

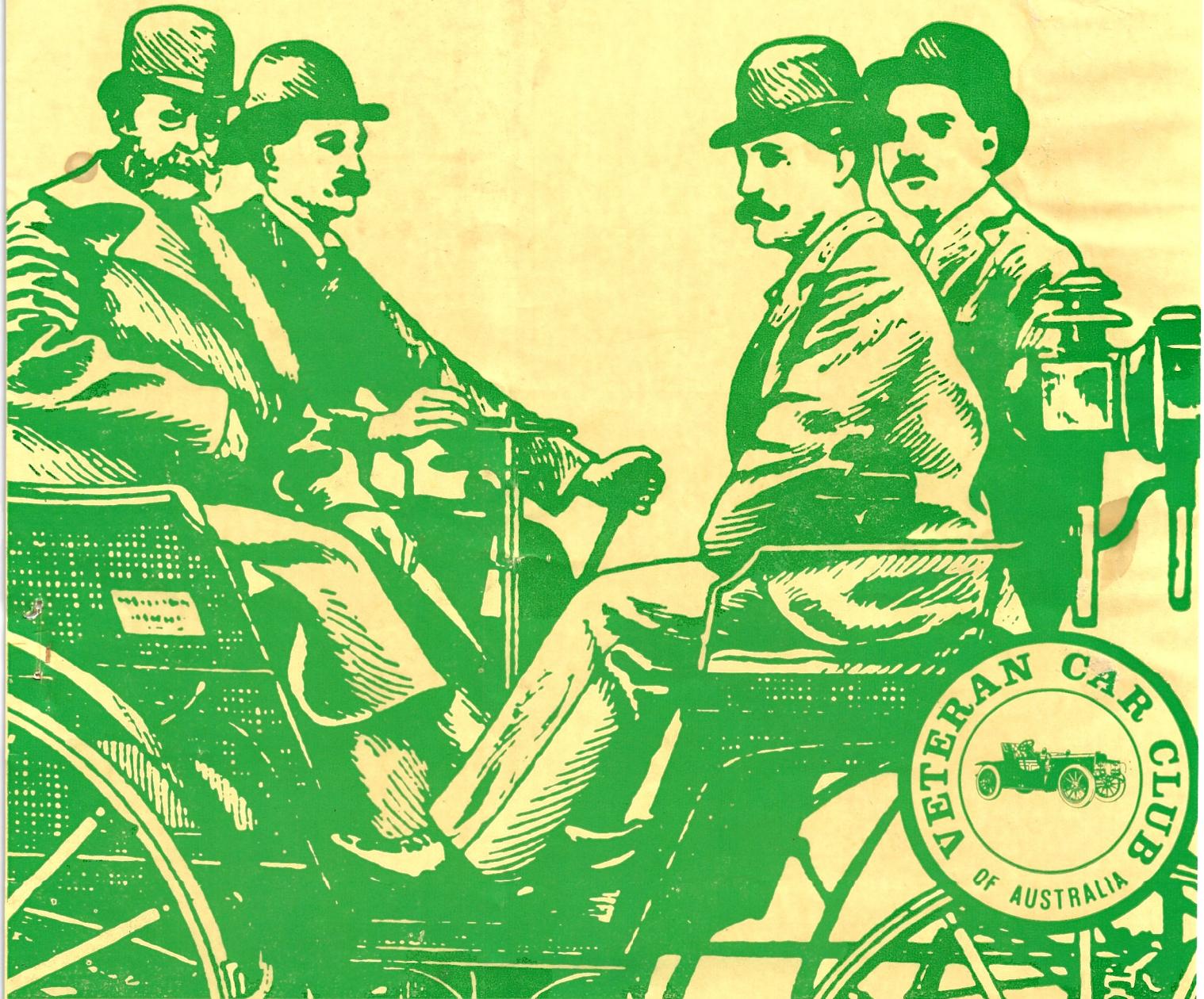
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

