-10 p.m. week nights.

VINTAGE VEHICLE CLUB OF AUSTRALIA - 1ST ANNUAL TOUR FOR VINTAGE VEHICLES -

SATURDAY, 25TH AUGUST TO SUNDAY, 2ND SEPTEMBER, 1979

The Tour is open to all Vintage Vehicles and Motor Cycles built between 1/1/1919 and 31/12/1930, and is a Motoring Holiday covering 1200 km over 9 days during School Holidays. All correspondence to Tour Director, Mrs. Vicki Mackintosh, 36 Paragon Drive, North Rocks. 2151. 'Phone: (02) 871.8701

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

EVENTS (CONTINUED)

NEWCASTLE BI-ANNUAL TOUR - 8-HOUR WEEK-END, 29TH SEPTEMBER TO 1ST OCTOBER, 1979

At Morpeth Conference Centre. See entry form Page 8, SPIT AND POLISH.

"GO GIPPSLAND 1980" - 24TH FEBRUARY TO 1ST MARCH, 1980

1980 National Rally for Veteran and Vintage Cars and Motorcycles.

Organisers: Veteran Car Club of Aust. (Vic.), Federation of Vintage Car Clubs (Vic.)

Rally Directors: Barry Forryan, Howard James

Eligible Vehicles: Veteran - Cars, Commercials and Motorcycles manufactured before December 31st, 1918

Vintage - Cars, Commercials and Motorcycles manufactured between January 1st 1919 and December 31st, 1930

Enquiries and Entry Forms: Rally Secretary, Ronnie Heagney, 20 Winmallee Drive, Glen Waverley, Vic. 3150

Entries Close: October 31st, 1979.

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HIDDEN COGS

Our "Hidden Cog" this month is Josephine Nissen. Those of us who went on the Silver Anniversary Rally will appreciate all the hard work done by Frank and Jo in seeing that we all had a suitable place to lay our heads after a hard day of veteran motoring - and, believe me, it was hard going for the first few wet days.

Jo was responsible for all the letter-writing and investigating of the motels in the towns in which we stayed, and we are grateful for all the hard preliminary work which Jo and Frank put in on our behalf.

"Frankly" I don't think they knew what they were letting themselves in for when they undertook the assignment.

Anyway, thanks to you both, and for all the other jobs you undertake without any complaints.

EXTRA SPECIAL MENTION

The Silver Anniversary Rally will be over by the time this issue of SPIT AND POLISH is received and we cannot stress too highly the high standard set by the organisers, and the enjoyment we had. One participant remarked: "We are all mad to be driving in these uncomfortable old vehicles in this weather, but we wouldn't have missed it for the world."

The countryside was an absolute picture with the rich chocolate-coloured ploughed fields, and in other cultivation paddocks the wheat and barley crops were a vivid green - they welcomed the rain, at least. And

EXTRA SPECIAL MENTION (CONTINUED)
the autumn leaves and trees laden with luscious rosy apples!

All the events organised were very professional and enjoyable, and we give very special appreciation to our own organisers, Barry Thew and David Berthon, and also to all the hard work done by the regional clubs in the cities and towns we visited. Thank you, one and all, and of course we must give special credit to our sponsors, particularly Caltex, for all the assistance and gifts they bestowed on us.

It was a very warm (camaraderie-wise, not weather-wise at first) and friendly rally, with plenty of interest and fun, and we hope our friends who came so far to join us from Queensland and South Australia and Victoria have enjoyed themselves and felt it was worth all that extra travel. We enjoyed having you join us, and seeing your really beautiful cars.

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

PREMONITIONS

Some fellows receive remarkable insight into various matters.

Other fellows have a capacity for looking into the future and really hitting right onto the ultimate truth. In the early days not everyone took to the new-fangled motor car.

A Scot applied to a council for permission to drive a horseless carriage on the local streets, and was told that it would be 'imprudent'. He replied, and in his answer passed the following remark: "Allow me to say that those in authority......might as well try to beat back the waves of the sea with a broom as try to stem the tide of horseless carriages which are looming in the distance."

