

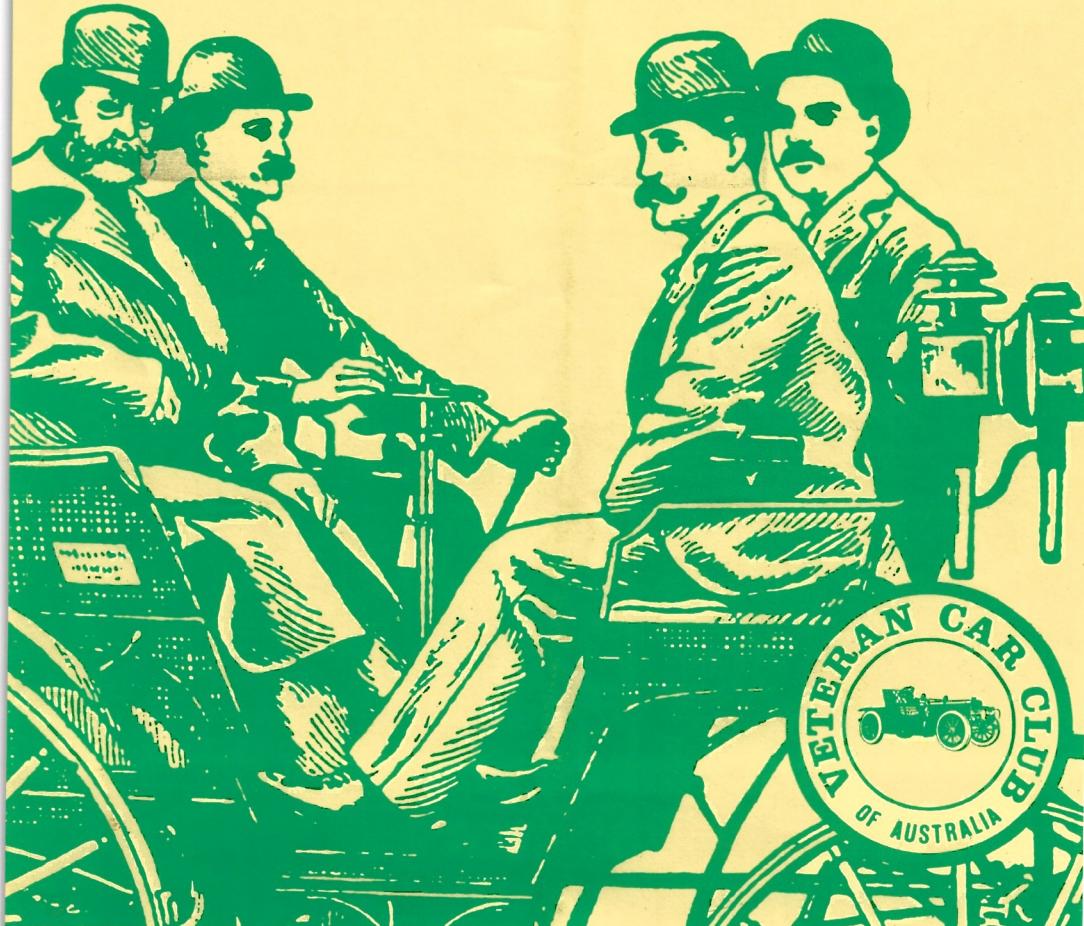
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

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April, 1982 Vol. XXIII No. 9



PATRON:
His Excellency,
The Governor of N.S.W.,
Air Marshal
Sir James Anthony Rowland,
KBE, DFC, AFC, K.St.J.



Spit & Polish

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

Volume XXIII No. 9

April 1982

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Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the V.C.C.A. (NSW) will be held in the Clubrooms at 8.00 p.m. on THURSDAY, 22ND APRIL, 1982.

Editorial Comment

Here it is April, which means I have two more editions of SPIT AND POLISH before handing it over to whomsoever will be taking on the job of editor for the next twelve months.

One of the time consuming jobs for the editor is keeping our address records up-to-date. So that the incoming editor's job will be a little easier for a month or two, I am trying to get new plates made for all changes and additions to date.

Should the address of your magazine be incorrect, please advise the secretary immediately, so that it can be included in the new set of address plates which will be ordered in early June.

Also, do you need those extra copies of the magazine which may be sent to your address? I know the contents make spellbinding reading, but if copies go into the garbage unopened, it will help cut costs if these extra copies were cancelled.

Your assistance in maintaining these records would be greatly appreciated.

- JAN C.