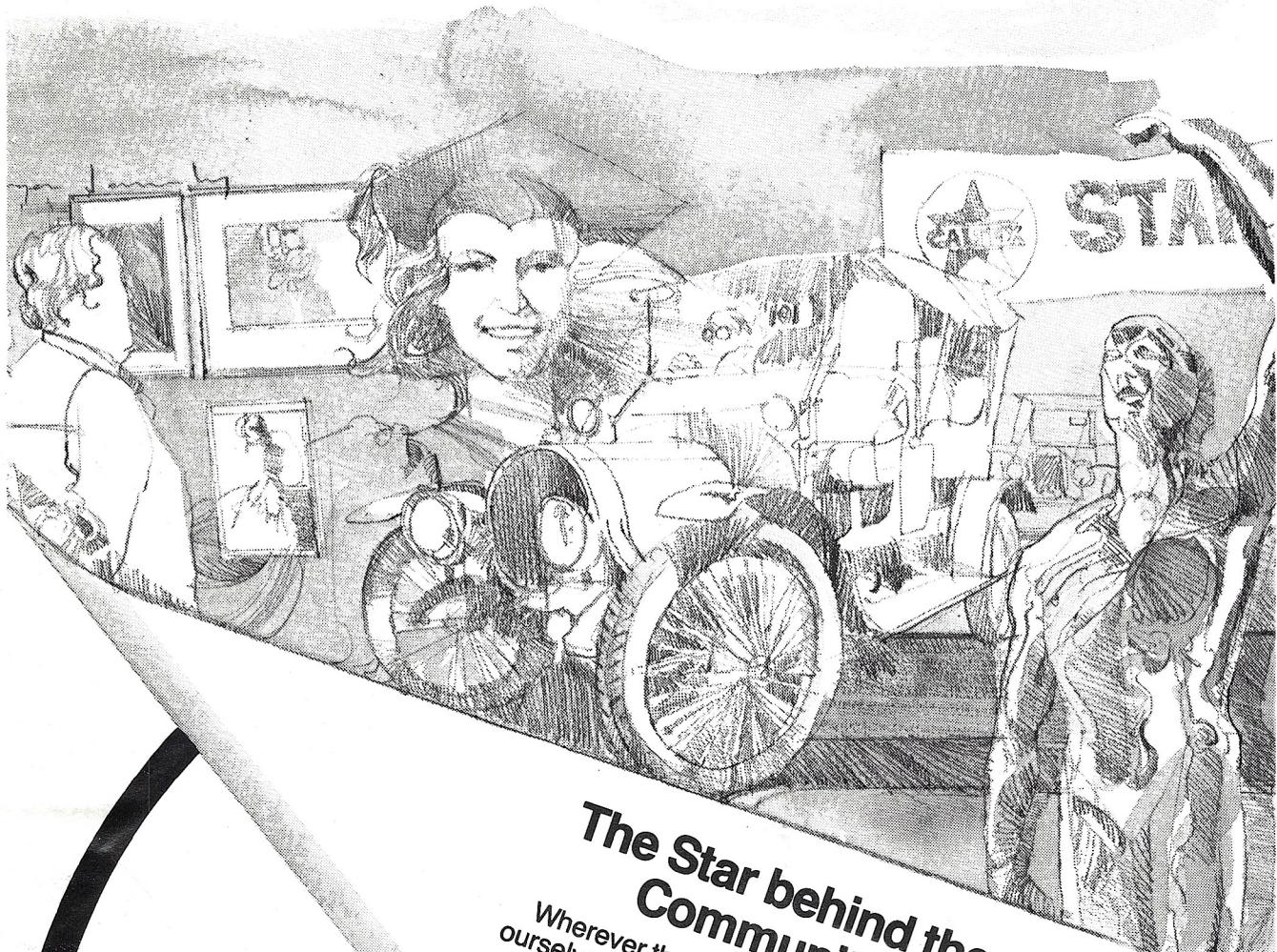
SPIT AND POLISH

April 1930, Vol. XXI. No. 10.

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Caltex Oil (Australia) Pty Limited



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SPIT & POLISH



PATRON:

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

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

Vol. XXI No. 10

April 1980

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Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the Veteran Car Club of Australia (NSW) will be held in the Clubrooms at 8.00 p.m. on THURSDAY, 24TH APRIL, 1980.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD, FIVE DOCK.

2046.

THE PRESIDENT'S MESSAGE

Club Office-Bearers

With but two months to the Annual General Meeting and election of office-bearers for the ensuing twelve months, I believe it is a duty of each member to give thought and consideration to how best he or she can serve the club of their choice whether directly, by nominating for office or by promoting another person, who in their opinion is either a gifted leader or has attained this expertise.

Inevitably the administration of most clubs is left to the few, the general belief being that those elected are seasoned office-bearers and while the club is running smoothly, why rock the boat?

Hopefully this apathy (common to we Australians and caused, we are told, by a "spoor" present in the air we breathe) will not prevail at the June elections, for at this time each year the opportunity is open to all members to nominate for election and to display those hidden talents which have lain dormant and require awakening.

It is true that experience is a great teacher, but it is equally true that new blood brings with it new ideas and with these new ideas the shape of progress.

I take this opportunity to invite all those with new ideas to exercise their right to express themselves by standing for office at the forthcoming elections, June 26th next.

The Veteran Car Club of Australia (N.S.W.) has and I'm convinced will continue as a club with progressive thinking and with the objective of new clubrooms before us there is little room for apathy.

"Come on members, give it a go!"

- GEORGE A. ROBERTS

As George said to his grandsons:

"We pioneers settled this country when the aborigines were running it. There were no taxes, no national debt and the women did all the work. Now how did we expect to improve a system like that?"



OPINION

ARCHIVES - LIBRARY - CLUBROOMS

It was with some relief that at the March meeting we were advised that council has approved the club's plan for the building of new premises. The next phase, which will possibly be the hardest, is to put these plans into reality. This will require a great deal of effort on the part of members who over the years have shown that they can come up with the required results when asked.

To see what can be done one only has to look back through the last 25 years and see what this club has achieved. This club was responsible for the concessional registration system that is enjoyed by most "Old Car" clubs in N.S.W., we purchased our existing premises which have provided a meeting centre for the majority of car and motor cycle clubs, together with the Victorian Branch we organised the first International Rally for Veteran and Vintage cars in Australia and we have built up a reasonable library which can form the basis for an "Archives of Early Motoring".

All this has been brought about by a well-laid foundation, sound and astute management over the years, together with the sound support of you the member. From the foregoing I see no reason why this club, with your support, cannot achieve the required aims which will give our club that little extra that makes it proud to belong to.

- Editor

* * * * *

of bien A.O.C.V le scritto l'acqua d'acqua v'è n'au

Question: How do you know when your children have grown up?

Answer: When the children stop asking you where they came from and start telling you where they are going.

* * * * *

...3 ogg no 5 (no 3)

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.) HELD AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK ON THURSDAY, 27TH MARCH, 1980.

Meeting opened at 8.15 p.m.

PRESENT: 59 members, 4 visitors.

APOLOGIES: Len Sheen, Hilda Sheen, John King, David Berthon, Lionel Follan, Neil Johnson, Ray Thomas, Gerry Sevenoaks, Alan Maunsell.

MINUTES OF PREVIOUS MEETING: Read, moved, accepted. Moved Peter Wards, seconded Bob Petersen. CARRIED.

ARISING: Nil.

TREASURER'S REPORT: Moved, accepted as read: Jim Eisenhauer, seconded John Gorton. CARRIED.

ARISING: Nil.

CORRESPONDENCE: Letters from: Camperdown Hospital re donation.

The N.S.W. Automotive Museum Association re next meeting.

Drummoyne Council referring to new building application.

Cartier Prestige Oblige re Easter Carnival.

Susan Upton re selling her 1961 Austin Lancer.

Alan Pickup, of Canberra, re selling:

1914 Hotchkiss - \$25,000

1915 T Ford - \$10,000

Minutes of:

Newcastle Meeting.

Twenty second Annual General Meeting of V.C.C.A. held in Melbourne on 11/8/79.

F.I.V.A. meeting held in Portugal on 27th October, 1979.

Moved, accepted as read, Jack Dance, seconded George Green. CARRIED.

ARISING: Nil.

INVESTIGATING AND DATING: Nil.

(Cont'd. on Page 5....)

Minutes of Monthly General Meeting, 27/3/80 (Cont'd.)NEW MEMBERS:

Associate Member: Miss J. Leighton
 Junior Member: Max Burke
 Transfer from Associate to Full Member:
 Donald William Campbell

Moved that new members be accepted, Barry Thew.
 Seconded George King.

