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

SPITAND POLISH

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PATRON:

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

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

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The next Monthly General Meeting of the Veteran Car Club of Australia (N.S.W.) will be held in the Clubrooms at 8 p.m. on THURSDAY, 28TH JUNE, 1979, followed by the Annual General Meeting and Election of Officers.

STOP PRESS: Special guest speaker at the July meeting - PETER WHERRETT with the first two programmes of MARQUE covering the veteran era.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



This must be the hardest and saddest Editorial I have ever had to write; it concerns the loss of a very close friend of my own, and a very dedicated and worthwhile friend of the N.S.W. Veteran Car Club, and personal friend of so many members -- John Stuart Thomson.

My first introduction was on a Sunday afternoon when I was gardening, and John and Noelene stopped and asked whether "that was an old car under the cover in the garage". They already had a beautiful 1923 Ford, and I talked John into joining our club.

As the years rolled by he became more and more interested and enthusiastic, and even took part in the 1972 New Zealand International Rally when little Yvonne was the youngest entrant, just three months old. And Noelene, the perfect wife for John, always backed him up, and she, with Yvonne and little Angus, entered into so many events with John, making the perfect complement for the wonderful cars he acquired, particularly the De Dions. And who will forget the beautiful outfits created by Noelene for them all?

But John was not just a participant - he was a "giver" also, and as Secretary for the 1978 International Rally, and as Secretary and Legal Officer for the N.S.W. Club, he gave of his expertise and valuable time for the betterment of the V.C.C.A., and worked very hard for the cultural grant for the proposed new clubrooms. And here again Noelene supported him by doing all the letter-writing and other typing required.

John's untimely death from heart trouble at the age of 36 has come as a shattering blow to his Family, his Friends, his Professional Associates, his Employees, and our Club, and we are all the losers.

But what a tremendous amount was packed into those 36 years! The study and qualification for his chosen profession, the building up of two successful legal practices, the erection of two beautiful homes, the acquisition and restoration of 5 or 6 rare cars, several overseas trips, and all this in addition to being a loving Husband and Father, a devoted Son, Brother and Uncle, and a "Mate" to so many Friends, in the best tradition of "Mateship". I find myself comparing him to that other "Big Man", John Wayne (a man just twice his age) - both with the "common touch".

(Continued on Page 3....

I am sure that the beautiful memorial service attended by so many friends and relatives (including a contingent from the V.C.C.A. of some 38) and the beautiful flowers must have given some comfort to John's family and an indication of the high esteem in which John was held. We are grateful to our Vice-President George Roberts, for the assistance he was able to give Noelene through his London contacts.

It is my earnest hope that John's memory will be perpetuated by some form of trophy awarded by the Club, and that Noelene and the children will continue their interest and friendship with us all.

- Don Steer, Editor.

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.) HELD ON THURSDAY, 24TH MAY, 1979 AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK.

PRESENT:

53 members and 4 visitors.

The meeting was declared open by the Chairman (L. Sheen) at 8.13

p.m. and a welcome was extended to all visitors.

APOLOGIES:

J. Weir, G. Sevenoaks, L. Baxter, J. Lewis, E. Lewis, J. Godfrey,

P. Wards, W. East, J. Garwood, J. King, W. Spraggon, R. Hobson and

G. Roberts.

VISITORS:

W. Stewart from the Vintage Motor Cycle Club.

MINUTES:

The minutes of the Monthly General Meeting of 26th April, 1979, having been published in SPIT AND POLISH were accepted and confirmed on the motion of J. Wilson, seconded by J. Pickup.

CARRIED.

ARISING:

Nil.

TREASURER'S REPORT:

The Treasurer's Report was read and accepted on the motion of W. McCarthy seconded by J. Wards.

CARRIED.

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CORRESPOND-ENCE: Letter received from Terry and Evelyn Perks of Orange; it contained a photograph and newspaper clippings of K. Hughes in the Hupmobile of A. Blythe.

Letter from D. Pope, requesting cars for wedding.

Letter from the Federal Secretary requesting items for the Agenda

for the 1979 Conference.

Letter from Model A Restorers Club on behalf of the International Year of the Child requesting our participation in raising money for Operation 41.

Letter from James Farmer of Caltex congratulating the Club on the

outstanding success of the Silver Anniversary Rally.

(Continued on Page 4....

Minutes 24/5/79 (Cont'd.)

CORRESPOND-ENCE

Letter from W. Burrows expressing appreciation for a great

(CONT'D.):

Letter from Woolshed on Wheels advising of its cancellation of the display.

Letter from the Antique and Classic Motor Club congratulating the

VCCA (NSW) on celebrating its Silver Anniversary.

Letter from G.Dobner of Tasmania advising of a 1927 Oakland for

sale.