What a prophecy that was!

J.S.

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

A personal question for Warren:

Do we visualise another Great Dane or an Irish Terrier?

The way things have turned out, it may be presumed that the Hupmobile will have been fitted with a touring body.

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

CAR OF THE MONTH - TALBOT

Have many old car buffs ever questioned the identity of "Mr. Talbot, whose motor cars bore his name?" Numbers of cars carried the name of their maker, but in this case, who was "Mr. Talbot"?

From 1903 an English company, financed by the Earl of Shrewsbury and Talbot, imported the French Clement car. Adolphe Clement had an interest in the firm, which was named "Clement-Talbot Ltd.", but by the end of the year the cars bore the name "Talbot".

The 1903 models, that is, straight out Clements, were a 9 h.p. single, and two 4-cylinder models of 12 h.p. and 16 h.p. fitted with mechanical overhead inlet valves.

Four models are known for 1904, namely a 6 h.p. single, an 11 h.p. twin and two big 4-cylinder motors. The two small engines and the smaller 4-cylinder had side valves with T heads. For some reason the biggest, a 27 h.p. voiture de luxe, was fitted with overhead inlet valves and side exhaust valves, operated by a single camshaft.

By the end of 1904 an impressive factory had been built, complete with test track.

Cars assembled in Britain and comprising some British made parts, were being sold by 1905. A wide range of types was being listed, from an 11 h.p. twin to a 50 h.p. six-cylinder. French cars were still being imported.

By 1905 a 12/16 h.p. model of 2.7 litres had been designed. This model eventually gained fame in competition work, and doubtless led the firm to coining the term "The Invincible Talbot".

The 20 h.p. model of 1906 was the first British-made Talbot, and was of 3.8 litre capacity. This and the 1905 12/16 h.p. were fast cars, and soon became popular.

In 1907 a 3 litre 15 h.p. model superseded the 12/16 h.p. By 1908 it was the only British chassis which could take a 15 h.p., 25 h.p. or 35 h.p. engine.

By 1910 a 6-cylinder was listed. The $4\frac{1}{2}$ litre 25 h.p. was changed to an L head arrangement, and, highly tuned and lightened and fitted with a racing body, was the first car to cover 100 miles in an hour at Brooklands. That was in 1913.

A new model of 2.6 litres and 15/20 h.p. was introduced in 1913. This and the 25 h.p., now known as the 25/50, were the famous cars that kept the name before the public eye in competitions.

By now the French range of cars had been dropped.

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

CAR OF THE MONTH - TALBOT (CONT'D.)

A point of interest attaching to this make was the method of mounting the fan on the inner face of the radiator. Perhaps the radiator shape was not so very outstanding, but one was always aware of the nut of the fan spindle, which, of course, is visible on the front of the radiator while the vehicle is still a goodly distance away.

J.S.

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

DIFFICULTIES OF MOTORING

At the present stage motors are reliable, tyres are giving good mileages, bodies are weatherproof, roads are smooth - in fact, most of our worries seem to be only financial. Some costs might even be said to rest on a "razor's edge"!

We do not suffer from some of the physical torments of the early motorists.

Ever heard of the 'car haters' who had the temerity to throw stones at passing cars? They have been known, too, to dig holes in the road in order to cause damage to cars which used some sections of the highways. Have you ever unknowingly driven a car over nails and broken glass?

These happenings have been reported from Britain, but this was not the only country so treated in those early days. There were antimotoring elements in Germany and Switzerland. Austrians had a reputation for scattering horseshoe nails. Italian peasants rolled rocks onto the roads. (A big proportion of Italy is mountainous, you remember.)

Even some United States farmers, who, in the beginning, were dead against motor cars, took the trouble to plant broken bottles in some roads, sharp end up, of course. Maybe this was a form of retribution for the damage that the new "mechanical noisy monsters" caused by making the docile farm horses difficult to manage, and by putting the farm hens "off the lay".

At least we do not suffer from those troubles nowadays.

J.S.

ADVERTISEMENT

880 x 120 RETREADING AVAILABLE THROUGH KEN MOSS TYRE SERVICE.

