

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

SPIT AND POLISH

Registered by Australia Post,
Publication No. NBH 1442

* PRICE 70 Cents

June, 1984 Vol. XXV No. 11



PATRON:

His Excellency,
The Governor of N.S.W.,
Air Marshal

Sir James Anthony Rowland,
KBE, DFC, AFC, K.St.J.



Spit & Polish

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

Volume XXV No. 11

June 1984

TABLE OF CONTENTS

Editorial Comment	Page 2
President's Message	3
Presentation Dinner 19th May 1984	4
Calendar of Events	5
An Historical Car	6
Membership Update	7
Next Event - 2nd Annual Veteran and Vintage Vehicle Display and Picnic Day - 1st July 1984	8
VACATION VILLAGE	9
Western Tour, August Holidays	9
Dating and Investigation	10
Vale Norm Harwood	12
Just a Reminder (from Club Registrar)	13
Odd Bits - VOICE FROM THE PLAINS	14
The Holderness Motorists Guide	15
3rd Bay-to-Birdwood Run, S.A.	18
Our Cars Fall Flat	18
M - I - N - D - S - T - R - E - T - C - H - E - R	19
Advertisements	19

Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the V.C.C.A. (N.S.W.)
will be held in the Clubrooms at 8.00 p.m. on THURSDAY,
28TH JUNE, 1984.

Editorial

Comment



This is the last issue of Volume 25 of SPIT AND POLISH for '83/'84 term. Being Editor has been a challenge and may I add more work than I bargained for, but I have enjoyed it and I hope you as the readers have found it has kept you up-to-date with club functions and outings and the news and articles proved interesting.

I must thank my husband Max for all his support and help when needed - particularly with getting the magazines in the envelopes and addressed and in postcode order!

I would like also to thank Barry Thew our President and all the committee for all their help, guidance and encouragement with the magazine and social events over the year, which as a new member on committee have been much appreciated.

Now, on with this issue, which has Jimmy Simpson contributing, an interesting article found by George Roberts, plus report on the Presentation Dinner, and Jack McGowan shares some information from a recently-acquired early Motoring Guide.

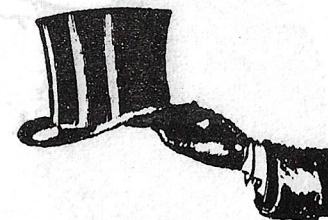
- SANDY ROBERTS

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

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

President's Message



On June 28th we will hold our Annual General Meeting which, for some reason, seems to come round very quickly these days.

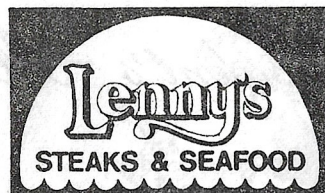
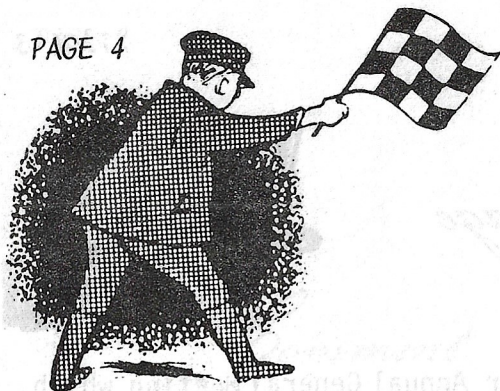
In an effort that the club maintains its strong management, it is necessary that members view this meeting with more concern, as it is your club and the club's future that concerns you, the members. Unfortunately at some A.G.M.'s we have had the situation of not having sufficient candidates for the various positions; this has led to the rather unsatisfactory situation of members being embarrassed when put 'on the spot' at the meeting by fellow members.

To avoid this situation arising it is in our best interest to talk to members whom you feel can assist the club in this way - before the meeting - thus eliminating any embarrassment and providing the club with the best possible management, which it deserves.

- BARRY T. THEW



"Murray, I've been thinking . . . We don't really walk enough."