Letter from A. Pendlebury thanking the club for a beaut. rally, enclosed was a cheque for \$100 for membership subscription and a donation to the club.

Minutes of the Newcastle May meeting received.

Letter from Mrs. D. Johns requesting cars for a wedding.

ARISING:

A. Foy requesting that the matter of reciprocal rights in all states for permits to move be included on the agenda for the Federal Meeting.

It was moved by R. Baxter and seconded by W. Maunsell that the matter of the International Year of the Child be considered by committee and the decision be reported back to the General Meeting.

CARRIED.

INVESTIGATION & DATING:

It was reported that we can possibly expect membership applications from 3 people in the country. One associate, one with a 1901 Argyll and one with a 1915 T Ford.

NEW MEMBERS:

Nil.

EVENTS:

June 17th - Social Rally, start at Liverpool Memorial Park, 9.30-10.30 a.m.

July 15th - Visit to A. Blevins' place for a gymkhana and barbecue. November 4th - Year of the Child event.

J. Gorton has entry forms for the Newcastle Rally.

SILVER ANNIVERSARY RALLY:

B. Thew thanked members for their participation and read two letters of appreciation that he had received.

W. Stewart of the Vintage Motor Cycle Club congratulated the VCCA (NSW) and thanked the club for the invitation to participate. C. Stanbridge and sons presented D. Berthon with a bottle of wine as a prize for a mini concourse decided by the Standbridge boys.

PUBLIC RELATIONS:

D. Berthon advised that we have again been invited to a Garden Party at Government House to be held on 21st October in aid of the National Heart Foundation.

MAGAZINE:

No report.

Minutes 24/5/79 (Cont'd.)

SOCIAL SECRETARY:

The Presentation Night is to be at George Green's Museum on Saturday, May 26th, the cost is \$9.00 per head and the start is at 7.00 p.m.

PERMITS TO

No report.

MOVE:

REGISTRAR: No report.

MEETING

No report.

NIGHT HOST:

OFFICIAL

Photographs taken at Vaucluse House and on the Silver Anniversary

PHOTOGRAPHER: Rally were on show.

INSURANCE No report.

OFFICER:

Meeting is to be held Monday, 28th May. CVVTMC:

GENERAL A letter has been received from the Federal Secretary V. Cross, BUSINESS: requesting information on the tyre position for inclusion in the Federal publication.

the comment of the least before the land for any of the attended to J. Dance gave a report on the present tyre position. Color Street Control of the Color of the Col

> A suggestion was made that we try to obtain a copy of the series 'Marque' for showing at the clubrooms to members.

- D. Berthon reminded members of the forthcoming A.G.M. and asked members to consider standing for committee.
 - V. Jacobs has received from Caltex a letter thanking him for his letter of appreciation for their sponsorship of the Silver Anniversary Rally.

As there was no further business the meeting closed at 9.10 p.m.

Since railways came into existence, the necessity of not missing the train has taught us to take account of minutes whereas among the ancient Romans, who had not only a more cursory science of astronomy but led less hurried lives, the notion not of minutes but even of fixed hours barely existed.

Marcel Proust.

STEERING COLUMN

STEERING COLUMN

STEERING COLUMN

Our intrepid N.R.M.A. man, Bob Hobson, is very much against "Women's Lib." at the present time. It seems that he was going about his business in his N.R.M.A. van in his usual quiet fashion when he was completely overturned (van and all) at Ryde by a lady driver who didn't have the right of way. There he was, completely trapped wrong-way-up, and he swung into action on the radio - called his base and ordered tow-vehicle, ambulance, and all, and in a few minutes his call was answered. Fortunately he was O.K. but the van was a write-off.

A couple of weeks later, he was driving his private car and another "libber" attached him, and he was fresh out of another vehicle. You better make sure the next one is very sturdy, Bob. We didn't know you attracted such forceful women!

#

All sorts of interesting happenings are taking place in the Tunbridge household. Beautiful daughter Pam has returned home after more than 12 months overseas (she's been EVERYWHERE, MAN) and beautiful daughter Dianne and husband Philip are in the process of making Dick and Norma proud grandparents. Dick hasn't smiled so broadly since the Ford went on the road for the first time. And third beautiful daughter Karen is looking forward to becoming an aunt.

#

George Gillott's parents, Arthur and Enid, celebrated their Golden Wedding recently - how's that for staying power, and they can still smile?

#

Jim Cooper has had a spell in St. George Hospital, something upset the rhythm of his "ticker". He has returned home, and we hope he had a speedy return to health.

#

Maria Nissen has been in hospital too, for surgery, and we hear she is home now and coming on well. I suspect Jo and Frank will need a rest cure after taking care of tiny Michael and Kristy part-time. As I always say, "The Lord knows what he's about when he gives children to young people".

