

SPIT AND POLISH



The journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.

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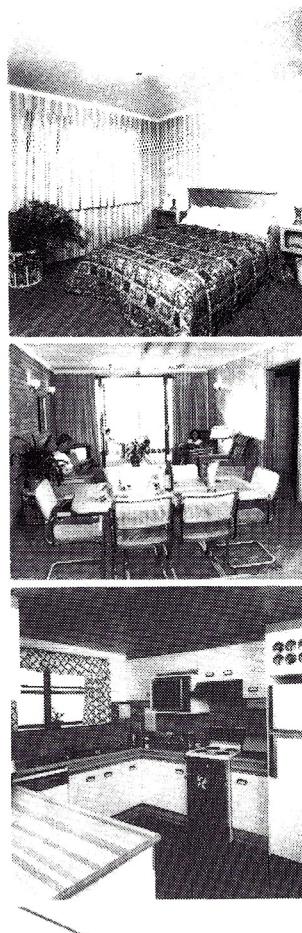




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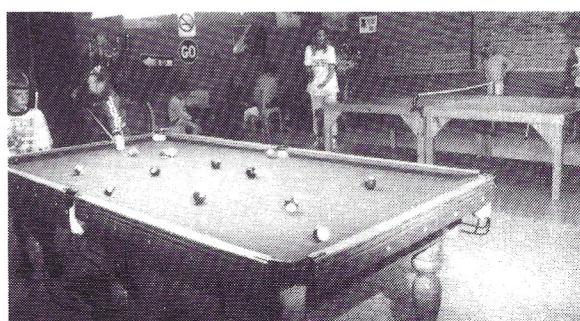
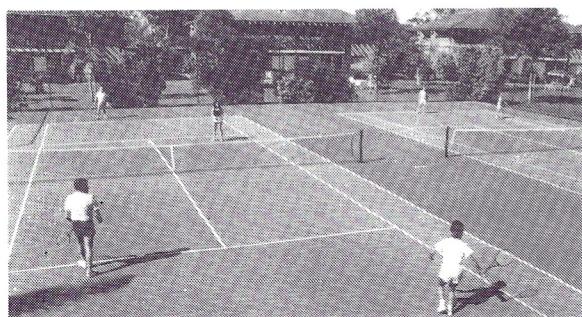
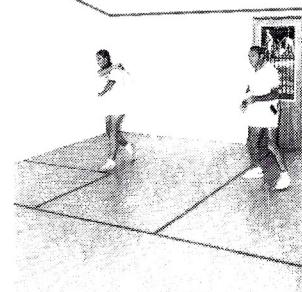
Luxurious 11 square apartments, 2 air-conditioned bedrooms, 2 bathrooms, 2 colour televisions, piped music, a superb kitchen with dishwasher, microwave, 14 c.f. fridge and complete with appliances, dinnerware, linen, etc. for a family of 6.

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A Heated Pool – swim 52 weeks of the year.

Even a full size all-weather bowling rink! All facilities and equipment supplied free of charge.



SPECIAL CLUB GROUP BOOKINGS JUNE – AUGUST

As there are 2 bedrooms and 2 bathrooms in each luxury apartment, perhaps you would like to arrange a group holiday with car club friends. Share the cost and double

the fun at only \$20 per day per couple.



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

Volume XXIV. No. 8
MARCH 1933

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NOTICE OF MONTHLY MEETINGS

Regular monthly meetings of the Association will be held at 8.00 p.m. at the Clubrooms on:

THURSDAY 25 AUGUST 1988 [This meeting will be followed by the Annual General Meeting commencing at 9.00 p.m. sharp.]

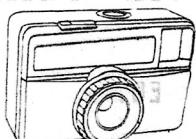
THURSDAY 22 SEPTEMBER 1988

THURSDAY 27 OCTOBER 1988

KEN QUARMBY - HONORARY SECRETARY

Note: The "show vehicle" for the next meeting will be Don Liddle's New Hudson Motor Cycle. Don't miss Don's lucid presentation!

COVER PHOTO: Can anyone identify the make of the car in this delightful picture?



EDITORIAL



THIS WILL BE THE LAST OF THE BI-MONTHLY "SPIT & POLISH" ISSUES...THE OCTOBER ISSUE WILL BE THE FIRST OF THE MONTHLY ISSUES. THE DEADLINE FOR THAT ISSUE WILL BE THURSDAY 6TH OCTOBER 1988.

FOR THE FIRST TIME AS EDITOR OF "SPIT & POLISH" THIS ISSUE I HAD TO BE SELECTIVE IN CHOOSING FROM MANY EXCELLENT ARTICLES WHICH MEMBERS HAD SUBMITTED. IF YOUR ARTICLE WAS NOT USED THIS TIME IT WILL APPEAR NEXT ISSUE.

OBVIOUSLY I GAVE PRIORITY TO THE ARTICLES WHICH RELATED TO RECENT CLUB ACTIVITY OR ITEMS WHICH WOULD BE OUT OF DATE BY THE TIME THE OCTOBER ISSUE APPEARS.

WE NOW HAVE A TEAM OF CONTRIBUTERS WHO KINDLY HELP ME OUT AND IT REALLY DOES HELP ME PUT TOGETHER A MAGAZINE OF INTEREST FOR ALL AND ONE WHICH I HOPE THAT WE CAN BE PROUD.

KEEP UP THE GOOD WORK.

IF YOU HAVN'T CONTRIBUTED YET, YOU PROBABLY THINK THAT "I CAN'T WRITE WELL" OR "THEY WOULDN'T BE INTERESTED IN MY POINT OF VEIW"....THATS NOT SO I CAN ASSURE YOU, SOME OF THE BEST ARTICLES RECEIVED ARE FIRST ATTEMPTS BY PEOPLE LIKE YOU WHO I BADGERED INTO DOING AN ARTICLE. SO GIVE IT A GO!.

FROM MY POINT OF VEIW, I AM ENJOYING BEING EDITOR AND BEING ABLE TO CONTRIBUTE TO THE CLUB'S SUCCESS. I WILL NEVER BE ABLE TO CONTRIBUTE AS MUCH AS THE TEAM OF DEDICATED MEMBERS WHOSE EFFORTS ON THE CLUBROOMS HAS JUST CULMINATED IN THE "OFFICIAL OPENING", AND I SALUTE EACH AND EVERY ONE OF THEM...WHAT A GREAT TRIBUTE TO THEIR EFFORTS THE CLUBROOMS ARE NOW.

NOW TO THINGS "MORE CONTENTIOUS".

THERE IS A FEELING IN THE CLUB THAT THE FACT THAT THE "1 & 2 CYLINDER BRIGADE" ARE DELIBERATELY EXCLUDING OTHER TYPE OF CAR OWNERS FROM ATTENDING THE 1 & 2 CYL. EVENTS. WITH A FOOT IN BOTH CAMPS, I FEEL THAT I CAN COMMENT.

THE "LITTLE CARS" DO HAVE SPECIAL SPEED REQUIREMENTS AND ARE MUCH SLOWER THAN THE AVERAGE VETERAN AND SO IT IS LOGICAL THAT THEY HAVE EITHER THEIR OWN SEPERATE EVENT OR A SEPERATE SECTION OF A RALLY.

SINCE THERE HAVE BEEN SPECIAL EVENTS FOR THEM RECENTLY, THEY ARE OUT AND ABOUT MORE THAN THEY EVER WHERE WHEN THEY HAD TO COMPETE WITH THE BIGGER ENGINED CARS. SO THAT MEANS MORE OF THE GENERAL PUBLIC SEE THEM NOW WHEREAS THEY DID NOT BEFORE THE SPECIAL EVENTS. THIS IS GENERALLY GOOD FOR THE VETERAN MOVEMENT.

IT IS MY BELIEF THAT THE MORE WE SHOW OUR CARS THE MORE OUR CLUB WILL BENEFIT.

IF YOU FOLLOW THIS LOGIC TO IT'S CONCLUSION YOU WILL SEE THAT THE MORE ANY VETERAN CAR IS SEEN OUT AND ABOUT, THE MORE THE MOVEMENT BENEFITS.

SO THE 1&2 CYLINDER BRIGADE SHOULD RUN THEIR EVENTS, AS THEY ARE SUCCESSFULLY DOING NOW, BUT IF OTHER VETERANS WANT TO VISIT AT THE START OF THE EVENT OR THE FINISH, OR AT LUNCH STOPS OR PARK ALONG THE ROUTE TO CHEER THE 1 & 2'S ALONG THEN THEY SHOULD DO SO.

THERE WILL ONLY BE PROBLEMS IF THE LARGER CARS BREAK UP THE FEILD BY RUNNING WITH THEM AND AMONGST THEM.

THE 1 & 2 CYLINDER GROUP IS SUCCESSFUL, IT IS SUCCESSFUL BECAUSE THEY ARE ENTHUASIATIC. LET'S NOT DAMPEN THIS ENTHUASIASM BY PETTY SQUABLES WITHIN OUR CLUB RANKS.

IT SEEMS TO ME ...A RELATIVELY NEW MEMBER THAT THE CLUB IS COMING BACK FROM TROUBLED TIMES OF LOW INTEREST BY ALL BUT A FEW ENTHUASIATIC MEMBERS, TO A TIME OF HIGH INTEREST AND WIDE INVOLVEMENT.

WE DON'T NEED FACTIONAL ANIMOSITY!

IT SEEMS THAT THIS EDITOR HAS AGAIN MOUNTED HIS SOAPBOX..CAN'T HELP HIMSELF!!!

CHEERS

ED.

P R E S I D E N T ' S M E S S A G E

Sunday 31st July, was a great day in the history of the Club, the Official Opening of the Clubrooms. The sun shone, the band played, the flags flew and the representative cars and bike sparkled in the parking forecourt. The attendance of nearly 300 people proved the complex could handle the numbers and the small hall glistened with its newly polished floor and the completed, carpeted and chaired main hall looked very impressive.