* * * * *

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS ROAD, FIVE DOCK, 2046

* * * * *

President's Message

OUR NEW CLUB HOUSE

The first sod has been turned, the tree planting will come later - such is the status of our new club house.

In accord with the Metropolitan Water Sewerage and Drainage Board regulations, five piers have been sunk and concreted and when this message goes to press, the footings - for which the use of a back hoe has been arranged - plus the reinforcing steel, already boxed and tied, will be fait accompli.

Structural drawings are currently in hand, while base templets and anchor bolts for the portal frames have been manufactured and delivered to the site.

In addition to the 1,000 bricks previously cleaned, a working bee has transported to and stacked a further 7,500 new bricks on the site.

Before levelling and drainage to locate the floor slabs, main hall and toilet block, a brick retaining wall is to be constructed near the eastern boundary, while the rear fence to the cottage, also empty shed, are to be demolished and the clothes hoist re-positioned to accommodate mobile plant activity and site preparation.

Liaison Officer-working bees, Bob Petersen, has unfortunately found it necessary to stand down and is replaced by Warren Irish. Our thanks are extended to Bob and to Warren and to those members whose continued assistance has enabled work to progress. If other members are prepared to help when called upon, please ring Warren Irish, telephone number 634.4571 (H).

As a reminder of our past and present and of our development over the years - in which I believe we can feel justly proud - a photographic record of the old hall, cottage and property is currently in hand and of the new building, will be taken progressively, stage by stage, when the physical evidence of many years of forward planning to

build a new club house and archives may be seen to rise above the long grass of today.

- GEORGE A. ROBERTS

* * * * *

REMEMBER!! *ALL CLUB PLATES not fitted to vehicles with current permit-to-move MUST BE RETURNED THIS MONTH.*

If you wish to hold a certain number whilst restoration is in progress, please wrap plates and mark accordingly.

Please return plates to: KEITH CARDEN
REGISTRATION OFFICER
20 RIDGE STREET
EPPING 2121

(A "jiffy bag" obtainable at any post office is a good way of returning plates.)

* * * * *

Events

9TH-17TH MAY - AUTUMN TOUR

29TH MAY - PRESENTATION NIGHT - \$12.00 PER HEAD
Denistone Bowling Club, Chatham Road,
Denistone.

Ring as soon as possible, PETER OR ROBYN WARDS,
871.3871

* * * * *

RUNNING ONE'S OWN MINI-RALLY

We read in the pages of January SPIT AND POLISH that it was understood there was to be a special One Man Rally to the Sydney area for the purpose of attending the club's "Compulsory Parade". That is (or was) quite so. The loose bits were tied up by Neil and Lyn Martin taking care of the billeting arrangements for the two nights. The Besa and driver were catered for very handsomely and willingly and thus enjoyed a glimpse of what club co-operation and loyalty are.

Yes, it was quite a tour. To Guildford on Friday, spent the night there, the Mountains Tour Saturday and Sunday, then Sunday night at Guildford, and back to Bathurst on Monday. The anticipated 20 m.p.h. average seemed to hold, and we got from Bathurst to Guildford, approx. 120 miles, in 6 hours actual running time.

Of course we have to face the fact that the Old Girl is abominably slow. She puffed up Victoria Pass (1st cog, of course) in a modest but convincing way at 10 to 12 m.p.h. (clocked by an accompanying vehicle at 16 to 20 m.p.h.) and hung onto top gear on many of the moderate slopes in her own sluggish way without strain (fly-wheel 120 lbs.!) Undoubtedly it will come as a surprise to some members who have been involved on occasions (even as far afield as Campbelltown) that every time during the four days running that the engine stopped, it was a deliberate action by the driver using the 'stopper button'. There was no need at any time to have recourse to the tool bag. Laugh that off, you cynics!

Referring to the Slow Drag Syndrome, it may be interesting to Bob Petersen to learn that the Bathurst/Lithgow section used up 1 hour 45 mins. whereas the Lithgow/Bathurst return was accomplished in 1 hour 20 mins. Victoria Pass stands out, of course, but there is a noticeable lift most of the way to the foot of the mountains from Bathurst.

- JIM SIMPSON

* * * * *

THE BLUE MOUNTAINS TOUR

So now it is all behind us for another year. We can always manage under adverse conditions, but it was good not to have had to cope with rain and some mud. And how would the 2½ miles of veteran road have been if we had had an appreciable amount of rain? As it was quite dry, who noticed the two or three patches of deepish sand? At speed through that any one of us could have experienced "the dreaded side-slip".