#

Jack and Billie Dance have taken off for their "Round Australia" trip, and are presently ambling along up north, stopping where the whim takes them. We wish them a wonderful holiday.

#

Fred and Laurel Rossiter are at present tripping around Europe, and no doubt enjoying themselves. Later they will travel to America to have a "look see" and visit relatives before returning home.

Steering Column (Continued)

David and Dianne Berthon have had a short sojourn in Lismore for the Centenary Celebrations. We are told David compered a "Cavalcade of Cars" there, and we feel sure that our northern member with the beautiful very early Ford, Bob Trevan, would have been a prominent participant.

#

Margaret Pearce also hails from that northern town, and her mother still resides in the district and is approaching the grand age of 96. Not long till her own centenary.

#

We were very pleased to see Jim Weir walking about pretty well after his nasty accident when we understand he stepped back while on a friend's boat, and went down a hatch, with resultant pelvis damage. It seems boats are more dangerous than old cars, as he navigated the Silver Anniversary Rally without harm.

#

Ask Jo Nissen to tell you about her part in a series of hold-ups.

#

Is it true that the Club Committee couldn't use the library because it was booked by another body? HORSEVET VOICED ST

#######

Talk about economy runs! David Manhart's Hurtu drank its last drop in sight of the Berowra Toll as he returned from Newcastle.

#

The grapevine tells of restoration progress on Fords by Bob Hobson, Peter Matthews and Ron Yates and by Barry Cliff on his Wolseley. The Wolseley dash must look bare after a session of flight engineering on a Boeing 747.

#######

People who received their final Silver Anniversary Rally bulletin at the winery probably didn't realise that it was printed using illicit power. The information caravan was seen parked outside a motel with an extension lead snaking across the footpath to the room of a guest whose name has been withheld, as it is hoped that he was a first offender in such matters.

#

REMEMBER PLEASE: let there be no tampering with the emission control gear on your veterans - to fiddle could void the warranty.

######

Manners are like the zero in arithmetic: they may not be much in themselves, but they are capable of adding a great deal to the value of everything else.

Freya Stark.

BLUE MOUNTAINS RALLY - TROPHY WINNERS 1979

)*%. '=1.	Navigator's Rally V.C.C.A.	Iris Cooper	1912 Renault
	Concours d'Elegance V.C.C.A.	David Berthon	1910 S.C.A.T.
	Concours d'Etat, A. Rose-Bray	Bill McCarthy	Vinot and Deguingand 1913
	Len Sheen Concours	Frank Nissen	1915 Cadillac
	One-Cylinder, Sandy Holmes	Peter Hill	1905 De Dion Bouton
	Two-Cylinder, Frank Klein	Jim Cooper	1912 Renault
	Four-Cylinder, George Green	Jack Godfrey	1914 Ford
	Six-Cylinder, Broadway Motors	George Adams	1918 Studebaker
	Eight-Cylinder, V.C.C.A.	Frank Nissen	1915 Cadillac
	Second in Rally, Coggins Trophy	Allan Blevins	1910 Wolseley
	Outright Winner, Len Masser "	Jack Godfrey	1914 Ford
	Newton Goldman Trophy, Goodwill of Public	Barry Thew	
	John Burke Trophy, Officials for the Year	Roly & Jan Coulcher	jās kuru garas et gr Japan karas karas saitu saitu s
	Motor Cycle Trophy, V.C.C.A.	Bill Sewart	1917 Harley Davidson
	Hard Luck Trophy, Allan Rose-Bray	y A. Blythe	1917 Buick
	Fay Mountford	Social Secretary	The second at the

CAR	NO.	ROUTE	QUESTIONS	LICENCE	START	TOTALS	TROPHY WINNERS
1		193	5		200	398	
2		183		5	1000	1188	
3	, e	197	10	5	190	382	Peter Hill
4		191	5	5	260	461	1-Cyl. Trophy
5	s i gali serier	85	15	_ ,	· *	100	a specimens
7		81	5	5		91	in the American And Market and the American
8		77	5	5	140	227	
10	. inglin	42	15	5	_	62	Jim Cooper 2-Cyl. Trophy
12		91	10		320	421	z-cyr. Trophly
14		29.5	5	_	_	345	
15		125	5	5	40	175	
16		88.4	5		180	268	
17		121	10	-		131	
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CAR NO.	ROUTE	QUESTIONS	LICENCE	START	TOTALS	TROPHY WINNERS
18	375	<u>.</u> 0	<u>-</u>	_	375	
19	45	5	_	240	290	
22	107	_		-	107	
23	95	<u>-</u>	-	100	195	
24	31	_	_	-	31	Allan Blevins, 2nd, Coggins Trophy
25	103	15	5		123	
28	45	5	<u>-</u>		50	grand, termen
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31	50	5	± 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	•	55	
32	34	5	<u>-</u>	-	39	
33	85	5		290	380	
35	32	25	5		62	
36	73	5	-	430	508	
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			Taradan = Compa	ford-IT	891	
60	25	5	5	1000	1035	Bill Sewart, M/C Trophy

