

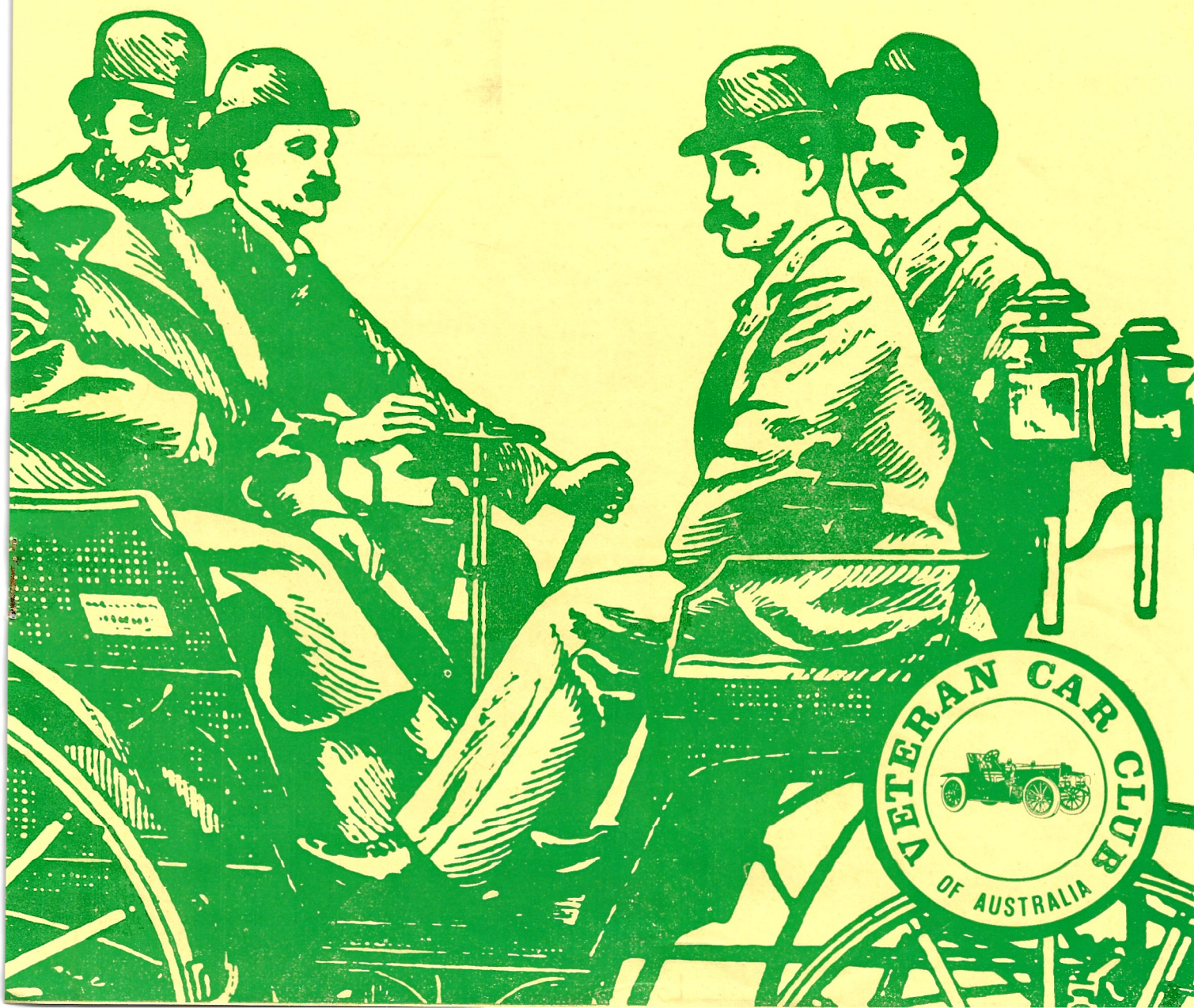
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

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SPIT & POLISH



PATRON:

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

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

Volume XX No. 3

September 1978

TABLE OF CONTENTS

Opinion	Page 2	SPIT AND POLISH Crossword No. 10	
Minutes Mtg. 24/8/78	2	and Solution No. 9	Page 13
Scene Socially	4	Memories of Old Tin Liz	14
Letters to the Editor	5	Hidden Cogs	14
For the Cooks	6	Don's Party and Jim's Party	15
Steering Column	7	Report on the Hunter Valley	
Radiator Repairs	9	Tour 1978	16
oster Alterations	10	Irish Rally	18
CVVTMC Day at Warwick Farm	10	Public Relations	19
Back One Decade	11	Mlle. Serpollet	19
And Now Back to Early		Early Lubrication	20
Beginnings	11	Of Interest to Champagne	
December 1955 Circular -		Bufs	20
Roster of Members	11	Advertisements	21

PLUS LOOSE LEAF SUPPLEMENT OF COMING EVENTS

Other Veteran Car Clubs have permission to copy.

REMINDER: Have you paid your Subscription to the Club, and have you completed your "Roster of Members" form?

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, 28TH SEPTEMBER, 1978.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD, FIVE DOCK. 2046.



OPINION

Well, the first issue of SPIT AND POLISH under my guiding hand has made the streets, largely due to the considerable assistance given by the former Editor, Max Chapman, his "super sleuth" social reporter, Jean, and to Jim Simpson, Warren Irish and Mr. and Mrs. Len Dunn. Thanks to you all. And we all know the hard work put in by our President in organising all those addressed envelopes for the Editor.

#

Now, wasn't that August meeting much more enjoyable? Bill Burrows put to the Club the proposals of the Committee for the rebuilding of the Clubrooms -- in the event of our being able to get hold of a cultural grant -- and we were left with no further doubts about the intentions of our Committee. Thank you, Bill, for a very clear-cut outline, and particularly for the time and effort and expertise you have donated to our Club. Let's hope the grant will come our way and our dream will become reality.

#

Now that Spring is upon us, and we can expect more balmy days -- not the usual downpours we have experienced for our outings during the past year or so -- let us all make a real effort to back up our Events Committee with good attendances at the varied and interesting functions which they arrange for us. A great deal of preliminary work goes into these arrangements, so let's give them all the encouragement we can by turning up, and making them feel that their efforts are not wasted.

