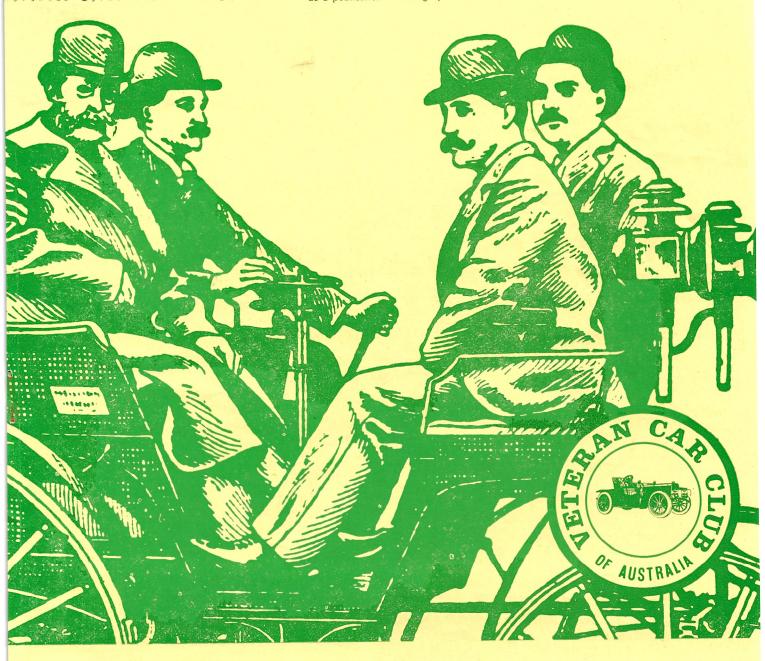
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPITANDPOLISH

November 1778. Vol.XX.No.5.

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PATRON:

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

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

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io state do	Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the Veteran Car Club of Australia (N.S.W.) will be held in the Clubrooms at 8.00 p.m. on THURSDAY, 23RD NOVEMBER, 1978.

And all other club members might "Reef their eyes open and their ears to the ground" for any items of interest -- you our see from the above that they are sometimes found in the most unappeated places.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD, FIVE DOCK.



At the Drummoyne Council Carnivale mentioned in a previous issue, I was listening with rapt attention to the V.I.P. Guest Speaker of the day -- whose name shall remain anonymous -- when a charming "little old lady" approached me and told me that her husband had been a keen amateur photographer, and although he had passed away three years ago she still had a film he had taken of a Katoomba Rally (details elsewhere in this issue). She asked if it would be of any value or interest to our Club, saying that it had a couple of family scenes included which we could omit if we found them of little interest. With quickened interest I hastened to seek out President Len, and he duly accepted the offer.

This was the film shown at the last Club meeting, and I think you will agree that it was excellent; clear photography, and the two family scenes enabled the audience to see the donor and the film-maker, and it wouldn't be such a bad idea if the Club took her out on a Rally by way of saying "thank you".

At the screening I remarked that it must have been a combined Rally by the look of the antique cars, as well as veterans. Bob Petersen put me right -- "Oh no, they were the cars still in everyday use in 1957." How short is one's memory!

There must be some very interesting records still in existence and it was decided in the deep secrecy of the Committee Meeting that a sustained effort should be made to collate all historical data pertaining to the Club. Many of the "greats" who were foundation members or early members are tending to drop from sight and it is intended to approach such old friends as Jack Garwood, Mrs. Myers (the first meetings were held in her home and her husband, Jack, was the secretary), Len Masser, as well as other long-standing members such as Jim Simpson, Jack Dance, Allan Foy, Alan Rose-Bray etc., for any interesting data which would enable a history to be compiled. So any members who have any such data or articles of interest, please come forward as soon as possible, as such information is urgently needed for the 1979 Silver Anniversary brochure.

And all other club members might "keep their eyes open and their ears to the ground" for any items of interest -- you can see from the above that they are sometimes found in the most unexpected places.

 $\it Ed.$

MINUTES OF THE MONTHLY GENERAL MEETING OF THE VCCA (NSW) HELD ON THURSDAY, 26TH OCTOBER, 1978 AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK.

PRESENT:

59 members and 9 visitors.

The meeting was declared open by the Chairman (L. Sheen) at 8.09 p.m. and a welcome to all visitors, including F. Thornhill,

B. McMahon and M. Stelling was extended.

APOLOGIES:

B. Baxter, L. Baxter, F. Mountford, C. Burke, R. McCarthy, G. Roberts, V. Cross, M. Roberts, N. Preston and H. Sheen.

MINUTES:

Minutes of the Monthly General Meeting of 28th September, 1978 were read and moved J. Burke, seconded G. King. CARRIED.

MATTERS ARISING:

Inspection Day - A. Garthon - 5th November, 1978 L. Sheen - 12th November, 1978

TREASURER'S REPORT:

The Treasurer's Report was read and accepted and moved

J. Corby, seconded B. East.

CARRIED.

CORRESPONDENCE:

Letters from:

Meldrum Burrows and Partners 10/10/78 Lakemba Chamber of Commerce 16/10/78

Thank You card - D. Thorpe

Manly Council

R. Fahd M. Stelling E. Decamillo J. Macfarlane

Moved F. Nissen, seconded M. Chpman.

CARRIED.

MATTERS ARISING:

INVESTIGATION Nil

AND DATING:

Nil.