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CAR NO.	ROUTE	Q Q	UESTI	ONS	LICENÇE	START	TOTALS	TROPHY WINNERS
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62	65.5				~	160	3255	
64	33		15		5		53	George Adams, 6-Cyl. Trophy
65	31		20		5	, .	56	
66					- · ·	-	78	Frank Nissen, 8-Cyl. Trophy
67	93		5		- ,	-	98	

Barry Thew - Goodwill of Public

Roly & Jan Coulcher - Officials' Trophy

* * * * * * * * * * * * *

"CADS" AND THE SILVER ANNIVERSARY RALLY

I was able to afford the time to make this Rally, which I think was the best run I have attended.

The Start was showery - Katoomba being the first stop, but the rain did not - fog, rain, mist and cold. Bill Spraggon was even too cold to talk. In fact, if he was to have closed his eyes, one would have called an undertaker. It is hard to imagine, but the second day, Sunday, was worse. Ted and Fay Baker and family met us at Bathurst with a picnic lunch and lots of goodies, which we devoured in fine style. Ted rode to Orange with Reg Jones in the 1910 Clement Bayard, whilst the Baker Family had the good taste to ride in "Mabelene" with yours truly. Olive and Joan thawed out in the Baker's '78 Fleetwood chauffeured by Fay.

The old 12 had just had a valve grind and was running as a Cadillac should - a pleasure indeed to drive - and retained this form for the whole 800 miles. Sunday night we entertained the Bakers at the Orange R.S.L. - what a happy time we had. Dave Fletcher honoured me with a drive of his pretty little 09 Cad. - this vehicle does everything right, and is a credit to Dave. He does not let you go past him without a bit of a burn. I handled Dave O.K. but that Frank Nissen in the 1915 V8 was a different story. He's a "nasty one" - he "blew me off". I might be biased but out of 93 good cars, all before 1918, I reckon the three "Caddies" were among the six best cars competing.

Orange, through Wellington to Dubbo, was a pleasant run, great scenery, roads not bad. In each town we were greeted by the local clubs, and true western hospitality equals southern hospitality any day, which proves that people who like old cars and bikes must be good people.

We were escorted to the Western Plains Zoo, a vast area stocked with Hippos, Zebras, Cheetahs, Elephants, Camels, Giraffes - you name it. Our grandsons Ben and Troy could not believe their eyes.

Mudgee, our next stay-over, was very cold. We toured the country-side visiting wineries, tasting their wares; quite a neat pastime I can tell

"Cads" and the Silver Anniversary Rally (Cont'd.)

you. Makes the car sway a bit - Joan said it wasn't the car! How could she know, she didn't drink as much as me. All joking aside, these places are quite an eye opener. En route to Mudgee we passed through Gulgong, the town pictured on the Ten Dollar Note; they turned back the clock in this town and the cars did not look out of place here. Would have liked to have spent more time there - no trouble at all.

From Mudgee to Muswellbrook we copped a lot of dirt, rough road and some dust, but the scenery just beautiful, so fantastic one felt it was wonderful to live and drive such fine cars through a country like ours.

The finish was topped off with prize-giving and a banquet. Off to Newcastle for a night's rest before driving the last 100 miles home.

A happy and safe trip was enjoyed by all.

- Ken Moss.

SILVER ANNIVERSARY RALLY

The rally is now over but I feel it will be remembered for quite some time. I would like to take the opportunity to thank the club and its committee for allowing me the honour of being involved and to thank those who helped to make it the success that it was; Frank and Josephine, Peter and Maria Nissen for ensuring we all had a good bed; Warren Irish, Roly Coulcher, Cyril Stanbridge and their families who stood out in some very unpleasant weather to look after the controls; Peter Sim, John Wards, Bob McCarthy, Fred Rossiter for the concours judging; George Green, Clerk of the Course; Peter Buckingham and Les for their tremendous effort with the baggage and other sidelines the entrants required; Bob Baxter, Max Chapman, Don Steer and families for REVS. AND BACKFIRES; George King, Peter Wards and families for helping out at the displays; John and Evelyn Gorton who not only manned the Information Van but also supplied the van that all and sundry used as a retreat and John was also responsible for making all wooden plaques presented to various people along the way. Thanks to Max Roberts for the Final Dinner/Presentation, Ben Bronk and David Berthon and families for all their efforts in getting the rally on the road, Bob Petersen, Jack Godfrey and all officials at the start; Don Moffat, Sandy Holmes at the finish, Allan Blythe for tireless recovery work and the most thanks to the entrants who made the rally what it was.