Ed.

#

MINUTES OF THE MONTHLY GENERAL MEETING OF THE VCCA (NSW) HELD ON THURSDAY, 24TH AUGUST, 1978 AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK.

-
- PRESENT: 57 members and 3 visitors.
The meeting was declared open by the Chairman (L. Sheen) at 8.10 p.m. and a welcome to all visitors was extended.
- APOLOGIES: G. Roberts, M. Roberts, A. Garthon, B. East, B. Spraggon, J. Garwood, J. Nissen, F. Nissen, L. Baxter, B. Baxter, A. Blevins, F. & L. Rossiter, D. Tunbridge, J. & R. Coulcher, B. McCarthy.
- MINUTES: Minutes of the Monthly General Meeting of 27th July, 1978 were read and moved G. Sevenoaks, seconded M. Chapman. CARRIED.

Minutes 24/8/78 (Cont'd.)

MATTERS ARISING: Nil.

TREASURER'S
REPORT:

The Treasurer's Report was read and accepted. Moved B. Thew,
seconded J. Pickup. CARRIED.

Moved G. King, seconded D. Steer, that a letter of thanks be
sent to the 1978 International Rally Committee. CARRIED.

CORRESPONDENCE: Letters from:

VCCA - 2/8/78

Shabon Insurance - 21/7/78

R. Turner - 22/8/78

Antique Tyre Supplies - 15/8/78

Minutes VCC Newcastle 27/7/78 and 8/8/78

Gibbards Pty. Ltd.

Moved A. Gillot, seconded R. Jones.

CARRIED.

MATTERS ARISING: General discussion on letter dated 21/8/78 from F.V.C.C.A. to
Federal Secretary.

Moved J. Corby, seconded A. Foy "THAT F. Smith still continues
his endeavours on this Club's behalf and retain our proxy." CARRIED.

INVESTIGATION
& DATING:

N. Johnston - 1909 Talbot Roadster.

NEW MEMBERS:

Neil Johnston,

19 Kimba Street,

Chapel Hill. Qld. 4069 Full Member - 1909 Talbot

John Burke,

47 Maclean Street,

Cessnock. 2325 Junior Member

Moved D. Berthon, seconded B. Thew.

CARRIED.

SOCIAL
SECRETARY:

F. Mountford advised:

1. Speak Easy - Randwick

2. Dracula

PERMITS TO
MOVE:

K. Cardin advises of two transfers and advises J. Simpson
ill at Ward 5, Concord Repat. Hospital.

CLUB ROOM
CHAIRMAN:

Attended Museum of Applied Arts and Sciences re advice on
application for Cultural Grant.

LIBRARIAN:

Nothing further to report.

CVVTMC:

No report given.

PUBLIC
RELATIONS:

D. Berthon advises on Concours de Elegance Prestige Oblique
Sydney Motor Show:

1. D. Berthon First Prize Concours de Elegance

2. D. Steer Renault Trophy

Minutes 24/8/78 (Cont'd.)MEETING NIGHTHOST:

G. Sevenoaks advises a guest speaker from Wynns Oils may be available for next meeting.

October Meeting, talk on Rolls Royce.

EVENTS:

J. Corby advises:

1. Request from Drummoyne Council - 24/9/78
2. Orange Blossom Festival
3. CVVTMC - 10/9/78
4. Parramatta Foundation Day 28/10/78
5. Schofields Air Show
6. Festival of Sydney
7. Western Tour - October 1979
8. Bendigo Swap Meet - 18-19th November, 1978.

25TH SILVERANNIVERSARYRALLY:

58 entries to date.

MAGAZINE:

D. Steer advises on magazine. M. Chapman extends congratulations to Editor for his magazine.

INSURANCEOFFICER:

V. Jacobs advises on need for insuring 3rd Party Property all with one company and proposed method of ensuring that all 3rd Party Property policies are in force and cannot be cancelled.

GENERALBUSINESS:

L. Sheen requests sellers for International Rally Magazines at Warwick Farm.

A welcome extended to B. Burrows, architect, who explained Club Room sketch drawings to accompany Development Application to Drummoyne Council.

Moved J. Cooper, seconded B. Maunsell "THAT club proceed with D.A. and authority given to pay relevant fees associated with the Development Application."

CARRIED.

A. Foy advises collecting orders for grease.

Raffle won by B. Hill.

M. Chapman raises question of savings on postage.

As there was no further business the meeting closed at 10.15 p.m.

* * * * *

SCENE SOCIALLY

Owing to school holidays, only 16 people attended the night at "The Speakeasy", a very bright and breezy show, with plenty of surprises!

A very successful theatre party was held during the school holidays to "101 Dalmations", which was thoroughly enjoyed by the children and accompanying adults.

(Continued on Page 5.....)

SCENE SOCIALLY (CONT'D.)

The bookings for "Dracula" at Her Majesty's have now closed, and this theatre party will take place on Friday, 6th October.

The next general Social Event will be the Club Christmas Party to be held at the Willoughby Ex-Services Legion Club on Friday, December 1st. The cost is approximately \$7 per head, dinner included, which is a very nominal charge for these times. Further details later.

- FAY MOUNTFORD

* * * * *

LETTERS TO THE EDITOR

Sir,

HUNTER VALLEY HUB TOUR

We have just returned home after a very enjoyable week with other Veteran Car Club Members on the Hunter Valley Hub Tour.

It was a pleasant drive through Mangrove Mountains and Wollombi to Cessnock where we stayed for the four nights. Each morning we left at 9 a.m. for surrounding day trips, all were different and we saw some beautiful country, also enjoyed the wineries and the barbecue lunches.

The drive to Dungog, with morning tea by the river at historic Patterson and lunch at Dungog with following visit to the old antique shop was most interesting.

Another day was spent driving round the Nelson Bay, Port Stephens area visiting Dutchman's Beach, Soldiers Point and Salamander Bay areas. The foreshores of this Bay are very beautiful and of historical interest as Tanimbla Bay was sighted and named by Captain Cook in 1770, and there is a very old home still there with beautiful stone buildings and gardens going right down to the Bay. It was a most interesting place to visit.

We would like to thank those members who gave their time arranging the good accommodation and outings for us. It was a very pleasant, relaxing Tour and we are looking forward to attending the next one.