P R E S E N T A T I O N D I N N E R

1 9 T H M A Y 1 9 8 4

The venue proved to be very pleasant for our sit-down Presentation Dinner. The tables were decorated with veteran car pictures on stands with the club colours of green and gold and the trophy table shone with all the polished presentations on display. The results were published in May SPIT AND POLISH so those unable to attend now know our winners.

The lucky door prizes were won by Leslie Hardman and John Vawser.

Bill Maunsell brought the framed certificate to show us all to certify that our club is the recognised motoring club for the Bi-Centennial in 1988 from the Official Bi-Centennial Committee for Australia. Bill has been working towards this for the club for several years - well done Bill.

Thank you to Merril Godfrey who assisted me with the table arrangements. Also my son Simon for the photo-copying of the menus.

A good night was had by all.

- SANDY ROBERTS
Social Secretary.

FOOT NOTE: George Sevenoaks, on winning the Most Dedicated Official's Trophy, asked if any one can tell him how long he has been official starter for the Blue Mountains Rally? We all know it has been for many years but George isn't sure just how many, can any member tell him? (He also said he has never made the trip in a veteran but would be pleased to do so. Ed.)

CALENDAR OF EVENTS



1984

July 1 Sunday - VETERAN & VINTAGE DISPLAY DAY - GREEN'S MOTOR MUSEUM, LEPPINGTON.
Details on page 8.

Aug. 24-1 WESTERN TOUR - details on page 9.
Sept. 1

Aug. 26-29 Centenary of Coolangatta Q'ld Rally, starting Coolangatta, N.S.W.
Details: Mrs. Kathy Gewohn,
P.O. Box 131,
Nowra. N.S.W. (044) 123960

Sept. 28-1 NEWCASTLE TOUR
Oct. 1

Dec. 2 CHILDREN'S CHRISTMAS PARTY

Dec. 7 CHRISTMAS DINNER - OATLANDS HOUSE

1985

May 6-16 CENTENARY RALLY



AN HISTORICAL CAR

Early in 1906 and published in the Automotor Journal, Feb. 24th, 1906, Mr. J.D. Roots (later of the Roots Group of Companies) wrote the following, in reference to Britain's first car.

"Sir, I have been applied to frequently for an illustration or photograph of the first motor car (internal combustion engine) built in Great Britain, without being able to comply with the request (since I had only one photograph of this car and the only copy of this was hanging on the wall of one of the rooms of the A.C.B.G.I.).

I have now made arrangements with the Autotype Company, of 74 New Oxford Street, to reproduce the photograph in their inimitable manner. I shall be glad to present one mounted and framed copy to automobile clubs and will forward the picture, carefully packed and free of charge, on receipt of a request from the secretary or other official of the club. The only proviso I make is that the picture be hung in a clearly-visible place in the main room and not placed anywhere out of sight.

If any well-known hotel or garage on the club list, or even a private individual, wishes to possess a mounted and framed copy of the photograph, I shall be glad to forward the picture, at cost price, or the photo mounted without a frame.

I have to express to those who have applied to me for an illustration of the first motor boat built in this country my regrets that I have no photograph now of this boat. This was built in 1891 (four years earlier than the car), was running on the river between Richmond and Wandsworth during the winter 1891-92 and was licensed in February 1892, so that it is most probable that some illustration of it would have appeared in some technical journal of the time.

Signed: J.D. Roots,
Thanet House,
Temple Bar.
Feb. 14, '06."

Although not mentioned by name, it is evident that the car referred to was the "ROOTS" car, which was on the road early

in 1896 and which G.N. Georgano describes in his Encyclopaedia as a tiller-steered, three-wheeler, powered by a 2¼ hp, vertical, single-cylinder oil engine.

Roots and Venables were the makes and made a number of various models before terminating in 1904.

- GEORGE A. ROBERTS

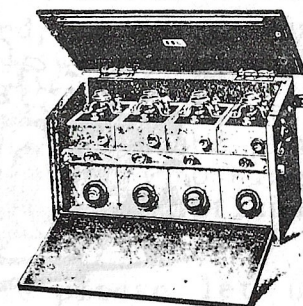
MEMBERSHIP UPDATE:New Member

MC CREA, KEITH Membership No. 784 (F)
17 Onyx Road,
Artarmon. 2064
'Phone: 95.6417 (H)
1917 DODGE TOURER

Change of Address

SPRAGGON, N. Membership No. 222
71a Pacific Drive,
Port Macquarie. N.S.W. 2444

SIM, G.C. Membership No. 38
113 Kennedy Street,
Picnic Point.