- Tucks Road, Seven Hills. 624.6519

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

"Waiter, what is this stuff?" "It's bean soup, sir."
"I don't want to know what it has been, I want to know what it is now!"

FOR THE COOKS

CHICKEN & ASPARAGUS BAKE

1 cooked chicken, sliced

1 can asparagus spears 1 can asparagus spears

Grated cheese

1 can Cream of Mushroom Soup 1 teaspoon curry powder

Heat soup with curry powder added. Put sliced chicken and asparagus in buttered casserole dish. Cover with curried soup and add a layer of grated cheese. Heat well until cheese melts.

APPLE SAUCE MEAT BALLS

t cup unsweetened apple sauce

1 lb. minced topside steak 4 oz. " fresh pork

4 oz. " fresh pork

½ cup soft white breadcrumbs

2 rounded tablespoons plain yoghurt

½ cup water or stock

¼ cup tomato sauce

cup finely chopped onion

1 level teaspoon salt

pinch pepper

1 teaspoon Worcestershire sauce

Mix the first 8 ingredients. Form into palm-sized balls and dust well with seasoned flour. Brown quickly in hot fat or oil. Transfer to a casserole dish. Bake in a moderate oven for 1 hour.

FRUITY FUDGE FINGERS

1/2 lb. Arrowroot biscuits (finely

crushed)

½ cup sugar

1b margarine 1 cup sultanas

1 egg (slightly beaten) 1 teaspoon vanilla essence

Nuts optional

Method:

Place margarine, sultanas and sugar into a large saucepan and bring slowly to the boil. Take from heat and add egg and vanilla, blending well. Add biscuit crumbs and mix thoroughly together. Press mixture into a greased lamington tin and ice with Chocolate Icing while still warm. Sprinkle with nuts if desired.

Chocolate Icing:

½ cup brown sugar (firmly packed)

1 tablespoon liquid glucose
3 oz. chocolate pieces

1 tablespoon water

Combine in a saucepan brown sugar, butter, water and glucose. Bring to the boil. Remove from heat and add chocolate pieces, blend well. Beat with wooden spoon until mixture is of spreading consistency.

(From Jean Carden)

SILVER ANNIVERSARY VETERAN MOTOR RALLY - 5-14 MAY, 1979

REVS. AND BACKFIRES (as distributed on the Rally) attached to back of this issue as a supplement.

* * * * * * *

WINNERS

		Details	supplied by Barry Thew
1 CYLINDER	E. Sims	Queensland	Reo
2 CYLINDER	W. Spraggon	N.S.W.	Renault
4 CYLINDER	K. Quarmby	N.S.W.	Hupmobile
6 CYLINDER	G. Wilkinson	Queensland	Rolls Royce (G. Green's)
8 CYLINDER	F. Nissen	N.S.W.	Cadillac
MOTOR CYCLE	W. Sewart		Harley Davidson
CONCOURS	P. Wards	N.S.W.	Hupmobile
MOTOR CYCLE			
CONCOURS	D. Liddle	N.S.W.	New Hudson
HARD LUCK 1	P. Crawford	S.A.	Mors
HARD LUCK 2	W. Maunsell	N.S.W.	Rolls Royce
OUTRIGHT WINNER O	F CALTEX TROPHY:		
and sergal liny	John Jones	Queensland	Alldays & Onions
This of the Medical		niineo bar ino ele l	

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After having completed the Anniversary Rally as an official let me say how much I enjoyed it. Those who were not there, could not appreciate the spectacle of about 80-90 cars going in slow procession up the hill to the finish at Rothbury Castle. It really was a spectacular sight.

There was only one small thing to mar the rally for us - and some of the other officials - and that is the misconception some entrants have about the status of officials.

To begin, they are not paid, they offer their services and pay all their own expenses, including the same entry fee as everyone else. Although they generally travel in more modern vehicles, they are still subject to the same elements of weather, especially after standing on controls for up to 6 hours per day.

 $$\operatorname{Baggage}$$ trucks are a convenience, but the driver deserves as much consideration as anyone else.