Though it was a good tour, it still seemed to have something missing. All the vehicles behaved with a built-in efficiency which lacked the element of uncertainty of the early days - that challenge, that touch of adventure, the pleasure of overcoming a problem or two which we used to do.

A reference to the 'fun' of the early Blue Mountains Tours brings us round to the pleasure at speaking to "Signor ARRIVIDERCI hisself". And after all these years! Thirteen, he said. At least Len stuck to his closing thought in his article in SPIT AND POLISH April 1974, for which he used the salutation "Arrivederci". Know what it means? Am I right, Len, when I say that the thought is virtually: "Be seein' yer!"? How many copies have we amongst us of the Women's Weekly showing the Massers on the De Dion Bouton, full of smiles. That was a long time ago!

We could feel that we had our magazine chapter with us in full force, even to two very small apprentices. Well Dunn, printing staff!

Has any member an idea of what time John Pickup hit the sack on Saturday night? He was still mobile at 0315 hours, Sunday morning!

The term is quite an old one, but the view of the valley from the Art Gallery balcony of The Hydro, right down to the bright green patch at the bottom, can be classed only as "breathtaking".

- JIM SIMPSON

* * * * *

FIRST NATIONAL 1 & 2 CYLINDER RALLY - ALBURY7TH TO 12TH MARCH, 1982

We set off in drizzling rain on the morning of Friday, 5th March, under the watchful eyes of Frank and Jo Nissen, who were travelling in their roomy Chev. so Frank would be readily mobile for his duties as one of the Officials. No doubt it was arranged beforehand by Max Chapman or Peter Wards - everyone knows we can't be left to our own devices as far as navigating is concerned.

Our first call was to a Parramatta Road spare parts establishment, where we purchased a piece of plastic to the tune of some \$103 to replace a tail light cover broken while hitching up the trailer in the rain.

After the usual battle through the traffic, we finally got clear of the city and relaxed somewhat, and at Berrima were joined by Keith and Jean Carden, and thence we travelled together to Yass, where we stopped for the night, and were joined by Bill and Rhonda Trollope, together with Baby Nathan and Rhonda's sister Cheryl. Next morning we passed the "Dog on the Tucker Box", lunched at Holbrook, and then on to our motel in Albury. There was a contingent of the occupants of 12 units at our motel, and plenty of "car and bike natter".

On Sunday morning we attended the Albury Council Chambers and were issued with our Rally Packs by Max and Sandy Roberts and their trusty band of stalwarts (George Roberts, Ben Bronk, Peter Buckingham, Frank Nissen, Allen Blythe and Barry Thew). Morning tea was provided and the Albury-Wodonga Development Corporation provided a bus tour for the ladies, which, unfortunately, was not very well patronised by the ladies, so a few husbands were let in the bus to enjoy the trip. We were taken to the Hume Weir after a short tour of the city, and also visited some of the new development areas specifically designed for planned growth in the future. To our uninitiated eyes, these seemed to be too far away from the present city activities, and too small at present to give many local activities, apart from small sporting events. They do, however, present a very pleasant, planned way of life, and everything is new, and of course

there is plenty of space for new ventures. We drove through Wodonga, and were shown a very impressive building where Trade Unionists are taught leadership etc., and were given the impression that the building is very lavish inside, and includes an inside heated swimming pool - apparently that is where it all begins.

In the afternoon the cars were photographed officially by Harold Paynting from Victoria, and many others, and at 6 p.m. there was a civic reception at the Albury Civic Centre, where the Mayor of Albury bid us welcome, and afterwards Harold Paynting gave a talk on interesting cars (with slides) and showed us some interesting items he has acquired since his retirement, when he became a compulsive collector.

Monday dawned with the weather somewhat uncertain, and there was a tour in the veterans and on the bikes to the Lake Hume Aquatic Club for lunch, with a visit to the Trout Farm on the way. The lunch was a hearty one, and then we crossed the Hume Dam and returned through Wodonga to our motels, a distance of 40 km for the day.

Tuesday was a competitive day to Yackandandah, a sleepy little town with all the school children cheering madly, and the Hospital Auxiliary suffering an invasion for Devonshire Teas (they made a good profit that day) and we were issued with lunch packs of chicken and salad and returned to our motels after lunch.