NEXT EVENT



The 2nd Annual Veteran and Vintage Vehicle Display and Picnic Day will be held at Greens Motor Museum on SUNDAY, 1ST JULY, 1984. Gates open 8.30 a.m.

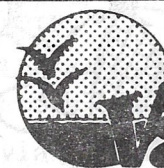
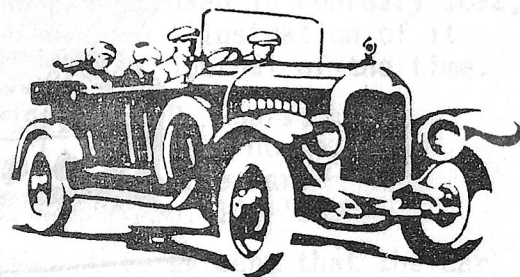
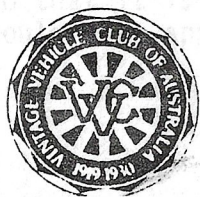
The display area will be open to all vehicles manufactured prior to January 1, 1931. Admission to the grounds will be \$3.00 per car, and plenty of parking will be available.

Trophies will be presented by the management of the museum for:

- (1) The Most Appealing Veteran Car.
- (2) The Most Appealing Vintage Car.
- (3) The Most Appealing Motorcycle.

The event is being organised jointly by the Veteran Car Club of Australia (NSW), the Vintage Vehicle Club of Australia 1919-1930 and Mr. F. Illich of Greens Motor Museum.

Further information may be obtained from either Barry Thew on 638.1155 or Ben Bronk on 624.8224.



Australia's finest holiday resort

Vacation Village at Port Macquarie

LUXURY HOLIDAYS FOR THOSE CAR MEMBERS
WHO WANT SOMETHING SPECIAL

(Ideal for 4 or 6 people)

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

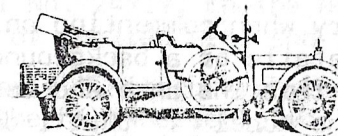
FACILITIES TO MAKE EVERY HOLIDAY COMPLETE

- 2 Tennis courts
- Squash court
- Swimming pool
- Sauna
- Hot spa
- Children's play area
- Chip n'putt golf green
- Gymnasium
- Fleet of Bicycles
- Golf and Cricket nets
- Billiards
- Table tennis

Even a full size all-weather, bowling rink!

Telephone for more information on how you can Own or Rent.

Enquiries: Sydney Office - (02) 699 6666



WESTERN TOUR, AUGUST HOLIDAYS

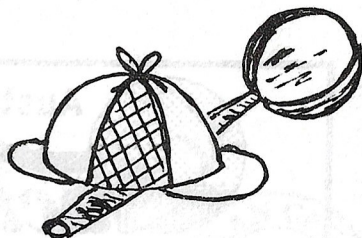
By popular demand, a veteran tour will be held this year in the first week of the school holidays.

Intended tour route will leave either Friday 24th or Saturday 25th August and proceed to Dungog, stay till Sunday and proceed to Wingham till Wednesday, then back to Cessnock, Maitland or Raymond Terrace, then home by Saturday.

Interested people please let us know A.S.A.P. (1st week July) - BOB BAXTER 522.9661; PETER WARDS 871.3871

DATING AND INVESTIGATION

Dating Certificates announced at the May 1984 meeting and presented to vehicle owners were issued in respect to the following Veteran Cars:



1. 1906 REO, Model B-1, one cylinder, 8 hp Runabout, Engine No. 4816.

Owner: Phil Bagnall, Paddington, N.S.W.