Thank you,

l & fait boyadayaa ka yed fi yeta kubaraalinia yaki **- Barry Thew**oodja. Digusalaan da in in boxada a waxaalini sanaana Barry ahaa ahaan waxaa ka ka

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LETTER FROM V.C.C.A. (Q.)

Dear Sir,

I have been instructed to write to you on behalf of the members of the V.C.C.A. (Q.) who participated in your recent Silver Anniversary Rally from Sydney to Newcastle.

This event was thoroughly enjoyed by all of our members who participated and we found the organisation of the event left nothing to be desired. You can rest assured that there will be no complaints from the Queenslanders apart from maybe the cold weather. We are not accustomed to that.

In particular, we would request that you pass on to the Rally Director, Barry Thew and his Committee and everyone else connected with the organisation of the Rally our most warm appreciation of a well-organised and enjoyable Rally. Thank you.

If you can find some spare space in SPIT AND POLISH you have our permission to reprint this letter.

- Grahame Wilkinson,
Hon. Secretary,
Veteran Car Club of Australia
(Q'land).

NOTE FROM ED.:

As I shall be away off and on a fair bit in the next year I shall not be standing for the post of Editor at the Annual General Meeting and you can get back to some really good literary standards.

My sincere thanks to all those who took pity on me and issued me with articles, cross-word puzzles, scandal etc. and my apologies to those whose toes I may have trodden on. Thanks also to Gwen and Len Dunn, who had a lot to contend with.

I should like to use a few lines of the magazine to say a sincere "thank you" to all those people who were kind enough to 'phone, write, or come to see me when I was in hospital. I really do appreciate your concern.

- Don Steer, Editor.

Reflecting on the Silver Anniversary era, it may be considered that a man who

Reflecting on the Silver Anniversary era, it may be considered that a man who keeps his veteran car in an active state for a period of 25 years, and still has his marriage intact, has proved the inaccuracy of the biblical warning that "a man cannot serve two masters". Any member who can disprove this statement is asked to give his reasons in writing!

Anon.

BACK ONE DECADE

The Editor, our own J.B. Simpson, in his editorial exhorted all members to prepare for the Annual Election of Officers with the same painstaking care that they employ on their vehicles prior to an important "veteran" run. His suggestion was that we should all look through the register, select the right man for each job, obtain his approval for nomination, and nominate him. If we all did this we could not fail to field an outstanding team each year.

The acquisition of club land was still under discussion, and the block formerly under consideration had been sold meantime. Victor Jacobs proposed the acquisition of a house with water frontage or close proximity thereto which members could rent for their holidays and so pay off the upkeep and capital expenditure.

New members were: Jan Sykes (Coulcher), W.H. McCarthy and H.U. Gubler.

The issue contained a tribute to the passing of John Tulloch, and extended sympathy to his family.

There was an article on a certain Trophy won by Barry Thew at the Bundanoon Run, and there appeared to be some amusement at its shape.

David Berthon was suggesting the setting up of a S.C.A.T. Register as some 43 S.C.A.T.'s were registered in N.S.W. in April 1917, and as manufacture was continued to about 1920 there may have been more in this State subsequently. Apparently they then became "Ceirano" which could also be included. How many did you uncover, David?

The June 1969 issue also contained an article entitled: "Book 1100 Beds" by the inimitable Vic. Jacobs, and dealt with the trials and tribulations of such a mammoth project for the 1970 International Rally. In his usual efficient fashion, Vic. apparently made three trips through the route to Albury in "Henrietta" addressing Rotary, Lions and Apex Clubs, and generally whipping up enthusiasm and publicity for the Rally, and on this particular trip was accompanied by Peter Kable, who must have found it a revelation to watch Victor at work. Vic. relates that in Canberra he was guest speaker at a Lions' Dinner Meeting, with Rotary and Apex delegates in attendance, and at which the late Murdoch MacDonald was also present. "After speaking for 30 minutes about how Gottlieb Daimler, Carl Benz, Panhard Levassor, Renault, Peugeot, Ford, Packarc Hupp, Olds., Royce, Durant, Leyland and Nash Chrysler etc. started in business, and giving relative statistics, Murdoch MacDonald later came up to me and said: 'You made an error - David Buick produced his first car in 1902, not 1903'. Wot's a man supposed to be, a (blue pencil) genius?!!"

Apparently the arrival of Henrietta resulted in much pre-Rally publicity, both before and after Vic's visit, and thus the country folk were alerted to the Rally. Vic relates that a Goulburn paper reported his information that "we were planning an army wireless van communication between

(Continued on Page 14.....

Back One Decade (Cont'd.)

different points" to the effect that "every car was going to be fitted with 2-way radio in case of break-down". Vic was wondering who would pay for the 400 2-way radio sets. They covered about 1,000 miles on the trip, including 280 miles to Bowral in one day. Well done Vic, Peter and Henrietta. This gives us some small idea of the work done behind the scenes by those very dedicated people who form a team to produce a successful major Rally.