NEW MEMBERS:

B.H. McMahon,

25 Bransgrove Road,

REVESBY. 2212

(Associate)

Maria L. Nissen, 18 Saiala Road, KILLARA. 2071

(Wife Associate)

Moved B. Spraggon, seconded A. Foy.

CARRIED.

SOCIAL SECRETARY: L. Sheen reported Friday 1/12/78 Christmas Dinner, \$7.00 per head, details on Events Calendar. F. Mountford requests advice as to members interested,

EVENTS:

Letter appreciation Hills District Historical Society.

2. Schofields Air Show 29/10/78. 5 requests for Wedding Cars.

4. Procession Manly Council 27/1/79.

EVENTS CONT'D.

5. Mowll Village 4/11/78.)6. Blue Mountains Rally.)Details to be provided

Family Picnic Day.

Suggested camping weekend Moss Vale - January 1979.

D. Berthon reported on arrangements for Schofield Air Show.

25TH SILVER ANNIVERSARY:

B. Thew advised 76 entries to date. Mayor of Dubbo to attend arrival. Accommodation deposits accounts to be sent shortly. start confirmed for Old Government House. Parramatta.

PUBLIC RELATIONS:

D. Berton suggested taking children from Childen's Hospital for a Christmas outing for approx. 2 hours' duration 16/12/78.

MAGAZINE:

D. Steer reported all proceeding well. Requested more copy.

PERMITS TO MOVE:

K. Carden requested members to adjust their Third Party Property Insurance. Bring rego. fees on registration day to pay on the day.

Moved J. Corby, seconded M. Chapman, that the question of 15% refund be straightened out with the South British Insurance Co. direct by K. Carden and V. Jacobs. CARRIED.

REGISTRAR:

Nil.

CLUBROOM CHAIRMAN:

Nothing further to report. We are waiting to hear from Council.

LIBRARIAN:

Nil.

CVVTMC:

Nil.

INSURANCE:

Nil.

MEETING NIGHT HOST:

G. Sevenoaks gave talk on overseas trip.

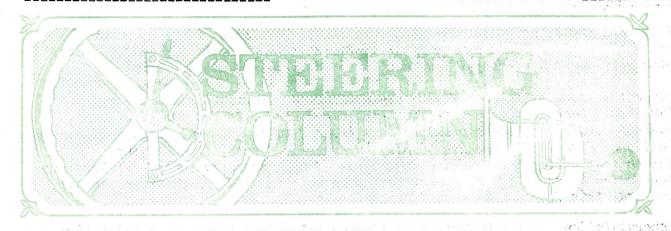
GENERAL BUSINESS:

- 1. H. Sheen in hospital progressing well.
- 2. B. Thew requested progress on letter to Historical Committee.
- 3. A. Garthon advised on Rotary and Lions outing Connells Point for B.B.Q. 26/11/78, details on Events Calendar 18 cars volunteered.
- 4. B. Maunsell requested advice on Club Hall.
- 5. V. Jacobs moved this Club visit Newcastle Club on one of their meeting nights. Moved V. Jacobs, seconded K. Carden.

CARRIED.

- 6. G. Sevenoaks reported on V. Jacobs sighted on Waikiki Beach in see-through costume.
- 7. V. Jacobs countered with stories of George and a \$40.00 strip joint.
- 8. D. Berthon requested any interest in associate members following 25th Silver Anniversary Rally in a bus & extended thanks to M. Chapman for contributing article on tyres in last SPIT AND POLISH.

As there was no further business, meeting closed at 10.25 p.m.



We understand George 7-oaks, en route to R.R. Rally in America, was pleasantly surprised to find Victor Jacobs and friend sun-baking on Waikiki Beach. Victor put him wise to a show in the International Arcade, but warned him that two Cokes cost \$4. George discovered, on taking in the show, that sexy music and strippers went with the Coke, and consequently spent \$40 on drinks in order to see 5 more shows.

Great drama on a motor-cycle rally attended by Reg. Jones and Laurie Collis back of Mudgee. The Collis and Jones "Femmes" were acting as tender car, took the wrong turning and ended up miles from any habitation. The near-new car decided to break down at this stage. Hopelessly lost, and after summit conference it was decided two would walk and one would stay locked in the car. After some five miles of "shank's pony" they were offered a lift by a local yokel. Being nice girls they were in doubt about accepting, but on third thoughts they took the risk, and finally got respective husbands back to the car, which was fixed with a flick of the wrist and muttered remarks about women drivers.

Hilda Sheen is back home after her spell in hospital, and is making a satisfactory recovery. President Len is a fetching sight in nurse's uniform. Get well soon, Hilda.

Those "Terrible Twins", the Wards, have a new tax deduction each. John and Sue have a brand-new daughter Rebecca Marie, and Peter and Robyn have Danielle just off the production line.

At the Schofields Air Show a spectator approached David Berthon, who was sitting on the running-board of a certain B.S.A., and enquired whether he was the proud owner, and did he buy it new?

A very special tribute to Ross and Marshalls Motors for the presentation of such an outstanding commemorative plaque to each V.C.C.A. driver at the Schofields Air Pageant.

It's catching -- the father of our Rotary daughter, Mr. Kotani, visited a motor show in Osaka, Japan, and was very interested to see: "Pontiac 1930 (U.S.A.), Oakland 1928 (U.S.A.), Ford Model 'T' (U.S.A.), Dodge 1926 (U.S.A.) and others. Not a bad observation from a gentleman who says he doesn't know much about cars, and doesn't own one.