Seemingly among the oddities peculiar to the one-cylinder Reo is its ability to maintain speed averages equal to many larger capacity vehicles of the same era, yet this same runabout can be operated at a very slow pace, where the engine is heard to fire (colloquially speaking), once every telephone pole. Its relatively large, horizontally mounted engine, heavy flywheel, low speed operation and high ratio, single chain final drive, are the answers to R.E. Old's triumph, which along with the 2-cylinder version, were in production from 1905 through 1910 and into the commercial models, as late as 1914, while his first 4-cylinder models R & S made their appearance also in 1910.

2. 1911 FORD, Model 'T', 4-cylinder, Roadster, Engine No. 40210.

Owner: Mel Pope, Kirrawee, N.S.W.

It has been customary when commenting on vehicles dated, to provide technical details or a background of history of the marque; however in this instance and because so much has been published on the Model 'T' that I decided to approach my remarks from another tack.

Mel's Ford 'T' had its origins in Stanthorpe, Queensland, and as this district was, in 1911, part of my late father's sales territory, it is probable that this car passed through his hands.

Large sections of the roads that existed at this time, between the point of sale and delivery and in particular those that then crossed the McPherson Ranges, bordering Queensland and New South Wales, either are not in use today, or can be negotiated only by four-wheel-drive vehicles. Access to Stanthorpe from Brisbane or Ipswich then had three

alternatives, all of which were both rugged and precipitous. They were:

- (1) the original "Toll Bar" through Toowoomba and the red and black soil plains of the Darling Downs;
- (2) via "Spices Gap" and "Wilsons Downfall" and the loose gravel "Blue Pinch", gradient 1 in 3, or
- (3) over the "Head" with its multi-creek crossings, through Killarney (the Head derives its name as the source or head of the Condamine River).

When the vicinity of Stanthorpe was reached, its stony outcrops and ridges were difficult to negotiate, but were in contrast to the prospects of becoming bogged in the flat country, on the northern side of the ranges, obviated only in the worst sections by the "corduroy roads" (a system whereby with horse and scoop the soil was raised above the level of the plain to form a road which had as its base 'tea-tree logs' laid side by side across the road surface). The corduroy roads were both spring and back breakers, but were negotiable under all weather conditions.

It was on subsequent such deliveries and under these road conditions that I learned to drive.

3. 1908 HOLSMAN, Model No. 9, Piano Box Motor Buggy, 2-cylinder, 12 4/5 hp Serial No. 2491V, Engine No. 1582.

Owner: Museum of Applied Arts and Sciences, Sydney.

Henry K. Holsman was a "Chicago architect", often referred to as the "father of the highwheeler", who in 1902 introduced his car "with rope drive", that inspired the flood of high wheel vehicles beginning some five years later.

A difficult vehicle to date, in that no factory production records exist; however from statements attributed to Holsman himself, whereby around 1907 sales were about 1,000 cars per annum, at an average cost of \$700.00 each and a total annual value of \$6000,000.00, plus a survey by Franklin B. Tucker of the A.A.C.A., over the past 15 years of existing Holsman vehicles and a listing of their serial and engine numbers it can be collated that this particular car was manufactured late in 1908, a date substantiated by a photograph of the car being driven at the Royal Agricultural Show in Sydney in 1909.

ODD BITS

We all know the problem in this digital age, which confronts children when they hear the term "clockwise". Another sections of the community has a potential problem in the same category.

How will a veteran car owner make it clear to a junior when he advises that the starting handle be made to "engage at 8 o'clock"? He then advises that "it be pulled firmly upward at a smart speed, and pushed over top centre past 1 o'clock before releasing the grip".

Of course, one could use the points of the mariner's compass for reference, when the desired message would be somewhat after the style of "engaging the handle at approximately S.W. by W, continuing the turning till the point N.E. by N. is reached". But then, how many car owners can read a compass? The compass operates in the horizontal plane, anyway, not the vertical plane!

So - what to do? Have to declare something in the nature of an artillery wheel to be the reference. Twelve spokes, the uppermost one being numbered "12", each spoke numbered as a reference point.

Off beat? Not so far off when dealing with juniors!

And what about anti-clockwise? You work it out!