Wednesday was set apart for Concours Judging (most of us had already been eliminated from the 'short list') and Driving Tests, held on the oval at the Scots School, with the afternoon free, when some folks went to Beechworth, some spent money in Albury, some rested and the eager polished their cars. In the evening buses took the folk to a Colonial Dinner at "Fairfield Manor" at Rutherglen in Victoria, where another sumptuous feast was presented by our caterer, with huge bunches of black and green grapes forming the decor, and we were entertained with country music for listening, foot-tapping and dancing, although the floor of the winery wasn't very suitable for the latter. Once again we were taken under Frank Nissen's wing and given a ride in his Chevvie.

On Thursday we assembled at the Botanic Gardens, and travelled some 17 km to Jindera Hotel-Motel for another feast provided by our caterer - this time the decor was watermelon baskets. We visited the Pioneer Museum and Wagner's Store built in 1874. All the exhibits were locally found and the original Museum Committee in the 1960's visited the farms in the district, which were mostly owned by German families and the resultant accumulation of donations is most impressive and comprehensive - clothes, jewellery, household equipment, farm machinery etc., and the most beautiful arrangement of furniture etc. in the Parlour, Dining Room, Master Bedroom, Nursery, Kitchen, Laundry, Cellar etc. And we understand the Craft Shop and the Blacksmith's Shop also were well worth a visit. We then returned by a different route.

Friday morning saw us again assembling at the Botanic Gardens for a short parade through the town, which was something of a non-event, and numerous people stopped us when we were shopping in the town to ask where they could view the cars.

In the afternoon we did some packing, put the car on the trailer and did some last-minute browsing in the shops, and did a bit of "restoration" for the Presentation Dinner, held at the Wodonga Civic Centre. This was a very happy affair, with much chatter - so much so that the "Glentones" Band had to be quietened somewhat.

The whole rally was a most relaxed and very friendly affair and we congratulate Max and the Officials for the way the rally went. For ourselves, we had the chance to meet up with interstate folks, some of whom we knew, and some we met for the first time, and we appreciated the little "thoughtful" touches such as giving the mileage for the day, even when it wasn't required for competitive purposes. We feel the organisers should feel proud that folks came very great distances (1 car from Germany: Dr. Hans Stein and wife brought a 1903 De Dion which "kicked", and he was sporting a bandaged hand for some days), Western Australia 2 cars, South Australia 12, Victoria 15, N.S.W. 15, A.C.T. 1, Queensland 7, as well as some 8 veteran motor cycles. (Sorry, these figures are

"off the top of our heads" and the purists may condemn our arithmetic.

Perhaps there could have been more publicity given to the gathering of cars, but publicity doesn't seem to play a big part in the "City in the Country" - we saw only one poster advising that Kamahl was visiting the area. Maybe the local clubs could have notices inserted in shop windows if another rally were held in the area, and we met up with some Vintage Boys in Wagga who had their cars on display in the park, and they would have liked to have seen the cars in Albury. This is not a criticism, as it is always easy to be wise after the event and impossible to cover every angle beforehand.

We feel that Barry Thew has missed his vocation - he'd have made a wonderful traffic policeman, the way he held up the traffic for us to enter and leave the Botanic Gardens.

It was wonderful to see Don Roberts and Cherrie catching up with all their interstate friends and Don even riding a penny farthing bicycle.

How would you feel if you brought your car by container from Perth and when it was unloaded you found it broken in half? We understand that happened to the Little Star 1905 belonging to Ross Anderson, but by sheer hard work and determination he turned up a little late and took part.

We understand the South Australian enthusiasts, the Vinalls and the Ransfords, had a great time in Britain when they drove their cars in the London-to-Brighton run, and the cars returned without a mark.

George Roberts did a magnificent job of judging, and who could be more qualified? The honour of the Sydneysiders was well upheld by that compulsive polisher, Bill Trollope, who came home with the Concours Trophy, Queensland showed us "how it should be done" by taking home the Pewter Punch Bowl and Ladle and George Gilltrap's De Dion also was rewarded. The full list of prizes appeared in the last issue of SPIT AND POLISH - we

were too "green with envy" to take it all in.

The motor cycle boys appeared to have a great time and looked very smart always in their white overalls.

Jim Eisenhauer won a special award of a glass lamp presented by the Rally Caterer for perseverance. Jim and his crew did a great job and hit the papers twice (on the front page, even) with a great story of the Gardner-Serpollet Steamer. We understand Jim is still having trouble establishing the identity of the correct fuel originally used in this machine.

It was pleasing to see Ross and Alvie Marshall in their Brush, which behaved very well for them.

Peter Michael's Rambler did a great job and the children had a great time.