(Continued on P.6....

STEERING COLUMN (CONTINUED)

A fascinating sight at the Air Show were the tiny 'planes driven by mower engines. Members could have a great time with them -- nothing over 300 feet, mind you; just a wonderful toy when we aren't playing with our cars.

Congratulations to the Schofields Flying Club on a particularly well-organised function. Despite the many difficulties associated with the most inclement weather conditions, their visitors were treated to a wonderful display of hot-air balloons, Free-fall Parachute Display by Army Red Berets, Stunt Flying, Aerobatics, Helicopter Handling and a grand-final demonstration of Jet Formation Aerobatics by the R.A.A.F. Roulettes. Keep this in mind for future reference and make this function a "must".

Congratulations to the McCarthys on finding themselves living in a Federation suburb. Quite in keeping with the ownership of veteran vehicles. Will the National Trust hold them to doing away with their modern "outhouses" and erecting a barn instead?

BACK ONE DECADE

Complete of the E.S. . .

Jim Simpson as Editor waxed very philosophical on the subject of Armistice Day and the associated subjects of tragic waste of young lives and limbs, and the tragic destruction of valuable property, such as priceless antique buildings and treasures, and antique vehicles and associated equipment.

He reminded us that man's greatest achievements have resulted from the stress of wars, and particularly in the fields of aeronautical and automobile engineering, and, perversely, this very fact has been responsible for the value of the antique vehicles, and the very fact that many were "melted off the face of the earth" and lost to posterity has made the remainder all the more unique and precious.

Jim Cooper Jnr. had just returned from an extensive trip abroad; David Kay had just joined the Club with his Napier, Rod Hunter with a 1916 Ford, and Sally Barnett (per Peter Kable) with a 1911 Ford.

The Registrar announced attention to two new registrations: viz. a Buick in the name of Craze, and a "Hot Rod Ford" in the name of -- wait for it -- Jacobs!

The C.V.V.T.M.C. rep. announced that 700 cars attended Warwick Farm.

Plans were still under way for the 1970 Rally, and it was suggested that "some members take under their wing some of the N.Z. visitors -- 'strangers in a strange land'" -- (from the numbers who came to the Rally this year it would seem that any such gestures by our members bore fruit.)

(Continued on P.7....

The Waratah Procession was supported by 21 cars, and Victor Jacobs made the suggestion that whereas the cars were divided into two sections in the parade, a third section be provided for Bill Spraggon alone, to isolate him and his "whooping cough horn".

Mention was made of a set of the first copies of SPIT AND POLISH originally belonging to Larry Leresche, which Jack Dance presented to the Club. It was the late Larry Leresche who was instrumental in launching the Club magazine, and it was he who concocted the title of SPIT AND POLISH. (Larry restored the 1908 Renault which now belongs to me. Ed.)

Billie and Jack Dance were about to depart on an overseas jaunt, Esme and Jim Lewis were off to Hong Kong for Christmas, Dorothy and George Green on a "lovely Christmas cruise".

SCENE SOCIALLY

Our Christmas Get-together will be on Friday December 1st at Willoughby Ex-Service Legion Club.

Dinner will be at 8 o'clock, savouries and sherry from 7.30 p.m. Cost will be \$7.00 per head, including pre-dinner drinks and main meal. This cost will also cover some wine on the tables but anything ordered from the bar or steward is not included.

Could you please let me know if you are coming by the November meeting, or 'phone at home 502.1182. Looking forward to seeing you then.

- FAY MOUNTFORD

OCTOBER MEETING - BLUE MOUNTAINS RALLY

The screening of one of the early Blue Mountains Rallies at the last October meeting brought forth some remarks as to the cars, drivers, owners and year held etc.

Thanks to the co-operation of Frank and Joy Klein and Mrs. Sherlock Holmes (Glad King) it does appear that it was The Golden Fleece Blue Mountains Rally No. 2, held on 16th and 17th March, 1957.

Following is a copy of the brochure issued along the route listing those magnificent men and women and their horseless machines.

#

BLUE MOUNTAINS VETERAN CAR RALLY --- AUBURN - KATOOMBA - SYDNEY --- SATURDAY 16TH, SUNDAY 17TH MARCH. Don't miss these.....

(Continued on Page 8.....

Blue Mountains Rally 1957 (Continued)

43 VETERANS

Some of them older than "Genevieve"

The earliest model was built in 1901; and no car was built later than December, 1914.

This is the longest rally yet attempted in Australia...longer than the famous London to Brighton Rally...and tougher!

Come along Parramatta Road and Western Highway on Saturday or Sunday and see them in action...make it a picnic occasion for the whole family...make it a date.