VOICE FROM THE PLAINS

- JIM SIMPSON

A farmer wrote to a mail order store. "Please send me one of them gasoline engines you advertise on Page 763, and if it's any good I'll send you a cheque."

He received the following prompt reply: "Send us your cheque and if it is any good we will send you the engine."

THE HOLDERNESS MOTORISTS GUIDE

JOCK MCGOWEN has recently obtained a copy of "THE HOLDERNESS MOTORISTS GUIDE" for NEW SOUTH WALES. Amongst many items of interest in this book for VETERAN CAR CLUB members is a list of registration numbers from No. 1 through to No. 14999 for cars, No. T.1 up to T.303 for Taxi Cabs, No. L.1 up to L.1033 for Motor Lorries and a register of Red Cross Cars for N.S.W. from No. 1 up to No. 444.

It is unfortunate that the list is not complete, as various numbers do not show on the register at the time of printing, due no doubt to the number being not on issue at that particular date, but there are many thousands of numbers available and with the number is the owner's name at that time, the address and the car or lorry make, not the year of manufacture unfortunately. But it does show the horse power.

Should any member wish to check if his number is available give Jock a ring, on (02) 502.1689, or drop a line to his home address.

Amongst other things in the HOLDERNESS BOOK are:

1. Some advertisements from the early days, Bennett & Wood, Marcus Clark, offering IMPERIAL TYRES, Westcott Hazel and others.
2. An abbreviated list of the Motor Traffic Regulations examples;
 - 4 m.p.h. when turning from street into another,
 - 6 m.p.h. when crossing an intersection
 - 15 m.p.h. when within a radius of 4 miles of the G.P.O. and in the boundaries of any city.
3. a list of district registries.
4. Towns where petrol can be bought.
5. A list of the agents for cars in N.S.W., this is interesting.
6. A list of imports in pounds of cars imported into Australia from 1903 to 1914 and the first 6 months of 1915
7. A list of tyre agencies in N.S.W.
8. A list which is not complete of Cars, and their Origin, Bore & Stroke C.C. rating, rear tyre diam, gear ratios (all gears.) and their prices.

TAKEN FROM : THE HOLDERNESS MOTORIST'S GUIDE for N.S.W.

JANUARY 1916.

MOTOR CARS REGISTERED IN N.S.W. on OCTOBER 2nd. 1915.

ABBOTT	11	DIXIE	6	N.S.U.	14
ADLER	49	E.M.F.	47	OAKLAND	83
ALBION	30	EMPIRE	83	OVERLAND	763
ALLDAYS	28	ENFIELD	10	PAIGE	44
AMERICAN	30	EVERITT	9	PALLADIUM	5
ARGYLL	57	FAFNIR	31	PANHARD	18
ARM.WHITWORTH	59	F.I.A.T.	331	PEUGEOT	6
ARROL JOHNSTON	40	FLANDERS	74	PHOENIX	5
ASTOR	6	F.N.	209	PULLMAN	6
AUBURN	5	FORD	2524	RAMBLER	5
AUSTIN	168	GRANT	8	R.C.H.	12
AUS.DAIMLER	7	GREGOIRE	14	REGAL	67
BAYARD	127	G.W.K.	27	RENAULT	383
BELL	6	HENRY	7	RED	27
BELSIZE	66	HERRESHOFF	6	RILY	6
BENZ	66	HILLMAN	47	ROCHET SCH.	10
BERLIET	80	HISPANO SUIZA	8	ROLLS ROYCE	30
BIANCHI	15	HOLSMAN	14	ROVER	54
BRASIER	118	HOTCHKISS	37	RUSSELL	30
BRISCOE	13	HUDSON	62	SAXON	27
BRITTON	8	HUMBER	158	SCANIA	6
BRUSH	61	HUMBERETTE	10	S.C.A.T.	51
B.S.A.	93	HUPMOBILE	435	SCHACHT	18
BUICK	534	HURTU	6	SCHNEIDER	7
CADILLAC	217	I.H.C.	50	SIDDELEY DEASY	71
CALCOTT	18	ITALA	45	SIMPLEX	8
CALTHORPE	32	JACKSON	15	SINGER	90
CAR NATION	20	KING	5	SIZAIR NAUDIN	27
CHALMERS	79	K.R.I.T.	24	S.P.A.	29
CHARRON	16	LACRE	10	STANDARD	102
CHENARD WALK.	8	LANCIA	5	STAR	299
CHEVROLET	10	LEYLAND	5	STELLITE	18
CLEMENT	8	LITTLE	22	STOEWER	67
CLEMENT BAYARD	8	LITTLE FOUR	13	STONELEIGH	16
COEY	7	MARATHON	7	STRAKER SQUIRE	22
COLE	9	MARTINI	8	STUDEBAKER	372
COT. DESG.	9	MASS	6	SUNBEAM	108