It was most unfortunate that Ron Grant, founder president and member no.1 could not attend due to unforeseeable family affairs but he was there in spirit and so the opening was graciously performed by the Mayor of Drummoyne, Mr. David Marshall at short notice.

The day was further topped by the presentation of 2 books to the club. One a photographic record of the building of the club house by George Roberts for the archives. The other by the Vintage Motor Cycle Club of Australia (N.S.W.) Ltd., a 1906 second edition of Worby Beaumont's Motor Vehicles & Motors. This is a valuable addition to the Club's library and will prove to be a much used and treasured reference book I'm sure.

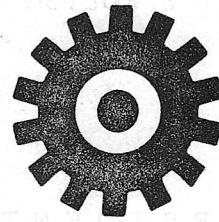
I would like all the members to know that committee worked very hard to make the day a success and on the catering side Sue Wards and Lois Cook earn a blue ribbon award.

Now we look forward to enjoying the Clubrooms. Last meeting was held in the main hall as will be all future regular monthly meetings. A segment was introduced "The Veteran of the Month" with the 1904 Vauxhall on display and a short talk about the car was given. This will be a regular feature of our meetings with either a car or bike, restored or unrestored or an interesting engine perhaps on display, but always a veteran.

The annual general meeting will be held this month after the regular monthly meeting and I expect the attendance and interest to be high.

Looking to the future of the Club in year 2000 and on, I feel the "Young Encouragement Day" now calendered for 23rd October is a very important event. Please participate with your car and bring or invite a younger person who is keen to learn more about veteran motoring.

SANDY ROBERTS.

EVENTS DIRECTOR'S REPORTPRESENTATION DAY TOUR - June 26th

Very well attended with approximately 90 people at lunch. 31 veteran vehicles attended including John Hughes from Newcastle. Winners of this tour were as follows:

1 cyl	Geoff Simmons
2 cyl	Keith Edwards
4 cyl	Trevor Foulcher
2nd outright	Vic Jacobs
Outright winner	Trevor Foulcher
Hardluck	Noel Bird

The nine entrants who arrived by veteran to the Blue Mountains received a rally plaque and small trophy, they were: Ken Quarmby, Evan Quarmby, Bob Newman, Graeme Newman, Jim Campbell, Max Chapman, Vic Jacobs, Trevor Foulcher and Jim Wilson.

Winners of our other annual awards were:

Officials Trophy	Barry and Judy Garth
Goodwill Trophy	Terry Cook
Navigators Trophy	Judy Grellman
Veteran of the Year	Ray Hill's 1912 Renault
Literary Prize	Graeme Newman

Congratulations to all the above winners.

There was no Concours this year because of the Blue Mountains washout.

COMING EVENTSNavigators Tour - Sunday, August 14:

Starting from Queen Elizabeth Park at 10.00 am with morning tea provided. The finish will be on the southside.

1 & 2 Cylinder Tour - August 27 - September 2

This was to be the Junior Encouragement Event. Due to difficulty with venue this has been postponed to October 23rd. In lieu of this event we will have a picnic run to Bicentennial Park, Homebush. Drive direct to the park and bring a picnic lunch. Many sights to see which we didn't have time to enjoy last month.

Morpeth Tour - September 30 - October 3

Junior Encouragement Day - Sunday, October 23:
Lionel Watts Park, Frenchs Forest. Bring your picnic lunch and family members or friends.

DATES FOR YOUR DIARY

November 5 and 6 - Registration Days

Sunday, November 27, Children's Xmas Party
Well Park, Woolwich

Saturday, December 10, Adults Xmas Party to be held at the clubrooms.

Sunday, February 5 - Breakfast at Royal National Park, with Vintage Vehicle Club.

March 11 and 12 - Blue Mountains Tour.

JOHN WARDS
EVENTS DIRECTOR

INVESTIGATION & DATING

Applications for dating have been received from:

JOHN CORBY 1918 Crossley Eng. 13150 Chassis X-13205

KEITH EDWARDS 1910 Renault AX Eng. 1359

JOHN GERDTZ 1918 Buick EX45 Eng. 436624 Chassis 435531

Any information you may offer concerning these vehicles would be eagerly viewed.

MAX ROBERTS

Photo page opposite.....

OR: "THE CANDID CAMERA STRIKES AGAIN AT THE PRESENTATION DAY"

1. Geoff. Simmons receives his prize from John Wards. (The Editor has recovered from the "elbow in the eye"!)
2. John Wards takes HIS prize! Special Husband's Copies are available!!
3. Nice to see the Fiat out and about again at the Presentation Day.
4. Noel Bird gets his Hard Luck Trophy. (Anyone got a spare steering column for "Clem"?)
5. Vic Jacobs becomes one of the "Pot Hunters" to the glee of those gathered.
6. President Sandy gets some advice from Ray Hill after he took the Car of the Year Award. (A Renault --- what else?)
7. Another fine Renault arrives at the start, this time without its drip feed previously prescribed by Dr. Milverton during the Bicentennial Rally. Nice to see it is well again!
8. The noisy table at the Presentation Lunch! Wonder why? They enjoyed themselves....didn't we all? It was a great day. Again congratulations are due to Sue and Lois.

~~208AW WHICH~~
 M - I - N - D - S - T - R - E - T - C - H - E - R

Solution to No. 68FOUR-ON-THE-FLOOR

There were 11 four-legged tables.

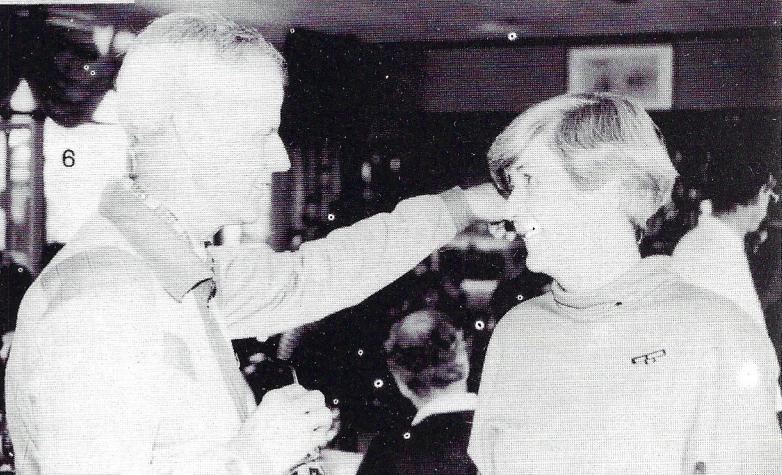
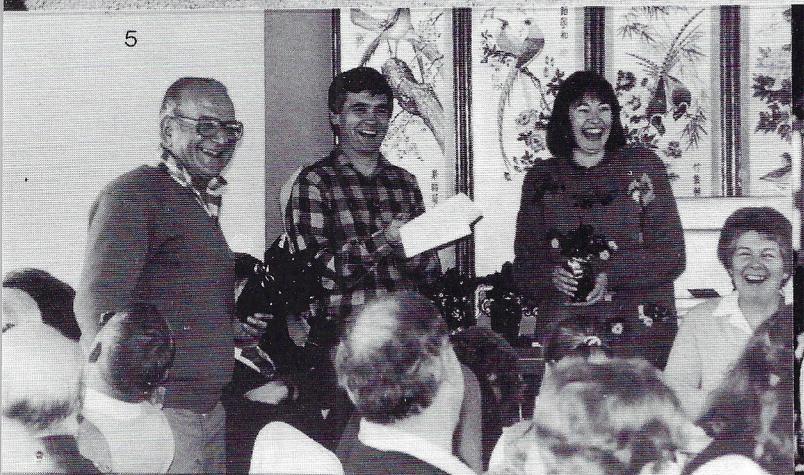
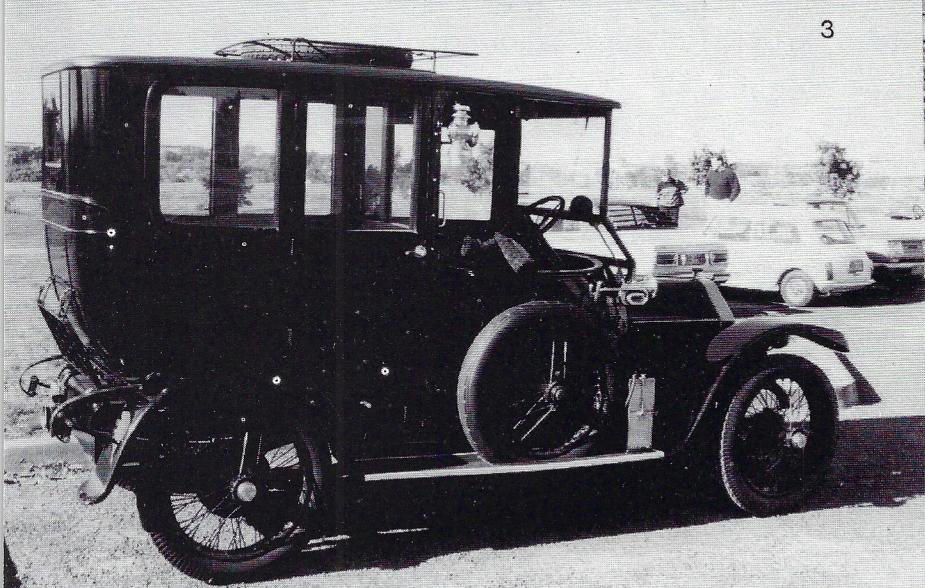
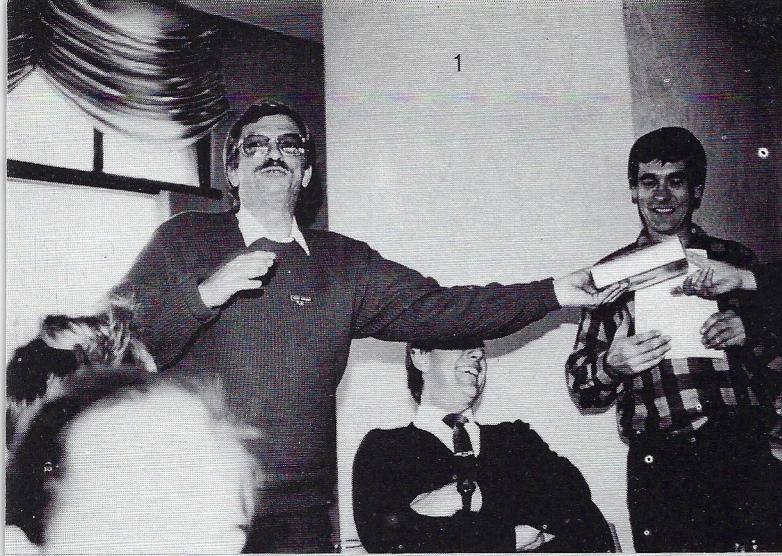
No. 69ALL IN A WORD

The letters DMO stand at the centre of an eleven-letter word that is ~~in common use~~. A different word, of nine letters and meaning something enormous, has the letters IAT at its centre. Another nine-letter word, describing part of a car, has ELI as its central letters.