- ESME AND JIM LEWIS

* * * * *

Sir,

I am making an appeal on behalf of a member of the Canterbury Branch of the Vintage and Veteran Car Club of New Zealand. He and his wife and possibly two others are arriving in Australia for a holiday and would like the use of a Campervan on a reciprocal basis. That is, if anybody in the club would like a holiday in N.Z. he has a 1970 Ford Transit Van equipped to cater for four people. Included is a full-sized awning, plus all cooking and sleeping facilities etc. free of charge. Photo is available if necessary to peruse here. He did mention that he will endeavour to visit Australia when our holidays did not coincide, such as the school period. Might I mention that I have personally

Letters to the Editor (Cont'd.)

met these folk while on holidays in N.Z. last Easter and found them to be most genuine and sincere.

Any enquiries can be directed to me, J. Wilson, 'phone 534.1676 or 19 Henry Lawson Drive, Peakhurst, 2210.

- J. WILSON

F O R T H E C O O K SFISH IN BEER BATTER

750g. fish steaks or fillets
1 1/3 cups plain flour
salt and pepper to taste
1 tablespoon butter, melted and cooled
2 eggs, separated
1 cup flat beer.

Sift flour with seasonings, gradually add egg yolks, butter and beer, beaten together. Beat batter until smooth, put aside for 30 minutes, fold in stiffly beaten egg whites.

Dredge fish steaks with flour, coat with batter. Deep fry in hot oil until pale gold. Drain while you reheat oil, deep fry until crisp and golden brown. Serve with sauce gribiche and vegetables. Enough for 4-6.

To make Sauce Gribiche: combine 3/4 cup mayonnaise, preferably home-made with lemon juice to taste, 1/4 teaspoon mustard, 1 teaspoon each chopped gherkin and capers, 2 teaspoons chopped parsley, 1 hard-boiled egg yolk, sieved, and half of the white, cut into short, thin strips.

TASTY FRUIT SALAD TRIFLE

One 18cm sponge layer, strawberry jam, 2 cups fruit salad made from apples, oranges, bananas, passionfruit and sweetened to taste.

1/3 cup marsala, 1 cup medium-thick custard made from custard powder, whipped cream, 1/2 cup toasted halved almonds.

Split sponge in two, sandwich together again with strawberry jam. Cut into fingers and line the base of a serving dish.

Mix the marsala with 1/3 cup juice from salad, sprinkle over cake. Fill centre of bowl with fruit, pour custard over top.

Chill until firm and serve topped with whipped cream and toasted almonds.
Serves 4-6.



As you have already heard, four Veterans attended the first day of the Cartier Concours D'Elegance on Saturday, 19th August, 1978 - George Harris (1914 Rolls Royce), Peter McGrath (1912 Rolls Royce), David Berthon (1910 Scat) and yours truly (1908 Renault).

At the last meeting David made very little of the fact that he and his "crew family" were not only the winners for their class, but were outright winners for the day. But it should be pointed out that it was an outstanding entry (in the true Berthon manner) and at great trouble and expense to themselves, they appeared in a sparkling S.C.A.T. with authentic costumes for all four - David, sporting a magnificent black moustache (which he was able to remove when it was "coffee break"). Dianne looked most attractive in wine-coloured corded silk, with boater and georgette scarf, and carrying a tiny fringed parasol, and the two little girls (Sally and Jane) were in old-world sprigged muslin, with dear little flowered hats and even gaiters; David wore authentic motoring coat, deer-stalker and antique goggles, spats (and trousers, of course.)

As they were entered in the "Picnic Luncheon" section, they alighted sedately from their car, spread a rug and set out their picnic from a cane picnic basket, antique ginger-beer bottles and all. But the final touch came when David walked over to the SCAT and started up the music - from an antique gramophone (cylinder type with horn) - that really clinched it!

Add to all this activity the fact that it was carried out in the rain. Then they picked it all up again, very gracefully, embarked and drove away.

The Club can be justly proud of this entry and our Public Relations Officer did a great job, both on that occasion and on the Final Dinner Night. He is dedicated to his honorary duties and never misses an opportunity to help the Club.

After the conclusion of the Concours, Sally and Jane couldn't find any "show bags" - after all, who ever heard of going to the Showground and no show bags? They had to make do with some stickers instead.

#

Mr. and Mrs. George Harris looked truly elegant in their Rolls Royce, the former sporting knickerbocker tweeds, deer-stalker and goggles and Mrs. Harris wearing a very elegant costume of brown gabardine trimmed with black embroidery and a beautiful hat trimmed with feathered veiling.

STEERING COLUMN (CONT'D.)

Dorothy wore her usual rig - my friends (?) say that 1908 dress is the only one I've ever bought her) and I wore John Thomson's long white coat (it suited me right down to the ground) with deer-stalker and goggles. We were sponsored by Renault Australia, both for the Concours and the Dinner on the Monday night and we are most grateful to them.

Renault Australia have been most generous to the Club, also, in providing prominent space for the display of John Thomson's little Vis-a-Vis to advertise the Silver Anniversary Rally next May, and David Berthon arranged an attractive display and looked after the little De Dion like a "mother hen".

We saw Malcolm Johns and his radiant new bride, Patricia, viewing some photographs taken during the Cartier Prestige Oblige and Concours, which were on display at the Presentation Dinner. Congratulations and best wishes.

We hear Max and Pam Roberts had an enjoyable holiday to Adelaide. This particular family has been very much in the thoughts of all of us and we hope they have returned with renewed strength.

Jean Chapman recently had a quick trip to Melbourne for the launching of her latest book there -- a very talented lady, our Jeanie.

Dick Tunbridge has been feverishly working on his little "T" Ford turtle back to have it ready for Warwick Farm; he made it, all but the hood. It is a little beauty and performed very well for the first run from St. Ives to Warwick Farm. He hasn't stopped smiling yet.

Very pleased to have George Gillott with us again since he has returned from the wild west of Queensland. Hope you will be able to join us soon on some rallies, George, with Karen and the family.

We hear Bob Baxter has had a spell in hospital and that he is now very much better.

Jim Simpson also has been in hospital but turned up at Warwick Farm looking "as fit as a Mallee bull and twice as dangerous" and fit enough to crank the B.S.A.