COVENTRY	6	MAUDSLAY	12	SWIFT	64
CROSSLEY	34	MAXWELL	144	TALBOT	364
CUTTING	7	MERCEDES	20	UNIC	9
DAIMLER	178	METALLURGIQUE	36	VAUXHALL	64
DARRACQ	81	METZ	164	VINOT	15
DAYTON	6	MICHIGAN	9	VULCAN	37
DeDION	130	MINERVA	178	WARREN	6
DELAGE	35	MITCHELL	31	WAVERLEY	20
DELAHAYE	7	MOLINE	16	WHITE	8
DEL.BELLEVILLE	33	MORRIS OXFORD	29	WOLSELEY	162
DEL.CLAYETT	7	MORS	5	UNKNOWN MAKES	32
DETROIT	6	N.A.G.	28	# VARIOUS	418
DETROITER	49	NAPIER	90		
D.F.P.	5	NEW PERRY	9	TOTAL	11,880
DIATTO	15	NEW PICK	9	# less than 5 each.	

TAXI CABS.

CHARRON	8	MINERVA	9	WOLSELEY	7
DETROITER	6	OVERLAND	15	# VARIOUS	80
DIATTO	35	RENAULT	5		
F.A.T.	10	STAR	10	TOTAL	243
FORD	50	TALBOT	8	# less than 5 each.	

MOTOR LORRIES.

ALBION	124	FORD	43	STAR	18
ARM.WHITWORTH	6	HALLEY	30	THORNYCROFT	7
ARROL JOHNSTON	7	HALLFORD	19	VULCAN	5
BELLHAVEN	9	I.H.C.	80	WALKER	6
BERLIET	10	KARRIER	8	WILLYS UTILITY	17
COMMER	40	LACRE	75	UNKNOWN	11
DAIMLER	9	LEYLAND	34	# VARIOUS	110
DARRACQ	6	LITTLE GIANT	20		
DENNIS	18	M.DAIMLER	10	TOTAL	813
DURKOPP	7	RENAULT	25	# less than 5 each.	
FEDERAL	5	SODERBLUM	5		
F.I.A.T.	43	S.P.A.	6		

A TOTAL OF 12936 MOTOR VEHICLES REGISTERED FOR N.S.W. at 2nd. OCTOBER 1915.



JOINTLY ORGANISED BY THE FEDERATION OF VINTAGE CAR CLUBS
OF SOUTH AUSTRALIA, THE BIRWOOD MILL AND SAS CHANNEL 10
TO AID THE ANNUAL CHRISTMAS APPEAL

Third Bay-to-Birdwood Run S.A.

SUNDAY, 30TH SEPTEMBER 1984

Entry Forms:

Lindsay Mason
13 Willson Road
GILLES PLAINS S A 5086
'Phone: 266.0507

+++++

NOEL MC INTOSH sent this extract from a South African
newsletter (VVC Club):

"OUR CARS FALL FLAT

Sir, Honda way to the office each day in my all British (?)
Ford, I am cortina ever increasing flow of foreign cars and
cannot help wondering what is the mazda with the home car
industry. The overseas manufacturers have us at their
mercedes days, and datsun obvious statement of fact.

Our only opel be to have a thorough peugeot our production
methods and toyota get on with it straight away. This is no
time for citroen on the backsides, audi will be renault of
business!

