

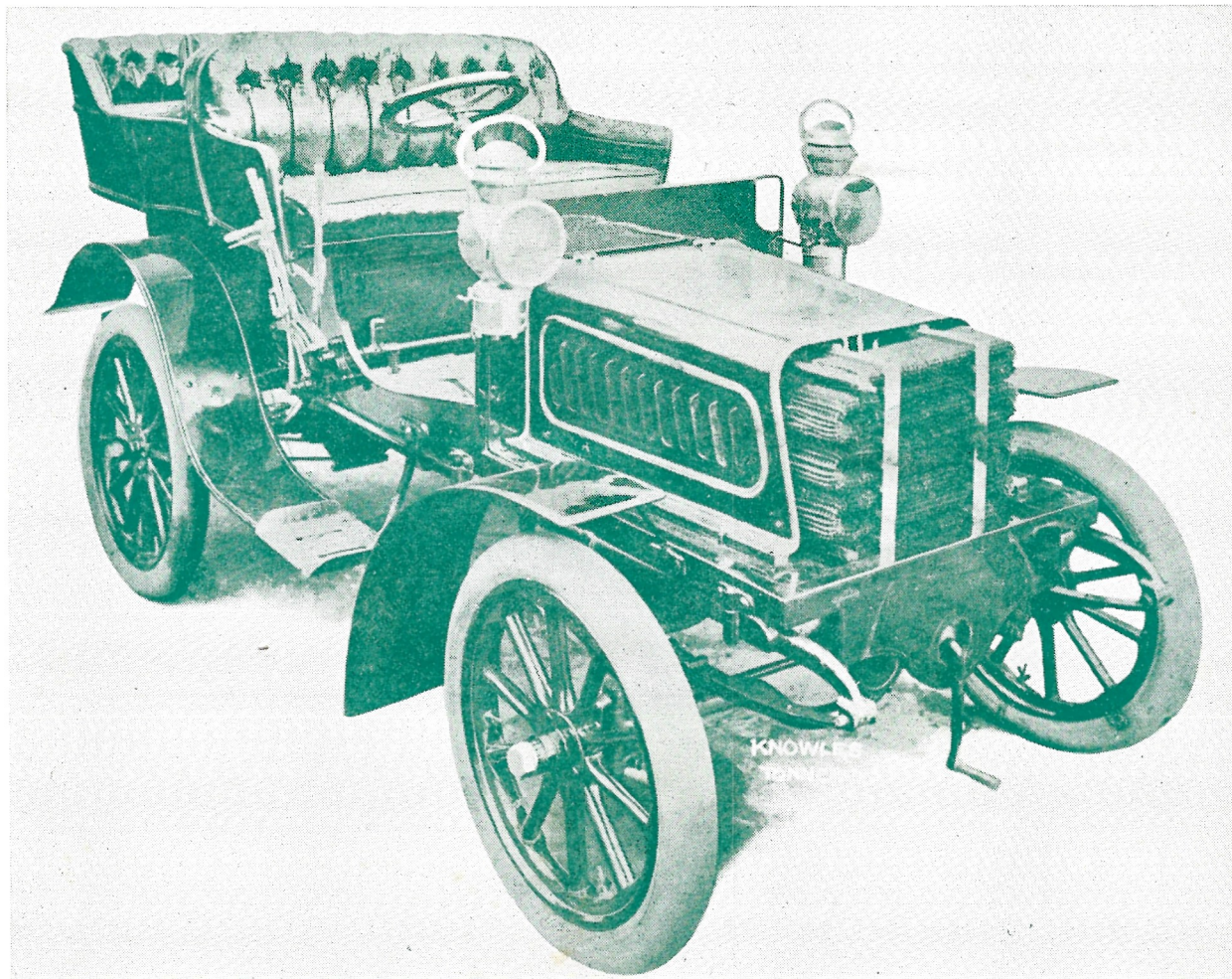
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

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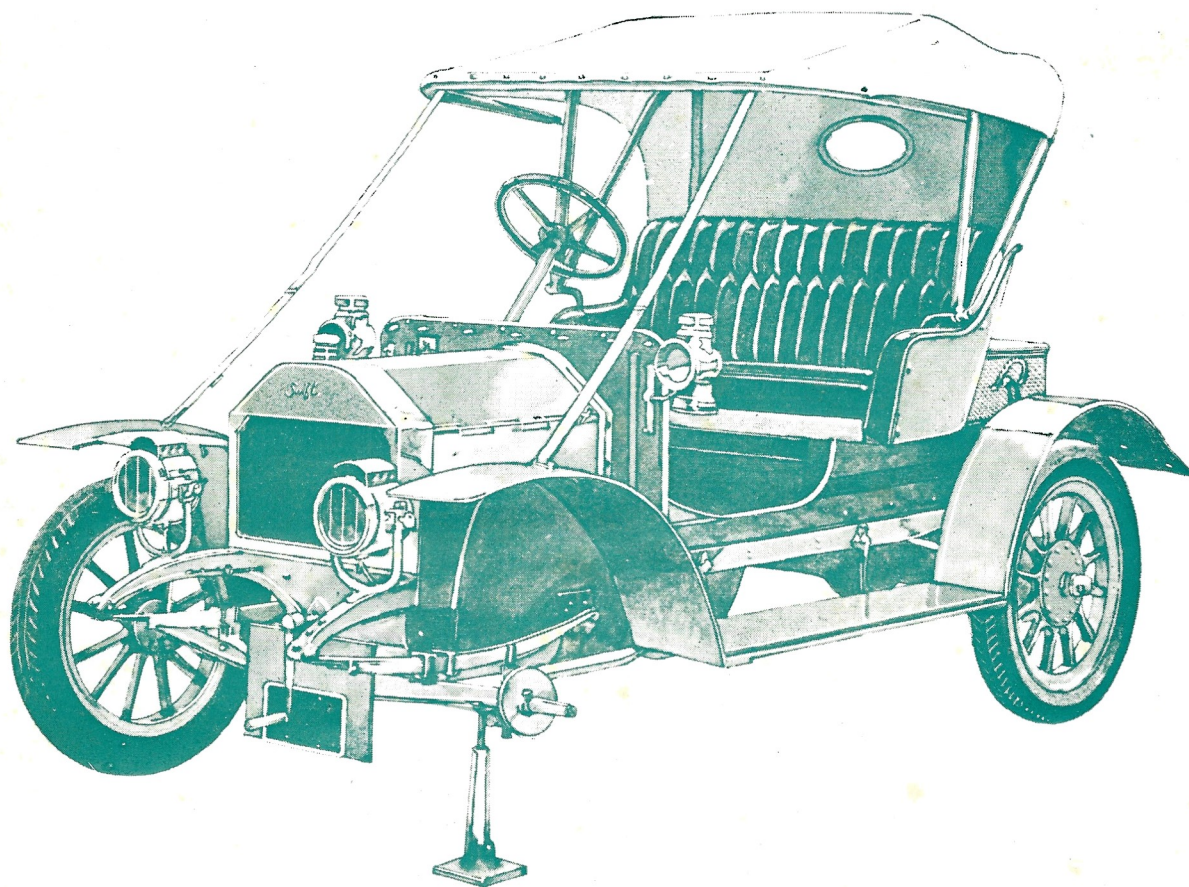