THE GOLDEN FLEECE BLUE MOUNTAINS VETERAN CAR RALLY

Saturday 16th to Sunday 17th March, 1957

ENTRANTS

				•
1.	A.R. Turner	1903	1-Cyl.	Oldsmobile Runabout
2.	J.A. Irwin	1903	1-Cyl.	Cadillac Runabout
3.	G.W. Green	1912	6-Cyl.	Franklin Tourer
4.	J. Garward	1912	2-Cyl.	Renault Roadster
5.	E.B. Perdriau	1908	1-Cyl.	Le Zebre Roadster
6.	D.L. Hope	1904	2-Cyl.	Clement-Talbot Tourer
7.	L.C. O'Meagher	1912	2-Cyl.	Renault Roadster
8.	K. Holmes	1908	2-Cyl.	Albion Flat-Top
9.	F. Kennedy	1901	2-Cyl.	International Buggy
	R. Williams	1906	2-Cyl.	Alldays & Onions Waggon
	J.A. Turner	1904	2-Cyl.	Reo Roadster
	P. Samuels	1912	6-Cyl.	Rolls Royce Alphine Tourer
	K.E. Lober	1901	1-Cyl.	Oldsmobile Runabout
14.	L. Masser	1903	1-Cyl.	De Dion Bouton Spider
15.	Miss S. Green	1910	4-Cyl.	Austin Tourer
16.	G.A. Chandler	1910	4-Cyl.	Garford Fire Engine
	A.N.H. Dyer	1907	2-Cyl.	Renault Roadster
18.	T.H. Ball		4-Cyl.	Ford T Tourer
	F. Klein	1914	4-Cyl.	Fiat Zero Roadster
20.	J. Butcher	1911	4-Cyl.	Austro-Daimler Tourer
	G. Roberts	1912	4-Cyl.	Calthorpe Roadster
	K. Perdriau	1913	4-Cyl.	Benz Sports Tourer
	H. Hodson	1910	4-Cyl.	Stoewer Tourer
	E.S. Hall	1914	4-Cyl.	Minerva Tourer
25.	W.M. Holmes	1912	4-Cyl.	Vauxhall Prince Henry Racer
26.	K.A. Daly	1908	4-Cyl.	F/L Tourer
27.	W. Barker	1912	4-Cyl.	Metz Roadster
28.	E. Dunbar	1913	4-Cyl.	Minerva Tourer
29.	R. Deahm	1908	4-Cyl.	Austin Roadster
30.	C. Bryson	1911	4-Cyl.	Empire Eagle Runabout
	J. Andrews	1912	4-Cyl.	Crossley Roadster
	R. Gregory	1906	4-Cyl.	Overland Tourer
33.	K. Moss	1908	4-Cyl.	Panhard Levassor Tourer

(Continued on Page 9.....

Blue Mountains Rally 1957 (Continued)

34.	G. Sim	1914 4-Cyl.	Renault Tourer
35.	G. Campbell	1907 4-Cyl.	Argyll Tourer
36.	E.B. Marsland	1910 4-Cyl.	Napier Roadster
37.	R.C. Mortimer	1914 4-Cyl.	Oakland Tourer
38.	E. Marty	1908 4-Cyl.	Berliet Roadster
39.	K. Bolger	1911 4-Cyl.	Brennabor Roadster
40.	T. Westling	1909 6-Cyl.	Daimler Tourer
41.	J. Caskey	1911 4-Cyl.	Berliet Tourer
42.	D. Ney	1908 4-Cyl.	Renault Tourer
43.	J. Simpson	1908 4-Cyl.	B.S.A. Tourer

Saturday, 16th March

Veteran cars will leave the showrooms of W.T. Coggins, 235-239 Parramatta Road, Auburn, in two-minute intervals, commencing at 10 a.m., proceeding along Parramatta Road to Church Street, Parramatta, to Western Highway, thence to Katoomba. Lunch will be taken at "Buttenshaw" Park, Springwood, 12.15 p.m. to 1.15 p.m.

Finish Echo Point, Katoomba, 2.30 p.m.

Sunday, 17th March

Veteran cars will leave Echo Point, Katoomba, in two-minute intervals, commencing 10 a.m., and will proceed via Lurline Street, Waratah Street and Katoomba Street to Sydney. Lunch will be taken at The Oval, Emu Plains, 11.50 a.m. to 12.50 p.m.

Finish Sydney Town Hall, George Street, Sydney, 3.00 p.m.

#

Club members who enjoyed the jovial company and valued assistance given by the Golden Fleece executives and staff will regret to learn that Mr. Alan Swan passed away at his Epping home at the end of July this year. Wally Mason, whom we all respected, predeceased Alan by some 12 months.

They were hard days for a young club, but there was a good spirit inside and outside the fuel tanks.

J.G.

HINDSIGHT

A 1913 car-owner's manual states: "The automobile has now developed to the point where it is not anticipated there will be further developments or changes, and this manual should be a reliable guide for the motorist of the future."

FOR THE COOKS

Fish and Spinach Casserole

4 fillets of fish
1 cup white sauce
Parmesan cheese (or cheese of choice)
Approx. ½ bunch spinach (already cooked)
White wine

Pour ½" white wine in frypan.

Place fillets in wine and marinate on low heat until near flaking.

Place well-drained spinach in layer in oven dish.

Lay fish fillets on top.

Add juices from frypan to white sauce and pour over fish.

Top with cheese.

Cook in a moderate oven approximately 10-15 minutes.