What are these words?
 Can you name these words?

* STRABON XAM *

* * * * *



"SNIPPETS FROM PAST MINUTES OF V.C.C.A. MEETINGS"

(CONTINUED FROM LAST ISSUE)

3-2-56 It was moved that a veteran car for sale by a member, must be advertised at least once in the club circular.
K. Holmes reported on the recent trip of "FIFTY BOB" to Melbourne, 16hrs.5 mins., average 35.25 mph, breaking the old record set in the same car, driven by Boyd Edkins. List of 19 starters in the 1ST Blue Mountains Run to be held 24-25th March, 1956. Golden Fleece sponsorship of £200 plus free oil, petrol and technical advice.

3-5-56 W.V. King elected auditors, N. Goldman elected first P.R. officer.

7-6-56 Mrs. P. Bryson elected as first lady member, Mrs. Myers as second.
Complaints re Brighton Rally- Speed averages too high, hills too steep, traffic light problems, run too long etc., (Rally was not held until September.)
Subs increased to £1.1.0.

4-7-56 Resolved that a condition of membership of the club was to be that members had to produce a restored, mobile veteran car within 24 months of joining.

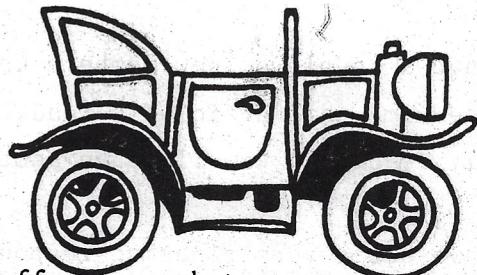
11-7-56 First Executive Committee Meeting held. Future meetings to be held twice monthly.
July 1956. First Concours Day held.
August 1956 Farewell dinner for Rex Turner, leaving for England to participate in London-Brighton run with 1 Cyl. Oldsmobile.

3-10-56 Report on first Brighton Rally. 21 Starters. Very successful, Big cars were too fast, crowds a problem. Future solution, a man about every 5 yards, every sixth man a policeman. Le Zebre ran O.K., but suffered driver fatigue. B.S.A. driver spoke of trials and tribulations with car. Speeds too slow 25-30 mph would have been better. Driver and passenger could hop out to protect the car from large crowds.

RUGGED STUFF ON THE OLD RALLIES, BEATING THEM OFF WITH STICKS!
CAN YOU IMAGINE DOING A COMPLETE RESTORATION IN 24 MONTHS?
WE WILL HAVE MORE "SNIPPETS" NEXT ISSUE. ED.

From the Northern Enthusiasts...

Without a doubt, the opening of the new Club Rooms is going to be one of the major topics of conversation for a month or two, within the Club. The organisers are to be congratulated for their efforts on what was a splendid day. Although not promoted as a motoring event, the opening did have the effect of attracting some faces not seen for quite some time. I only hope it doesn't take a similar type of event before we see them again. All those who had any involvement in getting the Club Rooms into the 'ship shape' condition it was in on Sunday the 31st July, can feel justifiably pleased with their efforts.



We enjoyed a very pleasant trip attending the day in the Veteran, although it did confirm one thing, our family could not be a one Veteran family - there is too much bum and not enough seat, Wendy spent much of the day on the floor.

The Northern group once again journeyed to Denman over the June long weekend. Sadly, I was a late withdrawal due to a change of work rosters forced due to staff transfers. Their were eight veterans in attendance. Those making the trip assure me they had a pleasant weekend, with the highlight - for the locals if not the V.C.C. members - being the involvement in a procession which was a part of the 'back to Denman' festivities which were held over the weekend. Those attending -

P. Adams	F.N.	D. Moffat	Studebaker
M. Burke	Hupmobile	M. Sorensen	Oakland
J. Hughes	Talbot	R. Newman	Talbot
D. Marr	Sunbeam	R. Thomas	Renault

A few of our members attended the Brickthrowing/Rolling Pin throwing championships which were held at Stroud recently, I'm afraid I don't really have any further details, except I chickened out and instead spent the day doing a little bit more toward the restoration of my car.

We have a couple of new members up North which is great to see, hopefully, by the time this article is read (I am assuming some one other than my family reads it) we will have another car on the road.

We have had a very pleasing response to the Annual Newcastle Tour, and it looks like we should have a great weekend. If you had thought of entering and still haven't you may just have time to get an entry in or if not, you can at least contact John Hughes or myself and we'll see what we can do.

Yours and a small but enthusiastic welcome to the
elderly folk and all of you. Regards, Graeme

Graeme Newman

BACK TO DENMAN NORTHERN PARTICIPANTS BI-CENTENARY RUN

JUNE, 1988

(Behind the wheel of a 1916 Oakland)

The Queen's Birthday weekend has always been the date for the Newcastle and District members to travel to Denman to spend the weekend touring the Upper Hunter Valley. This year was to be the third trip for the Oakland. The Denman Motor Inn has only 10 units so entrants are more or less restricted to that spirit of togetherness so enjoyable to our club members.

At approximately 9 am on Saturday morning, Lorraine and I set off in convoy with Audrey & Don Moffat and their son Ross, in their Studebaker to travel up the New England highway to the town of Branxton to meet up with Doug Marr, Bob Newman, Max Bourke, John Hughes and their families. I must say all the cars looked very clean and shiny. John Hughes, recently back from the Bi-Centenary Run to Canberra, informed me that the Talbot was shortly to receive a further coat of green paint.

Ray and Marney Thomas arrived next in their 2 cylinder Renault. Ray, with oil up to the elbows, had dropped the clutch while travelling through Beresfield and lost a few holding bolts. The Renault was sporting a rakish new windscreen, no doubt the anchor for a new hood, still on the drawing board.

The next stop was the delightful picnic reserve by the river at Warkworth for lunch and a parley. Then on to Denman via Jerry's Plains and Geoff Wolfgang country. We finally reached the Denman Motor Inn about 2 pm via the high road. (Not recommended for F.N.'s Peter Adams tells me). A trip mileage of 88.1 was registered on the Oakland.

After freshening up we took a walk round the town of Denman to look at some of the old buildings showing the date of early settlement which occurred about 1832 which appears to be the time for a great expansion of activity in the colony.

Early on Saturday evening Peter Adams and family arrived from Newcastle to join us at the motel.

Normally the township of Denman has a population of 1,300 but the ranks had increased dramatically with visitors from Muswellbrook, Merriwa, Cassilis and outlying districts for the big event of the "Back to Denman" Bi-Centenary celebrations with a procession through the main street and other related events.

Sunday morning saw our members taking a tour of some 25 klms. through the undulating foothills of The Great Dividing Range through some very pretty country. A morning tea stop was taken at Hollydeen on an abandoned and rather large arched wooden bridge over a fast moving little stream. Our full roll call was now:-

Ray & Marney Thomas	Renault
Martin & Lorraine Sorensen	Oakland
Don & Audrey Moffat	Studebaker
Bob & Alma Newman	Talbot
Doug & Chris Marr	Sunbeam
Max & Joan Bourke	Hupmobile
Peter & Neryl Adams	F.N.
John & Lynn Hughes	Talbot

(Plus a total of 7 offspring)

On returning to Denman our cars took their place in the centre of the procession following a horse-drawn Cobb & Co Coach, sulkies, carts and Clydesdale horses pulling large wagons. Geoff Wolfgang arrived sporting "plus fours" and wheeling a "Penny Farthing" bicycle which he rode expertly in the procession. The only thing missing from his outfit was the handlebar moustache. With the help of the sounds of klaxon horns and explosion whistles from the cars, the procession was a happy success and I would certainly like to get a copy of that video that someone was taking, of the procession.

From 2 pm to 4-30 pm, some of our group attended a concert at the Denman Memorial Hall where the Muswellbrook Trinity Choir and the Newcastle & Hunter Valley Welsh Society Choir entertained us with some enjoyable renditions of songs, hymns, ballads and tunes in Welsh and English, with some good "Aussie" tunes specially for the occassion. The wife of one of our members who is a member of the Welsh Society Choir, donned her costume and joined the choir. The singers received a standing ovation from those present, for their efforts.

Monday morning, Queen's Birthday, saw John Hughes first up and away before the frost had left the ground and headed for Geoff Wolfgang's place. The rest of us decided to take the Bureen road back to Jerry's Plains. This is a good bitumen road in excellent condition and with very few hills. Then on to Singleton and a look through a very interesting Museum which traced the origins of Singleton and the Upper Hunter. After lunch in the park at Singleton we set off for home after a very pleasant and enjoyable weekend rally made so by the pleasant company and, of course, the Veteran Cars.