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SPIT & POLISH



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VC, KCMG, KCVO, CBE.

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

Vol. XVIII No. 8

February 1977

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The next General Meeting of the Club will be held at 8.00 p.m.
In our Clubrooms on THURSDAY, 24TH FEBRUARY, 1977.

A film from the Historical Motor Racing Series will be shown -
Part 2 "The Golden Age".

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



The January meeting provided the first opportunity (because of delayed receipt of the Federal VCCA Meeting minutes) for a discussion of the matter of vintage car acceptance by this club.

A controversial matter and one on which the decision must come from the body of members. Such decision requires serious unbiased prior consideration and members should be wary of hearsay as a basis of their deliberations.

Some pertinent questions and answers as requested appear on other pages and more will be presented as topics occur. To this end, letters such as Mike Bendeich's are needed so that views are aired, so come on, take up your pens and write your pieces.

Remember, our club is not weak in membership or material resources so is not therefore obliged to act in expediency - we can freely discuss and decide on a course which will be of maximum future benefit. Benefit, that is not limited to our own club, but for the historical vehicle movement as a whole.

Editor.

* * * * *

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.) HELD ON THURSDAY, 27TH JANUARY, 1977 AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK.

PRESENT: 69 members and 8 visitors.

MEETING DECLARED OPEN AT 8.15 P.M. by Chairman, L. Sheen, and visitors welcomed.

APOLOGIES: F. Heming, B. Bronk, R. Roberts and G. Sevenoaks.

MINUTES: The minutes of the General Meeting of 25th November, 1976 having been circularised in SPIT AND POLISH were confirmed as a true record on the motion of L. Baxter, seconded by G. King. CARRIED.

TREASURER: Raffle for Colin Parker picture a great success, with a net profit of \$1,018. Treasurer's Report accepted on the motion of A. Blevins, seconded J. McGowan. CARRIED.

CORRESPONDENCE:

Letter from Miss S. Tidy re sale of 1964 M.G.

Moved A. Rosebray, seconded J. Wards that correspondence as read be received.

CARRIED.

INVESTIGATION & DATING:

J. Thompson 1911 Berliet.

C. Sultana 1913 Vulcan.

Report on Gardner Serpollet steam cars.

NEW MEMBERS:

C. Sultana, Lot 1, Great Western Highway, Prospect - 1913 Vulcan Tourer.

G. Thompson, The Towers, Braidwood Rd., Goulburn, 2580 - 1911 Berliet Tourer.

Darryl Blythe, 35 Thompson St., Earlwood, 2206 - Associate.

Peter Hughes, 713 Princes Highway, Tempe, 2044 - Associate.

Moved J. Cooper, seconded M. Chapman that these nominees be accepted as members of the club.

CARRIED.

The new members were welcomed and those present were introduced to the meeting.

EVENTS:

Long Weekend - Colo River Camping and Rocks Area Display.

26th and 27th February - Blue Mountains Tour.

13th March - Brighton Run - Ladies Day.

27th March - Concourse Day at the Recreation Reserve, Holbeach Ave., Tempe.

R. Baxter outlined itinerary for May Western Tour - Goulburn, Crookwell, Murrumburrah, Harden, Grenfell, Orange and Bathurst.

V. Jacobs Easter Tour to Robertson. It was moved by V. Jacobs that the club subsidise the tour by \$6 per car, seconded by J. McGowen.

W. McCarthy spoke on the financial position of the club. Speakers against the motion were A. Boy, W. Maunsell and D. Steer. D. Berthon spoke for the motion in principle, but moved an amendment that any sponsorship for this rally be covered by an official sponsor before the rally. Seconded A. Foy.

W. Maunsell spoke against all sponsorship monies being spent on rallies.

AMENDMENT CARRIED.

MAGAZINE: More copy required.

SOCIAL SECRETARY: 5th February Progressive Dinner.

Announcement of 52nd wedding anniversary for Bill and Rita East.

REGISTRATIONS: Most registrations are now complete. 22 have been held back because cars have not been checked. 4 new cars have been registered this year and 6 have passed to new owners.

INTERNATIONAL RALLY: Entries are still flowing in steadily and rapidly filling up.

PUBLIC RELATIONS: A film of the 1971 East African Safari is to be shown at this meeting. Some old films donated to club by Mel Pope (rejects from Shell Library). Mel Pope has organised a 6-film series on Early Motor racing from Shell to be shown at future meetings. Sponsorship of \$250 has been promised for the 1977 Blue Mountains Tour by Millars Hotels. G. Dunn and B. Rogerson to be guests on Blue Mountains Tour.

Westfield wish to sponsor a major rally on 4th and 5th June, to start at Hornsby and proceed via Burwood and Miranda Fair to Figtree and return on the Sunday. A promise of good attendance was indicated. An entry form will be included in February SPIT AND POLISH. J. McGowen spoke in favour of the efforts of D. Berthon.

CLUBROOMS: Complete clearing and cleaning up of yard at 136 to be carried out on a weekday in the near future.

PHOTOGRAPHER: Colour pictures from "Wheels of Yesteryear" Display on show.