Calorie-Miser's Cheesecake

2-3 ozs. Wheatmeal Biscuits
3 eggs
12 ozs. low-fat bulk cottage cheese
1 tablespoon butter or margarine
½ cup sugar
1½ dessertspoons cornflour
1 teaspoon gelatine

Grated rind of $\frac{1}{2}$ a lemon $\frac{1}{2}$ teaspoon vanilla $\frac{1}{2}$ an 8-oz. carton of plain yoghurt Non-fat powdered milk as required Calorie-free sweetener

Grease the base and sides of an 8" springform tin and coat with finely-crushed wholemeal biscuit crumbs. Separate the egg yolks into a mixing bowl, reserving the whites. Sieve in the cottage cheese. Add the softened butter or margarine, the sugar, cornflour, gelatine, lemon rind, vinilla and yoghurt. Beat well, gradually adding powdered milk until you have a thick creamy consistency rather like a cake batter. Taste it for sweetness and add a little calorie-free sweetener if you wish. Fold in the stiffly beaten egg whites. Turn into the crumb-lined tin and bake in a very slow oven, (300 reducing gradually to 200) for about 45 minutes, or until amost set in the centre. Turn off heat. Leave in the oven to cool. Chill before removing sides of tin. Sprinkle with nutmeg or cinnamon and/or decorate with fruit such as strawberries, pineapple or little bunches of grapes.

Continental Cheesecake

The day before you plan to make the cheesecake put about $\frac{1}{2}$ a cup of dried fruits (sultanas, currants, chopped mixed peel) into a screwtop jar and add 1-2 tablespoons sweet sherry or rum. Fold the fruits and any unabsorbed liquid into the mixture before you add the egg whites.

A FAMOUS AUSTRALIAN ADVENTURER

(Part II of Francis Birtles' London to Sydney run 1927/28)

Late one day, still near Teheran, the car stuck in a sand drift. While he was scouting ahead to find a way out, all his blankets and weatherproof clothing were stolen, which obviously put "paid" to his ability to camp out. He was sick and freezing, to say nothing of being pretty tired, so he turned back to Isfahan. The British Mission Hospital attended to him, and of course he was given a bed. He stopped there two days for rest and recuperation. (The old R. and R. Leave, of course).

Some sessions of physical difficulties, followed immediately by bad luck, are hard to fathom. Following hardship with the snow, he travelled on frozen sand. The Bean went down to the axles and his only means of traction was to deflate the tyres, and spread his blankets on the sand for the wheels to run on. As the blankets were uncovered the strong wind blew them away, and they were covered immediately by the blown sand.

In north-east Persia he encountered more snow, but pushed the car and himself as hard as possible. It was heavy going through the snow, calling for the persistent use of low gear, and although the radiator was boiling and the exhaust pipe was red hot, icicles formed all over the body and guards. (And some members think it is cold at Katoomba on occasions!)

The track (known as a road) through the mountains from Meshed was pretty tough at the best of times, but in winter it was virtually impossible. The boulder-strewn goat path was steep, obviously it was narrow, and was slippery with ice. According to temperature and humidity changes the area was often covered in mist as well.

(To be continued.)

DON'S PARTY

Don says a good speech has a good beginning and a good ending -- both close together.

#

Don's friend told him that, when his wife asks him why he comes home at 3 a.m. he says it's only because he's 'broke'.

#

To err is human -- but it feels divine.

#

Don told his doctor he was a schizophrenic, who replied: "That makes four of us."

#

"No," said the teacher -- "spice" is not the plural of "spouse".

HIDDEN COGS

This month we say "thank you" to Glad King (wife of "King George") who has worn many "hats" over the years, and has always made a great job of all of them.

She occupied that difficult position of Social Secretary and has never complained about the many calls for time and effort making cakes and biscuits etc., cooking barbecues; is always to be found in the kitchen at supper time on meeting nights and has also loaned her home as the venue for a function or two.

What would the Club do without the talents and willing participation of such as Glad?

DREAMS

IF I HAD MY LIFE TO LIVE OVER I WOULD -

Relax, take things less seriously
Climb more mountains
Eat more ice cream and fudge
Have fewer imaginary problems
Take care of real problems
Have great moments, instead of hopes
of great years
Have success be a journey, not a goal

Chance more mistakes
Ride more T Model Fords
Rather give, than get
Be born old.....to get young
To know sooner, these are truths

Wish I could say I live the above, But alas, I have human frailties.

The "eyes" believe themselves -- the "ears" believe other people.

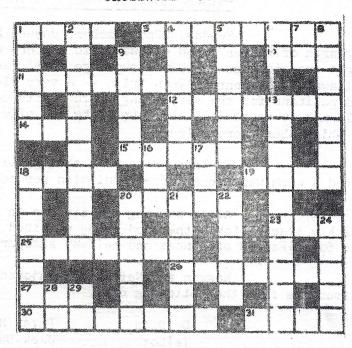
ACROSS

- 1 See Latin dive arrangement. (4)
- 3 Crash elm over an American car sounding like lovely ladies. (8)
- 10 Greek letter pressure measure.
 (3)
- 11 Drag gin back for a stingy person. (7)
- 12 Kiss, hop about and buy your winter sports gear here. (3,4)
- 14 Three Greek trips without an afterthought. (3)
- 15 Little Donald gets alternative giver. (5)
- 18 Scolds horses or German cars. (4)
- 19 Wild Alpine goat seen when one takes a powder. (4)
- 20 Age determined when consumed in 500's. (5)
- 23 Uncooked battle returns. (3)
- 25 Crimson sphere or communist celebration? (3.4)
- 26 French car seen in humbug at Timor. (7)
- 27 Extinct New Zealand bird sounds like a grassoutter. (3)
- 30 Lo: Humpty makes an American car. (8)
- 31 Give up when 100 gets a bearing and 500 gets the same. (4)