The issue contained a somewhat technical article on the Leyland 500 Series, submitted by David and John Kay, in which it was reported that Leyland had reverted to an idea some 40 years old, and had adopted the "Fixed Head 500 Series". "This is a direct injection in-line six cylinder of 500 cu.in. (8.2 litres) with overhead camshaft. Bore 118 mm (4.65 in.), stroke 125 mm (4.92 in.)"

The issue also contained full details of the Newcastle Club's activities, including the Paterson Run, Muswellbrook Railway Centenary Celebrations, and Office-bearers for the year, and included the following "Traffic Thought":

'The right of way is something you're legally entitled to, but it requires someone to give it to you, and if they don't give it to you, then you haven't got it.'

HIDDEN COGS

This month we pay tribute to a young "Cog", Jan Coulcher. Jan, the daughter of the late Laurie and Eileen Sykes (both tireless workers over many years for the Club) has been reared with "old cars and motor bikes" from her childhood, and has even ridden one of her Dad's motor cycles in a New Zealand International Rally in all kinds of weather and over all kinds of roads. No mean feat for a girl.

Jan was Secretary for the Club for some time, and carried out her duties ably and efficiently, and she and her husband, Roly, did a mammoth job on the Silver Anniversary and other rallies.

Jan is a member with much knowledge of the Club and its aims and activities, and has the character to present her ideas and opinions when the occasion demands.

Thank you for your help to the Club, Jan, and may we enjoy your company, and Roly's, for many years to come.

VALE JOHN THOMSON

It is indeed a tragic thing to have to record the untimely death of one as young as John was.

A member who not only interests himself consistently with his vehicles on Club activities, but also gives of his time in the running of the Club (as Hon. Secretary in John's case) can scarcely be done without.

His efficiency and courtesy in his official position could not be doubted. Any question put to him, even at the expense of intruding on his immediate thoughts, was always given ready and courteous treatment.

Apart from his worth as a Club member, he must surely remain in our minds as the tallest member driving one of the shortest vehicles.

This cruel circumstance has thrown a heavy responsibility onto the shoulders of Noelene, but Providence gives us additional strength when it is needed, and Noelene will win through in a spirit of standing by John and being both Mother and Father to their family.

Such of the members who were able to avail themselves of Noelene's hospitality following the Memorial Service for Joh, had their sombre thoughts put under control by the most unexpected invitation to partake of some sustenance at this grim time.

In the first place, Noelene engenders friendliness by the interest she takes in fellow members.

Secondly, the close-knit feeling of inter-member relationship which exists in the Club must obviously promote a sympathetic attitude towards Noelene at this ghastly time.

It would be most disappointing to members to feel that we could miss John's presence entirely. We look to Noelene to represent John, at least on some occasions which would be convenient to her and Yvonne and Angus.

SEE YOU, NOELENE!

J.B.S.

netry lipswired a letter of praiserfor the filter fundiversary Raily organisables sent in by a grateful participant who entad by quating ... Townshing along these lines in reference to the Accessociation Officerations Affort. "Always sive credit to the person who would have somed the blance

Tim-Simpson requested advisor booking for the City a Solder

bilos Sally.

PETROL INHALATION

During the Silver Anniversary Tour there came to our hands a copy of the Special Edition of the Central Western V. & V. Auto Club Magazine - "The Restoration Rambler". Amongst the interesting articles was one of a reasonably serious nature. It deals with the potential hazard of siphoning spirit. Most of us are aware of the dangers of taking petroleum products through the mouth, but are rather prone to treat the matter lightly.

At some stage or other in our lives most of us veteran car owners have performed the siphoning feat with petrol. Earlier, we used the term "petroleum products" intentionally, as petrol is not the only dangerous fluid. Kerosene, lighter fluid, naphtha and some solvents are capable of causing serious consequences if inhaled or ingested. Strangely, the lungs have a greater risk of damage than has the stomach. When petrol is taken into the mouth, a percentage may enter the lungs, where it spreads out and causes immediate irritation and tissue damage. This destruction of the tissues causes the lungs to fill with fluid and the owner of the lungs literally drowns. That is, air space is limited and life-giving oxygen cannot be made use of.

If petrol lodges in the stomach it rapidly enters the bloodstream, and its presence there can slow up breathing and heart action. These effects take place in the matter of a few seconds, so that life can be lost in the matter of only a few minutes. In the event that one does survive, the damage to the lungs can take a long time to repair.

Products containing light petroleum distillates carry the warning "If swallowed, do not induce vomiting." There is every chance that petrol making its way up to the throat has great likelihood of entering the lungs.