GENERAL BUSINESS:

Rocks Area Display - J. Dance, F. Nissen, R. Baxter, A. Blythe and J. Simpson. Trailer for social runs, with barbecues, hot water urns and eskeys etc. now nearing completion.

J. Wilson reported that the manager of Millers Brighton Hotel is to supply refreshments to competitors after run.

J. Wards spoke of sponsorship by club towards rallies.

Report on A.G.M. in Melbourne and position outlined re F.I.V.A. membership. Position outlined re suggestion of acceptance of Vintage and Thoroughbred cars. Some discussion ensued. Moved R. Thomas that matter be postponed till members can be fully informed on the matter. Motion lapsed through lack of a seconder. Articles to be put into SPIT AND POLISH regarding F.I.V.A. and F.I.A.

Suggestion from A. Rosebray that a sub-committee be formed to produce questions and answers for and against the introduction of Vintage cars.

As there was no further business the meeting closed at 10.05 p.m.

The raffle prize of an insulated drink bottle was won by John Spalding.

BACK ONE DECADE

(From SPIT AND POLISH February 1967)

The Committee recommended a \$200.00 donation to the appeal for victims of the Tasmanian bushfires.

Colin Parker wrote of the finding and capture of his Napier.

Jim Lewis's Buick and Max Chapman's Wolseley made their first runs to the Concours with 32 other cars at the Royal Aero Club at Bankstown.

The Inspection Committee made a foray over the Spit Bridge where they were apparently agreeably surprised by the grog, wife and car at Seaforth (in that order.)

(Cont'd. on Page 5.....)

BACK ONE DECADE (CONT'D.)

"Spokes in the Wheel", the Newcastle Branch newsletter appeared as usual for those times. (How about a revival to keep all informed about your doings? Ed.)

E V E N T SFebruary

Saturday 26th and Sunday 27th.
Blue Mountains Tour.
Start - Millers Hotel, Prospect.

March

Sunday 13th.
Brighton Run - Ladies' Day.
Prize donated by Jim Wilson.
Details at February Meeting.

Sunday 27th.
Concours Day.
Tempe Recreation Reserve, Holbeach Ave., Tempe.
Judging starts at 11 a.m.

April

Friday 8th to Monday 11th.
Southern Highlands Tour - See Pages 20 & 21

Sunday 24th April
G.M.-H. Day at Greens Motorcade Museum.

May

Sunday 29th.
C.V.V.T.M.C. Swap Meet at Grace Bros., Chatswood.

PUBLIC RELATIONS

Following on negotiations after the "Wheels of Yesteryear" Display we have now been offered a sponsored rally to Wollongong, the first to be held on the weekend of June 4th and 5th. To be promoted by Westfield Ltd., together with a number of co-sponsors, the rally is aimed at familiarising the public with Westfield Shopping Centres by making each centre a Rally Control. No effort and expense will be spared to make the rally a success and subject to satisfaction of the sponsors involved, will be planned as an annual event which should prove a major financial boost to the club.

Whilst all promotion for the event will be handled by the sponsors, responsibility for the actual running of the rally, i.e. officials, timing, controls etc., rests with the club and is well in hand. Rally organisation from a club point will be handled by myself and as such I have nominated Barry Thew as Clerk of the Course, who will be assisted by three officials yet to be named.

(Cont'd. on Page 6.....)

PUBLIC RELATIONS (CONT'D.)

Rally information is detailed elsewhere in the magazine, together with the Entry Form. Entries close 1st March, 1977.

Katoomba Rally. Following the precedent set at last year's Rally whereby we played host to the late Max Ruddock, Minister for Transport, the committee has again decided to entertain several special guests for the weekend. This year they will be:

Bruce Rogerson and family
General Manager of Radio 2CH and A.W.A.'s 8-station network.

Gwen and Len Dunn
Typist and duplicators of SPIT AND POLISH.

It is hoped that all members and their families will make them feel most welcome over the weekend and I will be calling for volunteers at the February Meeting who can take a guest in their car for part of the way. Name tags will be provided at this year's rally as a means of better communication between old members, new members and guests.

Millers Hotels have also indicated to me their willingness to make a donation towards the running of the Rally and this year will increase their commitment to \$250.00. All of this money will be spent on the Rally in various forms to the participants' benefit. As well, Millers have once again offered us their Prospect Hotel-Motel as the start of the Rally.

D.B.

THE CENTRAL MANGROVE RUN

One distinct impression that we got was of a Pacific Highway with plenty of room. Both on the out and back runs, we did not at any time have more than half a dozen cars 'crawling' behind us, waiting for our opportunity to let them pass. Quite a break from the usual conditions when we travel during a long weekend on Pacific Highway.

We had no need to concentrate on locating a crankshaft at 0° to the vertical, as Neville Preston was at the start of the driveway. And what an introduction that path was - gravel in the shape of a stretched letter S, with shrubs and young trees bordering it. Quite a break from so many paths, which are straight, are bitumenised, and finish under a car port. We're in the country now, and how beaut. it is!

But there is a near suburban appearance to the scattering of vehicles round the sides of the arena, which is a grassy area about 50 yards square. Chassis, axles, cowls, guards, complete cars, weatherbeaten and rusted, partly dismantled, even derelict, some with tyres, many without. Gearboxes, back axles with and without wheels, artillery wheels and wire wheels, some of the

THE CENTRAL MANGROVE RUN (CONT'D.)

latter with a deficiency of spokes. Engines, many with their era quite clear; others of unknown age. And everywhere the subtle brown shade of rust! An odd cart standing in an orchard, another superimposed over a derelict chassis.

The strategic heart of the area comprised a tall, very spacious shed with various openings. In here were vehicles being worked on, and we saw a number of bodies, not going through a course of restoration, but in the process of being built. Very interesting. The most represented make was Alvis. These were standing in various places amongst 'the patients'. In fact it would be safe to say that most of us had not previously seen so many of them under one roof. There was an array of very businesslike lathes and odd assortments of machines that many veteran car owners would like to possess.