Congratulations to Brett Eisenhauer, who has reached his majority. Believe the party was a "whizzer". Congratulations also to Moira and Jim, who have successfully negotiated the teenage years. I believe Jim is thinking of installing a microphone system in the home for communication purposes.

Peter Matthews also recently celebrated his 21st birthday and has been given a trip to New Zealand as one of his gifts. Hope it was enjoyable, Peter, and you saw lots of Veteran Car folks and their cars.

At the Showground the cars were sheltered from the rain in the Cattle Pavilion during luncheon - a very appropriate spot for the Ed's car!

STEERING COLUMN (CONT'D.)

At Warwick Farm noticed Penny Stanbridge driving the "monster" Vauxhall, with Cyril driving the "snappy" little green Ford. Will you ever forget them on the International Rally -- every time we saw them Cyril was emerging from beneath the Vauxhall, and they had all the troubles in the world -- and still kept smiling. Incidentally, I understand their M.G. was a "wipe out" a couple of days after the Rally after an argument with a truck -- their stars just weren't right.

Sorry to hear Anne Irish is suffering from the mumps. Warren was coping admirably with the children at Warwick Farm. The Good Lord knows what He's about when He gives children to Young People!

Seen at our local garage -- latest model Daimler, Registration No. 19 -- the old and the new.

On the way to Cessnock we were passed by a tiny red Mini Station Wagon equipped with curtains -- a "Passion Pit" or "Sin Bin" for Dwarfs.

Jim and Winsome Campbell have returned from their business/pleasure trip to Europe and of course visited Campbell country and the ancestral seat as well as ship building activities in various countries. Their home had a visit from burglars during their absence but apparently they did not find what they were looking for and Jim's "treasures" (Studebaker parts) were left untouched. Sadly, shortly after their return, Jim's brother, David, passed away after a prolonged illness and we extend our sympathy to Jim and Win.

* * * * *

RADIATOR REPAIRS

Victoria Auto Radiator Service,
Rear 117 Queen Street,
Beaconsfield. 'phone: 699.1329

Manager: John Keep

(Victor Jacobs found this firm did a good job on his "T" Ford radiator).

* * * * *

Two definitions of a Committee:

1. A group that keeps minutes, but wastes hours.
2. A collection of the unfit, chosen from the unwilling by the incompetent to do the unnecessary.

ROSTER ALTERATIONS

NEW MEMBERS:

John Burke,
47 Maclean Street,
CESSNOCK. 2325 (J) 690

Neil Johnston,
19 Kimba Street,
CHAPEL HILL, Qld. 4069 (F) 689

DECEASED:

P.R. Kent

CHANGES OF ADDRESS:

L.C. Benham,
3 Ronald Ave.,
WYOMING. N.S.W. 2251

J.P. Small,
4211 Wynwood Drive,
ANNANDALE, VIRGINIA. USA 22003

Ray Turner,
P.O. Box 862,
COOMA. N.S.W. 2630

RESIGNATIONS:

Ray Hill,
11 Gwendale Crescent,
EASTWOOD.

* * * * *

C.V.V.T.M.C. DAY AT WARWICK FARM

Sunday, 10th September, was a fine, sunny day and many members and their families took advantage of this and had a very enjoyable day viewing the cars on display.

The Veteran Section was won by Neil Martin with his 1918 T Ford. Noel Macintosh took second place with his 1913 Vauxhall and Meichael Bendeich came third in his 1913 Chalmers. Congratulations fellows!

The following veterans were in attendance:

George King	F.L.	Jack Dance	Talbot
Fred Rossiter	Studebaker	Alan Blythe	Hupmobile
Don Steer	Wolseley	Alan Blythe	Hupmobile (L. Jones)
David Manhart	Hunter	Jim Cooper	Wolseley
Greg Daley	F.N.	Ken Quarmby	Hupmobile
Michael Bendeich	Chalmers	Peter Michaels	Hupmobile
Michael Bendeich	Chalmers	Bob Baxter	Calthorpe

CVVTMC Day at Warwick Farm (Cont'd.)

(first

Dick Tunbridge	'T' Ford outing)	Bob Hobson	'T' Ford
Dennis Lovell	Sizaire-Naudin	Noel McIntosh	Vauxhall
Max Pratt	Fiat	Allan Foy	Vauxhall
David Berthon	S.C.A.T.	John Kay	Austro-Daimler
Alan Blythe	Buick	Jim Simpson	B.S.A.
Len Sheen	Humber	Bill McCarthy	Martini
Jock McGowen	Armstrong-Whitworth	Peter Kable	'T' Ford
Joe Heath	'T' Ford	Jim Weir	R.R.
Neil Martin	'T' Ford	Eric Lang	'T' Ford

* * * * *

B A C K O N E D E C A D E

Arthur Garthon was President; a presentation was made to Jack Dance in the form of "Flood's Book of Motoring" on his retirement from the offices of Secretary and President.

"We were treated to the sound of a 1910 Chalmers engine some nights ago. Michael Bendeich is making very sound progress towards finality in the matter of chassis work and body work. We speak with great personal feelings when we say that we envy him his 'totally enclosed' set-up, complete with light and power."

AND NOW BACK TO EARLY BEGINNINGS:

To the Committee of SPIT AND POLISH:

Don,

As Max is spreading the roster round-up, it may be a current article for SPIT AND POLISH should you be looking for something to use. This is the Roster I had to use when getting the first Katoomba Run under way (1956).

Jack Myers was tragically killed on Catalina Circuit and of course you now have his car.

At the time of this circular we were known as the Veteran Car Club of Australia, and this caused some resentment Interstate (particularly Melbourne). It was ironed out at the end of the Golden Fleece Olympic Run, whilst a lot of the members were in Melbourne for the event. Bods from different States sat down to get the Federal Body under way -- we then added "N.S.W." to "V.C.C.A."

Regards,

- J. GARWOOD

"December 1955 Circular.

The monthly meeting of the Club will be held at 1 Regent Street, Redfern, at about 8 p.m. THURSDAY, 1ST DECEMBER, 1955.