Special appreciation must go to Ray and Marney Thomas for piloting the 2 cylinder Renault, topless and in some very chilly weather, over 200 miles at the weekend. Well done Ray and Marney ! Hope you are both now fully recovered from the ordeal.

MARTIN SORENSEN.

VOICE FROM THE PLAINS

JIMMY SENT QUITE A LETTER TO OUR HON. SEC. RECENTLY AND THE EDITOR AGAIN FELL UPON IT IN ORDER TO PASS ON SOME OF THE LITERARY GEMS EMANATING FROM THE PLAINS. I WILL START WITH A CLASSIC :

QUOTATION SEEN BY SAID SCRIBE IN THE S.M.H. SAT 7TH MAY:

"PAINFUL PROSPECT"

SIR, WE MUST HAVE SOME SYMPATHY FOR THE FRENCH GENDARMES.

BEING HELD BY THE KANAKS IS VERY PAINFUL.

END OF QUOTE!

V.O.T.P. HAPPILY HAS READ THE BI CENTENARY ISSUE OF "SPIT & POLISH" AND FOUND THE STATISTICS ON THE RALLY INTERESTING, PARTICULARLY THE "FINAL" COST OF HAIR RESTORER AND NERVE PILLS. THE ARTICLE ON THE BEARING BASH COULD PROVIDE A "RED HOT CURE".. IF THE "REDEX COCKTAIL" WORKSON CYLINDER HEADS, IT MAY SERVE A GOOD PURPOSE ON SOME HUMAN HEADS!!.. JIM FEELS A LITTLE ISOLATED AT BATHURST AWAY FROM THE CENTRE OF CLUB ACTIVITY AND WOULD LIKE TO HEAR FROM OR SEE ANY MEMBERS PASSING THROUGH.

LETS HOPE "SPIT & POLISH" HELPS KEEP HIM UP TO DATE, HOW ABOUT SOME OF JIM'S CONTEMPORARIES SHARING SOME PAST EXPLOITS WITH US... PARTICULARLY THOSE WHO HAVE MOVED AWAY FROM SYDNEY.

WHEN "SPIT & POLISH" GOES BACK TO A MONTHLY PUBLICATION WE WILL NEED MORE CONTRIBUTORS AND WHO BETTER THAN THOSE WHOSE ONLY WAY TO KEEP IN TOUCH IS THROUGH "SPIT & POLISH?".



VETERAN OF THE MONTH

On show to-night is the 1904 Vauxhall - first veteran of the month. The first motor car to bear the name Vauxhall appeared in 1903. The London based engineering company Vauxhall Iron Works that produced it had been formed in 1857 by Alexander Wilson.

This car is the 1904 improved model. It cost £150. A 6 h.p. car as opposed to the 5 h.p. 1903 car, with reverse gear added. Oddly the car reverted to wooden artillery type wheels, whereas the 03 car had wire spoked wheels.

The Vauxhall company entered an 04 car in the Glasgow to London reliability run, being the smallest car to compete. It finished (believe it not) with only seven points lost out of a total of 1000 points. Probably as a result of this and other trials, the tiller steering gave way in September 1904 to a steering wheel which of course this particular car has.

The car was originally delivered to Tasmania as were at least 3 others. My father the late George Green acquired the car from the Canberra area and Max then took on the job of putting the final pieces of the jigsaw together.

Mechanically the engine is a horizontal single cylinder engine with automatic inlet valve under the floor, driving a two speed epicyclic transmitor incorporating a reverse gear, each speed controlled by a separate clutch plus an extra clutch on the back axle to lock out the ratchet drive when reversing. The wheelbase is 5'5". Final drive by chain, suspension coils all round. Speed slow on the level and slower up hill and all the brakes can handle down hill.

SANDY ROBERTS.

LETTERS TO THE EDITOR

Dear Keith:

Reference May/June SPIT AND POLISH Mal Garthon article. Nice of Mal to advise members they are welcome at a Club event.

I did not feel the presence of the larger Veterans and Vintages form the Newcastle Club detracted from the event; they were not involved in the rally and did not take part in any way. But then again I enjoy all old cars and do not consider my C.D. Olds special in any way or maybe other than they don't come much slower.

- BILL MAUNSELL

Dear Sir,

Congratulations to all concerned with the organisation of the Official Opening of the Clubrooms on July 31st --- a truly memorable occasion. It was wonderful to catch up with so many country members, and members whom we haven't seen at functions lately. Even the weather was perfect --- not always the case for Veteran Car Club functions!!!

Specially pleasing was the presence of Beatrice Adams --- smiling and chuckling as usual.

The Clubrooms are a lasting memorial to the contributions of members of their time, talents and skills, and all have made some contribution.

Among the tributes and "thank you's" I did not catch the mention of Bob Baxter, probably because he was paying the tributes. But I feel it should be recorded that Bob has given up almost every Saturday for 3 years or more to work on the building --- very often with Anne helping in the background. And I for one appreciate such a sacrifice, as we all lead very busy lives these days.

DOROTHY STEER

Dear Sir,

As you very rightly expressed in your April editorial: "The Australian Bicentennial Castrol World Rally was the experience of a lifetime", yet regrettably in our enthusiasm to present our personal experiences, enjoyment, the companionship it created and not least our thanks to the N.S.W. officials and national sponsors alike, we have neglected to either mention or even consider the gratitude and appreciation we owe to Rally Executive Director 'Ian Irwin' and his small team, including Secretary Ida Irwin, Treasurer Wayne Aberdeen and Legal Officer Malcolm Johns, who carried the responsibility for this major event on behalf of the Veteran Car Club of Australia nationally and into Australia's 1988 bicentennial history.

When the question of undertaking this event was first raised at the V.C.C.A. Federal level in 1978, there were no takers to plan, organise, administer and control the proposal, which from past experience of two previous V.C.C.A. international rallies was known to be a challenge to one's limitations.

A number of personnel nationally were proposed and nominated including the writer, all of whom declined, causing an impasse, yet all States represented at this A.G.M. were aware and had approved V.C.C.A. representation at the forthcoming FIVA General Assembly in Dublin, with instructions that the delegates secure for Australia the World Rally for 1988.

As V.C.C.A. Federal minutes record, we are indebted to Ian Irwin, who alone offered his services to undertake the task, aware as he was that for support locally the V.C.C.A. (ACT) as a club had the smallest number of hands from which to draw assistance, also that unlike the executive of the two previously mentioned international rallies, the services of an office and staff were not available to him to organise and control a rally of this magnitude, but that he must rely, "initially at least", on his personal domestic facilities.

It should not be forgotten that the concept of this rally, "to encompass all States and Territories of Australia" was his and when the overall plan was known it was put to the FIVA and approved at the General Assembly held on the Island of Majorca in 1983.

Ian has carried the responsibilities of that concept through to fruition, aided by the above-mentioned executive and the rally directors nationally for which all members of the Veteran Car Club of Australia owe him a debt of gratitude, a debt I hope will be remembered by all who participated and may recall in the future an event such as the world has not previously seen or known and one that may not be repeated.

GEORGE A. ROBERTS

MOUNTAINOUS FLOODS LEADING TO THE PRESENTATION DAY RUN

This was the rally that went up the mountains in the flood. It ended weeks later in winter sunshine with a Chinese banquet for the gourmets and steak and chips thoughtfully provided for the less adventurous Anglo Saxons. Any wonder there was a record attendance of ninety one diners.

If you were not there then you won't know that by lunch time there was also a record number of divorces planned, either in the old Persian manner or as soon as solicitors were available.

As usual the victimised wives were accused of giving wrong directions, not knowing left from right, etc. etc., while all the time they peered and squinted for concealed or non-existent street names and tried to answer obscure multi-choice questions, such as all so horrible I've forgotten them in order to retain sanity.

Therefore I'm making a plea to the Events Committee that in future, allowances are made, perhaps even extra points given to navigators who wear specs or hearing aids, own aching knee joints and are illiterate. We'd have the same results if the questions were written in Sanskrit.

Instead of penalising passengers, let the drivers earn all the points. A navigator feels exactly like a candidate for the H.S.C. and/or a London cabby being tested for THE KNOWLEDGE to gain a licence. We're supposed to be "loved and cherished", don't you know? Even so, there was a lot of good humoured applause for those clever people with ten helpers in their cars, all selected because of:

I.Q.'s over 200,
An inability to cheek the driver,
A record for never slamming doors,
Eagle eyes with no interest in scenery or old houses, and
Absolute obedience

It was their haloed ability that won acclaim for their drivers, with correct answers and no wild guesses.

Applause too came for the nine amphibious veterans that swam to the original start of the rally, actually arriving at Warragamba Dam, woops! overflowing Prospect, as instructed and then sailing directly up the mountains. Geysers of water spouting up the gear holes in the floor, rain raining through window screen division, water plopping through the canvas hood were part of the trial, not to mention saturated luggage.

Their reward for bravery was the 1988 Blue Mountains Rally plaque, now valued at \$250 each but you may be able to persuade Barry-of-the-honeyed-voice to part with his collector's piece for \$248.99. This rally was an endurance test for cars and marriages alike. It was as Don Steer says, "The rally that happened after the last!"

The enormous number of obsolete plaques - obsolete because the agonised committee felt that they could not be presented to modern car drivers who completed the course - are to be melted down for a Blue Mountains Hard Luck trophy. It would seem appropriate if this were a duck or a boat in memory of 1988's Big Wet.

Victor Jacobs won a trophy at last, at last! It was not a tin of ham either, and he was very surprised to join the pot hunters, he said. It was a lovely unplanned celebration as his fame was witnessed not only by Dell, but David and his family. Many of you will remember David when he was knee high and Dad Victor just as boisterous.