This picture did not obliterate the very rural scene. We were virtually surrounded by trees, many of them pines, tall enough to provide shade for those who wanted it. In fact, one 'cosy corner' was used by about six families, who sat on rugs, wooden cases and at a redwood garden table. Their comfort was added to by a thick carpet of pine needles, the aroma from which gave a 'miles away from it all' type of atmosphere. We had the thought that there exists a notable difference between a woman and a lathe. You see a lathe is useless if the jaws of the chuck cannot be made to close! (That is nasty, but it is just an observation by a male!)

The Boss was followed round everywhere by a devoted little fox terrier, who watched him incessantly, and lapped up everything the Boss said. He was obviously part of the establishment, as his head and the whole of his back were spotted with oil and grease, thus showing either that he was in the habit of 'getting amongst everything', or that 'if you play round with mud long enough, some of it will stick to you!'

There were 16 different member names in attendance, but 18 members, as the Wards took a car each and Peter Nissen was part of the Cadillac team. Seems involved, doesn't it? Most of the men were accompanied by their matrimonial partners. Lack of space precludes our listing all of them. Suffice it to report that the veteran vehicles comprised the Blevins, Steer and Chapman - Wolseleys, Jack Dance's Talbot, John Wards' T Ford, Frank Nissen's Cadillac (as stated earlier), while Peter Adams took the Studebaker by a circuitous route (we are informed) and was hampered by a couple of road accidents (not involving them in any way, of course!). Oh yes, nearly forgot - someone managed to coax a B.S.A. along. The other nine members who used modern vehicles (the Events Committee announced that it would be quite in order to do so) were Max Roberts, Neil Martin (with no canvas showing - must have hung it in the lounge room), Peter Wards, George Roberts (Convoy Liaison Officer), Barry Thew, John Gorton and we could not forget the hardy perennials, Bob Newman and Neville Preston. As we were advised in SPIT AND POLISH, Peter Lamb was involved too. Turning up on that area could be classed as a 'busman's holiday for him.

"Mags" Chapman told us that he had some conversation, somewhere along Pacific Highway, with Newton Goldman, who happened to be passing (or was it overtaking?) He would be tuned to noticing Max as he (Newton) also sports a Wolseley.

J.S.

THE ROCKS AREA DISPLAY - SUNDAY 30TH JANUARY 1977

WHEW!!

Members who opted for the Colo Weekend have absolutely no conception of how fortunate they were. Fancy being able to drop into the Colo for a few minutes every half hour!

It was a different atmosphere at The Rocks. All metal parts of the vehicles became quite unpleasantly hot to the touch - at 35° Celsius (or in veteran terms, 100°F.) It really was hot.

Following a bit of questioning as to the exact spot where we were required to assemble, we congregated in Harrington Street near the Essex Street corner, all of us! A grand roll-up of five! Yes - 1, 2, 3, 4, 5. It embraced such stalwarts (or nitwits!) as Frank and Joe on the 1906 Humber, the two Jacks (owner and photographer) in the 1911 Talbot, and the Besa. A couple of new starters to this sort of event were two Hupmobiles - one Lionel Jones, the other Alan Blythe.

We had an appreciable number of interested enquirers, which gave value to the exercise that we carried out by attending the area. However, we cannot but feel that greater interest or involvement could be displayed by the Club as a whole, in pursuance of the mildly worded demand of the Transport Department that we take part in official promotions. In any case, it is felt that a concerted and definite stand of 'no participation' in such a function as the Festival of Sydney would be far preferable to a lame, half-hearted, ineffectual, almost pathetic attendance of a 'handful' of cars - yes, five - five digits! A mere 'handful'!

It need not be added that none of those attending would have continued had it not been an official function, as we were unable to do anything but leave the cars standing in a hot, no shade area, with virtually not a breath of wind blowing. However, it would doubtless please the organisers of the Festival no end if they realised that the Veteran Car owners who attended the Rocks area in 1977 will never forget it! And they probably won't forget 'that day', either.

#

Vic Jacobs was not very successful in finding a seconder for his implied motion of change of name of the club to Veteran Car Club of Jerusalem. Perhaps he lacked sponsors!

#

It has not yet been substantiated that the sub-sub-sub-committee on Land and Buildings Acquisition intend to acquire the Dri-Glo property in order to erect a Museum to include:

- (a) the static vehicles of members in order to enable the owners of mobile vehicles to enjoy seeing them,
- (b) a potential home for mobile vehicles when the fuel crisis breaks, or regulations become so speed-oriented that the said mobile vehicles are frozen out of a permit existence,
- (c) a transcendental meditation area for the use of members with potential ideas for keeping the club on a thorough all-comers active participation basis (with or without sponsorship.)

J.S.

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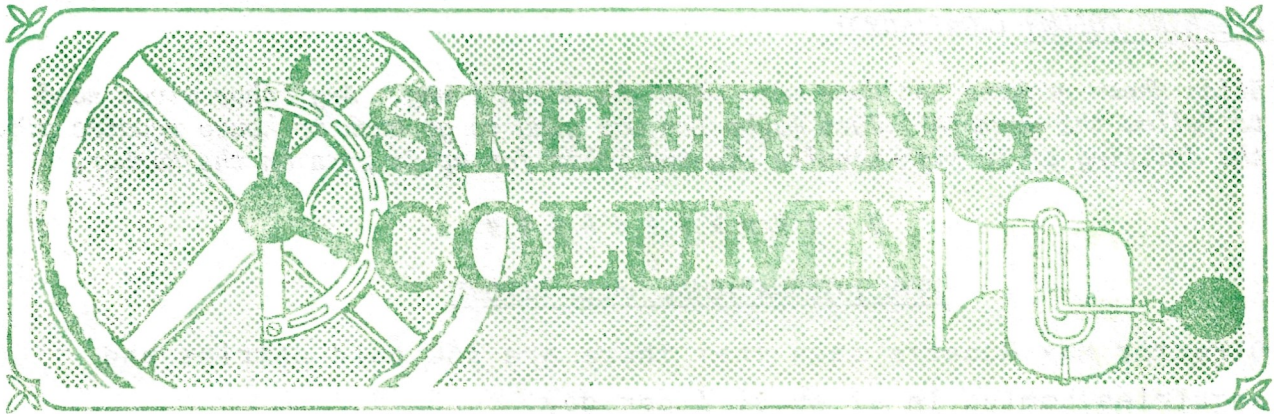
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Good to see the Newton Goldmans who stopped for a yarn when they saw us waiting for the Central Mangrove Run starters at Berowra. The Wolseley still awaits restoration due to a more pressing house development project.