For the information of members the following list of members of the Club should be helpful:

December 1955 Circular of Veteran Car Club of Australia (Cont'd.)ROSTER OF MEMBERS

R.K. Grant	48 Hoskins Ave., Bankstown.
A.J. Myers	73 Rothschild Ave., Rosebery.
K.A. Daly	42 Hammers Rd., Northmead.
F.J. Klein	1 Guilfoyle Ave., Rose Bay.
J. McLean	18 Flood Street, Clovelly.
S.J. Garwood	34 Westfield Street, Earlwood.
R. Fitzsymonds	7 Pittwater Rd., Pymble.
Ray Hope	60 Newton Rd., Blacktown.
Keith Holmes	Turner Rd., Berowra.
W.M. Holmes	Alan Rd., Berowra.
Barry Ford	63 Alexandria Street, Hunters Hill.
Donald Hope	60 Newton Street, Blacktown.
B. Marsland	Murdock Street, Cremorne.
J.A. Perdriau	50 Stafford Rd., Artarmon.
G. Ball	285 Pacific Highway, Lindfield.
G.B. Hancock	234 Canley Vale Road, Canley Vale.
J. Crouch	70 Bourke Street, East Sydney.
David M. Ney	Douglas Street, St. Ives.
F.N. McGowan	RMB 50 Bringelly Rd., Liverpool.
W.H. Lober	188 George Street, Sydney.
A. Rose Bray	7 Mosman Rd., Mosman.
J. Butcher	277 Burns Bay Road, Lane Cove.
R. Deahm	165 Burns Bay Road, Lane Cove.
J.B. Simpson	54 Helen Street, Lane Cove.
G.F. Campbell	128 Cambridge Street, Canley Vale.
G.C. Roberts	49 Blake Street, Dover Heights.
J. Caskey	16 Fitzgerald Cres., Strathfield.
H.B. McMeekin	2 Milliken Rd., Mt. Roskill, Auckland, N.Z.
D. Shepherd	Anzac Parade, Maroubra Junction.
R. Gregory	22 Calvert Ave., Killara.
L.F. Masser	81 Ocean Street, Botany.
P. Samuels	81 Edinburgh Rd., Castlecrag.
P. Ryan	28 Western Highway, Parramatta.

Members who would be able to participate in a display in conjunction with the finish of the MOBILGAS Run at the Showground on Friday afternoon, 9th December, 1955 at approximately 4.30 p.m. are asked to contact the Secretary.

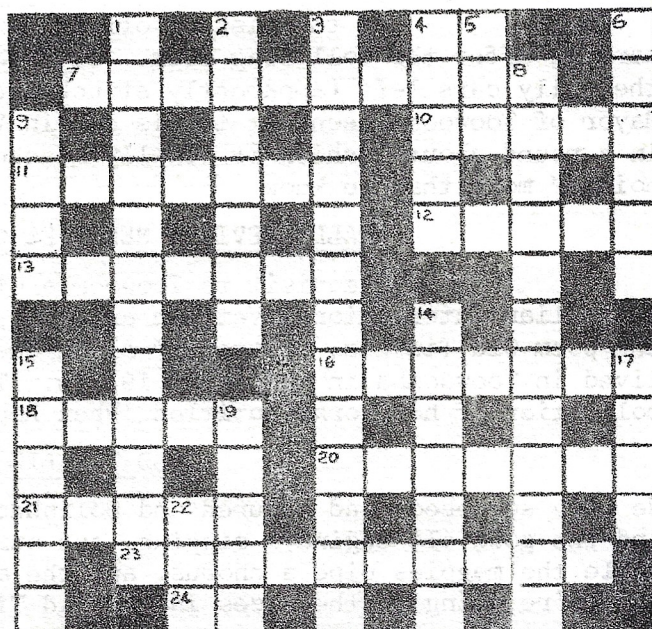
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- JACK MYERS,
Honorary Secretary."

ACROSS

CROSSWORD No. 10

- 4 Transport Minister. (2)
- 7 Hide credit about an Alsatian car. (2,8)
- 10 I must be in the money to have this American car. (5)
- 11 Idle ram wrecked English luxury car. (7)
- 12 Speedy Italian car is fast-moving water. (5)
- 13 Bus name makes this English car a heavenly ray. (7)
- 16 Nice rot, this French car. (7)
- 18 Trust Utzon to conceal an American car. (5)
- 20 Turn ale over a France car. (7)
- 21 From end to end. (5)
- 23 Tidy frost when Zen feet are disturbed. (4,6)
- 24 The Spanish seen when the bloke leaves chapel. (2)



DOWN

- 1 French car undid one boot. (2,4,6)
- 2 Mountain people could be several examples of an English car? (4,3)
- 3 Deposit wine container of mine when some crafty are about. (5,2,6)
- 4 Italian river concerning a drill up. (5)
- 5 Motor Cyclists' Union. (3)
- 6 Do sink over without children. (2,4)
- 8 French car made by Phinias Souza. (7,5)
- 9 Finds the sum of Dad's disorder. (4)
- 14 This car is American, lest any confused. (7)
- 15 Make hostile attack like ship's propeller. (6)
- 17 Edible fruits render insensible uprising. (4)

- 19 Lazy "G" becomes "H"-slaped. (5)
- 22 Born French. (3)

SOLUTION No. 9

R			A	M	B		E	O	F	F
S	I	N	G	E	R	E		I		O
L		A		C	H	A	I	D	L	E
P	E	R	R	Y	U	D		U	E	D
A	Y		A		S	P	Y	K	E	R
T			G		I	M		S		P
H		S	E	R	P	O	L	L	E	T
F	N		R		B	B		N		E
I		M	O	R	R	I	S		B	
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MEMORIES OF OLD TIN LIZ

At the risk of offending some owners of very prestigious motor cars, I offer the following poem. It appeared in a Toowoomba paper the day after the Rally cars left (apparently struck a chord in someone's memory) and a former Mayor of Toowoomba sent it to his cousin Vernon Stone just out of Auckland, and in a round-about fashion it finally reached me. So our cars are often "talking points" more than we know.

"RALLY REVIVES MEMORIES OF OLD TIN LIZ

The visit to Toowoomba of cars and motor-cycles in the 1978 Australian International Veteran and Vintage Motor Rally has brought to light the poem Old Tin Liz, written by Alice Guerin Crist. It is thought Mrs. Crist lived in Toowoomba in the early 1930's. The poem appeared in a published collection of her works entitled 'When Rody Came to Ironbark and Other Verses'.