The Maunsell brothers, also in a Brush, enjoyed themselves and John Wein-Smith from South Australia looked the part in his 1904 De Dion - he always looks as though he's just stepped out of the London-Brighton run with his 'Air Force' moustache and ruddy complexion. The interstate folks, incidentally, had a great time at the clubs with the poker machines - don't think they went home richer, though.

We missed the old rally stalwarts such as Jack Dance, George Adams etc. on this run, but the Garthons were there with Mal (now 21 - would you believe?), Bill Spraggon with John Pickup, Stan Rumble, Jim and Iris Cooper, Phil Bagnall, J. Simmons etc.

It was pleasing to see Judith Thew on the Friday - she flew down in the morning for the day's run and the dinner, and motored home with Barry on Saturday.

George and Dorothy Green also flew down for the dinner and Max Roberts was joyously reunited with Sandra, who had had to return to Sydney earlier in the week.

There was a young English girl with the

rally, who told us who wanted to stay in Australia and intended advertising in the Veteran Car Club magazines for: "An Australian husband with a veteran car - preferably an Oldsmobile" so here's a chance for some young (or older) buff.

We thoroughly enjoyed the trip and thought the venue very central and the flat country very suitable and hope we may be part of another such event in the future. At the final dinner George Roberts made mention of the enthusiasm for such an event which our former hard-working Secretary, the late John Thomson, displayed, and it occurred to us that perhaps a trophy might be dedicated to his memory for any such future event.

Thanks to the organisers and all concerned for making the First 1 & 2 Cylinder Rally most enjoyable.

- DON AND DOROTHY STEER

* * * * *

RESULT OF BUILDING FUND RAFFLE :

1ST PRIZE	TICKET No.	387	K. SHARPE
2ND	"	" 83	MISS P. VAN HEYTHUSEN
3RD	"	" 523	A. PENDLEBURY
4TH	"	" 140	W. SPRAGGON

DRAWN ON FRIDAY 2ND APRIL, 1982 AT 5 P.M. BY MR. J.H. PEARCE, MANAGING DIRECTOR OF L.M. TECHNICAL SERVICES PTY. LTD.

* * * * *

EXPLAIN THAT AT THE CARWASH:

The Earl of Dalkeith's aunt was caught in a Kensington High Street (London) traffic jam. A circus elephant in a truck directly in front of her vehicle, irritated by the exhaust fumes of the jammed cars, relieved itself over the bonnet of her car.

Revs and Backfires

And there they sat, the three wise men, the Pres., the Sec. and the Treas. Oh the thrill and excitement of it all. George (The Beak) Roberts, hands waving and the er's and ah's coming thick and fast. Then Ben Bronk (strange, but that rhymes with conk, see above) building up to a crescendo with delirious statements like "...and also \$14.21 for stamps etc. etc." I fully expected to hear the familiar cry of "And as they come round the turn into the home straight it's 28 cents for receipt books for the raffle". The finale as espoused by the Treas. exploded over the concourse like a fireworks display when he waxed lyrical over the offer of a back hoe to turn the first sod. Who's the sod they're talking about? Must be a whopper if it takes that to turn him over.

#

Was intrigued at George Sevenoaks' signature in the attendance book. G. 7 oaks! How about that! And did you cop those check strides he was sporting? Surely the vibes wouldn't harmonise with the aura of gentility that emanates from a R.R., even if he was dressed as a chauffeur and more so as an aristo, and as we know, all R.R. owners come into that category. Awright, bring out the tumbrils and avant to the guillotine Masser!

#

Sat next to 'Orse Rose-Bray at the meeting and had some very pleasant d'you remembers. A nut of course, but what a nice nut. As you know, 'Orse is a dilettante of the first water. He range me one night and regaled me with a piano solo, I think it was Chopin or De Bussy, so you can get a good idea of one of his many idiosyncrasies. Then he went to the sublime to the Gorblimy as a high-pitched whine assaulted my eardrums and 'Orse's dulcet tones asked me "What did I think of his new electric drill?" Well, being gifted with E.S.P., second sight and teacup reading I proceeded to tell him "Itsa bewdy". I simply

must say he looks the part with his white hair and mo. I've got the white bit on the top lip but looking into the mirror I find that a hair in the head is worth two in the brush, but there's one thing about baldness, it's neat.

#

Gwennie Dunn! She dunn me wrong in my last epistle. She took it down in shorthand over the 'phone and what was something about a "forward movement ensues" was translated as "in shoes". Jeez, I dunno! I was hoping for no mistakes so I offered up one Hail Mary full of grease and what does she do, she oiled up me plugs. I've got reservations about being dunn by Gwennie, but that daughter of her's! Yoweee! And what a set of choppers!