#####

Wolseleys outnumbering T Fords again! Won't they take the long distance?

#####

Reg. Jones was seen admiring Mike Bendeich's Chalmers No. 2. Was he also trying to find the secret of the incredible tidiness of Mike's garage?

#####

Some privileged people were treated to a preview of Peter Ward's beaut. Hupmobile upholstery job - one of the fringe benefits of the Progressive Dinner.

#####

Firefighter George Roberts sprang to action when the instruction book for the fruit-on-a-stick served at Thomson's caught alight - black mark though for knocking over the glass of dunking rum. You should have seen the hands grabbing to save it. Whether intent on glass or contents was not apparent, but one could suspect that the latter took precedence.

#####

Comment by host, Max Houston, at Central Mangrove that our crowd stayed longer than previous car club visitors. Hoping that he would go inside to allow a free go at the goodies or because of a deeper sense of appreciation of the rusty relics for which Max has unobtrusive storage?

#####

From Garford to T Ford - that's the story of Ray Thomas. He bought the Ford from Bob Petersen who needed the room for Hotchkiss restoration. Bob's extra space didn't last long as he recently received an edict that the car used in his work has to be garaged of nights.

#####

(Continued on Page 10.....)

STEERING COLUMN (CONTINUED)

Hilda Sheen reckons Len does more when she doesn't nag. Any other wives need to follow the example? Just maybe Len was glad to go back to house repairs after the drilling of 16 high-tensile big-end bolts for split pins on the Humber.

#####

1978 INTERNATIONAL RALLY REPORT

Director Max Roberts says that there are 360 paid entries and enquiries coming in at about 3 per day.

#####

VINTAGE CARS FOR OUR CLUB?

Some questions and answers.

- Q. What do the initials F.I.V.A. and F.I.A. represent?
- A. Pages 13 to 15, an extract from the magazine "Veteran Car" explain the past and present of the bodies whose names are so abbreviated.
- Q. What prompted the discussion on the possibility of our Club embracing vintage vehicles?
- A. There are many answers, some are summarised in the following (not necessarily in order of importance):
1. The matter was raised at the VCCA Federal Meeting where it emerged that some states were having difficulty because of insufficient numbers of pre-1918 car owner members so had decided to admit those with vehicles to 1930 origin. The request was for states without this recognition to report their club's attitudes at the 1977 Federal Meeting.
 2. The possibility that, although a Federal body in the true sense, the VCCA could be considered not truly representative of the historic car movement as a whole, so jeopardising its acceptance as the F.I.V.A. representative in Australia. The letter from VCCA Federal Secretary, Val Cross (on page 15) outlines the outcome of the recent application by the Federation of Vintage Car Clubs of Australia (FVCCA) for F.I.V.A. membership. This confirms that VCCA retains Australia's only vote.
 3. The fact that many of our members have vintage cars which can only be run under the auspices of another club, thus eroding the possibility of their attendance at our events.
 4. The relative comfort of many vintage cars making them more attractive to older members and to members' wives with a resultant unbalanced

VINTAGE CARS FOR OUR CLUB? SOME QUESTIONS & ANSWERS (CONTINUED)

split in their support for Veteran/Vintage Club activities under the present rigid format of the former as a handicap.

5. The limited quantity of veteran cars as compared with vintage models so that people with VCCA member status are going to diminish in number whereas the supply of later cars will ensure increasing numbers of their owner-drivers.

Q. Will the admission of vintage cars eventually create a swamping by vintage owners so destroying our present club image?

A. Unlikely, because we would only attract people with similar interests.

Q. Is there a risk of a schism if vintage cars are accepted but their owners accorded a sort of second class status?

A. Yes, so any change in the Constitution would have to adequately safeguard both categories.

Q. Would the club name have to be changed?

A. No, the examples of other states are the precedents for satisfactory joint/dual membership.

Q. Could successful events be run with both veteran and vintage cars participating?

A. Some obviously could but others would have to be tailored specifically for vehicle classes. This happens at present with the Events Committee trying to organise runs to suit all types - both long and short legged. The International Rallies seem to make out when catering for all classes.

Q. Would the membership increase?

A. This would depend on the Constitution adopted.

Q. Is an increase in numbers desirable?

A. Research would be needed. Opinions are divided right now but an objective investigation could come up with an optimum membership suitable for our facilities and commitments present and future.

Q. Would a veteran/vintage club be more difficult to administer?

A. Probably. Again, careful preparation of any change in Constitution would be needed so that administration authority and responsibility have clear definition.

(Continued on Page 12.....)

VINTAGE CARS FOR OUR CLUB? SOME QUESTIONS AND ANSWERS (CONTINUED)

- Q. Don't vintage car people tend to have events designed for more competitive driving than those usually run for veteran cars? If so, is there a threat to our sedate existence?
- A. Firstly, possibly, but most likely this applies to sporting vintage cars which seem to be adequately catered for. Secondly, people seeking such excitement are not likely to consider joining a veteran car club. Family outings seem to have been neglected by the vintage movement.
- Q. How could monthly meetings cope with an increase in membership, if this occurs?
- A. Let's wait and see.
- Q. Would the comparative wealth of the VCCA(NSW) be dissipated by allowing in vintage car members?
- A. No more than the entry of additional veteran car owners whom we welcome now.
- Q. Would events be better patronised?
- A. Probably not in terms of the number of people attending but less modern cars would be used if members could drive vintage models on VCCA NSW plates - an opportunity denied them at present.
- Q. Wouldn't this lead to veteran cars being mothballed?
- A. This is a risk, however, judging by the attendance/registered cars ratio now on events, it couldn't be much worse.
- Q. Is there any advantage in being recognised by FIVA?
- A. The prestige of Australian representation in the field of historic vehicles.
- Q. What disadvantage is there in FIVA representation.
- A. An annual payment of \$118.63 (VCCA NSW for this year).
- Q. Is there a basic difference between a club for veteran car owners and one for vintage car owners?
- A. Depends on the people in each - mostly. Its doubtful whether there is a vast step between one activity and the other.
- Q. Would vintage recognition lead eventually to modern recognition?
- A. There is a risk but at present the cut-off point for concessional registration (1942) acts as a damper.