By all means, if siphoning is what you want, put it into effect with a plastic bellows. If you have not got one handy, force air into the tank with a pump, or, if you like, decrease the size of the tank opening with rag, push the mouth against it, and blow.

But - NEVER SUCK IT OUT.

J.S.

AT THE MAY MEETING

Barry Thew read a letter of praise for the Silver Anniversary Rally organisation sent in by a grateful participant who ended by quoting something along these lines in reference to the Accommodation Officers' mighty effort, "Always give credit to the person who would have copped the blame."

Jim Simpson requested advance booking for the Club's Golden Jubilee Rally.

(Cont'd. on Page 17.....

At the May Meeting (Cont'd.)

Tremendous enthusiasm by the Stanbridge boys, Carl and Ross, who ran their own Concours on the Silver Anniversary Rally, Cyril's contribution being limited to the odd consultation. The boys bought the prize themselves and Ross presented it to David Berthon. Nice work, boys, and congratulations David.

Vic Jacobs was <u>almost</u> speechless but in fact managed to make his shortest speech to date.

John Wards demonstrated some crack detecting gear - one wonders whether we members should perhaps submit ourselves rather than our car parts for testing.

AT THE PRESENTATION NIGHT (as reported by one of the spies)

To gain an award it seemed that a member had to sit at the President's table - most of the prizes went to fellows who sat there, in spite of the need to exit from the hall by one door and reappear through another to receive the handshake and loot.

Penny and Cyril Stanbridge worked like beavers to wait on those who were a bit hemmed in once seated with their main courses.

Frank Nissen just managed to win the 8-cylinder trophy in the face of stiff competition. Alby Frost withdrew his Cadillac. He scooped the 8-cylinder prize on the Silver Anniversary Rally too.

DATES TO REMEMBER:

30th June to 8th July, 1979

WOOLSHED ON WHEELS.

We are informed that this activity has been CANCELLED.

15th July, 1979

FAMILY DAY AND GYMKHANA, at the home of Allan Blevins, 156 Pitt Town Road, between Blue Gum and Lang Road, Kenthurst. The barbecue trailer will be available for cooking - bring your own picnic lunch.

29th September to 1st October, '79 NEWCASTLE BI-ANNUAL TOUR 8-HOUR WEEK-END.

Morpeth Conference Centre. Entry forms
included in May issue of SPIT AND POLISH.

11th November, 1979

SCHOFIELDS AIR SHOW

24th February to 1st March, 1980

"GO GIPPSLAND 1980". National Rally for Veteran and Vintage Cars and Motorcycles. Entries close 31st October, 1979.

DON'S PARTY

I was in a big department store and found a small boy watching the rail of the escalator. "Something wrong?" I asked. "No, I'm just waiting for my chewing gum to come back," replied the boy.

#

An Irish priest on a trip to Israel was horrified when quoted an outrageous price to be ferried across the Sea of Galilee. As he stalked off he was heard muttering: "No wonder Jesus walked."

#

I walked up to an attractive blonde at a party. "Can I join you?" I asked. Looking me over she replied, "Why, am I coming apart?"

#

An Irish con man went to New York but he didn't have a great deal of luck. The first man to whom he tried to sell the Brooklyn Bridge turned out to be the owner, and the Irishman had to pay him fifty dollars so that he wouldn't tell the cops.

#

My good wife and I were on one of our veteran rallies and had a small tiff. After many miles of silence, I broke the silence by pointing to a small mule in a nearby paddock. "Relative of yours?" I asked. "Only by marriage," she replied.

#

An eminent archaeologist was giving a lecture in an American university. "Some of the cities of the past," he said sombrely, "have vanished so completely that it's doubtful if some of them existed at all."

#

At the end of one particularly trying day, did you ever have one of those days when everyone calls you "Dad" except your own children?

#

A true intellectual is one who goes to a museum or art gallery when it isn't raining.

#

How do you recognise an Irishman in a car wash? He'll be the one sitting on his bicycle.

#

I say that Adam and Eve had an ideal marriage. He didn't have to learn about all the men she could have married, and she didn't have to hear about the way his mother cooked it.

#

I had a friend who read that smoking is bad for health; he gave it up immediately - "reading".

#

Dear Sir,

We are a group of individuals from all walks of life assembled jointly together by our involvement and interest in our common hobby, resulting in many long and close relationships being made and maintained.

Both Annette and myself were recently saddened to learn of the loss of a friend, John Thomson.

We understand that a Memorial Service was held - well attended by Club members as well as business associates and friends - and if we had been informed we both would have respectfully attended this service to pay our respects to John and to Noelene in her time of grief.

During my membership of this Club (12 years) I have cultivated friendships with some members resulting in non-informance of their passing. Several embarrassing situations have occurred due to this, when at events an enquiry was made as to "how a person was" only to be informed (in some instances by the next of kin) that the person had passed on.