Incidentally, Judy Thew confessed that those terrible questions were "easy". Did she drive the Hupp. with Barry as navigator? He was limping at lunch time but blamed a fall from a stepladder. An original excuse?

Jim Wilson's very late arrival for lunch had a less original excuse. He blamed a collapsed battery which had nothing whatsoever to do with his lovely young N.Z. guest. Lois Cook was far more imaginative with her explanation for arrival in that modern car. Terry's veteran has died. No flowers please, but do remember Terry's birthday.

Bob Lamond, accused of wearing dirty pants to the banquet, lamely blamed his poor inoffensive car. However, Keith Edwards had no explanation to offer for his seemingly unseemly editorial behaviour when he accused a PINK PANTHER of pinching his bum with professional Italian style. And goodness knows what has cover over Jim Eisenhauer who confessed to the Forty Year Itch which Moira says is no more than a retarded Seven Year Itch, whatever that is.

Dick Tunbridge perhaps should have remained silent. He went ballooning with Sunday's dawn and the Ford mob, instead of veteraning. If he wasn't so nice he'd earn minus points in the next rally. However he did bring Norma to Ryde, then read the instructions on the chopsticks' wrapper and ate as elegantly as any Oriental. How's that for manual dexterity?

By mid-lunch the Baxters were speaking again and Ray Hill confessed that its most unlikely that he'll every divorce Joy. By then he had earned the Veteran of the Year Award, along with a silver visiting card tray that should find an appropriate place in his beautifully restored Parramatta house.

Well, we missed the Corbys, the Jones and the Garthons and many others too, including our dear B. and B. McCarthys. And we send our best wishes to Joan Quarmby for a speedy recovery from her illness. Peter Wards also has been sick with a variety of diagnoses - veteran car specialists seem to do better than the medicos and their patients usually are younger.

Finally, an overdue and well-deserved acclaim was generously paid to Lois Cook and Sue Wards in a confession from John who verbally rewarded Lois for enduring Terry, and Sue, who did all of his work. However, it was not Sue who neglected to clean and polish the Navigator's Trophy.

This was an unusual and exciting Blue Mountains Clayton Rally. Shall we do it again?

THOSE WHO ATTENDED THE PRESENTATION DAY RUN WERE--

NORM & MARGARET GULLICK	1912 RENAULT
AUSTIN & JUDY GRELLMAN	1912 CROSSLEY
LAURIE & JOAN SCHNEIDER	1913 CROSSLEY
NEIL & LYN MARTIN	1913
TREVOR & JOAN FOULCHER	1913 FIAT
VICTOR & ADELE JACOBS	1913 FORD T
PETER MARTIN	1912 FORD T
JOHN HUGHES	1914 TALBOT
BARRIE & MARGARET GILLINGS	1910 ROLLS ROYCE
WARREN & ANNE IRISH & fam	1915 FORD T
GRAHAM & LEE STEER	1911 ARGYLL
JOHN & BETTY CHERRY	1917 CHEVROLET
BOB & ALISON LAMOND & part fam	1912 FRANKLIN
JIM & VAL WEIR	1912 ROLLS ROYCE
JOHN & ELIZABETH MILVERTON & fam	1911 RENAULT
BOB & ANNE BAXTER	1910 ARMSTRONG WHITWORTH
DON & DOROTHY STEER	1914 WOLSELEY
BARRY & DOROTHY SHINFIELD	1911 TALBOT
BARRY & JUDY THEW	1916 HUPMOBILE
MAX & JEAN CHAPMAN	1914 WOLSELEY
KEITH & PETA EDWARDS	1910 RENAULT
EVAN QUARMBY & friend	1913 HUPMOBILE
MAX & SANDRA ROBERTS	1915 FORD T
GEOFF & ANNA SIMMONS	1909 DELAGE
DON & COLLEEN LIDDLE	1905 REO
JIM & DOROTHY WILSON	1913 OAKLAND
DICK & JEAN TUNBRIDGE	1917 FORD T
JOHN & ANNE SIMMONS	1903 DE DION BOUTON
JOHN & SUE WARDS & family	1916 BENZ
RAY & JOY HILL	1912 RENAULT
NOEL & JULIA BIRD	1911 CLEMENT BAYARD

OTHERS ATTENDING WERE

MALCOLM & DEBBIE JOHNS & family	TERRY & LOIS COOK & family
JIM & MOIRA EISENHAUER	GEORGE & MARIE ROBERTS
DAVID & JANE JACOBS & family	BARRY & JUDITH GARTH

WINNERS:

1 Cyl.	GEOFF SIMMONS	Outright	TREVOR FOULCHER
2 Cyl.	KEITH EDWARDS	Navigators	AUSTIN & JUDY GRELLMAN
4 Cyl.	TREVOR FOULCHER	Officials	BARRY & JUDITH GARTH
6 Cyl.	NO AWARD	Goodwill	TERRY COOK
2nd Outright	VICTOR JACOBS	Hard Luck	NOEL BIRD

MEMBERSHIP UPDATE

NEW MEMBERS:

HIBBERD, Raymond James
82 Mudgee Street
RYLSTONE
(H) (063) 791 171
Circa 1901 Argyll

Membership No. 842 (F)

SCHNEIDER, Henry Laurence
1 Dalmeny Road
NORTHBRIDGE
(H) 958 7742

Membership No. 843 (A)

WARTON, Peter Graham
29 Willowtree Crescent
BELROSE 2085
(H) 451 8587, (B) 419 5
Circa 1915 Talbot 4 Cyl

Membership NO. 844 (F)

PICKARD, Geoffrey
5 Melton Place
VALENTINE
(H) 46 7476

Membership No. 845 (E)

Circa 1906 Singer 7/9 h.p.

MARSHALL, Douglas
26 Government Road
NORDS WHARF 2301
(H) (049) 76 1769
Circa 1912 E.N. 1600

Membership No. 846 (F)

TRANSFER ASSOCIATE TO FULL MEMBER:

PILLA, Jacques
18A Minneapolis Crescent
MAROUBRA 2035
(H) 349 2379, (B) 957 3103
Circa 1911 Overland '45'

Membership NO. 837 (F)

PROFILE OF Mrs. VALDA CROSS

A letter of resignation from a club member for whatever reason is received and often discharged with reluctance, particularly when that member is well respected and a friend to many.

The May-June 1988 edition of Spit & Polish names several resignations, but one that stands out for her willing and exacting work as Club Secretary, National Secretary/Treasurer and V.C.C.A. Delegate to FIVA is Mrs. Valda Cross.

Before joining our club and for the years leading up to the V.C.C.A. 1970 International Rally, she was the tireless worker and the power behind the scene as private secretary to the NSW Rally Director, the late George Green.

Later as a member she demonstrated her skills in another field by driving Rolls Royce S/G "Midget" in rallies, when she was not averse to swinging the handle to start the brute from cold, no mean a feat for the strongest at any time.

Paremount was her training and professionalism as club Secretary. Elected to the office of Federal Secretary/Treasurer, Val's vocation was again highlighted by her ability to administer to this office, it's procedures and recording of annual meetings, but also to comprehend the technical aspects of debate in an all embracing hobby.

The esteem with which delegates to the 1978 Federal A.G.M. held their Secretary/Treasurer, strengthened by her studied knowledge of FIVA administration and codes led to her election by unanimous vote to represent the V.C.C.A. at the General Assembly held that year in Dublin.

Unfortunately in recent years business interests have taken her far afield and into other States, thus removing the opportunity to attend club activities and functions.

Having settled in the Ballina district and directed her interests into another sporting field "Golf", time and distance have called for a different course.

Val writes of having seen some of the cars going through Ballina on the Brisbane leg of the Bicentennial World Rally and of her very fond memories of earlier events.

I'm sure all members familiar with Val's contributions to the V.C.C.A. and the V.C.C.A. (NSW) will wish her success in her present venture and the future.

George A. Roberts.

THE AMERICAN LA FRANCE CONTROVERSY

By George Roberts

From many quarters, including our man from The Plains the question has been asked or a statement made that the 1910 AMERICAN LA FRANCE, appropriately named (HOLEY TERROR), entrant No. S275 in the 1988 Australian Bicentennial Castrol World Rally is a converted fire-engine; such is not the case.

The car is also illustrated in the June edition, page 65 of Open Road.

It's owner/driver Bayard Sheldon from New Zealand is well known for his preference for cars of the veteran era and will be remembered driving his 1910 Napier as entrant No. 434, from the U.S.A. in our 1970 International Rally.

However to return to the subject of controversy, the car is not and never was a fire-engine.

The manufacturers were La France, Elmire, New York (1902-1914).

During 1902-03 approximately ten to fifteen cars built by the International Fire Engine Company in Elmira were marketed and sold through Sydney Bowman of New York City. In appearance they were very French (a De Dion Bouton or Renault type bonnet), with a fin-tube radiator slung below the front of the chassis frame between the dumb-irons and the body style was rear-entrance tonneau. The engine had four cylinders, final drive was by chain, steering was right-hand-drive and the price \$5,000 plus.

They were called La France, as was a shaft-drive roadster of 1905.

Perhaps as many as a dozen subsequent cars were built between 1910 - 11 and one more in 1914 and these were generally referred to as American La France, the company having earlier been so named.

Obviously this activity was strictly extra-curricular for at no time did American La France envisage altering it's priorities to concentrate on anything other than the production of vehicles for getting to and putting out fires, indeed the American La France passenger cars ostensibly were built for the former purpose as "CHIEFS CARS", although probably the "Chief's" in whose garages they were housed were executives of the company.

These were genuine passenger cars and not merely revamped fire engines. Their power plants were identical, but the chassis was passenger-size in design and construction.

The roadster built in 1914 still exists, as does a shaft-drive sports roadster produced in 1911 and owned by Frigge International, the parent company of American La France.

Bayard Sheldon's example has a four cylinder engine of $9\frac{1}{2}$ litre capacity and the final drive by chain is of one-to-one ratio.