(Continued on Page 13.....)

VINTAGE CARS FOR OUR CLUB? SOME QUESTIONS AND ANSWERS (CONTINUED)

Q. Shouldn't the VCCA NSW continue as at present?

A. This can only be answered by members - they are the club.

YOUR COMMITTEE.

EXTRACT FROM "VETERAN CAR" (The Gazette of the Veteran Car Club of Great Britain - Winter 1975) - per George Roberts
Reprinted from April 1976 issue of SPIT AND POLISH.

F.I.V.A. AND THE F.I.A.The Regulation of International Veteran and Vintage Motor Sports

When the VCC was founded in 1930 and the VSCC four years later, the events which the clubs organised were lighthearted largely social affairs with an element of innocent competition thrown in. Few of us who were around at that time would have guessed that the Brighton Run would soon attract more spectators than any other sporting event in Britain or that 15,000 would be a modest gate for a Vintage race meeting.

But this happened, and as the competitive aspect grew so did the responsibilities of the organisers and the need for rules and regulations. So with the benevolent understanding of the RAC, the two major clubs in this country evolved their own rules for competition.

Before long the wind of veteran and vintage enthusiasm blew around the world - and in its wake came overseas participation. 1954 saw the first Anglo-American Rally and thereafter international competition grew apace. In 1966 the need for some concurrence at an international level was achieved by the formation of FIVA - a fusion of the International Federation of Veteran Car Clubs and the European Federation of Veteran Automobiles.

Most members and certainly all who have taken part in events overseas will recognise the initials FIVA. They stand for Federation Internationale des Voitures Anciennes. FIVA offered experience to organisers and, as far as was in the power of a voluntary body, brought basic uniformity into the regulations for running international events. Philip Mann, an active member of both the VCC and VSCC, has been President of FIVA since 1972 and as a result of his determination an important step forward in the international recognition of veteran and vintage motor sport was taken in Paris on 10th October, 1974.

FIVA has thirty-three member clubs drawn from twenty-six countries all over the world. Most countries have one member club: Britain has two (the VCC and the VSCC) as has Germany; Spain and France have three.

A great deal was accomplished. It is unnecessary to record all thirty-five of FIVA's Articles, but three deserve mention - the acceptance of British dating definitions of Veteran and Vintage, the compilation of an

(Continued on Page 14.....)

orderly international events calendar and the nomination of a country to run the official annual FIVA rally.

FIVA had recognised for some time that an international organisation would be of limited value unless it had power to enforce its rulings; and further, that any exercise of power in the field of motor sport must be achieved within the rules of the authority already governing all competitive motoring, namely the Fédération Internationale d'Automobile or FIA. In short, what FIVA needed was FIA recognition.

Now before the thought occurs, as well it may, that the FIA is a pretty powerful hammer to crack the modest nut of our lighthearted motoring, let it be remembered that ALL competitive motoring in Britain is subject to RAC sanction and regulations, and the same applies to domestic control in other countries.

So it followed that if international veteran and vintage motoring was to be rationalised, this could be achieved only through an authority having power over the responsible national organisations. And that authority is the FIA.

The FIA works through committees called (French being the working language) commissions. The commissions "...de Tourisme" (CIT) and "...Douaniere" (CID) for example, are known to most. The one which concerns us is the "Commission Sportive Internationale" or C.S.I. Through the CSI all motor sport is controlled.

The CSI works through "sub-commissions" each with its special interest; there is one for Grand Prix racing, one for rallying, one for interest; circuits and safety and so on. What happened on 10th October 1974 was the promulgation of a new "sub-commission" to look after Historic cars, as part of an agreement between FIA and FIVA whereby FIVA recognised the FIA as the only authority in the field of motor sport and the FIA recognised FIVA as the only authority in all other matters concerning Historic Cars.

So elderly cars are formally recognised again by that same authority which governed motor sport in the days of their youth - to be exact since June 1904. (Lest the historians pick me up, the FIA was known then as Association Internationale des Automobile Clubs Reconnus).

Now the FIA is wise enough to appreciate that the CSI and its sub-commissions must have on them people who know their subject. The Historic car commission is eleven strong; five are appointed by FIA, five by FIVA, plus the President who is Count Giovanni Lurani of Italy, than whom surely there could be no better choice.

The FIA representatives are drawn from the governing bodies of various countries: so far appointed are Prince Hohenlohe (Germany), Jacques Rousseau and M. Renault (France) and Michael Bowler (G.B.). One name has yet to be added. The RAC's nomination of Michael Bowler is excellent news; as an active competitor and a motoring journalist, he understands the problems which face the new sub-commission.

The FIVA representatives are Count Caproni (Italy), Nicholas Franco (Spain), Peter Halter, who is Secretary of FIVA (Switzerland), Paul van Leeuwen (Netherlands) and Kenneth Neve (G.B.) who is Vice-President. I am trying worthily to discharge the duty of representing the British point of view on the

(Continued on Page 15.....)

sub-commission. Forty years of veteran and vintage competitions, coupled with some modest share in administration, has left firmly implanted that while rules are necessary for the proper enjoyment of every game, we use our veteran and vintage cars for fun. The sub-commission must never allow itself to forget that essential truth. Under Johnny Lurani this is not likely!

Britain has enjoyed its veteran and vintage motoring for some 45 years, during which time experience has forged adequate and acceptable rules. We have a dating system second to none, we have regulations which keep modifications for rallying and for racing within reasonable bounds, and we have scrutineers competent to understand and enforce the regulations.

Committee members will know well how long it can take fully to describe, discuss and decide upon technical problems to the satisfaction of members of the one club. Michael Bowler and I will have to draw heavily upon our experience and upon the wisdom and tolerance of the officers and officials of the VCC and the VSCC during the coming years if we are to make effective contribution to the new CSI sub-commission.