OLD TIN LIZ

We have scrubbed, and scoured and polished till she's looking just like new.
And the good old engine's singing, and our hearts are singing too,
While the magpies pipe a chorus, and the air's like sparking fizz
And we're going to the races in the Old Tin Liz.

'Twas the first car in the district, how we swelled our chests with pride,
As we asked our poorer neighbours to step up and take a ride,
Now they pass us by, disdainful in the newest make there is,
Wondering why we cling so faithfully to Old Tin Liz.

When we'd got her, new and shining, Oh the picnics that we had!
Mother shedding all her troubles, Father, larking like a lad,
While we youngsters sang in chorus, as our bubbling spirits riz
Sitting decked with ferns and wattles, in the Old Tin Liz.

But when Janey got a snake-bit, ah! the terror of that day,
Nothing in house to cure her, and doctor miles away,
'Twas then Lizzie showed her mettle, Oh she had a heart of gold,
Roaring up the flinty ridges like a blessed two-year-old.

And the doctor cured our Janey, but the good old car helped too.
She has shared our joys and sorrows and she's always pulled us through,
Carting water in the drought time, pulling cattle from the bogs,
Snorting gaily through the paddocks, over stones and stumps and logs.

Then the precious hours on Sunday - coming home from early Mass,
While the air's all hushed and holy and the dew's still on the grass.
Sitting reverent and silent what a blessed time it is:
We are very near to Heaven then, in Old Tin Liz."

HIDDEN COGS

Tribute to a "Behind the Scenes" worker for the Club...this month, Hilda Sheen. Gracefully accompanies and supports the President in his official duties; helps with the distribution of the bulletin; and a cheerful "Tea Lady" and "Washer-Upper" at meetings.

DON'S PARTY

The couple were watching television when the doorbell rang and the husband got up and answered it. When he returned his wife enquired: "Who was that?"

"The milko collecting his accounts."

"Did you pay him?"

"Yes, but isn't he a skite!"

"What do you mean?"

"He was boasting he's made violent love to every woman in the street except one."

"That would be that stuck up piece in No. 35."

#

Veteran Car husband home very late. Wife: "What kept you?"

Husband: "Piston broke."

Wife: "I've never seen you any other way."

#

JIM'S PARTY

A young couple anticipating marriage, both approached the minister in the course of planning for the forthcoming event. Eventually the arrangements were concluded and the bride-to-be mentioned the fact that two beautiful vintage cars were to convey them to the church. So be it, said the minister, and would you like the banns read. "Oh no," quipped the pair, "we would like them to be the same colour as the vintage cars."

#

"E" (as in Veteran)

The letter "E" is said to be the most unfortunate letter in the alphabet because:

It is always out of cash
Forever in debt
Ever in danger
And in ferment all the time.

All of which is true, but "E" is

Never in War
Always in Peace
Always in something to eat
Is the beginning of existence
The commencement of ease.

Without it there would be no

Life or
Heaven

(Cont'd. on Page 16.....)

"E" (as in Veteran) Cont'd.

It is the centre of Honesty
And is always in Love
And is the beginning of Encouragement.

- JIM WILSON

REPORT ON THE HUNTER VALLEY TOUR 1978

By something past 10 a.m. on Monday, August 28th six cars were at the Berowra starting point, viz.:

F. Nissen	Cadillac
P. Kable	Ford
D. Steer	Wolseley
F. Rossiter	Studebaker
J. Lewis	Valley Ant
M. Chapman	Wolseley

Bob Baxter had to renege because his recently-mended thyroid puncture hadn't quite vulcanised. The Sheen's had to shine at bowls so were expected in the middle hours at Cessnock. Barry Cliff's body was there after arriving in the wee hours from an overseas duty flight - he navigated for Don Steer after a squeezing time in the other Wolseley.

There followed the inevitable "Oaks" milk shake stop at Peats Ridge, where Barry Cliff was collected by wife Jan and Dorothy Steer resumed navigating. Later, on the Wollombi roadside we enjoyed a barbecue lunch before tackling a section of gravel which the old cars lapped up - all except one, according to its driver.

Wollombi pub attracted a few to its "Dr. Jurd's Jungle Juice" which carries a label extolling its many virtues, including making the drinker "feel three years younger". (The loos there are labelled "Heads" and "Tails".)

The Cessnock Motel, selected by Frank Nissen, proved very comfortable and very reasonably tariffed. We were visited soon after arrival by Cessnock member Max Burke and family who proved willing to lead us on local trips after Tuesday.

The experts on clubs homed in the Cessnock Workers' Club, which has a most reasonably priced dining room available to the public.

Came about 2 a.m. and a certain "H.S." plated Marina was heard in the motel yard (could hardly have escaped being heard, in fact) and next morning an investigating committee diagnosed low compression on one cylinder. The Sheens rode per Cadillac after that.

Winery visiting on Tuesday amid confusion and red-faced yours truly who had planned the circuit from a tourist brochure map. Our ranks had increased by the arrival of Barry and Jan Cliff (modern, as the Wolseley ex Thomson isn't yet restored) and the Chapman grandchildren with their parents caravanning in the district. Eventually the group congregated at Pokolbin

Report on the Hunter Valley Tour 1978 (Cont'd.)

Cellars, where Peter Kable's birthday was celebrated with cake, candles and singing (?) of "F'reeza.....".

The well-to-do lunched in a restaurant where Jo Nissen spotted a \$5.00 overcharge, while the plebs barbecued in very pleasant surroundings. You'd be amazed to hear who purchased grog - ostensibly for flavouring ice cream but my lips shall remain sealed on the subject.

Wednesday entailed an early (9.00 a.m.) start behind Max Burke's Hupmobile headed on quiet roads for Dungog. We swooped on a junk shop after lunch and treasures including a magneto, split rim tool, ice cream licker (not liqueur!) and a kerosine sidelight changed hands.

Our party diminished in numbers after that as Barry and Jan left on receipt of news of Barry's father's serious illness and subsequent death, and the Steer's set off next morning. Don, for those who haven't heard, received a Citizen's Award from Kuringai Council. Len Sheen decided to fix the Marina and Hilda was suffering with a sore saliva gland.