It should be remembered that an official is there to enjoy the rally although he is also there to assist where he can with breakdowns and petrol shortages etc. and to ensure that if a car starts the day he finishes safely. This is only possible with the co-operation of all participants to make the rally the success everyone wishes.

— JAN COULCHER.

SILVER ANNIVERSARY RALLY (CONTINUED)

Dorothy and Don Steer would like to express their sincere thanks to all the kind friends who helped them and showed their concern in so many ways when Don took ill on the Rally.

Particular thanks to Frank Nissen who drove an unfamiliar car from Dubbo to Mudgee and to his lovely daughter-in-law Maria who spent her day driving from hospital to doctor to chemist etc. with her tiny son taking it all in his stride.

And to Max Chapman who tidied up all the loose ends even though he was feeling very seedy.

Thanks also to all those who so kindly enquired after Don on their return from as far away as Queensland and Wollongong. He didn't know he rated so highly.

The operation is behind him and hopefully he will be his old self in the near future.

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

Apparently the final dinner was a triumph and the whole rally was most professional with the sponsors happy with the results. 2CH coverage was great and a very good cover of the start from Parramatta with Steve Raymond was given by Channel 10 I am told, featuring among others the sporty Jacobs' car. How was it that this car didn't appear on "Marque"?

Altogether, a very enjoyable time was had by all (apart from the few who were forced to opt out and congratulations to Barry Thew and David Berthon and all their helpers.

* * * * * * * * * * *

LOST ON RALLY:

Hilda Sheen lost her red quilted "Bridgestone" Jacket, Size 16. If found, please ring Hilda, 427.4198.

However, congratulations are extended to Hilda on her 4th prize win in the lottery last week!

jan og janger og skriger og en sig er gren had og pår inngger eldtet at store og er hanne en er

The truce is over, now sit back and enjoy the stories as they have been told to me.

It has been reported that Don and Dorothy Steer are so used to sleeping in a king sized bed with plenty of room to move, when they arrived in Orange to sleep in an ordinary double bed poor Dorothy found herself being squashed against the wall during the night by the one and only BIG DON. Well he has always said that one improves with age ! mmmmmh!

.

Vic Jacobs has been wandering around various Motels in Orange telling every ear that will listen that he has left his unpretentious T - Model behind in Katoomba because it was too cold and too wet. The story goes on, he then picked up an Avis Rent-a-car to carry enand that this is the coldest, wettest, worst rally he has ever entered and won't be attending any more events. Thank goodness - we are sick and tired of his continual stories of glory about T-Fords, biting everyone for spare parts (particularly galvanised wire) and bludging ham sandwiches. Arrive-dirti Victor ! Bon Soir!!

By Jees! these slippery Sunnysiders are quick - and by the way he drives a T-Ford also, sports a beard and votes for Bjelke. Well when we pulled into the Motel at Orange for a cuppa, this Joe - voter quickly summed up the situation that the toilet room 31 was not booked up for the night so he threw his bags in and confidently expecting that he had a free room. The law soon caught up with him and sent him to his correct motel.

On Sunday morning at the High Mountains Motel at Blackheath could be heard the strains of a violin playing Happy Birthday and the Old Grey Mare. It was none other than Peter Adams serenading his cousin Melba Rowe. Hope you had a Happy Birthday despite the rain, cold, and flat tyre.

Ex- N.S.W. Pres. Allan Foy was seen strolling down the main street of Orange with an innocent look on his face and with a cunningly wrapped bottle protruding from his pocket. It was not the right shape for a bottle of Anti-freeze either!

Heard of everything but not this - Jock McGowen is now going to bed with magneto from Armstrong Whitworth to keep him warm and it dry so he says. But we hear it different - is it to put a new spark in his life.

An official's job is quite a feat, for he spends most days on his feet. He has a lot he must remember, the name and car of every member. Not for him the late morn sleep, appointments on controls to keep. Open early and stay there late, For all the entrants he must wait. Along the route he has to sweep, Rounding cars up just like sheep. And when the day your car won't go, He'll always stop to offer a tow. On his face must keep a smile, though standing freezing all the while. So when you to the finish roll, Think of the man who is on control.