CARRIED.EVENTS AND SOCIAL COMMITTEE:

30/3/80 Annual Concourse Day, Vaucluse House
 19/4/80 Social evening, Denistone, J. Godfrey Katoomba Rally.

ARISING:

Nil.

BUILDING DEVELOPMENT & MAINTENANCE COMMITTEE:

No report.

PUBLIC RELATIONS:

No report.

MAGAZINE:

No report.

PERMITS TO MOVE:

Keith Carden appealed to members to, upon the selling of a car, remove the plates and return same to club.

REGISTRAR:

No report.

LIBRARIAN:

Library has been rearranged.

INSURANCE:

No report.

PHOTOGRAPHER:

Photographer will be taking photos at both the Concourse Day and the Katoomba Rally.

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

No meeting since last report; there will be a meeting held next week.

Our representative to bring up the subject of the white line regulation now in force, and see if veteran cars can have a special arrangement.

GENERAL BUSINESS:

George Green advises that metric tyres are now in excess of \$300; Ken Moss can retread some sizes.

President to contact Ian Irwin in Canberra re the Bi-Centenary Committee.

Don Steer, and others, gave reports on the New Zealand Rally.

Terry Cook passed comment on Roster.

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

Minutes of Monthly General Meeting, 27/3/80 (Cont'd.)

GENERAL BUSINESS Jim Eisenhauer urgently requires brake lining 5/32".
(CONT'D.): Three brake shoes found in library have been given to Keith Carden.

Meeting closed at 9.45 p.m.

* * * * *

MINUTES OF MONTHLY MEETING OF NEWCASTLE BRANCH HELD AT THE HOME OF BOB AND ALMA NEWMAN, TUGGERAH, ON 11TH MARCH, 1980.

MEETING OPENED: 8.30 p.m.

MEMBERS PRESENT: 10 members, 4 visitors.

CHAIRMAN: J. Gorton.

APOLOGIES: J. Riley, D. Marr, W. and M. Holmes, J. Burke.

MINUTES OF PREVIOUS MEETING: Moved by P. Adams, seconded by D. Moffatt, that the Minutes of the previous meeting be accepted as read.

CARRIED.

TREASURER'S REPORT: The Treasurer reported that after paying the following accounts:

Mayfield Florist	\$13.80
Postage	5.00

the Balance at Bank was	\$107.82
Building Society	179.59
Petty Cash	5.60
	<hr/>
	\$293.01

Moved by Max Burke, seconded by N. Preston, that the Treasurer's Report be accepted.

CARRIED.

CORRESPONDENCE: Moved by G. Newman, seconded by P. Adams, that the Inwards Correspondence be received and dealt with and the Outwards accepted as read.

CARRIED.

GENERAL BUSINESS: Moved by R. Thomas, seconded by P. Adams, that an outing to the Singleton Military Museum on Saturday, 17th May, 1980, be made.

CARRIED.

After general discussion re the Newcastle October Tour, George Adams gave a talk on the National Tour recently

Minutes of Newcastle Monthly Meeting, 11/3/80 (Cont'd.)

held in Gippsland.

MEETING CLOSED: 10.00 p.m.

* * * * *

ROSTER ALTERATIONS:

NEW MEMBERS

BURKE, Max,
47 Maclean Street, Cessnock. 2325 M'ship No. 719 (Junior)

LEIGHTON, Jessica (Miss)
26 Loorana Street, Roseville Chase. 2069 M'ship No. 720 (Associate)

CAMPBELL, Donald William
667 Henry Lawson Drive, East Hills. 2213 M'ship No. 658 (From Associate to Full)

CHANGES OF ADDRESS

TWEEDIE, Jennifer
66 Annangrove Road, Kenthurst. 2154

RESIGNATIONS

Nil.

NEWCASTLE RALLY

OCTOBER 4-5-6

This year's rally will be centred at Morpeth 3 miles from Maitland.

ENTRY FEE: \$5.00

ACCOMMODATION at Morpeth Conference Centre \$37.00 from after tea Friday evening till Monday morning.

Hotel accommodation available just 3 miles away.

Activities start 2 p.m. Saturday.

* * * * *

A "get well" to Beatrice Adams wh is having a spell in hospital.

COMING EVENT

PICNIC DAY & RALLY, SUNDAY MAY 25TH

MODEL ENGINEERS SOCIETY, LUDDENHAM.

History of Society:

The Model Engineers' Society was formed in 1901 at Summer Hill and is the oldest society of its type in the world.

This Society's objectives are similar to our club's, whereby restoration of antique working models are encouraged along with construction of working models and model appreciation of aircraft, boats, cars and steam locomotives.

DATE: SUNDAY, MAY 25TH

ADDRESS: Near the corner of Elizabeth Drive & Luddenham Road, Kemp's Creek/Luddenham. (1st major turn to right after Kemp's Creek).

TIME: All cars to arrive between 10.00 and 10.30 a.m.

ADMISSION: A charge of \$2.00 per car is applied irrespective of number of persons.

ATTRACTI0NS: Flying model aircraft displays, mobile steam locomotives.

Cable cars running around circular tracks, giving passenger rides at .20¢ per person.

Static models on display.

LUNCH: Soft drinks, pies, sausage rolls, hot dogs, sweets, coffee, tea available from canteen.

Barbecue facilities are available for those wishing to bring a barbecue lunch.

CAR PARKING: Veteran cars will be grouped and parked together.

This will be an ideal family picnic day and one which the children will enjoy.

Any further enquiries: Contact - NEIL MARTIN 632.5047

MEL POPE

521.2821 (H)

237.8222 (B)

* * * * *



At the last meeting Don Steer, Jim Wilson and Norm Wakeham gave reports on the recent International Rally in New Zealand.

#

One experience that needs comment is that of Jim Wilson and his visit to a local Spa and Massage Parlour. After a bad night Jim decided to have a "health" spa and massage and after paying his "entry fee" stripped down and covered up with a towel and proceeded through to the spa room only to have his towel removed by the hostess and told to lie on the table, whereupon he was showered with hot spa water. After a short time the hostess arrived with oil to give Jim the massage treatment. Having been rubbed down on his back and legs he was told to turn over whereupon he received the same treatment to his front. At the completion of his massage Jim replaced his clothing and bid the hostess goodbye - her parting comment: "Goodbye Little Boy."

#

Len and Hilda Sheen have become grandparents again.