If this Club can justify the appointment of a Public Relations Officer, and in view of the fore-going, I can foresee the justification for appointment of a Club Relations Officer, to at least perform the courteous function of advising the active club members of the passing of a respected friend and member. The fact that we had to learn this news from an accidental meeting with a club member in a city street some 2 weeks after makes one consider that communications are not up to standard.

Both Annette and myself would wish to convey our deepest sympathy to Noelene and her family, and apologise for non-attendance at the service.

Yours faithfully,

Mel Pope.

SEE PAGE 20 FOR QUESTIONNAIRE ON ESTIMATED

Metali accident services for the services of the base of the Artist Artist

REQUIREMENTS OF TYRES AND TUBES.

TYRES AND TUBES

To assist the club in gathering information regarding tyres and tubes, all members are requested to fill in the following form, remove, and return to The Hon. Secretary, V.C.C.A. (N.S.W.), 54 Queens Road, Five Dock. 2046, as soon as possible.

Sizes of tyres in use now or in the			
Estimated requirements of tyres and	d tubes -	14 4 g	2000 to the gains of
IN THE NEXT 12 MONTHS	IN THE NEXT	<u> </u>	IN THE NEXT 3 YEARS
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ADDRESS:	• • • • • • • •		
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(Detach and send to: Hon. Secretary, V.C.C.A. (N.S.W.), 54 Queens Road,

Five Dock. 2046)

FOR THE COOKS

APRICOT MERINGUE SLICE

4 oz. butter or margarine)
½ cup castor sugar)
½ teaspoon vanilla
1 egg, beaten
Add to mixture and mix well.
1 cup plain flour
½ cup self-raising flour
Fold into mixture.
Spread this base into a well-greased lamington tin.
Bake 20 minutes in a moderate oven.

Topping:

8 oz. dried, finely-chopped apricots

1 teaspoon sherry ½ cup boiling water 2 tablespoons sugar

Combine and stand for 1 hour.

Beat to a pulp with spoon or in blender. Spread over cooked biscuit base. Cover with meringue. Bake in a moderate oven for a further 15 minutes.

Merinque:

2 egg whites \frac{1}{2} cup caster sugar

1 cup coconut

Beat whites to peaks and slowly add sugar.

Continue beating to meringue consistency. Fold in coconut. Spread over apricots. ½ cup blanched almonds can be sprinkled over meringue before second baking.

#

CORN FLAKE BISCUITS

2 egg whites
large ½ cup castor sugar
½ cup salted peanuts
4 cups corn flakes
Beat egg whites stiffly. Slowly add sugar and beat to peaks.
Evenly fold in peanuts and corn flakes.
Spoon on to greased biscuit tray, using a teaspoon.
Bake in a moderate oven 20 to 30 minutes.

(Both these delicacies as enjoyed by Blue Mountains Rally contestants - provided by courtesy of Glad King).

ROSTER CHANGES: RESIGNATION: L. Macey, 368 The Esplanade, Warners Bay. 2282

CHANGE OF ADDRESS: K.E. WIIIIs, 35 Foothills Road, Mt. Ousley. 2519

H.J. Hughes, Officers Quarters, H.M. Caol,
Maitland. 2323

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Early Veteran (large) Rear Body Section. All timber. \$360.00 3 ft.4" high. 2 ft.10" wide at base.

1909 SCHACHT. American Highwheeler. \$6,200.00 Partly restored. All lights (2 Dietz Ideal driving lamps, 2 Dietz side lights and Dietz Dainty tail light). Spare chassis, F. and R. axles, springs, fuel tank, complete motor and $\frac{1}{2}$ another motor, oil box and other bits.

> - CHRIS MADDEN. 546.4862

WANTED

To complete restoration of my 1911/12 "A" type Vauxhall:

Locking device for 880 x 120 centre locking wire wheel, course splined, approx. 100 mil. dia Hub. Hubs similar to (Max Chapman's Wolseley and David Kay's Napier). 4 compression cocks. Set hood fingers (Tourer) Steering wheel with Advance and Retard Levers

Horn

- JIM WEIR. Peats Ave., Castle Hill. 2154

(02) 634,1388

FOR SALE OR SWAP (ALL STATES)

Clement 2-Cylinder Motor Suction Inlet Valves Plate on motor reads:

> A. Clément 33 Quai Michelet LEVALLOIS-PERRET (Seine) Moteur A.C. 2.L. No. 449

> > - JIM WEIR. Peats Ave., Castle Hill. 2154

(02) 634,1388

WANTED

Black face rim wind Smith clock to suit Phantom 1 Rolls Royce, also black face A.T. speedometer.

- DAVID BERTHON, 3 Bombardiere Place. Baulkham Hills. 2153 639.0603

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