ANON.

Ken Nutt is looking for "Jean" and of course so is Stella his wife. I had mated Ken with Jean in issue No. 1 now Ken wants to carry on.

Been told by the locals never come to Orange at Show time as it always rains.

Who was the driver of a big yellow car who consistently moved over to let modern machines past and still was abused by a not very nice "lady" passenger of one of these overtaking cars.

Poor Jim Cooper was in a real dither when Wolseley refused to start at Katoomba and down on to bended knees he went to those two experts Doug. Pearce and Max Chapman to overcome his petrol problems. Undauntingly the two experts worked on the Wolseley in the rain to get Jim back on the road and back into the Rally.

So much for Oil Companies recommentations that engine oil should be changed every few thousand kilometres or after two months - Wal. Cox from Queensland decided to change his oil at Orange, the first time since the 1970 International Rally! and bang goes my ideas about Veteran Car owners who I thought meticulously cleaned and maintained their vehicles religiously without any thought of cost or time.

Jim and Esme Lewis bought a cooked chook which, on sampling, was as old as their Buick according to Jim. Name of supplier available on request for all collectors of "cooked veteran birds".

Ben (with the money bags) Bronk expected his sister from Holland to join the Rally but she turned him down in favour of a new boyfriend.

So The Mighty Hath Fallen.

Seen on Sunday morning at Leura - our popular Clerk of the Course, in his lovely Rells Reyce being pushed by a large group of drivers in order to get going. It indeed warmed the cockles of the hearts of many of we T-Ford owners, who are looked upon by the R.R. Owners as the peasants of the club, to see the second best car in the world reduced to the fate of so many of us.

VICTAFORD.

Just about anybody who is anybody was seen shopping in Myer's on Monday morning - George King needed a new jumper so he bought two because as he says all Veteran Car drivers need to carry a spare, generous George then allowed Glad to buy a tea towel.

Hope it is " fair sailing" to Dubbo.

If you get lost on this Rally blame the Rally Director, Barry Thew. His instructions must be crook, even Judy, his wife, got lost twice driving in Dubbo. By the way Barry the Caltex petrol is free so fill up that empty tank occasionally.

Eventually all chickens come home to roost..... We have wondered for many years why Reggie Jones has been attending and praising the Bush Council Rallies run every Easter. A benefit for wretched and poor Clement Bayard owners was conducted at the Orange bar-b-que and of course 'Old Bag of Bones Jones' featured and at the same time the film let out his little secret - he is a Pot Hunter who has to travel to a country meet to win a pot, because the city competition is too strong for him.

We almost had Chris. Sultana of Vulcan fame, laid out in the local Cardiac Ward of the Dubbo Hospital. When he woke up yesterday morning with severe chest pains he was quickly despatched to the local Vet. and after a few prods and pokes he was diagnosed as having bronchitis and a severe case of Vulcanitis. The recommended cure was a shot of Penicillin and a couple of cans of beer.

Found 1 only shifting spanner in Caravan Park at Orange.
Apply John Pickup - Car 79.

1 only Fawn coloured drivers Cap, found on the road between Orange and Dubbo. Apply George Green - Car 70. Clerk of the Course.

If you are having tube troubles Margaret Ogle of Veteran and Vintage Tyre Services is carring a reasonable range of spare tubes for sale.

Did you see the big green Sunbeam of Jeff. Wolfgang take off backwards from its parking place out at the Zoo. It gently careered in a large arc, driverless, missing several parked cars and slammed into a timber safety fence removing a post or two and leaving several indentations on Sunbeam.

That big wheeling, free spending Allan Blevins has evidently gone broke and taken to moonlighting out of Motels without paying up - is it true that you took the sheets and pillow slips too Allan?

We stood on the side of the road and watched most of the Gaslight Parade of cars go by - It was a fantastic sight - Jim Lewis had lights glowing like searchlights, the F.L. was winking and blinking, and one F.N. showed a fantastic glow for about one metre. Thank goodness we had a local Police Patrol car to lead the way - the overall effect was tres bonne.