Arrivederci.

- LEN MASSER

#

THE 1982 AUTUMN TOUR

This year the Autumn Tour will start from the "Map of Australia" sign north of Berowra at 9.00 a.m. on Sunday 9th May. First stop will be "The Oaks" for morning tea then on to Wyon where it is intended to take the back road to Wyee-Morisset and then on to the first overnight stop at Cessnock.

Monday's journey will be to Gloucester via Dungog.

Tuesday will include a sidetrip to Copeland before travelling on the undulating road to Wingham.

On Wednesday it is planned to travel out to Dingo Creek for a picnic and barbecue.

Thursday is not a day for the faint-hearted, as we intend to travel up the mountains to Ellenborough Falls.

Fishing at Forster on Friday.

Saturday's journey will take us from Forster to Bulahdelah, Booral and Karuah for oysters.

Sunday will be a quick trip to Cessnock then an afternoon around the wineries.

Monday is the return journey to Sydney.

SUNDAY - 9TH MAY 1982

Cessnock Motel

13 Allandale Road

CESSNOCK

MONDAY - 10TH MAY 1982

Gloucester Motel

Cnr Queen & Church Streets

GLOUCESTER

TUESDAY - 11TH MAY 1982

Wingham Motel

Bent Street

WINGHAM

FRIDAY - 14TH MAY 1982

Bella Vista Motor Inn

Lake Street

FORSTER

SATURDAY - 15TH MAY 1982

Karuah Motor Inn

Pacific Highway

KARUAH

SUNDAY - 16TH MAY 1982

Cessnock Motel

13 Allandale Road

CESSNOCK

- BOB BAXTER

OFF-COLOUR ACCIDENT

After being injured in a car accident, a white South African died in a coloureds-only hospital to which he was sent because of a tan he gained while fighting in Southern Angola.

History Corner

IN THE BEGINNING (PART TWO)

HISTORY CORNER for March 1982 stressed the competitive use of "vintage machinery" in the years prior to the formation of the Vintage Sports Car Club of Australia in 1944 and the continuation of the "drive them hard" philosophy until some years after the end of World War II, pointing out that little was done to preserve and restore the vehicles, roadability, driveability and competitiveness being the basic requirements of the majority of owners.

Meetings of the VSCC were then held at Post Office Chambers, 333 George Street, Sydney on the third floor, in the rooms of the Sydney Bridge Club. As this building was serviced by what must have been, historically, the most temperamental lift in the city, members (to a man) preferred to walk up the stairs. Whether the lift set the mood or not, the meetings themselves were Bohemian, noisy affairs. To add to the atmosphere, anyone passing in George Street would have been aware that some kind of car club meeting was in progress since the street would be lined for some distance, on either side, with rare and awesome specimens of "vintage machinery" - such as Ted Ansell's A-type Vauxhall ("Fifty-bob"), Hood's three-litre DOHC Sunbeam Sports Tourer, Jack Jeffrey's Studebaker President hybrid, cut and shut until it resembled a giant M.G. TC (and capable of the "ton") and various specimens of Alvises, Lancias, Rileys, Bugattis, the grand voitures being represented by Bentleys, Delages and "Mercs".

Members at these meetings tended to group within the assemblage according to their particular marque fancy, so that here would be a group of "Bug-addicts", there a group of Lancia devotees and so on. All such groups would, of course, be more involved in their own conversation and interests than the meeting proper, which added gloriously to the overall noise level and "party" atmosphere. Only when some topic of general interest arose was there concentration on the Chairman or speaker. Indeed,

the law of conduct of meetings was honoured more in the breach than the observance due to the exuberance of the members. At the conclusion of these meetings the wild rush to the rear of the meeting room to get a cup of tea and "bikkies" was more than comparable to an involved move on the football field. If you didn't succeed in getting refreshments in the first wave then you simply abandoned all hope!

It was in this atmosphere that some members of the VSCC endeavoured to point out at meetings that, whilst it was appreciated that the name of the Club was the Vintage Sports Car Club of Australia, it did admit members whose vehicles had little or no sports pretensions yet, having done this, it's activities provided very little, indeed, in the way of events for the non-sporting type of vehicle. At the same time, many of the events organised by the VSCC were swamped both in number and performance by the mass-produced "modern tin-ware" as it was called. No other club existed that directed it's activities to "vintage machinery" of a non-sporting variety and, as a consequence of the influx of modern vehicles and the lack of appreciation of vehicles without performance characteristics, many owners of vintage cars and those few owners who had veteran cars stored away became disgruntled.