Except for a 48 H.P., 4 cyl. vehicle, engine No. 776, car No. 1684, nominated 1917, the property of A.W. Hutt, Lancashire, England, which may be a converted fire engine, (as it is doubtful if any cars were made after 1914) to my knowledge the above three American La France cars are the only true passenger vehicles of the marque in existence. There are however many examples of the fire engine by this manufacturer on display in various parts of the U.S.A., some large, some enormous complete with trailers equipped with rear-wheel steering operated by a co'driver in the standing position. The trailer steering column is vertical and the steering wheel in the horizontal plane.

THIS IS A LIST OF DATING CERTIFICATES ON ISSUE IN THE V.C.C.A. (N.S.W.) INC.

CERT	YEAR	MAKE OF VEHICLE	CAR or CHASSIS	ENGINE No	MODEL	DATE OF ISSUE
1	1913	FIAT	30371	668	TYPE 3 A 665	Jul 63
2	1909	SIZAIRE et NAUDIN	1503	1503		Jul 25 63
3	1910	HUMBER		8035	GOLD MODEL	Jul 25 63
4	1913	OAKLAND	40244	CANNOT LOCATE	ROADSTER	Jul 25 63
5	1914	DELAHAYE	6099	6099	TYPE 43	Jul 25 63
6	1911	HUPMOBILE	NIL	10441	RACEABOUT	Jul 25 63
7	1908	METALLURGIQUE	748	1089	ROI DES BELGES	Jul 25 63
8	1912	FRANKLIN	14626D	21003	TORPEDO	Jul 25 63
9	1910	ROLLS ROYCE	1492	NIL	40-50 HP	Jul 25 63
10	1912	OVERLAND	T-59-7586	6594	59	Jul 25 63
11	1914	OAKLAND	361621	70378	36	Jul 25 63
12	1914	VAUXHALL	C118	C513	PRINCE HENRY	May 5 64
13	1912	F.N.	1497	1497	1600	May 6 64
14	1904	OLDSMOBILE	NIL	468	'T'	May 6 64
15	1916	MITCHELL	73432	73456	C-5-42	May 5 64
16	1913	STUDEBAKER	25A13736	25A14673-3-57-1	SA25	May 5 64
17	1911	ROLLS ROYCE	1762	NIL	SILVER GHOST	May 5 64
18	1909	PANHARD et LEVASSOR	NIL	20854	X5	NOT STATED
19	1915	FORD	NIL	C36445	'T'	Jan 21 66
20	1912	AUSTIN	10377			Jan 21 66
21	1912	FORD		123327	'T'	Feb 2 66
22	1909	N.A.G.	3510	4001		Jan 21 66
23	1911	TALBOT	5189	193	'M'	Feb 2 66
24	1912	BUICK	7729	15753	36	Feb 2 66
25	1911	BENZ	2010	13603	W3	Feb 2 66
26	1914	HUMBER	E 783	1007	'E'	Feb 2 66
27	1905	POPE TRIBUNE	NIL	188	'2'	Feb 2 66
28	1911	MARTINI	4285	1715		Feb 2 66
29	1915	STUDEBAKER	503999	20098	'EC'	1966
30	1911	ARMSTRONG WHITWORTH	780	780	'B4'	1966
31	1910	ARMSTRONG WHITWORTH		716	'B1'	1966
32	1911	TALBOT	3191	693	4 AB	1966
33	1918	FORD		C163410	'T'	1966
34	1916	FORD		C60081	'T'	Sep 21 66
35	1916	HUPMOBILE	67791	67733	'N'	Sep 21 66
36	1914	FORD		C16277	'T'	1966
37	1910	OVERLAND		8848	'38'	Feb 22 67
38	1914	ROLLS ROYCE	MA 45	N 66	SILVER GHOST	Feb 22 67
39	1911	AUSTRO DAIMLER	3675	1627		Feb 22 67
40	1913	FIAT	32450	52557	52 B	Feb 22 67
41	1909	FORD		9982	'T'	Feb 22 67
42	1908	RENAULT	1026	2971	AX	Feb 22 67
43	1911	STAR		D540		Feb 7 68
44	1915	BUICK	110251	110251	CX 25	Feb 22 67
45	1913	WOLSELEY	18904	359B/1168	C 6	Feb 22 67
46	1916	HUPMOBILE	62974	62939	'N'	Sep 5 67
47	1913	FIAT	27505	52B No 1510	2	Sep 5 67
48	1914	HUMBERETTE	1785	E8014	AIR COOLED	Sep 5 67
49	1914	BUICK	1175	BX 1435	BX 25	Sep 5 67
50	1914	FORD	C17371	C17371	'T'	Dec 10 68
51	1912	CALTHORPE MINOR	2121	8989	PROTOTYPE	Dec 10 68
52	1906	DE DION BOUTON				Dec 10 68
53	1912	STAR	4035	D621		Jun 24 71
54	1911	DELAGE		4F 5271	AB	Jul 10 71
55	1911	STAR		H43		Mar 21 73
56	1911	CLEMENT BAYARD	17326	17301	AC2A	Feb 27 74
57	1913	RENAULT	48	4380	AG	Oct 10 70
58	1908	B.S.A.	122	122		Oct 10 70

CERT	YEAR	MAKE OF VEHICLE	CAR or CHASSIS	ENGINE No	MODEL	DATE OF ISSUE
59	1908	CLEMENT BAYARD	39	5215	AC 4.01	Oct 10 70
60	1908	RENAULT	14496	3645	A.G.	Apr 15 71
61	1911	F.N.	118	946	1560	Apr 15 71
62	1912	FORD		82318	'T'	Apr 15 71
63	1914	HOTCHKISS		4649	A.G.	Apr 15 71
64	1908	BRUSH			D24	Mar 18 71
65	1910	BRUSH		A2150-D	D26	Mar 18 71
66	1911	BRUSH	12151	12151	E 24	Mar 18 71
67	1916	FORD		C53026	'T'	Jun 24 71
68	1912	ROLLS ROYCE	1910E	1910E	SILVER GHOST	Jul 16 71
69	1913	CHALMERS	25183	16A696	16	Feb 15 71
70	1914	HISPANO SUIZA	2242	2242	15T ALPHONSO X	Feb 19 73
71	1912	K.R.I.T.	K.R.3932			Feb 16 73
72	1918	STUDEBAKER	11538	25520	S.F.4-40	Feb 17 73
73	1913	HISPANO SUIZA	1986	1986	15T ALPHONSO X	Feb 19 73
74	1917	FORD	C137202	C137202	'T'	Mar 19 73
75	1915	STUDEBAKER	4C33995	34682	FOUR S.D.	Mar 21 73
76	1913	HURTU	5544	5702		Jun 5 73
77	1910	WOLSELEY	10678	68/630	TYPE A4	Jun 6 73
78	1906	ROVER		255		Jun 20 73
79	1913	ROLLS ROYCE	2137	28J	SILVER GHOST	Feb 25 74
80	1914	STUDEBAKER		4B8255	SC	Feb 26 74
81	1916	OVERLAND	12225		75T	Feb 26 74
82	1917	STUDEBAKER	10396	18416	SERIES 18	Mar 27 74
83	1911	FORD		45592	'T'	Mar 27 74
84	1909	SIZAIRE et NAUDIN	1503	1504	F 09 SERIES 4	Apr 22 74
85	1913	DARRACQ	TT27856	35282-E	TT13	Apr 21 74
86	1912	OVERLAND	T60-34474	79-31787	T60	Apr 22 74
87	1917	FORD		C110559	'T'	May 13 74
88	1910	HUPMOBILE	1667	1619	'B'	May 14 74
89	1913	VINOT et DEGUINGAND	A04398	A04398	A04398	May 18 74
90	1910	DE DION BOUTON	167	27747	TYPE CD	May 18 74
91	1909	I.H.C. BUGGY	899		'D'	May 27 74
92	1912	RENAULT	32123	32184	A.G.	Aug 21 74
93	1918	CADILLAC		57.K.920	MODEL 57	Aug 21 74
94	1906	REO	CAR No 3263	8922	A2	Oct 23 74
95	1914	OVERLAND	C14184	14632	'79'	Oct 27 74
96	1910	DAIMLER	CAR No 5875	0609	TYPE TD 38	Nov 14 74
97	1905	DE DION BOUTON	CAR 113		TYPE AD	Jan 18 75
98	1913	VULCAN	CAR No V213	V212	TYPE V	Jan 19 75
99	1912	AUSTIN	CAR No 10343		AUCKLAND PHAET	Jan 20 75
100	1911	ROLLS ROYCE	1606	V1179P (VICTORI	SILVER GHOST	Jan 22 75
101	1909	F.L.	183		A4	Jul 19 76
102	1915	CADILLAC		A7996	TYPE 51	Jul 19 75
103	1916	CADILLAC		A25856	TYPE 53	Jul 20 76
104	1918	FORD		C179857	'T'	Jul 20 76
105	1904	SPEEDWELL		T.H.B.408		Jul 20 75
106	1918	STUDEBAKER		N.700575P	SERIES 19-E.H.	Aug 24 76
107	1918	STUDEBAKER	22489		SERIES 19-E.H.	Aug 24 76
108	1914	SUNBEAM	8589	8323		Aug 25 76
109	1918	BUICK	435731	43862	EX-SIX-45	May 20 78
110	1916	DODGE	65037	115688		May 20 78
111	1915	CALTHORPE MINOR		1371/25512	MINOR	May 23 78
112	1916	HUPMOBILE	67880	67750	'N'	May 23 78
113	1909	FORD		2436	'T'	Jun 21 78
114	1914	CLEMENT BAYARD		CB3.21990	TYPE C.B.34	Jun 21 78
115	1913	VAUXHALL	D209	D278	'D'	Jan 16 79
116	1913	BELSIZE	256	256	'0'	Feb 21 79