#

Mike and Denise Bendeich have decided to enlarge the family and from October Mike will have to charm another Chalmers passenger.

#

Fred and Laurel Rossiter seen at the Concourse Day proudly displaying a grand-daughter.

#

Rumour has it that judges at the recent Concourse ruffled more than one person's feathers.

#

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...

1980 NATIONAL TOUR

- George Adams, Newcastle

This rally was based on Moe, Victoria and covered a wide area of Gippsland.

Beatrice and I, taking advantage of a "little leave" from work, decided to incorporate this rally in our holiday tour.

We spent a few days driving down the South Coast, calling at as many scenic spots and places of interest as we could find.

We were particularly taken with the beautiful public gardens at Traralgon.

Arriving at Morwell, where we were to stay, we found that the Tour Committee, comprising Rally Directors Howard James and Barry Forryan, together with Secretary Mrs. Ronnie Heagney, had its headquarters at the same motel.

The first get-together was at a wine and cheese-tasting evening at the Moe Town Hall. Entrants came from near and far, e.g. George Batten driving his 1925 Sunbeam from Murwillumbah, N.S.W. and Peter Crawford brought his La Buire from Meningie, S.A.

We met lots of friends from previous rallies and this is always something we enjoy.

There followed six days of tours, ending with a car display on the Saturday afternoon. The tours were well organised and most interesting. We visited such places as the Hazelwood Power Station, Yallourn township, now being demolished, and the open cuts. The Hazelwood Ponds into which the hot water flows are used for all year round swimming.

Victoria is suffering from a severe drought same as N.S.W., and the Glenmaggie Weir is down about 50 ft. from maximum.

One run through the Tara and Bulga National Parks was outstanding, the drive being through miles of tree ferns with a lunch stop in the middle of the forest. (Due to a misunderstanding with my camera, I have no evidence that we were there.)

We were taken to see the offshore oil model display at Sale.. and the gas reticulation plant near Seaspray.

We didn't come away from Walhalla gold mine with any samples but the mine and the remains of the village were worth seeing. We did, however, get a sample or two from Yarram cheese and milk powder factory.

In the week's runs we covered approximately 500 miles and I don't think there was much of Gippsland that we didn't see.

(Cont'd. on P.11....)

1980 National Tour (Cont'd.)

Nice lunches as well as bar-b-que teas were provided for those who wanted them and morning and afternoon "cuppas" were provided by a willing band of lady club members.

The evening entertainment consisted of a dinner dance held mid-week instead of on the final evening, a film night and a dinner at the local R.S.L. Club - regret no pokies for the ladies to play as the Victorians are not sinners such as we.

The tours were organised to such an extent, with marshalls and signs, that we only got slightly lost a couple of times.

There could be another Vinot on the road in a few years, together with a couple of motor bikes. Peter Crawford and some other members bought the Vinot and five veteran bikes, all case lots, from a chap in Maffra. While the car is bodyless, it and the bikes appeared to be mechanically complete.

The tour wound up on the Saturday evening and the trophies duly awarded. We managed to snare something to remember the rally by.

Leaving Morwell, we headed to Wilsons Promontory via the Midwestern Highway and then up the Gippsland and Princes Highways towards home.

Having decided to call and see a certain Motor Museum at Leppington, we cut across from Nowra to Moss Vale via Kangaroo Valley (the Stude. is still panting!). It was a great run and we arrived at Leppington just in time to learn of the petrol drought. With visions of having to push the car if we dilly dallied, we made a bee line for home.

We recommend this method of having a holiday to and from a rally as well as enjoying the rally itself.

We congratulate and thank the directors and their helpers for presenting such an enjoyable and well-organised rally.

TREASURER'S BAZAAR

BOOKS: History of the Vintage Motorcycle Club \$10.00

I am also taking orders with money for:

SOUTH AUSTRALIA MOTORING HISTORY BOOKS \$3.50
(Nos. 1, 2, 3, 4)

STILL AVAILABLE:

Veteran Car Club Badges \$2.50 each

Windscreen Stickers .20¢ "

Car Badges \$14.00 "

(Also a limited number of commemorative plaques in Presentation Case - \$25.00 plus postage.) Nett proceeds of these Plaques goes direct to YOUR Sinking Fund for YOUR NEW HALL AND LIBRARY.)

ELEMENTARY SCREW-THREAD DETAILS

Nearly all screw threads encountered on American Vehicles are of the U.S. National Fine (N.F.) or National Course (N.C.) standards. Exceptions may be found in screws used for electrical and other equipment. In small diameter screws, the N.F. series changes to a number definition. This has its counterpart in the British systems which has its small series screws denoted British Association (B.A.) and the sizes given by numbers "0" being the largest.

Most common size N.C. threads are matched by the British Whitworth system, both having the same pitch, or threads per inch. A notable deviation occurs with $\frac{1}{2}$ " diameter, however the U.S. systems having 13 threads per inch and the Whitworth 12 threads per inch.

Although there is a small discrepancy in details between the two threads systems mentioned, there is a fair degree of interchangeability between them for work which is of a not particularly arduous kind.

The bolt-head and nut dimensions do not interchange, however, each system having its own series of spanner sizes. A little-used British system known as the Admiralty Standard frequently has pitches (T.P.I.) and diameters coinciding with the U.S. National Fine (N.F.) series. Variations from standard pitches may be found on tie-rod ends and stub axle end threads. A further departure from N.F. and N.C. threads already referred to is the N.E.F. or extra fine series. An example of this variation may be found on Terraplane and Hudson axle ends and rear axle pinion threads, the object being to take advantage of the greater leverage exerted by the finer threads.

It will be observed, therefore, that all diameters of bolts and screws used in the American vehicle may have any one of the three pitches referred to.

Generally the N.C. is used for studs, where it is superior to finer pitches. In the case of cylinder head application, the coarser threads are preferable for use in cast-iron and softer metal situations.

- ARTHUR PENDLEBURY

* * * * *

ROTORUA 1980 - A NEW ZEALAND SPECTACULAR

Europe may have the 'MILLE MIGLIA' but it was New Zealand that recently had the 'MILLE AUTOMOBILIA' and what a spectacle it was!

Opening and closing days saw an assembly of cars spanning some ninety years from the days of the blacksmith and the wheelwright to the push button computer constructed cars of the immediate past. It would be fascinating to contemplate a similar rally a century hence and to visualise what types of personal transport (fossil fuels permitting) might be on display.