DOWN

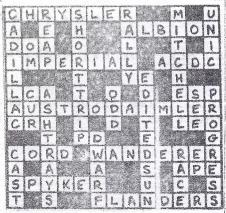
- 1 and 2 Uninvited mag dog wrecked a French car. (5,10)
- 4 Do shun this American car. (6)
- 5 American car makes Roz lie. (6)
- 6 Extreme Pressure. (2)
- 7 Royal Society. (2) 8 American car appears when easy
- gets 10. (7)
 9 Fast Italian car has pair confused over 500. (5)

CROSSWORD No. 12



- 13 The mere tub refurbished an English car. (10)
- 16 Latin eggs sounds like a number of cricket balls. (3)
- 17 Singular fruit salts rise. (3)
- 18 Not a swagman when port man upset. (2.5)
- 20 Do it at an Italian car. (6)
- 21 Bolt at a French car. (6)
- 22 Move quickly around an American car trick. (5)
- 24 This American car is certainly not black. (5)
- 28 Old lady, behold up. (2)
- 29 Yes. (2)

SOLUTION No. 11



PICNIC DAY TO GREEN'S MOTORCADE

Sunday, 22nd October, dawned bright and sunny, "showing the strength of Prayer", and enthusiastic members wended their way through very light traffic (due to petrol shortage...it's an ill wind...) to "Lake Gillawarna" on Henry Lawson Drive -- a very pleasant spot complete with ducks and pelicans for the very young to feed with delectable 'tit bits'. All were welcomed by hosts Jill and John Corby who offered tea, coffee and cakes, all of which where very welcome.

We then pressed on through Liverpool to Green's Motorcade and found a warm welcome and free admission per courtesy of "Generous George".

After parking the cars in an impressive line, barbecues were quickly started (even the wood being provided by G.G. presumably to discourage the use for firewood of fences and railway sleepers.)

Noggin and Natter was enjoyed in the lunch pavilion, by the passengers from the following cars:

De Dion Peter Michaels
Talbot Jack Dance
Star Jan and Roly Coulcher

Calthorpe Bob Baxter
"A" Ford Ron Cox
Clement Bayard Reg. Jones

Buick Fay and Neil Mountford

Hupmobile Barry Thew
Fiat Trevor Fulcher's
Talbot Les Wotton

Talbot Les Wotton
B.S.A. Jim Simpson
Martini Bob McCarthy

Vinot et
Deguingand Bill McCarthy
Cadillac Frank Nissen
Chevrolet Jim Wilson
Buick John Corby
Delahaye Arthur Garthon

Wolseley Don Steer

BAD NEWS for all members who have just registered their cars for 1979.

G.I.O. have increased their fee by \$9.00. Please send this amount to Ben Bronk or bring to next meeting.

Keith Carden, REGISTRATION OFFICER.

SILVER ANNIVERSARY RALLY

Having passed the official closing date we now have 85 vehicles entered, included in this number are:

- (6) Queensland
- (3) Motor Cycles
- (4) Country members
- (1) A.C.T. and
- (1) Victorian

From this list one could assume that it must be easier to drive down from Queensland than it is to drive up from Victoria.

Apart from the above, the Committee is quite pleased with the way arrangements are progressing, but still a little disappointed in the response to requests for History and Photographs of cars that have been recovered from the areas that the rally is passing through - any information made available WILL be returned.

I would still like to hear from members - someone who can help out with the handling of a recovery unit (namely car and trailer), also a member to look after and drive a baggage vehicle (probably a large panel van).

- BARRY THEW

STOP PRESS !!

International flavour added to this rally - Irish Veteran Car Club to award commemorative "Gordon Bennett Trophy" on an annual basis for Veteran Car Club of Australia.

SCHOFIELDS AIR SHOW - SUNDAY, 29TH OCTOBER, 1978

In all, apart from the weather, the day proved to be a most interesting one with good displays of aerobatics and demonstrations using various types of aircraft. The S how Committee has now asked us if we will included the day on our Calendar of Events for next year, which I feel would become a popular outing. Other clubs to attend were the Vintage Motor Club and Rolls Royce Owners' Club.

Trophy for the Best Veteran Vehicle was won by David Berthon's S.C.A.T. 20 cars attended as follows:

Ken Quarmby Hupmobile
Allan Blythe Hupmobile

Allan Blythe Hupmobile (Lionel Jones)

Allan Blythe Buick
Michael Bendeich Chalmers 1
Michael Bendeich Chalmers 2

Keith Carden Clement Bayard
Neil Martin 'T' Ford

(Continued on P.16....

Schofields Air Show (Continued)

Neil Johnson Talbot
Barry Thew Hupmobile
Jim Simpson B.S.A.
Jack Dance Talbot

Bill McCarthy Vinot et Deguigand

Don Steer Wolseley
Bob Hobson 'T' Ford
Richard Day 'T' Ford
David Berthon S.C.A.T.

VINTAGE:

Ron Cox 'A' Ford Jim Wilson De Soto

Noel McIntosh Rolls Royce 20/25

A very attractive plaque featuring Sir Charles Kingsford Smith and his tiny 'plane was presented to the owners of all cars attending, and for these we extend thanks to Marshalls Motors.