CERT	YEAR	MAKE OF VEHICLE	CAR or CHASSIS	ENGINE No	MODEL	DATE OF ISSUE
117	1908	VAUXHALL	A09-1		'A'	Mar 21 79
118	1912	VAUXHALL	A.11.596	A.11.596	'A'	Mar 21 79
119	1901	DE DIO BOUTON	1288	5912	TYPE G	Mar 21 79
120	1904	VAUXHALL	0481	0491	LIGHT CAR	Mar 21 79
121	1913	DELAUNAY BELLEVILLE	5243V	5243	TYPE IA4	Apr 25 79
122	1914	DELAUNAY BELLEVILLE	6577	6577	TYPE 'O'	Apr 25 79
123	1913	VAUXHALL	A58	A151	TYPE 'A'	Jul 25 79
124	1914	VAUXHALL	A210	A207C	TYPE 'A'	Jul 25 79
125	1910	S.C.A.T.	N105	N105		Apr 15 80
126	1911	HOTCHKISS	3592 A.B.	3592 A.B.	TYPE A.B.	Feb 3 81
127	1913	CHALMERS	25290	16A642	MODEL 30 TYPE	Mar 15 81
128	1909	WOLSELEY SIDDELEY	9022	2737	TYPE 12 A.C.	Mar 30 81
129	1913	TALBOT	5561	366	TYPE M.B.	Apr 11 81
130	1909	WOLSELEY SIDDELEY	CAR No 6703	2599/14	TYPE 14 A.C.	Apr 21 81
131	1911	CLEMENT BAYARD	17327	17327	AC 2 A	May 25 81
132	1909	HOLSMAN		K 3320	'9 K'	Jun 16 81
133	1911	VAUXHALL	A11.487	A11.471	A11	Jun 29 81
134	1909	AUSTIN	486	489/09 OVER 180		Jul 1 81
135	1902	RAMBLER		1499	MODEL 'D'	Aug 12 81
136	1917	FORD		C129502	'T'	Jul 17 82
137	1916	STANLEY STEAMER	16318		MODEL 725	Jul 17 82
138	1914	HISPANO SUIZA	2252	2252	1ST ALPHONSO X	Aug 16 82
139	1914	DE DION BOUTON	62	837E	E0	Feb 16 83
140	1917	FORD		C 124903	'T'	Mar 9 83
141	1911	VERMOREL	529	E 310	TYPE 'I'	Mar 14 83
142	1914	FORD	C 13088	C 13088	'T'	Apr 20 83
143	1909	ARGYLL	9086	1M4S037	FLYING 15	Apr 21 83
144	1912	FORD	113470	113470	'T'	May 31 83
145	1910	STRAKER SQUIRE	519	519	MODEL 15	Jun 20 83
146	1902	OLDSMOBILE		6460	MODEL 'R'	Jul 20 83
147	1918	ESSEX	35413	14075	MODEL 'A'	Aug 11 83
148	1918	STUDEBAKER	134292		MODEL SH SERIE	Dec 17 83
149	1905	WOLSELEY	1092	310/12	BEE-HIVE	Jan 3 84
150	1916	BENZ	25692	25692	DS 2	Jan 11 84
151	1910	FORD	14533	14533	'T'	Jan 28 84
152	1904	CADILLAC		3772	'A-B'	Feb 1 84
153	1912	TURNER	931	931	VERTICAL TWIN	Feb 3 84
154	1906	REO		4816	B-1	May 13 84
155	1911	FORD	40210	40210	'T'	May 14 84
156	1908	HOLSMAN	2491 V	1582	MODEL No 9	May 15 84
157	1912	ROVER	1544	QC 1544	Q4-QC	Jul 23 84
158	1911	OVERLAND	T-59-575	T59575	MODEL No 59	Aug 11 84
159	1910	BUICK	736		MODEL 14	Aug 12 84
160	1913	METZ		19342	MODEL 22	Aug 12 84
161	1910	I.H.C.	999D		MODEL 'D'	Aug 13 84
162	1917	CHEVROLET	H 72973	H 72973	MODEL 490	Sep 29 84
163	1910	F.N.	544	544	TYPE 1500	Oct 18 84
164	1912	F.N.	1313	1053	TYPE 1600	Oct 19 84
165	1912	F.N.	1269	1269	TYPE 1600	Oct 19 84
166	1916	FORD		C 65828	'T'	Dec 30 84
167	1915	FORD		C 37746	'T'	Feb 23 85
168	1909	TALBOT	2597	90	TYPE 4A	Jun 2 85
169	1910	F.N.	605	605	TYPE 2100	Jun 16 85
170	1903	OLDSMOBILE	17394	17394	MODEL 'R'	Jun 16 85
171	1911	STAR	2889	Y117	MODEL '15'	Aug 21 85
172	1913	SHEFFIELD SIMPLEX	1081	A 1090	7 B	Aug 21 85
173	1903	NAPOLEON		9589		Feb 24 86
174	1909	DELAGE		25210	TYPE 'F'	Mar 7 86

CERT	YEAR	MAKE OF VEHICLE	CAR or CHASSIS	ENGINE No	MODEL	DATE OF ISSUE
175	1912	GREGOIRE	5514	1676	TYPE 70-4	Mar 10 86
176	1910	ROLLS ROYCE	1404	1404	SILVER GHOST	Mar 12 86
177	1910	FORD	29478	29478	TYPE TUTOR	May 19 86
178	1910	FORD	33162	33162	'T'	May 19 86
179	1910	BRUSH			MODEL 'D'	Jun 16 86
180	1903	DE DION BOUTON	886	8953	MODEL 'O'	Jun 19 86
181	1903	OLDSMOBILE	15845	15845	MODEL 'R'	Sep 27 86
182	1913	A.C.	1575	645	SOCIAL THREE W	Feb 7 87
183	1906	FORD	132	132	MODEL 'N'	Feb 25 87
184	1905	FORD	F 3362	F 3362	MODEL 'F'	Mar 24 87
185	1905	FORD	K 791	K 791	MODEL 'K'	Mar 24 87
186	1915	FORD	C 46730	C46730	'T'	Mar 26 87
187	1903	CADILLAC		1742	MODEL 'A'	Apr 14 87
188	1912	FORD	B 2483	B 2483	'T'	Jun 24 87
189	1916	MADISON	S 2433		MODEL 6-40	Sep 24 87
190	1915	FORD	C 47312	C 47312	'T'	Sep 24 87
191	1912	AUSTRO DAIMLER	2901	1156	1025	Nov 25 87
192	1912	RENAULT	34601	3278	TYPE AX	Nov 25 87
193	1912	RENAULT	34686	4152	TYPE AX	Nov 25 87
194	1915	FORD T 10 T 20	34615	10739	TYPE T	Nov 25 87
195	1906	ORIENT	2479		MODEL 3 BR/400	Jan 15 88
196	1914	WOLSELEY	22280	408A/1397	MODEL C7	Jan 16 88
197	1912	HUPMOBILE	26844	2609	MODEL H/100	Jan 16 88
198	1911	RENAULT	31625	1289	TYPE AXA T 10	Jan 17 88
199	1911	AMERICAN UNDERSLUNG	X 184	5759	SCOUT TYPE 22	Jan 18 88

THE FOLLOWING ITEMS ARE AVAILABLE FOR SALE:

Cloth Badges	\$4.00
Plastic Name Badges	\$6.00
25th Anniversary Medallions	\$10.00
Windscreen Stickers	\$1.00
Plastic Veteran Car Rulers	\$2.00
Car Metal Badges	T.B.A.
Lapel Badges	T.B.A.

See Treasurer Bob Lamond or arrange for someone to collect as per plastic Name Badges.

FOR SALE

PUSH/PULL DIMMER LIGHT SWITCH FOR 1926 VAUXHALL (AN ACCESSORY PART)
AND VALVE CAPS FOR AN AUSTIN HEALY....BOB BAXTER (H) (02) 522 9661

MOULDS & PATTERNS FOR A WATER BY-PASS AND PIPING FOR 30/98 VAUXHALL
....ARTHUR GARTHON (B) (02) 588 5000
(H) (02) 57 2740

METALLURGIQUE MOTOR 1912? 12-16 H.P. 4 CYL.

5 DUNLOP TYRES ,875x105 3 NEW,2 at 400 MILES. PRICE \$1250
....M. THOMPSON W.A. (094)502579.

SWAP.....1912 RENAULT ENGINE 9JWIN CYL..COMPLETE WITH CARBY & MAGNETO IN
EXCELLENT CONDITION...FOR...A BRUSH ENGINE ,ANY COND.,ANY YEAR.
....KEN RHODES (03) 890 2130

FOR SALE...LUCAS 746 SIDE LAMP L.H.S. ...NO BURNER \$100 OR BEST OFFER
....GRANTLEY BLAND (B) (03)758 7055

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.... BARRY THEW (H) 638 1155 (02)

FRONT AXLE ASSEMBLY FOR 4AB TALBOT.\$70
.... GRAEME NEWMAN (043)927274

ORIGINAL BRASS MINERVA PETROL TANK, INCL CAP WITH NAME CAST ON IT,,FILLER
GAUZE AND DRAIN COCK.
....HAROLD GASCOIGNE(09)386 5009.

1915-17 DE DION BOUTON 4CYL CRANKSHAFT,RODS & PISTONS AND ONE ONLY DISC WHEEL
(SPLIT RIM)INCL BOLT ON HUB.....DON REID (03)232 6471

ENGINE, STANDARD COVENTRY OF 15 H.P. CIRCA 1912
....NICK LANGFORD"BINDARA" BOX 105A R.S.D.
GOOCH'S LANE PIPERS CREEK 3444

1914 HUP MOD 32 WATER JACKET & RADIATOR MOUNTS.NEW.MAGNETO DRIVE COVERS NEW.
RADIATOR CAPS .NEW. FRONT HUBCAPS.NEW. MAGNETO MOUNTING PLATE.NEW.
....HUGH KIMLIN (07) 349 0407

WANTED.