(Cont'd. on Page 13.....)

Rotorua 1980 - A New Zealand Spectacular (Cont'd.)

However the last week of February and the first week in March, 1980 saw the streets of Rotorua moved back in time some fifty years and it took the N.Z. Minister for Tourism to remark that the presence of so many older vehicles had brought about a dramatic drop in the speed of the heavy logging trucks which abound in this region of forests and timber mills, a slowing down that the local Ministry of Transport had been trying to achieve for years.

A tourist at this time to Rotorua could be pardoned for thinking that motor vehicles in the thermal regions were somewhat out-of-date compared to the rest of the nation.

Almost a week in Auckland was the prelude to a pleasant day's drive down towing my host's car and then handing me over to a club member from Ngongotaha, a few miles beyond Rotorua who would look after me for the duration of the rally and even loan me a car for some of the events and for the others, friends offered me a spare seat as my entered vehicle was not completed in sufficient time to ensure its reliability.

The Sunday opening was carried out by N.Z. P.M. Muldoon who arrived in a Doble Steamcar to the backdrop of hundreds of cars from the late 1890's to the late 1950's all nicely polished and shiny before a helicopter parked in the corner neatly covered them all with dust through which numerous finger marks projected. A cup of tea for the overseas visitors in the Arawa Park Racecourse Grandstand followed and this area was to be the nerve centre of the rally for the next fortnight.

The thousand cars or so were put into six colour groups and there followed five runs to spots some sixty miles away over a given route, usually including a stretch of metal road with checkpoints to measure designated speeds, hidden in unlikely places so that with the Reliability and Gymkhana Day all cars had the opportunity of visiting all the selected sights over the rally period.

The first weekend was devoted to a very wet Swap Meeting with some complete vehicles up for sale and one Ford truck was understood to be on its way to Japan shortly thereafter.

After almost a fortnight of very enjoyable old style motoring and generally well organised events, one approached the final Dinner marquee with some trepidation (some final dinners stand out for one reason or another) but this dinner, being at the Racecourse, was a winner. Food was there in enormous quantity and quality and even a memento tray and bottle of wine was on hand for every guest. Some of the later arrivals would have had a while in the queue but two-and-a-half thousand is a lot of mouths to feed.

Good on you, New Zealand, and though your country may have some immediate problems, my only problem was trying to fit too many things into all too short a time.

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

Rotorua 1980 - A New Zealand Spectacular (Cont'd.)

Next month I will mention (Editor permitting) some of the personalities and their vehicles that stood out in such a huge gathering.

- PAUL W. BUTLER

* * * * *

FREEMAN'S REACH

Sunday 24th February proved to be a delightful day to set a course out of the suburbs, so that, with an event on the calendar, we demanded early breakfast, polished up the brass and removed the 'coarse screen' dirt from the body, saw to the tyre pressures, counted the rungs of petrol in the tank, and light heartedly headed for a destination bearing the name Packard. How appropriate!

Arriving on location we received a massive jolt which conjured up the words: "Where is everyone? Are we early or are we late?" Decided that we must have been early, as only 4 veterans and 2 moderns were in attendance - so far! David Berthon was in a state which could be described as 'mediaprone', as he was buzzing round fervently taking photographs. A new camera but no old car! Bob Petersen was moving amongst the 'jostling crowd' in an animated way, and, like David, he seemed to just dissipate.

About 11.0 we moved off, followed Windsor Road, through to the town of that name, crossed the Hawkesbury River, and proceeded to the Breakway Reserve, Freeman's Reach Road, where we spent some time in the shade of some trees, filling in the time by quaffing light refreshment.

As the area did not lend itself to much movement we pushed on to Cliff Road (U.B.D. 109 A6) where there was a picnic area overlooking the river. There was a fair drop to the water, and that gave a good sweeping view of the area that we had just crossed.

By midday the temperature was rising, and by mid-afternoon was quite hot - very pleasant for those who like it that way.

While the events of the day could not be expressed as hectic or exciting, it was a pleasing quiet day with no "traffic trauma".

Ah! Yes!! You're quite right. No mention yet of the Parade State.

Well, it was like this:

Chalmers Tourer	-	Michael Bendeich and family
Talbot Tourer	-	Jack Dance and Fred Burge
Hupmobile Tourer	-	Peter Wards and family
B.S.A. Tourer	-	Jim Simpson and nebulous nymph

(Continued on P.15....)

Freeman's Reach (Continued)

assisted by two moderns carrying Neil Martin and family, and "Bunny" Irish and family.

Will any members whose names have been omitted please report at the appropriate quarter?

- JIM SIMPSON

TECHNICAL

Broken studs, which require drilling out and the holes re-tapping, often present problems.

In the case of cylinder retaining studs and sometimes in other areas, the head, or other attaching part, may be used as drilling template or guide. Simply use a drill which will just pass through the head, or bracket and deeply centre the stud with this size drill.

Then substitute the tapping size drill and a perfect start will be assured. If a piece of tube having an outside diameter so as to just pass through the guide and the inner diameter equal to the tapping size can be obtained, this will accurately continue to guide the tapping size drill.

Slightly projecting studs can sometimes be removed by welding, or brazing, a nut to the stump. The applied head often assists in loosening the thread.

- ARTHUR PENDLEBURY

BRIEF BUT IMPORTANT

Another great afternoon, another great twilight tour. Same start, same finish. Same Power Station, same people and same cars with the addition of the Sunbeam from Marr's and the F.N. of Adams in all its newly-leathered interior splendour.

Took a little drive around the point in the Sunbeam, a temperamental old beast with a temperamental owner but with both in good spirits, Peter, Max Jr. and I were shown just how these English snob mobiles can pull and also turn in a reasonable top speed. Rides like Cloud 9 now the balloon tyres are on and hasn't cut a bead of yet.

The Wyong contingent arrived in the Talbots. Shiniest brass I ever saw other than the con rod bush in my ARNO after it ran out of oil.

(Continued on P.16.....)

Brief but Important (Cont'd.)

After letting us set up for tea, Doug and Chris decided to head for home as no lights fettred and scared of the dark. I wonder if the dark frightened them when they were courting.