Yours fiat-fully, A Fiddler

Sir, In reply to the jensen who wrote the bentley mocking
letter about foreign cars, lotus remember that it is all to
a.c. to triumph find fault with our rover burdened car
industry...morris the pity.

When wolseley British public realise that our cars can
morgan hold their own against foreign competition?

Vauxall the fuss about? Riley!

We remain, sir, alvis your humber servants,

Dr. Barlow and Dr. Davis

Sir, Datsunuff!

J. Benjamin"

M - I - N - D - S - T - R - E - T - C - H - E - R

Solution to No. 30

UP AND DOWN

3 kilometres

No. 31

SPY RING?

A lovesick young man proposed marriage to a pretty girl who
devised codes for ASIO.

She replied to his proposal with one word: ENCIRCLE.

What did she mean?

Advertisements



FOR SALE: 1910 WOLSELEY ROADSTER - good condition.
\$12,000.00.

- ALAN BLEVINS - 654.9001

FOR SALE: 1914 CADILLAC TOURER. \$30,000.00

- R.H. PALMER, P.O. Box 12, Boggabri. 2382
Telephone: 43.4338

FOR SALE: 1917 MODEL T FORD TOURER. Restored and running. Sensibly priced. Would consider trade of restored or unrestored veteran fitted with self starter, or veteran that my navigator could crank.

1918 FOR T partly restored, also many spare parts for both vehicles. \$1,200.00 offers or trade.

ALL STATES PLEASE COPY.

- RAY THOMAS, 37 Clarence Road, Waratah. N.S.W. 2298
'Phone: (049) 68.3181

FOR SALE: F.N. 1913 5-seater Tourer. Good tyres and hood. New clutch plates cost \$1,500. Excellent Rushmore headlights and Lucas sidelights. A good rally car at a sensible price. \$10,000.00 firm.

- JOCK MC GOWEN
(02) 502.1689 for further details and inspection.

SWAP: AX RENAULT ENGINE.
RENAULT diff. stamped 9 h.p. 1911 F.M.28.
Genuine 1912 Model T Ford engine block No. B.1097.
"Fireside" two-speed Edison phonograph less trumpet.
Veteran "Rooster brand" Pathe Baby hand-operated movie projector.

Swap any of the above for diff. for A.X. RENAULT 1909-1913, prefer at least one hub and brake drum for pattern.

Also crown and pinion for HUPP 20 in any condition to use as pattern.

- JOHN SMITH (Member No. 405)
72 Brisbane Street, Dubbo. 2830
(068) 82.4286

Supplement of Spit and Polish

NOW HEAR THIS !

ANNUAL TOUR 28th, 29th, 30th September, and 1st October, 1984

If you haven't been to the V.C.C.A. Newcastle Annual Tour at Morpeth recently, you just don't know what you've been missing.

1. Now, with the new expressway, the dreaded "Wyong Bottle Neck" has been eliminated - easy motoring all the way.
2. Greatly improved accommodation, but still inexpensive.
3. Quiet secure parking away from traffic and public gaze.
4. Hearty country meals and plenty of them.
5. Large swimming pool (securely fenced) for Mums, Dads and offspring.
6. Best of all, warm friendly companionship.

If you think all that sounds great, wait for it, this years promises to be better than ever.

The weekend starts Friday night (for those who can make it).

SATURDAY Shortly after lunch, there will be a Period Costume Run to Raymond Terrace on quiet, traffic free roads, through rolling hills, then home to Morpeth for afternoon tea.

After dinner rug up well for a nostalgic Gas Light run in the country then back for supper and bed.

SUNDAY A navigational "Spotto" run of approximately 148 kms., this year an entirely new run, through the lovely Hunter Valley, all tar-sealed, traffic free, secondary roads. A packed lunch will be provided, so all you have to do is enjoy yourself. Back home to Morpeth mid afternoon, still time to relax before the Presentation Dinner.

LATER Supper and a bit of a chat.

Keep your eyes open for entry forms in the very near future and don't miss out on this beaut, inexpensive, fun weekend away in the country, you'll kick yourself if you do.