EVENTS

CHILDREN'S CHRISTMAS RALLY

The Car Club Children's Christmas Rally will be held on Saturday, 10th December at the "Illoura" Picnic Area No. 2, Lane Cove River Park, commencing at 11 a.m. This will be a family picnic day and the Club is providing lunch for members and their families (including grandchildren). Liquid refreshments will also be provided - tea, coffee, soft drinks and beer. Santa Clause will be arriving after lunch.

Please bring your Veterans and come along (either with your families or on your own) and have an enjoyable and relaxing picnic day.

TWENTY-FIFTH BLUE MOUNTANS RALLY

Our next Blue Mountains Rally will be held on 24th and 25th February, 1979 and the entry form is in this SPIT AND POLISH. Our overnight accommodation will once again be at the Everglades Motor Inn at Leura. This is a beautiful motel which has its own heated swimming pool, sauna, squash and tennis courts, and billiard and games rooms. As it is anticipated we will arrive there around 3.00 p.m. you may like to bring your swimming costumes, racquets, golf clubs etc.

It is suggested that you get your entry forms in early as late entries may have to be accommodated at a neighbouring motel. If you have any queries regarding this weekend, please contact John Corby on 634.2177.

TWENTY-FIRST INTERNATIONAL RALLY

We have received publicity material and entry forms for the 21st International Rally which is to be held in Rotorua, New Zealand from 24th February to 8th March, 1980. If you require further information regarding this Rally, please contact John Corby on 634.2177.

LETTERS TO THE EDITOR

"Sir,

Several evenings ago my garage was broken into and a small replica Veteran Car was stolen. A description is given below and any member who might obtain any knowledge of its whereabouts might please contact either the writer or Randwick Police Station.

STOLEN: Replica Veteran Car, loosely patterned on 1916 Maxwell.

Light Blue Steel Body, Black Vinyl Hood on rod frame.

White Spoked Scooter Wheels, Caliper brakes to rear wheels.

Length about 5'0" and similar height to seat two children.

Approx. 75 cc Petrol Engine outrigger at rear.

Two small bicycle headlights with battery beneath bonnet.

Would the editors of local magazines please insert if convenient and members of other clubs might bring this matter to their respective Editor's attention.

PAUL W. BUTLER, 399.3786."

"Sir,

1

Preparing the Machine for Parkes

During the Albury Hub Rally I obtained an entry form for the motorcycles only rally at Parkes conducted by the Antique Motor Club, an annual event. I entered my 1912 Carbine Jap. a vee twin with 3 speed hub gear. Although registered previously it was not at the time of the rally so as I had done before I presented it at an inspection station to have a certificate of rejection issued, rejection because of lack of lights. I then intended to go to the motor registry and take out a "pink slip" permit to move for the rally. The inspector told me there could not be a permit to move issued on a rejection certificate and the machine would have to be made to comply in all respects.

I then fitted electric lights and a ticket was issued. The senior at the Cessnock motor registry was absent so the girl had me ring Newcastle as she was uncertain on the issue of the permit. I spoke to the Deputy Supervisor who told me the form I required was a Form 47 which had superseded the "pink slip" for vintage vehicles. They would issue me a Form 47 for the 2 days of the rally if I could substantiate my club membership. I might add that this took about 1 hour. The new rule book being consulted, the officer being uncertain of the procedure for a 2-day issue.

I then explained this to the members of Newcastle branch at the September meeting to ascertain if the constitution of the V.C.C. would legally cover the motorcycle for Form 47, although all agreed in principle there was uncertainty as to the motorcycle as a Vehicle. We decided I should write to SPIT AND POLISH with my proposal to include Veteran motorcycles for membership. Then we would come to a Sydney meeting and put our case. That same night I came upon a "pink slip" issued to an entrant in the Parkes 1977 rally for a 1910 motorcycle. It had been issued at Newcastle for the 2 days of the rally.

"Preparing the Machine for Parkes (Cont'd.)

I decided to show it at Cessnock and have one issued for 1978 independently of the club until a firm decision could be reached. I left the meeting satisfied that the "pink slip" would be the answer.

Later at the Cessnock registry the senior decided after careful study of the '77 permit that it had been issued incorrectly, this being a permit to move an unregistered vehicle from A to B by shortest route etc. He then rang Newcastle District superintendent to see if the rally had special approval of the Commissioner, this being given in some cases. It followed that the permit had been incorrectly issued. The District Superintendent decided, after studying the book, that a motorcycle was a Vehicle with regards to Form 47 and the form could be issued for 2 days or any other period for \$4.00. As I had a certificate on inspection all I required was a declaration as to my bona fide membership of a club recognised by the department and a 3rd Party Policy. Newcastle G.I.O. issued me a policy made up to the common expiry date. I signed the Form 47 in my capacity as Chairman, Newcastle Branch, Veteran Car Club and was issued a label. The officer said a number plate would not be required. I then arranged a 3rd Party property cover note for the 2 days and rang Peter Adams informing him of my action and my participation in the rally 2 days hence.

I hope the members will agree that a 1912 motorcycle is in fact a Veteran Vehicle and I have not committed a breach of club regulations.

True Veteran machines are a rarity - 7 in 100 at Parkes, our own Mountains Rally and National Hub rallies offering encouragement for their use.

Regards,

MAX BURKE."