Do you get that gut feeling when all the cars are milling, backing and filling some car park for a display, perhaps you do, so does a well known member of the club who calls the complaint Rally ...itters!!

The Wolseley name was blighted on Day One when one had to be towed up Old Bathurst Road, but worse was to come - the name was spelt wrongly on the posters for the display at Orange! Tsk! Tsk!

Baby John Irish, exactly three months old and all smiles, is the youngest on the tour. Who is the oldest? Shhhh! Don't ask.

Talk about the thin edge of a wedge! George Roberts developed a shimmy, or to be more accurate the Star did. George had some caster wedges made and fitted in Orange. And for his part Frank Hack used a 9/I6" ring spanner under one of his Saxon springs. It's still there performing a corrective service.

Have you noticed the Hispanos performing their own tug-o'-war?

The rail way was not the safe way for Peter Crawford's Mars. On the train from S. A. a head bow was broken and a sidelight stolen.

Wayne Merton won the raffle at the Orange barbecue - he took ticket 87, his Rally number, as a million to one chance!

Bob Newman suggests that the driver-navigator relationship in No. 52 Hupmobile is similar to that prevailing in most cars but can be summed up for that particular car as "Burke and Wills".

Guess who rang Jack Hill at 4.00a.m.? None other than John Thomson touring the Tipodes.

Two lads, guest passengers in a Reo argued whether it had 2 or 3 gears. The driver says it has two, but three if slipping the band near the end of a climb which counts as an extra gear ... and so, both were right.

Nobody named for fear of retribution - but overheard one misty rainy morn during the racket of warming-up the largest contingent of veterans, "Have you noticed the look of relief on the faces of the Ford owners when their baby starts?"

Also overheard - the reporters are "inveteranate" eavesdroppers, so watch it! Careless talk may elevate you to these columns, and so it was heard that the sun shone in Melbourne during the first days of our Rally!

Wayne Merton driving car 87, Renault, had the experience of a massive blowout in the off side rear tyre and the sight of the tyre passing him at 50 k/h. A quick job on the side of the Mudgee Road by himself, Warren Irish and other helpers soon had Wayne and wife back on the road.

The weather has been just a bit rough on drivers, as a matter of fact more drivers than cars have fallen by the wayside. Don Steer is spending a day or two in Mudgee Hospital with an ear infection etc - Chris. Sultana has finally given in to his chest infection and has returned to Sydney via modern car. Several others including Max. Chapman, Doug. Pearce and juniors from the Garths, Michaels, Roberts and Sultanas have had a share of illnesses.

Our South Australian entrant Peter Crawford with the Mors is a typical Cocky - he reckons that should run on air and refuses to put petrol in the tank. Well he suffered the same indignity as others who have tried this and finally had to concede that the free air engine has not been invented as yet.

Thursday certainly was not a day to brag about owning a Hispana-Suiza. First of all the big white "Hisso" averaged about 5 miles per gallon of water all the way from Dubbo to Gulgong and looked like a magnificent C38 steam engine with a full head of steam when in full flight. To add insult to injury the other "Hisso" had to succumb to the tow line behind a Valiant because of fuel problems.

Well, wait long enough and it is bound to happen - the Hurtu, under the control of David Manhart, was driving out to one of the Mudgee Wineries in near freezing conditions with a brisk westerly breeze blowing on to its differential when the improbable happened. The radiator started to boil and the engine began to run roughly, the cause was a completely iced up carby. I suppose there was an excuse, it was snowing over at Orange at about the same time.

No doubt about T-Fords, they do have all mod.cons. - two chaps from Sydney took a floor board out during the cold weather and the stream of hot air went straight up their raincoats keeping them as warm as toast, could even dry out wet clothes in two minutes flat. When Vic. J. hears about this he will skite for another week!

ED. His hot air has no where to go and surely no one will listen any more.

3

John Jones from Queensland, was seen scudding back from the Wineries with a contented look on his face, driving car number 2, the Alldays and Onions, when a local advised him of an unseemly flow of oil from the gearbox. The troubles were soon diagnosed as two missing bolts and we should see him back on the road to Muswellbrook.