In the early stages, this unrest appeared to be channelled into a desire to unseat the Committee and certain office-bearers who, since no provision existed in the Constitution that required positions to be vacated after a certain period and elections to be held, continued on and on in office. Club funds were well invested, but to such an extent that expenditure on social as well as club activities were somewhat curtailed. As a result, enthusiasm was dampened both by personalities and action. At the same time, the practical side of the club's activities were so involved, particularly the issue of "modern vehicles" competing against vintage, that the relatively minor aspect of "veteran cars" and events for this section was hardly ever mentioned.

Those who were vocal and energetic in

support of something being done to foster the true vintage attitude and to assist the few veteran car owners were members like Ron Grant, Joe Capper, Bill Daly and Frank Klein - the latter giving the impression that, whilst he enjoyed it all immensely, he disagreed with practically everything!

To be continued.

See you at the next meeting.

- THE HISTORIAN

* * * * *

ADVERTISEMENT

WANTED

1 only Deitz Majestic Headlight #5 to complete restoration or 1 pair small Brass Headlights.

- KEITH CARDEN
(02) 871.2158

* * * * *

LOIS COOK'S RECIPE:

STRAWBERRY SHORTCAKE

60 g (2 oz.) butter

2 tablesp. sugar

2 egg yolks

3/4 cup plain flour

1 punnet strawberries

1/2 cup strawberry jam

2 teaspoons water

METHOD. Cream butter and sugar until light and fluffy, add egg yolks, beat well. Work in sifted flour until well combined, knead dough on lightly greased 20 cm (8") sandwich tin, bake in moderate oven 15-20 minutes. Remove from tin, allow to cool slightly.

Reserve a few strawberries for decoration. Hull remaining strawberries, cut in halves, arrange over warm shortcake.

Combine jam and water, stir over low heat until boiling, push through sieve. Cool slightly, then brush generously over strawberries and shortcake. Refrigerate until set.

(Cont'd. on Page 19.....

STRAWBERRY SHORTCAKE (CONT'D.)

Decorate with whipped cream and reserved strawberries; brush some of the jam glaze over the reserved strawberries for a pretty effect.

* * * * *

M - I - N - D - S - T - R - E - T - C - H - E - R

Solution to No. 7

THE FLYING FLY

As George and Bill are each riding at 15 kilometres per hour, their closing speed is 30 kph and they will meet exactly one hour after leaving home. The fly flies at a constant speed of 40 kph and it will therefore fly 40 kms before being crushed. You didn't try to work it out the hard way, did you?

No. 8

WULGULMERANG

Whilst approaching Wulgulmerang on a country rally, a veteran car came to an unmarked fork in the road. The navigator knew that one road led to their destination and was equally sure that the other road didn't. Just then, two local brothers happened on the scene and their assistance was sought. Now these locals were well known (even to our intrepid travellers) as they were identical twins, the only difference between them being that one always told the truth and the other invariably lied.

Therefore a simple question, like "Which is the road to Wulgulmerang?" would yield a different answer from each one.