THE LONG DISTANCE SAGA

The Craven Foundation was established by Rothmans of Pall Mall in Canada in 1972 and now has a wonderful collection of more than 70 veteran and vintage cars. The Foundation has a permanent museum, restoration centre and library in Toronto but the cars are regularly displayed in shopping centres all over Canada as well as being driven in rallies and parades.

Submitted by Warren Irish, the following "Long Distance Saga" appeared in September 1978 "The Craven Column".

"The oldest car in the Craven Foundation collection is a 1901 U.S. Long Distance which, I think, must have been named after the builder's plans for his mother-in-law rather than for the car's driving range.

We acquired this example of early automotive torture from Nova Scotia and from the start it was obvious that here was a car with character. In

The Long Distance Saga (Continued)

fact, its nature was such that we thought of calling it Hitler

Time heals many wounds, however, and after the car had been in the "family" for about a year, we began to look at it differently, thinking maybe its environment had contributed to its meanness, or perhaps the salt air of Nova Scotia had permeated its internals to such a degree that it was in constant pain. As a result, we decided to give it a rebuild - a complete restoration in body and soul - sparing no effort to improve its disposition.

The car was completely dismantled and we found evidence of water in its cylinder, "crud" in its crankcase, and friction galore in its transmission (the hatred in its heart went undetected.)

We forged ahead and found traces of "operations" or mishaps of a time gone by and we wondered about the suffering.

Trying to locate parts or information proved hopeless, and most sources had never seen such a car, but our museum curator thinks he once saw a similar model in Bombay when he was with the Bengal Lancers.

Eventually, the rebuild was completed. With a new wooden body and wheels, the interior a beautiful tan colour, and the tires all white, it looked really resplendent in its cabbage green finish. The car was a joy to behold.

We were now anxious to hear it running. However, the restoration mechanic who had laboured over it for so long was hesitant to do much cranking. He knew only too well how hard and frustrating these cars were to start. So unnerved was he at the prospect of much cranking and, possibly, kicking that he became ill and took a few days off, hoping the car would start itself or just disappear.

He finally recovered and with the aid of some morale-boosting pills, returned to the Long Distance and the cranking challenge, but to no avail. The car would only grunt and showed no interest at all in starting.

Eventually, in exasperation, he approached the local electrician who loaned to him a huge electric motor which, by utilizing a series of pulleys and a long belt, could be adapted to crank over the huge Long Distance engine.

Well, the electric motor cranked quite quickly and the car burst into life. What a spectacle! The car leapt up and down with every firing impulse of the motor. Oil flew everywhere, trying desperately to cover the ground at a quicker rate than the leaking gasoline and water. Smoke emanated from all quarters and for a time the mechanic was lost to view.

Then, with a backfire, it stopped.

All the doors were opened to clear the smoke, the mechanic wiped down, and the cleanup began.

Later that day, after everyone had left, I paid a personal visit

The Long Distance Saga (Continued)

to the car, realizing that the electric motor pinciple was impractical. I decided to try starting the car on its crank once again. Maybe now that it had been running, thought I, it will most surely start. No way! And, after about 10 back-breaking rotations of the crank I was exhausted - and not a murmur from the engine.

Panting for breath, I rotated the crank until the engine was on the firing stroke, then I reached down into the engine area to check the valves for clearance.

Right at that precise moment in time the engine decided to kick back, and (coincidentally again) my face was right in the line of fire. I received a flesh wound to my chin and, while trying to stem the flow of blood, I seriously contemplated cutting the car in half with the cutting torch!

However, I realized this would produce two problems from one, and I staggered away to tend my wounds.

Today, the car lives in peace, glaring defiance at everyone, and we give it a wide berth (especially the restoration mechanic) asking nothing of it. Through the medium of "metal" telepathy, it seems to realize that at 76 years of age we must respect its right to be contrary, but I think more than anything else, we respect its pure, unadulterated meanness, which has triumphed over time, effort and money.

(Note: Restoration Supervisor, Ray Clifford's true story was written to coincide with the Antique Auto Rally held at Oakville this summer. With Ray at the helm the Craven Foundation entry took first prize in the rally. Congratulations to everyone concerned.)

ADVERTISEMENTS

FORSALE

Silver miniature collection of the 100 greatest cars. Limited edition. Franklin mint 1976. Sterling silver ingots set in presentation case with leather bound history of these cars. 1896-1975.

- J. NOTT, 44.7850

WANTED

<u>U R G E N T L Y</u> 815×105 beaded edge rims.

- JOHN CORBY, 33 Ferguson Ave., Castle Hill. 634.2177

ADVERTISEMENTS (CONTINUED)

WANTED TO BORROW

Frame to suit a Single Cylinder MINERVA M/C Engine, c.1904. Electric Telephone to suit a Vintage Landaulet.

I wish to copy both items and great care will be taken.

- PAUL W. BUTLER, 1 Darley Rd., RANDWICK. N.S.W. (02) 399.3786

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- JOHN ROGERS,
"Foxburn",
Fairlie, New Zealand.

WANTED

Veteran Morris Oxford or Cowley steering box, column,

four spoke steering wheel and controls.

- NORM WAKEHAM, 64a Pellisier Rd., Putney. N.S.W. (02) 80.2269

WANTED

Parts, information, literature on Hupmobile cars.

SWAP

Talbot 44 inlet manifold and crankcase for

similar items suit Talbot 4AB.

- BARRY THEW, 62a Spurway Street, Ermington, N.S.W. 2115 (02) 638.1155

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