STOP PRESS.

Further complications for Don Steer - it was discovered he had a few hairline cracks in the skull from a fall that he had at the moteland he has been flown by Air Ambulance to a Sydney Hospital. At last, at last! The corruption of Pres. Len persuaded by Banker Peter Nissen to invest \$4 in the pokies. We didn't hear if he won but Peter, according to his Pa, invested IO¢. No mention of Jo's experiences, or Hilda's for that matter. And as we are speaking of the elite, Frank Nissen was awarded one of those mysterious trophies from Dubbo's Mayor - a paper weight and Frank earned his for his accommodation activities and which were appreciatively acknowledged by Barry Thew. Barry, we must re-iterate, really did run out of petrol, no matter what he says. Also, Victor-Ford Jacobs has given up both Fords and Avisrentacar for a tandembike to escape from the cheaters at Dubbo Zoo!

Who else eats icecream besides Victor, Jack Dance, David Manhart, his "60 year old delinquent" navigator, Spraggo (a double serve, by golly) the Rossiters, the Lewises, the Sheens, all the kids, Alan Rose-Bray, the Lambs, etc? All seem to be addicted to rum and raisin. That zoo is really quite a place! For the animals, too!

Happy birthday to all those who have had, or will have them during the Rally - too many to congratulate individually, except Elizabeth Wards who is nearly 3. And happy anniversaries to those who deserve 'em. Plus five star ratings to the smiling "workers" who organize each day and keep looking for "strays". Thank you for a beaut rally.

George Roberts sporting a band-aided hand says that there are just too many sharp points on his Star. And Don Steer says never lie flat on one's back under an Argyll because it encourages a middle ear infection. Arthur Garthon just says a lot!!!

Penny-Pam Ayres and Cyril Stanbridge have "suddenly" given up alcohol and so presented the exiles at Gulgong with a cask of red to help wash down their dinners - the motel is without a licence. The result was some racous singing which sent the children off to bed. And Reggie Jones could not be kept in order by Olive - he ate the red cabbage off his neighbours' plates, would you believe? Well, they did say that they hated it. And what happened to Jo Nissen and Hilda Sheen after coffee? There was some gossip that they took off for Mudgee!

Who else broke down besides Max Chapman? Who else ran out of petrol besides the Reo? And who did Spraggo nearly deafen during a ride in his car? And who stood in the cold because Honky-tonk-Bronk refused to leave a heated, cushioned courtesy car? Who else besides Blevo' planned to hire a car in Mudgee as a taxi service between the two towns? The only vehicle available was a Mini Moke which Blevo declared he'd have to drive from the back seat - hardly possible with 7 on board. And who heard the news flach about George Williams? His reason for fame? The owner of the late Dame Nellie Melba's car - she reputedly sang at the Gulgong Opera House! Lastly, who met that verbose mailman from the Back of Bourke? That's right - the Back of Bourke. Along with his father he has travelled 9 million miles bringing confort to the Far-far-West and deservedly earned the M. B. E. Our veterans on display released old memories which he shared with some drivers. We may be a mobile museum, and the best to be seen anywhere in the world, but his cars were work-horses in their own period. No mention was made of Rords but no doubt they were there, too.

THREE CHEERS FOR THE RALLY ORGANIZERS AND WORKERS! THANK YOU! WELL DONE!

REVS. AND BACKFIRES - SILVER ANNIVERSARY RALLY - FINISH

HAPPY MOTHER'S DAY!

Big Chief Rally Editor Bob over-revved his Calthorpe and is busy with repairs, and so the office junior is producing this issue...or so he thinks, actually the writer is someone else altogether. However, to return to Bob's calamaties, you may have noticed that the President's Humber had its legs stretched as a consequence of Bob's troubles. Len towed the Calthorpe. No prizes awarded for your guess as to who was driving the Humber.

Everyone has been anxious about Don Steer. It is reported that Graham arrived at Mudgee to collect the Argyll and that Don is safe in North Shore Hospital where a specialist will examine him - let's hope he'll recover speedily.