Took a drive around the point in the F.N. - I only crunched it a couple of times. Foundout why the Hup runs out of breath following it - Overdrive - but up hills, ha ha ha!

Don Barker, your ears should be burning. The F.N. on a run with the upholstery and mats AND the side curtains off, AND the rear hood panel up. Heard the Ford is tight - this may be allowed for the driver after the day's run, after all, hip flasks were standard once but never for the engine. Anyhow, maybe you could get the loan of that weird old engine from Don Moffat or let him have your wheels.

Twinkle Toes Thomas, the dancing queen? Hardly, with Ray's corns and bunions, but dancing it was that kept Ray and Marney from the evening run and with the Ford ready and all.

Chairman Gorton and Co. were doing over a bank with the tools I'm told. Not the vault - the counter, office and cupboards.

See the Hupmobile with the hood down again? Have not fixed the bearings yet so it lets the noise out. Of course, you can tell by the smell that it is back on petrol and not the smelly solvent substitute. A real gasser.

George Adams, tinny old devil, trying to claim warranty on his coil from Studebaker Co. Rusted out. You would get it too George, but the dealer is dead.

See you on the next run.

- BELT DRIVE BURKE

* * * * *

ANNUAL CONCOURSE DAYVAUCLUSE HOUSE

SUNDAY, MARCH 30TH, 1980

Members and Cars in attendance:

Simon Garrett	-	Vauxhall	George Green	-	Rolls Royce
Bill East	-	Studebaker	Fred Rossiter	-	Studebaker
Peter Wards	-	Hupmobile	John Simmons	-	Morris
Richard Lee	-	Renault	George Roberts	-	Vauxhall

(Cont'd. on P.17.....)

Annual Concourse Day - Vaucluse House - 30/3/80 (Cont'd.)

Max Chapman	-	Wolseley	Jim Wilson	-	Oakland
Chris Sultana	-	Vulcan	Neil Martin	-	Fiat
Allan Blythe	-	Hupmobile	Darryl Blythe	-	Buick
Michael Bendeich	-	Chalmers	Bill Maunsell	-	Rolls Royce
Peter McGrath	-	Rolls Royce	Malcolm Johns	-	Sunbeam
Frank Nissen	-	Cadillac	Len Sheen	-	Modern

A total of 19 cars supported this event which is a very good attendance.

The three trophies awarded to this day will be presented during the Official Rally Dinner on the Katoomba Rally.

* * * * *

24TH ANNUAL BLUE MOUNTAINS TOUR

SPONSORED BY CALTEX

APRIL 25TH, 26TH AND 27TH 1980

Further notification of Itinerary.

(PLEASE READ)

Commencement

FRIDAY, APRIL 25TH

Greens Motorcade Museum Park

Hume Highway Crossroads

Morning tea will be available from the Museum's dining room at .25¢ per serve of tea, coffee, biscuits etc.

First car away will be at 9.30 a.m. sharp. This will be the 12 m.p.h. average followed by classes of 18 and 24 m.p.h. average at 1 (one) minute intervals.

All cars are requested to assemble at the start by 9.00 a.m.

A luggage bus will be available to carry luggage for those who require. This luggage will be delivered to each respective motel. Labels will be provided. A breakdown vehicle will follow the rally.

Lunch Stop

St. Columbus College, Springwood

A barbecue lunch will be provided from the club's mobile barbecue. One hour will be allowed for lunch.

If room in your car permits, would you please bring folding aluminium chairs to use at this and the other lunch stops.

Competitive Section

This will apply only on Friday 25th and will terminate at Katoomba Showground.

A condition imposed by Katoomba Council is that under no circumstances are cars to be driven around the trotting track.

From the showground, all entrants will proceed to their respective motels.

Caltex petrol will be available at Sinclair Ford Car, High and Waratah Streets, Katoomba, on Saturday morning.

Accommodation

All entrants will be advised of their accommodation details, locality and unit numbers on the morning of the rally.

This will be contained in a rally information pack, distributed to all entrants.

Friday Evening April 25th

This will be an elective evening with no official function planned.

All motels will provide dining room facilities with the exception of the 3 Explorers Motel at Echo Point.

Saturday April 26th

A visit to the Zig-Zag Railway at Clarence has been arranged. This will be a distance of 52 miles return.

The departure for Zig-Zag will be from Katoomba Showground at 9.30 a.m. sharp. Cars will leave in 1-minute intervals in a sequence, as per their rally numbers. Directions will be included in your rally pack.

A barbecue lunch will be provided from the club's mobile barbecue. This will be provided in the "1869 Dead End" car park which will hold 80 cars with overflow facilities provided.

All persons may enjoy a train ride from the "top points" station to the bottom section, where railway carriages in various stages of restoration may be inspected.

Cost of the train ride will be .80¢ per person. Duration of ride is 5 minutes each way and leaves both top and bottom every 45 minutes. (For those wishing to attend the Zig-Zag but not in a veteran, a bus service will be available. Contact Peter Buckingham 3 Sisters Motel.

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

Saturday April 26th (Cont'd.)

From the Zig-Zag, all cars will return to their respective motels by mid-afternoon.

Saturday Evening April 26th

This will culminate in the Official Rally Dinner at the Everglades Motel commencing at 7.30 p.m.

The Children's Dinner will commence at 6.30 p.m. again at the Everglades Motel.

For persons accommodated in the 3 Sisters and 3 Explorers Motels, a bus service will be provided both to and from the Everglades. This will leave at 5.30 p.m. and provide a service of several trips at regular intervals up to approx. 6.30 p.m.

For persons with accommodation at the Old Colon Motel, a fleet of modern cars will convey all to the Everglads, commencing at 6.00 p.m.

Trophy Presentation

Trophies for the event year 1979-80 will be presented after the official Dinner.

Trophies to be presented will be:

1. The Navigator's Trophy
2. 3 Concourse Trophies
3. All trophies associated with the 1980 24th Annual Blue Mountains Tour.

Sunday April 27th

All cars are to assemble at Katoomba Showground at 9.00 a.m. for procedure to the rally finish point.

Cars will leave at 1-minute intervals at 9.30 a.m. in sequence of their rally numbers.

The rally finish point and lunch stop will be held at the Burnside Homes for Children at Pennant Hills Road, North Parramatta.

We would seek your co-operation in ensuring that all rubbish and debris is placed in the receptacles provided at the three lunch stop venues.