KENNETH NEVE

Letter from the V.C.C. Federal Secretary:

"Dear members,

Enclosed are Minutes of the Federal A.G.M. held on 28th August, 1976 in Melbourne. I am sure Barry Forryan joins me in apologising for the lateness of these minutes which were only received from the stenographer (or minute secretary) last week.

I look forward to receiving details of major rallies and lists of Historic Clubs in your State. In the meantime, the matter of FIVA correspondence will be of interest to you. I have not enclosed a complete set of incoming/outgoing letters with FIVA, but anyone interested in receiving same are welcome to it. I should point out that reproduction will cost about one dollar plus postage. From Minutes of General Assembly, 1976, of the FIVA, I quote:

'The Federation of Vintage Car Clubs of Australia (FVCCA) asked to become Member of FIVA. The existing Member Club of FIVA in Australia opposes this application. After long deliberation and taking in consideration that:

- * The FVCCA caters only for Vintage Cars after 1918,
 - * FIVA having already a similar arrangement of 2 clubs of different catering in Great Britain,
 - * the membership of FVCCA will in no way alter the long standing arrangement of representation FIVA has with the VCCA unless the VCCA and the FVCCA come together and request a change to the existing situation,
- the FVCCA is accepted unanimously as Associate Member of FIVA.' The entrance fee will be Frs.1'000.---

'International FIVA Main Events: 1978 Australia (overseas event)
 1978 Luxembourg (European " ")
 1979 Ireland
 1980 Austria'

We have also received, with our correspondence, a copy of the FIA/FIVA Convention Agreement which is quoted below for your interest:

'Anxious to co-ordinate their activity in the interest of their Member-Associations, the FIVA represented by its President, Mr. Philip Mann and the FIA represented by its President Prince Amaury de Merode, have agreed on the following:

1. The FIA recognises the FIVA as being the only international authority in the field of veteran cars and their use.
2. The FIVA recognises the FIA as being the only international authority in the field of motor sport.
3. The FIA accepts the FIVA as an Associate Member under the terms of Article 3, paragraph 4 of the FIA Statutes as the FIVA has brought to its own Statutes amendments such as to authorise its affiliation.
4. FIA and FIVA with one accord will define what they mean by the terms "veteran cars" for the enforcement of their co-operation in the sphere of sport.
5. The FIA has instituted a Sub-Commission, connected with the International Sporting Commission, consisting of FIA and FIVA representatives in equal numbers, and entrusted with studying all questions derived from the sporting use of veteran cars.
6. The FIA will refrain from interfering in the other activities connected with veteran cars, which it considers as being solely within FIVA competency.
7. FIVA Member Associations, in every country, shall refrain from any co-operation regarding motor sport with automobile organisations which are not affiliated to the FIA.
8. The present Convention is concluded for an indefinite duration.

Signed in Paris on 10th October, 1974.
 Prince Amaury de Merode (signed)
 President of F.I.A.

Monsieur Philip Mann (signed)
 President of the F.I.V.A.'

I am in the throes of transferring our account from Melbourne to Sydney so please bear with me where refunds are due (para. 12 of attached minutes). Thank you, and all the best for Christmas and the New Year.

Regards,

VAL CROSS,

Federal Secretary,
 Veteran Car Club of Australia."

'Mummy, what happens to a car when it gets so old that it won't go?'

'Somebody sells it to your father and says it's as good as new.'

S O C I A L C O R N E R

Progressive Dinner. I was very pleased with the response we got to the Progressive Dinner; we had 46 starters all told, which was 2 less than catered for. It was very pleasing that the two who could not make it had the decency to ring and let me know.

From the look on everyone's faces it appeared that all enjoyed themselves. I must apologise for the delay in cooking the steaks, but I took it for granted that everybody would not turn up at once.

I would like to thank my wife, Mary, John and Noelene, Mike and Denise for their hospitality and hard work to make the night a success. Special thanks go to the ladies for washing and drying up at my place and the guys who offered to take over cooking duties; I hope you were not offended but the night was for you and to get two cooking on the barby was a bit crowded.

A quick calculation shows that profit against cost was about twenty bucks, however due to over-catering on drinks we still have 6 doz. cans of beer and 2 flagons of wine - this will be offered to the Events Committee for the Katoomba Rally so you will eventually get it free gratis.

Once again thanks for the attendance. I considered it a success - I hope you did - your committee will be relieved.

Champagne Breakfast. Although the response was small to this suggestion at the last meeting, I will go ahead and organise it anyway. If we can't get one dozen starters (money in hand at the next meeting) then I will call it off.

Venue will be the park alongside Ramsgate Swimming Baths, time 9.30 a.m. Veteran cars if possible, hopefully men in suits, ladies in long dresses. Of course we won't really mind if you arrive in modern cars and swim suits, but I think it would be fun if formal. Cost \$5 per head; date Sunday 20th March.

B.S.

S C E N E S O C I A L L Y

A certain body on hands and knees going from table to table knocking off the rum left over from the sweets at the Progressive Dinner.

The following Sunday, 11.30 a.m. a very Tall club member walking down the middle of the road (back of Dural) weaving from side to side, fortunately he had his trusty hound guiding him (blind leading the blind).

What about the convoy 17 cars all told, bumper to bumper. Who was the leader?

Mike and Denise explaining to the Gentlemen in Blue that it was a social gathering and not a Gambling Casino.

* * * * *

'I've had this car for 20 years and never had a wreck.'

'Haven't you got that the wrong way round?'

HIGHLIGHTS OF THE PROGRESSIVE DINNER - from a consumer

At Michael and Denise Bendeich's - sherry and a choice of prawn or fruit cocktail.

On the way to Seward's - a bit of fast driving that left some to do a U-turn on Windsor Road after missing a right turn.

Barry Seward very ably cooking the steaks and a grand array of salads to go with them.

The convoy to Thomson's which, like most, didn't remain tightly closed but all seemed to have made it without incident.

Noeline Thomson's sweets which were out of this world, especially a sort of fruit shick-ke-bob which had to be singed over a flaming tray. Noeline promised the recipe for these columns.

In spite of the B.Y.O.G. instruction, a bonus issue of drinks at Thomson's which was much appreciated.

THANK YOU Barry and all helpers for a very enjoyable evening.