Max Burke led us speedily out on Thursday morning in sunshine which soon gave way to fog, fortunately only briefly, on our way to Nelson's Bay. The Wolseley suffered its only puncture so far (in a new tyre from the same consignment as the two Jack Dance blew on the International Rally) but in this case the fault was a creased tube). Lunch at Nelson's Bay and on the way back out we met up with Garth Fisher - Life Member VCCA ACT - now retired at N.B. and looking forward to motoring in his 1913 Hupmobile, as his health has improved in retirement. (Fred Rossiter bought Garth's Calthorpe which we've yet to see on the road.)

A bonus for keeping up with Max Burke was a viewing of Peter Cockbain's 1910 Humber undergoing restoration at Maitland. (I hope this is not the first Peter knows of our visit.)

It was the occasion of one of Frank Nissen's birthdays (genuine one this time, we're assured) and we were all invited to cocktails in their room. Very cosy, very nice cake and grog plus singing reminiscent of a real drunks' gathering but nobody rattled on the door to complain. Just prior to this celebration Jane Kable fell and a tooth pierced her lip, so Peter fired up his gas lights and took her to the hospital. No stitches needed, fortunately.

A wet homeward trip was made interesting on the sticky gravel road and a cuppa under Peter Kable's car cover with no need to boil the billy because of Lewis's monstrous air pot full of hot water.

Len and Hilda waited for help from a Cessnock garage who said the disturbed timing chain entailed a big dismantling job. No help and they eventually hired a car to return for the trailer. Last heard of, Len fixed the chain tensioning in smart time and was rectifying lack of compression.

This kind of tour is recommended by all who participated and we're thinking about next August's venue.

- MAX CHAPMAN

Organised by THE IRISH VETERAN AND VINTAGE CAR CLUB LTD.
(Chairman: Frank Cassidy)

FOR: Veteran and Vintage Motor Cars up to 1945 (Limited to 150 Cars)
FROM: 6th June to 10th June, Cork City, Ireland.

START 1979

JUNE 6	WEDNESDAY	Civic Reception; B + B; Cork
JUNE 7	THURSDAY	Rally; Lunch; Dinner B + B; Cork
JUNE 8	FRIDAY	Rally; Lunch; Dinner; B + B; Killarney
JUNE 9	SATURDAY	Rally; Lunch; Dinner; B + B; Killarney
JUNE 10	SUNDAY	Lunch; Concourse d'Elegance; Killarney Fork Supper, Final Reception; Cork

RALLY AROUND CO. TIPPERARY, CO. CORK, CO. KERRY ETC., visiting famous Blarney Castle, Killarney Lakes, Muckross House etc.

PACKAGE DEAL - covering (5) nights B + B; (4) Lunches; (3) Dinners; Fork
Supper; Entertainment and Car Ferry

END OF F.I.V.A. RALLY

#

MOTORING HOLIDAY -

10 DAYS IN THE WEST OF IRELAND FOLLOWING F.I.V.A. RALLY
(Limited to 100 Cars)

1979

JUNE 11	MONDAY	Reception Kinsale (Co. Cork) hosted by Kinsale Tourism Promotions Ltd.
JUNE 12	TUESDAY	Ennis (Co. Clare)
JUNE 13	WEDNESDAY	Ennis (Co. Clare)
JUNE 14	THURSDAY	Galway
JUNE 15	FRIDAY	Connemara (Co. Galway)
JUNE 16	SATURDAY	Galway - Free Day
JUNE 17	SUNDAY	Limerick. Cruise on River Shannon
JUNE 18	MONDAY	Limerick. Visit 15th century Bunratty Castle
JUNE 19	TUESDAY	Cork. Farewell "Get Together"

THIS TOUR WILL TAKE YOU THROUGH THE LOVELY SCENERY IN THE WEST OF IRELAND.
Trouble-Free Roads First-class Hotels

PACKAGE DEAL (9 Nights ~ 10 Days) will include Bed, Irish Breakfast, Dinner in the evening and Car Ferry.

N.B. Only bookings for the entire nine (9) nights Motoring Holiday accepted. Full particulars for both events (F.I.V.A. International & Motoring Holiday) from:
Miss Christine Rosborough, Honorary Secretary,
16A Wellington Road, Cork, Ireland. ('phone: 021.54551)

PUBLIC RELATIONS

My thanks to John Thomson for making available the 1900 De Dion Bouton "Vis-a-Vis" for the display at the Motor Show. Special thanks also to Max Roberts for sending a man and truck out to the Showground to pick up our 8' x 4' advertising sign for the Silver Anniversary Rally next year. The stand proved of considerable interest to the general public and I am most grateful to John Stranger at the Chamber of Automotive Industries for making the space available in their best Pavilion at no charge, enabling us to offer our Sponsor "Caltex" plenty of exposure.

Also my thanks to Fay Mountford for kindly taking the sign to Warwick Farm for me in her truck. In addition I would like to thank Don Steer and Bill Trollope for participating in a film sequence at Vaucluse House for the coming "Quest of Quests" and gaining a \$300.00 donation for the Silver Anniversary Rally.

These offers of assistance, transport, cars for displays, promotional activity are quite often overlooked by some members at general meetings who tend to query petty sums spent on postage, most necessary in the proper functioning of the club, yet overlook the time, business and private, personal cost of telephones and postage never claimed, and dedication by certain members trying to promote the club to the fullest for the benefit of every member.

- DAVID BERTHON

MLLE. SERPOLLET

(With acknowledgments to "The Veteran Car in South Australia")

The "Town and Country Journal" dated 25/6/1898 depicts Mlle. Serpollet on a Gladiator Tricycle, as a sales promotion. There appears to be some doubt as to whether the engine was a Gladiator or a De Dion.

The lady in question was wearing a "Patent Split Skirt", which caused a great fuss, being regarded as highly indecent. Also the Gladiator man had intended that Mlle. should compete on an equal footing with men in pedal cycle races, as she apparently had done in France, but he did not find out beforehand whether this would be permitted by the organising clubs in Australia. It definitely was not permitted, and the only concession made was to allow her to make demonstration runs around the bicycle tracks on a pedal cycle as well as on the tricycle. Contemporary newspaper reports were not favourable to Mlle. Serpollet's visit.