Tyre troubles! The bane of drivers! Jim Cooper had tyre valve failure and was seen furiously pumping - around the corner of a garage. Good exercise if nothing else. And Bill McCarthy's loving and ever-observant navigator alerted him to imminent tyre disaster...oh-oh-oh! another 30X3½ split around the bead.

By the way that green streak which possibly passed you was not a bolt of lightning - no, sirree! It was the S.C.A.T.

Reg Jones has been awarded his doctorate - PHD FOR FURIOUS DRIVING.

Did Max Chapman have a "father of a hangover"? Was he welching from the Big Freeze? Or was he a victim of a wog? Don't listen to rumours. He was sick-sick. Temperature et al. All the exiles at Gulgong became instant doctors, looked at his sleeping form and made serious diagnoses. This was followed with the offers of enough patent medicines to stock a chemist's shop. Second thoughts about the indisposition could be that Cyril and Penny-Pam-Ayres had sound reasons for becoming tee-totallers!

We're told that the Mors has developed unfamiliar noises, hopefully not debilitating.

Who was the photographer on the one-way bridge? Lord Snowdon? Someone said it was an intrepid Victorian. Harold Paynting has been named.

Jim Simpson is reported to have had his morning tea in a cloud of dust. The reporter was George Roberts who complained when Pam didn't fetch his afternoon tea from the caravan at Muswellbrook Check Point! Men have been called chauvinistic for less. Shame on you, Georgie, on the Eve of Mother's Day!

All the young mums are hopefully expecting breakfast in bed on Mother's Day. And Glad King expects the gift of a clock from King George. A lovely present except that they already own 51 tick-tockers! That is a worse addiction than the pokies in some quarters.

P.T.O.

REVS. AND BACKFIRES - SILVER ANNIVERSARY RALLY - FINISH (CONTINUED)

Shhh! Somewhere near a hill crest a large fellow made use of a rather slender tree for cover. Oh dear! It was inadequate. He was sprung as a car topped the hill! No names by request.

Another request for anonymity from the wife who is uncomplaining about her husband's late nights spent working on the veteran, but she objects to the greasy hand prints she finds on herself in the morning!!!

Two versions of the one crack.....

- 1. Truck driver to Mossie dawdling over an intersection: "Come on, Bionic George!"
 - 2. Hurry-up reminder for Ken Moss who was tardy about boarding and as usual was yakking: "Come on, Bionic Jaws!"

* * * * * * * *

Oh, those birthdays! Jim Wilson will be 79 at the end of the Rally. He doesn't look it. Could it be Oil of Caltex, or petrol fumes? Happy birthday, James! And double happiness to the Cardens who are celebrating 28 years of wedded bliss and Keith's birthday on the very same day.

Request for Laurie Ogle - please bring a smaller car if you expect push starts in future.

Special thanks from everyone to those who man Control and to the smiling, willing baggage bus driver.

What is in the luggage on the running board of John Corby's Buick? There's a hellava lot!

Hasn't it been great to see not only the veteran cars around the course but also those drivers of long-standing - Jim Simpson, Bill East and Jack Dance to mention a few?

It snowed and it snowed at Orange and the wind blew cold at Mudgee yet people came out to look at old cars to bring the gate takings there to an unexpected \$407 which has saved Barry Thew from taking three Valium tablets per day for the rest of the Rally, he says.

HIP PIP HOORAY AGAIN FOR A BEAUT RALLY! A lovely social run!

THANK YOU CALTEX AND OTHERS!

Stop Pre Takings	ss: from the Displays	 The second of the second of the
ORÂNGE:	\$483.33 disbursed as follows:	\$240 to Orange Branch Crippled Children \$120 each to Central Western Vintage and Veteran Auto Club and our club.
DUBBO:	\$674.80	\$337.40 to Dubbo Emergency Rescue Service. \$168.70 each to Western Districts Antique Auto Club and our club
MUDGEE:	\$407.00	\$203.50 to Orana Sheltered Workshop \$101.75 each to Gulgong Pioneer Car Club and our club.

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