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

Officials for 1980 Blue Mountains TourClub President George RobertsTour Director Mel PopePublic Relations David BerthonOfficial Starter George SevenoaksBreakdown Vehicle John GortonBus and Luggage Peter BuckinghamAccommodation Officer Frank NissenRoute & Catering Officials Neil Martin
Noeline ThomsonJan Coulcher
Roly Coulcher
Cyril StanbridgeMotel Captains & Information Officers Old Colony Motel
3 Sisters & 3 Explorers
Everglades
Barry Thew
Allan Blevins
Neil Martin/Mel Pope

* * * * *

A D V E R T I S E M E N T SWANTED To complete restoration of 1914 Buick:

1 Radiator

- RICHARD KENNEWELL,
Chaffey Dam,
Tamworth. 2340
067.64.2204FOR SALE 1914 Studebaker S.C. Four Tourer, restored for 1970 International Rally (Car No. 144). Only one of two of this model restored in Australia. Price on application to Bryce F. Craze. Engine No. 4B.8256, Chassis stamped 3.27.14.OTHER STATES PLEASE COPY.- BRYCE F. CRAZE,
36 Nullagine St.,
Fisher. A.C.T. 2611
(062) 88.3041 (A.H.)

ADVERTISEMENTS (CONT'D.)

WANTED One or two 30 x 3½ b.e. tyres) In reasonable condition
 One or two 26 x 2½ x 2¼ b.e. tyres)

Exchange two 20" b.e. cycle rims for two 19" rims needed

- PAUL W. BUTLER,
 1 Darley Road,
 Randwick. N.S.W. 2031
 (02) 399.3786

WANTED Information to have crown wheel and pinion for 1909 Renault 2-cyl. made.

- JIM NORMAN,
 50 Sloane Street,
 Goulburn. N.S.W. 2580

LOST ??? Radiator cap and mascot from 1928 Cadillac whilst on transporter between Sydney and Taree.

Mascot was of the flying lady type, broken at the base and held together with two bolts and a strip of metal.

Any information which may assist in the recovery will be greatly appreciated as the car has been in the family for years and the mascot has much sentimental value to the owner,

- FRED HOOK,
 C/- Ampol Service Station,
 Princes Highway,
 Taree. N.S.W. 2430
 (065) 52.2715

OR: ALLAN BLYTHE
 (02) 587.5694

WANTED For 1913 type AD Hotchkiss fire appliance ex "Hercule":

Fan, Pulley and Bracket

Crankshaft Pulley

Petrol Tank Pressurising Pump

Could supply photo of pump if required.

- D. TURNER,
 9 Herlihy's Road,
 Lower Templestowe. V. 3107

AVAILABLE 1915 Ford motor, front guards etc. \$200 or near offer.

WANTED Alldays & Onions Chassis and Rear End and Wheels.

- NEIL FERGUSON,
 19 Lovell Street,
 Hawthorn East. Vic. 3123

Advertisements (Cont'd.)

WANTED For 1915 Ford 'T' Runabout. Round gas tank and 2 brackets. 2 x 30" x 3½ Goodyear "Diamond Cut" tread tyres. Cast Iron Muffler Ends (with brackets). Radiator/Bonnet brace rod. Door Panels (steel). 2 x Door catches. 1 pair lined rear brakes (for cast shoes).

- KEITH KNIGHT,
2 Jens Place,
Kambah, A.C.T. 2902
31.6259

FOR SALE T Ford Raceabout - almost complete. Original condition. Some modifications to motor.

- JOHN AHEARN,
13 Julius Street,
Pearce, A.C.T. 2607
86.4814

FOR SALE 2 Wico 4-cyl. Magneto's, 1 Lucas 4-cyl. Magneto, 1 Lucas 4-cyl. Magneto, 1 Marelli 4-cyl. Magneto - \$50.00 the lot.
1 Lucas 5½" Brass Head Lamp, \$20.00.

- G. BRANDON,
1 Rees Avenue,
Coorparoo. Q. 4151
(07) 397.7470

WANTED Carburettor and manifold or any other parts of 1906 10 Commer Car - Chain Drive.

- T.W. ANDERSON,
19 Davis Street,
Belmont, Geelong. V. 3216
(052) 43.7640

WANTED Clutch and/or any parts to suit 1915 Rudge Multi motor cycle.
Gearbox to suit 1920 F.N. four cylinder motor cycle.

AVAILABLE Brass generator. H. & B. Would suit English veteran, three Ford headlamps (gas) all brass and in good condition, stamped 'Ford' - Jno Brown Model 19, will negotiate swap for the above-mentioned parts or other veteran/vintage FN 4-cylinder motor cycle bits and pieces.

- MAL GRANT,
Coffey Road,
Bullengarook. Vic. 3437

WANTED 19" Rolls Royce well base wire wheel to suit 1936 25/30 h.p. Rolls Royce.

- A.E.R. BLASHKI,
27 Hope Street,
Springvale. Vic. 3171
546.9154

Advertisements (Cont'd.)FOR SALE

Dodge 1918 Parts:

Radiator complete with surround, badge and cap	\$60.00
Chassis complete with front and rear springs	\$20.00
Motor complete with Dyne start and Carby etc.	\$100.00
Gear Box assembly	\$50.00
Bonnet	\$30.00
Pair H/Light Bodies & Reflectors	\$20.00
Pair Front 25" Wood Fellowed Wheels	\$20.00
Four 24" Steel-Fellowed Wheels	\$30.00
Petrol Tank	\$10.00
Early Vintage Motor, Differential & Wheels	\$30.00

- GRAEME EDWARD,
3 Eton Street,
Wendouree. V. 3355
(053) 39.2009

SWAP

Stepney wheel size 815 x 105, beaded edge in excellent order for a similar unit in 880 x 120 size.

- GRAEME EDWARD,
3 Eton Street,
Wendouree. V. 3355
(053) 39.2009

SWAP

1916 Dodge Owners Handbook in excellent order for literature on Essex 4's.

- GRAEME EDWARD,
3 Eton Street,
Wendouree. V. 3355
(053) 39.2009

WANTED

Cable drive and connections to suit Jones speedo. 880 x 120 Sankey B.E. Wheels with 5" Axle hole. Large box fuel tank neck and castellated type car to suit.