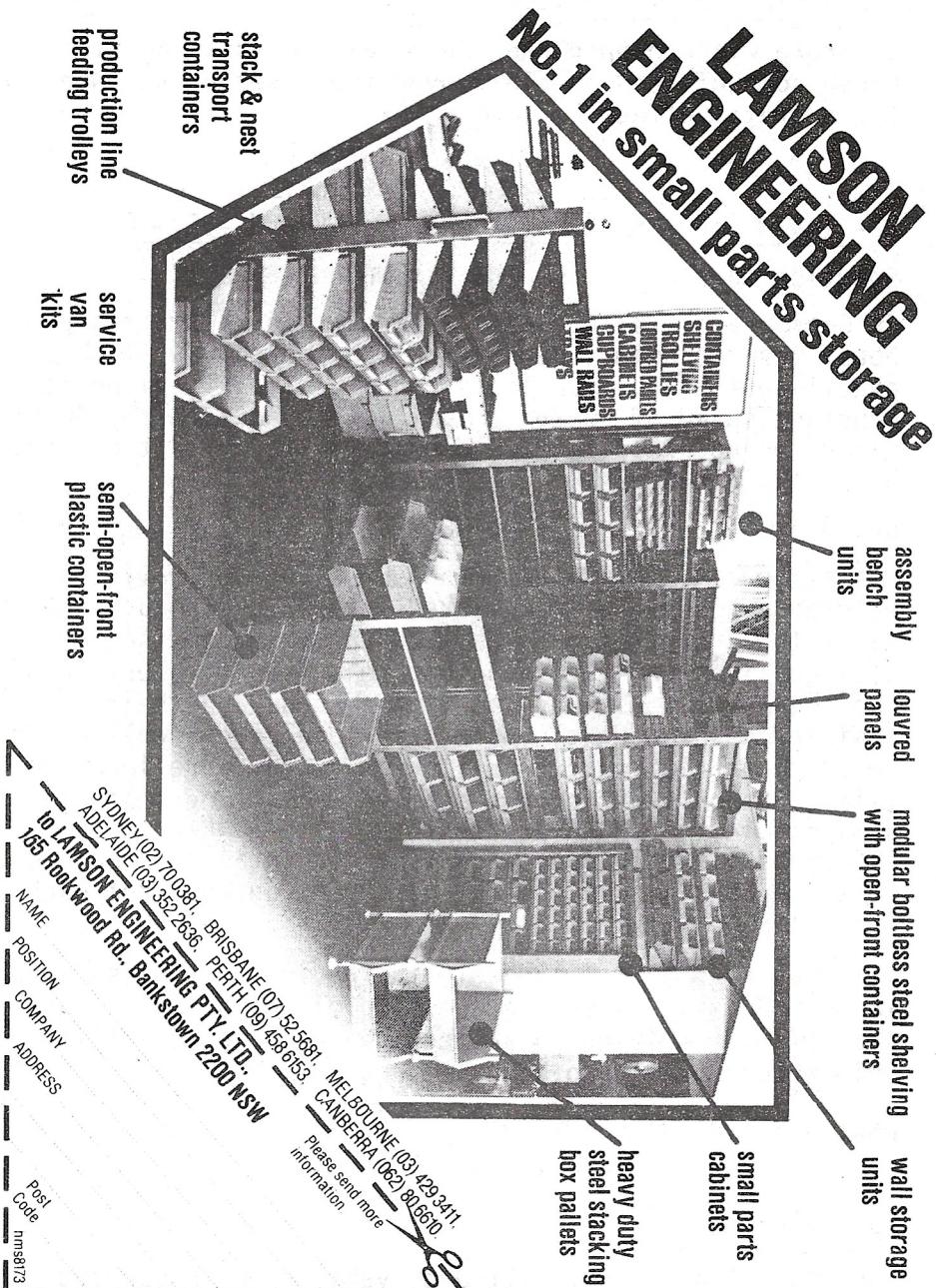
Time was passing but suddenly the navigator realised what to do. He asked just one question of one of the twins and, after receiving an answer, was able to direct the driver confidently to Wulgulmerang.

What question did he ask?

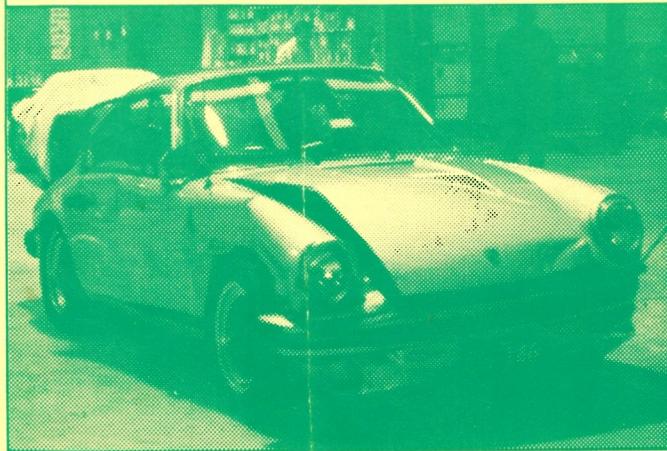
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R E M E M B E R:

ALL CLUB PLATES (not fitted to vehicles with current permit-to-move) MUST BE RETURNED THIS MONTH.



Restoring a legend..



or taking out the bumps.

David McKay selected us to repair his legendary Ferrari 250 LM after the car was badly damaged in practice for a race with the Racing Maestro, Juan Manuel Fangio last year. The car was lovingly and completely rebuilt to David's satisfaction.

We take the same care and detail to all the prestige cars that arrive in our workshop.

Whether you want the bumps taken out after an accident or detailed restoration of your car, you'll be in safe hands at Graham Watson Prestige Car Repairs.

We specialise in repairing and restoring the best cars. Ferrari, Lamborghini, Rolls-Royce, Porsche, Mercedes, BMW, Jaguar, etc.

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