As to her relationship to the Serpollet of steam car fame, the only information appears in "The Australian Motor and Scientific Journal" for September, 1905, which says that her "relatives are prominently connected with the motor industry in France."

EARLY LUBRICATION

The earliest method of engine lubrication, of course, was to pour oil into a tank and allow it to flow by gravity at its own slow rate, through pipes to important points, such as mains and big ends. It was not returned to the tank. One of these methods has been designated "Total Loss", while the whole general principle has been referred to as the "Hope, Faith and Gravity" method.

There was an era during which oil was squirted through jets by a mechanical pump into the area that the crank webs passed through. This method was used up into the '30's, and was known colloquially as "Spit and Catch It" lubrication.

These systems make the full pressure system look like something in the far distant future, but it is surprising to learn that the famous Dr. F.W. Lanchester was a long way ahead of many maker way back in 1904. What a remarkable man, relatively. His 1904 four-cylinder 20 h.p. model was fitted with a large sump below the crankshaft, gauze strainers, and a gear pump forcing oil under pressure to the mains, and from them through a drilled crankshaft to the big ends, and finally - through HOLLOW CONNECTING RODS - to the gudgeons and cylinder walls.

Lanchester was such a perfectionist that he was dissatisfied with the then gum-forming oils and in consequence, had his own oil purchasing, testing and supply department.

A few words from his 1902 Driver's Manual are interesting. The Lanchester owner was strongly advised - almost ordered - to use "our special worm oil" in the differential. However, should he ever be unable to acquire some, then he was 'allowed' to fill up with "a few pounds of best quality unsalted butter". That should have attracted the rats to the barn!

- JIM SIMPSON

* * * * *

OF INTEREST TO CHAMPAGNE "BUFFS":

We quote Madame Bollinger (October 1961):

*"I drink it when I am happy and when I am sad.
Sometimes I drink it when I'm alone. When I
have company I consider it obligatory. I trifle
with it if I'm not hungry and drink it when I
am. Otherwise I never touch it unless I am
thirsty."*

*(The House of Bollinger was closely associated with Cartier of Paris in the
1st Australian Cartier Concourse d'Elegance and Prestige Oblige during August.)*

The above is topical after the recent Hunter Valley Tour & CentreVin promotion.

A D V E R T I S E M E N T S

WANTED

Chassis and/or other parts to suit Model 75 - 1916 Overland.

- BRIAN HEMSWORTH,
6 Murray Street,
Harrington. 2427
065.56.1425

WANTED

19" Split Rim to take 6.00 Tyre.

- JACK DANCE,
1 Purser Ave,
Castle Hill. 2154
634.1336

WANTED

Wood Plans for 1917 "T" Model Ford Tourer. I believe 15 or 16 plans also suitable.

4 door hinges

4 door locks

Windscreen frame for 1917 "T" Ford

Springs for seats

- RON YEATES,
02.46.2550

WANTED

1914 Metz chassis

Engine for 1910 Delaunay Belleville

Radiator for 1924 Ansaldo

Many Veteran goodies to swap.

- JEFF WOLFGANG,
Mayland,
Denman. 2328
065.47.2348

ADVERTISEMENTS (CONT'D.)

WANTED

2 good 4.40 x 23" Steel Sankey B.E. wheels for Austin 12/4 1925, have vintage and veteran parts to swap.

Wanted for 1909 8 h.p. two-cylinder AX model Renault main drive shaft for gear box. Could buy, or swap veteran Renault clutch shaft, or would like to have a loan of one to copy.

Also wanted veteran and vintage spark plugs, especially brass ones. Would swap for suitable spark plugs a very nice brass original Fulton four note exhaust horn or other goodies.

- RAY TURNER,
C/- P.O. Box 862,
Cooma. 2630

FOR SALE

1907 Belsize. Inspection arranged by contacting Mrs. V. Marmolejo, 669-5000 (office hours).

- PHILIP & VALERIE HOLROYD
669.5000 (Office hours -
Mrs. V. Marmolejo)

WANTED (ALL STATES)

One only 24" front wheel (takes 30 x 3 tyre)

To suit early Ford "T"

Will buy outright or trade Ford parts.

- BOB TREVAN,
22 Cityview Drive,
Lismore. 2480
(Home) 066.21.6389
(Bus.) 066.21.2551

SUPPLEMENT TO SPIRT AND POLISH - SEPTEMBER 1978

COMING EVENTS

SUNDAY SEPTEMBER 24 Drummoyne Council Carnivale '78
Cars for display are to assemble at Club Hall
at 10.15 a.m.

SUNDAY OCTOBER 22 Tour and Picnic Day at Green's Motorcade, Liverpool.
Cars to assemble at "Lake Gillawarna" at 10 a.m. for
morning tea which will be followed by a leisurely
drive to George Green's Museum for lunch.
Bring a picnic lunch, B.B.Q. facilities available at
grounds if required.
"Lake Gillawarna" is on the western side of Henry
Lawson Drive just south of the Hume Highway - first
car park past Hume Highway (not the main car park.)

SUNDAY OCTOBER 29 Charles Kingsford Smith Commemorative Air Show to
be held at Schofields Aerodrome. Details next month.

SUNDAY NOVEMBER 5 Compulsory Registration Day.

SUNDAY & NOVEMBER 12 Compulsory Registration Day.

SATURDAY NOVEMBER 18 St. George Spectacular.

S O C I A L

FRIDAY OCTOBER 6 "Dracula" at Her Majesty's.
 (Bookings closed).

FRIDAY DECEMBER 1 CLUB CHRISTMAS PARTY -
Willoughby Ex-Services Legion Club.
Approximate Cost (Dinner included) \$7.00 per head.
Further details later.

You'll be on the road to all your dreams when you start saving regularly at Fidelity Permanent

Whether you're saving for the veteran car of your dreams, or to do some work on the car you own, when you save regularly at the Fidelity Permanent Building Society, you'll watch your savings grow faster.

We have a no-fuss withdrawal system, complete safety and a very friendly service. That's why more and more people are joining Fidelity.

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Fidelity Arcade, Shop 7, Restwell Street, BANKSTOWN. 2200 Telephone 70 1353.
459 King Georges Road, BEVERLY HILLS. 2209 Telephone 57 3817.
8 Pitt Street, MORTDALE. 2223 Telephone 579 4988.

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