- GRAEME EDWARD (As above)

WANTED

Berliet 1911-1913 15 h.p. parts, clues, booklets, etc. lights - possibly Bleroit.

White Locomobile, Stanley Steam Car parts or clues, to assist to complete an exchange for Berliet parts that are available.

- ALAN ESMORE,
2 Bewley Street,
St. Arnaud. V. 3478
(054) 95.1220 (Bus.)
95.1424 Late Night

(Cont'd. on Page 24.....)

Advertisements (Cont'd.)

FOR SALE

1910 Siddeley Deasy parts - chassis, frame and rear springs, front axle with wire wheels, gearbox, steering column and box complete, foot pedal's and levers, remains of petrol tank.

1 - DU 4 Dual Ignition Bosch Magneto

1 - Dietz Dainty sidelamp, near mint

1 - Pair C.A.V. Fork mounted vintage headlights

- A. ELSHOUT,
74 Barwon Boulevard,
Highton. V. 3216
(052) 43.3898

WANTED

For 14 h.p. Minerva type JJ 2.3/4" A.F. Wheel Spanner to suit R.A.F. Wheel, brass body plate, Dietz Dainty Lens, Dietz No. 6 Mirrors 5 3/4" dia. Fuel Pressure Relief Valve and Gauge, Magneto Coupling, Advance Retard Mechanism, bonnet handle and clips.

- BILL SIDES,
813 Ferntree Gully Road,
Wheelers Hill. V. 3150
A.H. 561.4961

AVAILABLE

ALL STATES

A number of rims as follows -

17" & 20" English well base rims

18", 19", 20" & 21" English well base motor cycle rims, 40 & 36 hole. Width 1", 2" & 3".

16" Ford 10 wheels

16" Prefect wheels

All these rims are new old stock and should be available for about \$5 each or less if sufficient numbers are purchased.

- JOAN CLARKE,
144 Seacombe Road,
Seacombe Heights. 5047
296.6108

FOR SALE

ALL STATES

"ARGUS" Re-enactment Rally Badges. 3" Diameter. Specially designed, cast in 2 pieces, enamelled and individually numbered. Badges in this limited production will become collectors pieces very quickly. DON'T DELAY - Send \$16 NOW. This includes packing and postage to:

- BOB GARDINER,
10 Harrington Avenue,
North Balwyn. Vic. 3104

FOR SALE

ALL STATES

25TH ANNIVERSARY TRANSFERS. 7" Diam. Coloured yellow and green with black printing. Fix to outside of glass headlamp. Very attractive. \$1.50 each. Postage of 35 cents will cover a single or multiple purchase. SEND NOW:

- BOB GARDINER,
10 Harrington Avenue,
North Balwyn. Vic. 3104

* * * * *

EVENTS AND SOCIAL CALENDAR 1979-80

1979

ENQUIRIES — MEL POPE PH. 521-2821 (H)
NEIL MARTIN PH. 632-5047 (H)

SUNDAY	JULY 15
SUNDAY	AUGUST 26
SATURDAY	SEPTEMBER 15
SUNDAY	SEPTEMBER 16
WEEKEND	SEPTEMBER 29-OCTOBER 1
SUNDAY	OCTOBER 21
SUNDAY	OCTOBER 28
SATURDAY	NOVEMBER 10
SUNDAY	NOVEMBER 11
SATURDAY	NOVEMBER 17
SUNDAY	NOVEMBER 18
SATURDAY	NOVEMBER 24
SUNDAY	NOVEMBER 25
SUNDAY	DECEMBER 2

- Picnic Day
- *Navigators Rally
- Orange Blossom Festival Procession
- C.V.V.T.M.C. — Warwick Farm
- Newcastle Tour
- Government House Garden Party
- Parramatta Foundation Day
- *Registration Inspection Day (Compulsory)
- Schofields Air Show
- *Registration Inspection Day (Alternative)
- Fishers Ghost Rally
- Christmas Party - Dinner Dance
- Vaucluse Lions Club — Charity Day
- Family Christmas Picnic

1980

MONDAY	JANUARY 28
WEEKEND	JANUARY 23-24
SUNDAY	FEBRUARY 24
SUNDAY	MARCH 30
WEEKEND	APRIL 25, 26 and 27
SUNDAY	MAY 25
SATURDAY	MAY 31
SUNDAY	JUNE 29
SUNDAY	JULY 27

- Sydney Festival Procession
- Camp Out
- Picnic Day and Rally
- *Concourse Day
- *Annual Blue Mountains Tour sponsored by Caltex
- Model Engineer's Society — Luddenham
- Trophy Presentation Nite
- Picnic Day and Rally
- Picnic Day and Rally

**Indicates Point Score Outings.*

MANAGEMENT COMMITTEE 1979-80

PRESIDENT
VICE-PRESIDENTS

- George Roberts - Phone 371-8626 (H)
- Len Sheen - Phone 427-4198 (H)
- Barry Thew - Phone 638-1155 (H)
- Bill Maunsell - Phone 32-2379 (H), 929-7422 (B)
- Ben Bronk - Phone 624-8224 (H)
- Keith Carden - Phone 871-2158 (H), 70-0381 (B)
- David Berthon - Phone 639-0603 (H) and (B)
- Mel Pope - Phone 521-2821 (H), 237-8222 (B)
- Neil Martin - Phone 632-5047 (H) and (B)
- Jan Coulcher - Phone 587-2880

SECRETARY
TREASURER
REGISTRATION OFFICER
PUBLIC RELATIONS, SPONSORSHIP
EVENTS AND SOCIAL CHAIRMAN
ASSISTANT
LIBRARIAN

SUB-COMMITTEES AND OFFICERS

RESEARCH HISTORIAN
DATING COMMITTEE
REGISTRAR
"SPIT AND POLISH" EDITOR
PHOTOGRAPHER
PROPERTY OFFICER
BUILDING DEVELOPMENT AND
MAINTENANCE COMMITTEE

- George Roberts - Phone 371-8626
- George Roberts, Max Roberts
- Max Roberts - Phone 449-1722 (H), 74-0226 (B)
- Barry Thew - Phone 638-1155 (H)
- Arthur Porter - Phone 605-2016 (H)
- Bill McCarthy - Phone 798-6941 (H)

HONORARY LEGAL OFFICER

- George Roberts
- Bill Maunsell
- Len Sheen
- Ben Bronk
- Malcolm Johns

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