WANTED OLDER RESTORATION OR ANY CAR 1904 OR EARLIER,SUITABLE FOR BRIGHTON.
V.C.C.A. MEMBER KEEN TO DO THE BRIGHTON RUN BUT CAN'T FIND A
CAR,THE EDITOR IS CONCERNED ABOUT THIS MEMBERS STATE OF MIND
UNLESS HE FINDS A CAR. PLEASE HELP!

....DON LIDDLE(H)631 7971(02)
(W)232 6262.

WANTED ..COMPACT VETERAN,PREFERABLY 4 SEATER...OPEN MIND ON TYPE BUT PREFER
3 SPEED GEARBOX AND PROBABLY 2 CYLINDER...FULL RESTORATION DESIREABLE
....MICHAEL LOWE (B)(02) 220 1354
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WANTED 1913 RENAULT INSTRUCTION MANUAL 4 CYL.
.... OWEN RUSSELL (H) (02) 654 1823
(W) 604 6800

WANTED URGENTLY.. 2 ONLY 24" DODGE RIMS TO COMPLETE SET FOR 1913 HUPMOBILE.
.... STAN GOODMAN (02) 508550

WANTED PARTS/INFO MAUDSLEY PRIOR TO 1913....GEARBOX URGENT.
....CYRIL STANBRIDGE (042) 672066

WANTED REASONABLY PRICED VETERAN(EARLY) FOR YOUNGER MEMBERS,CARL & ROSS
TO RESTORE
.... CYRIL STANBRIDGE

WANTED HOOD IRONS FOR 1913 TALBOT TOURER.....GRAEME NEWMAN (043) 927274.

EDITOR'S LATE STOP PRESS ITEMS OF INTEREST

URGENT.....URGENT.....URGENT.....

TERRY COOK IS ABOUT TO REPRINT THE CLUB ROSTER.
IF YOU HAVE CHANGED ANY DETAIL OF YOUR MEMBERSHIP SINCE THE LAST ROSTER
AND IT HAS NOT BEEN REGISTERED IN "SPIT & POLISH" AS AN OFFICIAL CHANGE,
PLEASE LET TERRY KNOW ...OTHERWISE YOU MAY BE LISTED INCORRECTLY.

MOST MEMBERS WHO HAVE OFFICIALLY NOTIFIED THE CLUB OF SUCH THINGS AS
CHANGES OF ADDRESS, 'PHONE NUMBERS ETC., SHOULD BE COVERED...IF IT HAS
SLIPPED YOUR MIND PLEASE LET TERRY KNOW..FOR THE GOOD OF ALL.

BAROSSA RALLY 1988

THE SPORTING CAR CLUB OF SOUTH AUSTRALIA ADVISES THAT THIS RALLY WILL BE HELD
ON OCTOBER 29TH, 30TH WITH AN OPTIONAL RUN ON 28TH.
IF YOU ARE GOING OVER PLEASE LET JOHN WIEN-SMITH KNOW ACCOMMODATION REQUIREMENTS
AT

S.C.C. OF SOUTH AUST. INC.
260 PORTRUSH RD.,
BEULAH PARK S.A. 5067.

ENTRY FEE..\$6.00

FURTHER DETAILS FROM JOHN.

ALSO FROM JOHN...DONT FORGET YOUR ENTRY FOR THE 5TH NATIONAL 1 & 2 CYLINDER
RALLY IN MAY 1989 IN S.A.

STRANGELY ENOUGH I HAVE RECEIVED A REMINDER ABOUT THE 5TH NATIONAL 1&2 CYL.
RALLY IN DEVONPORT, TAS, (WHO IS RIGHT?) ANYWAY WHO CARES IF IT'S THE 5TH OR
6TH OR WHATEVER, IT SHOULD BE GOOD,
ENTRIES TO THE RALLY DIRECTOR A.F.RANSLEY

P.O. BOX 380 WYNYARD TAS. 7325.

FRANCIS SEEMS TO HAVE ARRANGEMENTS WELL IN HAND FOR MAINLAND ENTRANTS...
LEAVE YOUR TRAILER IN MELBOURNE, TAKE BAGS & VETERAN ON BOAT, DRIVE TO
ACCOMMODATION ONLY A SHORT DISTANCE .

WHY NOT HIRE A CAR FOR SOME TOURING AFTER THE HUB TYPE RALLY?.

RON HATTERSLEY ADVISES OF A "BALMORAL HIGHLAND GATHERING" TO BE HELD ON SAT.
SEPTEMBER 3RD. STARTS AT THE MOSMAN OVAL AT ABOUT 10.30 WITH A MARCHING
PIPE BAND, PROCEEDING TO BALMORAL BEACH PARK FOR STATIC CAR DISPLAY, TUG '6
WAR, LOTS OF FUN FOR ALL UP TO 5.30.

RON WOULD LIKE SOME CARS TO FERRY 16 V.I.Ps. CAN ANYONE HELP?

RING RON ON 969 7216 (H)
233 6133 (W)

JAN COULCHER REPORTS THAT THE VIDEO ALBUM SHE HAS PUT TOGETHER WILL BE
"PREMIERED" AT THE SEPTEMBER CLUB MEETING.

BRASS NOTES...ADVERTISEMENTS ONLY ISSUE.
IF YOU HAVE FORGOTTEN TO GET YOUR ADD. IN TO "SPIT & POLISH" THIS ISSUE YOU COULD GET IT INTO "BRASS NOTES" THE VICTORIAN CLUB MAG. IF YOU ARE QUICK. I HAVE PASSED OVER ALL THE ADVERTISEMENTS THAT ARE ENTERED INTO "S&P" TO GRAEME JARRETT BUT IF YOU DIDN'T MAKE IT GIVE GRAEME JARRETTA WRITTEN COPY BEFORE 20TH AUGUST.

THE EDITOR,
GRAEME JARRETT,
62 WINSTON ROAD,
ROSANNA EAST VIC 3084.

JIM SANDY REPORTS FROM AMERICA THAT A BUGATTI ATLANTIC("RHODESIAN RIDGEBACK") WAS SOLD RECENTLY FOR \$ 7.6 MILLION.
MAX ROBERTS BETTER GET A MOVE ON WITH HIS "BUG"!.

THE BENTLEY DRIVERS CLUB WILL CELEBRATE W.O. BENTLEY'S BIRTHDAY ON FRIDAY 16TH SEPTEMBER AT "THE TEA HOUSE" ROYAL RANDWICK. OUR PRESIDENT WILL ATTEND.

THE PRIME MINISTER WON'T LIKE IT BUT THE NEW \$2 COIN IS KNOWN AS "THE BOB HAWKE".
" IT IS SMALL, BRASSY, TWO-FACED AND THINKS IT'S A SOVEREIGN".!

THE COUNCIL OF VETERAN VINTAGE & THOROUGHBRED MOTOR CLUBS IS HOLDING IT'S 25TH ANNUAL DISPLAY DAY AT CASTLE HILL SHOWGROUND ON "FATHER'S DAY" SUNDAY 4TH SEPTEMBER. V.C.C.A MEMBERS ARE INVITED TO ATTEND. SECRETARY KEN QUARMBY HAS FURTHER DETAILS, LET HIM KNOW IF YOU WISH TO GO.

KEITH CARDEN IS RECOVERING FROM SURGERY AND BY ALL ACCOUNTS IS DOING WELL. WE ALL WISH KEITH A SPEEDY RECOVERY AND HOPE THAT HE AND THE CLEMENT WILL SOON BE OUT WITH US AGAIN.

AT THE LAST COMMITTEE MEETING SEVERAL LETTERS WHERE TABLED REGARDING THE NAMING OF THE TWO HALLS.

IT HAS BEEN DECIDED THAT THE HALLS WILL NOT BE NAMED AFTER PERSONS, BUT WILL BE NAMED AFTER AUTOMOBILIA.

MEMBERS ARE ASKED TO SUBMIT SUGGESTIONS IN WRITING, A LIMIT OF TWO PER MEMBER, ONE FOR EACH HALL TO THE SECRETARY AS SOON AS POSSIBLE.

ONE GOOD SUGGESTION RECEIVED FOR THE MAIN HALL IS "GENEVIEVE", AFTER THE FILM WHICH DID MUCH TO CREATE INTEREST IN THE VETERAN CAR MOVEMENT.

OTHER SUGGESTIONS ARE: THE BRASS LAMP ROOM.

THE ENGINE ROOM

THE CRANKSHAFT ROOM

ANY IDEAS?

WHO WAS THE YOUNGEST POTENTIAL NEW MEMBER AT THE CLUB ROOM OFFICIAL OPENING?
I AM TOLD ON GOOD AUTHORITY THAT IT WAS "SARAH ANNETTE POPE".

SADLY, OUR CLUB SECRETARY, KEN QUARMBY HAS ANNOUNCED HIS INTENTION TO NOT SEEK RE-ELECTION AT OUR A.G.M IN AUGUST. HE WILL BE MISSED ON COMMITTEE AFTER 5 YEARS DEDICATED SERVICE IN THIS CAPACITY BUT WE MUST RESPECT HIS RIGHT TO A WELL EARNED REST. WELL DONE KEN.

CLUB SECRETARY IS A VERY IMPORTANT JOB AND IT IS A DEMANDING ONE...PUT YOUR THINKING CAPS ON..MAYBE YOU COULD DO IT?MAYBE YOU KNOW OF A MEMBER WHO COULD DO IT?.

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- Owner's Manuals
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- Good range of Suspension Spares
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- Special Rubbers made to order
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ESTABLISHED SINCE 1957

VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.
134 QUEENS RD, FIVE DOCK 2046

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THE EDITOR