M.C.

THE CAMPING WEEKEND - COLO RIVER

SATURDAY 30TH & SUNDAY 31ST JANUARY

These members attended:

Reg Jones (in veteran), Allan Blevins, Mike Bendeich, Barry Thew, John Gorton, Peter Wards, Roly Coulcher.

Barry Thew showed slides of the Thew/Gorton families' safari.

Mike Bendeich showed slides of Europe etc. All very good entertainment.

Visitors were: John Wards, Barry Garth, Jack Godfrey.

A ball game, Scouts versus the Big Kids, lasted for 2 to 3 hours.

P.W.

'I need a longer dip-stick in my car.'

'Why, madam?'

'The one that's in won't reach the oil.'

C O R R E S P O N D E N C E

Letters to the Editor:

"Sir,

Over the last few weeks I have been thinking seriously about the idea of vintage cars joining the Veteran Car Club.

Firstly I joined the V.C.C. because it was a select club of sensible members who catered for and enjoyed the driving of Veteran Cars. If I had wanted to enjoy vintage cars I would have joined a vintage car club.

However this was some fourteen years ago and in that time I have seen many members growing older and dropping out because the cars are not easy to drive or start. These members can drive a vintage car because many of these machines are as good as or better than a modern one and also they have their friends in the V.C.C. and they don't wish to join another club and start a new social life.

I can see the reasoning for club members with a vintage car using it on rallies with the veterans, but I am against the idea of any persons joining the V.C.C. with only a vintage car.

Vintage cars would soon take over the Veteran Car Club and anyhow I personally think the club is quite large enough as it is. With 60 odd cars travelling to Katoomba this year, I think most would agree on this point. Also after all the work Len and Committee have done in buying the hall etc. I would hate to see it all handed over to some unwise person who would squander the lot on second rate entertainment and rallies. I hope one day in the not-too-distant future to see ourselves in new premises with no debts and using the profits to make better rallies for us, the members.

The Veteran cars themselves are not such a public interest as they were several years ago as they have been too over-exposed - I have noticed this particularly overseas, even though the London to Brighton still attracts large crowds, but this is rather an exception.

I say that a member who has spent several years working on a veteran car should be able to enjoy his club and machine with his family and friends without keeping the public as first priority. We own them and we should enjoy them, especially on picnic days and weekend rallies.

I hope that in the future the minority of members who are hell bent on destroying a good club do a little work for it instead of criticising the actions of the few who do all the work.

MIKE BENDEICH."

"Sir,

What is a Club?

The conventional concept of a club is that it comprises a collection of individuals with a common interest. As time goes on, others watch the members enjoying their pastime and are induced to join up.

(Continued on Page 20.....

Letters to the Editor (Continued)

Looking over these pursuits we observe that most of them entail assembling at one area and doing one specific thing. Take bowls, for instance. Members make their respective ways to a static feature - the Bowling Green. They do not run round everywhere buying up old bowls, finding where and when they were made, and by whom, nor do they ever have to carry out extensive and time-consuming restoration work on the said bowls. And, of course, they have their own enjoyable and commendable way of keeping their right (sometimes left) arm in perfect condition to get the best out of the bowling that they do.

There is golf. The course is always there, and their golf clubs require no servicing, not even an annual registration check.

Tennis can be put into the same category.

But when the group feeling wraps itself round veteran cars, there is so much to be done on the vehicles, so many places to go to, so much of interest and obligation to be attended to, that only a small percentage of members have their interest held for any real length of time. These have become to be known as 'the hard core'. So that one is forced to believe that the true veteran enthusiast is not made, or moulded, or cajoled into taking part, but is born with the 'weakness' inherently in his make-up - like music, or a capacity for languages, or a calling to the church.

However, does not the membership of a club imply an obligation, a moral one at least, to take part in a reasonable number of events, all of which have been designed in an attempt to please a cross section of members?

Perhaps some members are not aware of the hours of time consumed and the miles (yes, miles!) of ground covered by the Events Committee in order to help even these unthinking members to enjoy a pleasure giving event - and they are all volunteers!

Yes! There is a moral obligation implied in membership!

J. SIMPSON

SOUTHERN HIGHLANDS TOUR

EASTER WEEKEND - FRIDAY, 8TH APRIL TO 11TH APRIL, 1977

Applications are now open for our Easter Tour 1977 to Bowral, Moss Vale and Robertson. Accommodation has been arranged by booking at the "Ranelagh" Hotel, Robertson, so everyone will be under the one roof.

ITINERARY IS:Friday, 8th April

Drive to Robertson. After booking in to hotel you are invited to visit the Robertson Sports Oval in the main town opposite the Police Station.

Those who want to have a picnic lunch can take advantage of the barbecue facilities etc., but bring own steak, drinks etc. Tennis, cricket and other sports available, a free, casual day.

(Continued on Page 21.....)

Saturday, 9th April 50-mile tour through Kangaloon, Bowral, Berrima etc.

Sunday, 10th April 50-mile tour through Moss Vale, Bundanoon etc.

Monday, 11th April Return home.

Only limited accommodation is available, so it is first up, best dressed.

Tariff (subject to alteration). Tariff includes dinner, bed and breakfast from Friday night until Monday morning.

Suites: \$40 per person (limited number available - therefore ballotted for by applicants).

Rooms: \$35 per person (hot and cold water).

Under 12, half price. Under 3, quarter price.

No lunches available on tour Saturday and Sunday so members will have to arrange their own on tour or Ranelagh Hotel may supply a cut lunch at charge.

Please tear off application form and send to Victor Jacobs.

APPLICATION FORM - SOUTHERN HIGHLANDS TOUR, EASTER WEEKEND 8TH-11TH APRIL, 1977

From: 'Phone:

Address:

TO: Victor Jacobs, 338 Botany Road, Alexandria. 2015 69.6666 (B)
922.1535 (H)

The following will be in my party. (Include yourself also).

<u>Christian Name</u>	<u>Surname</u>	<u>Age (if minor)</u>
.....
.....
.....

No. of rooms required:

Cost: (pay now) Entry fee per vehicle \$ 4.00

Deposit on accommodation for whole party 20.00

Tariff \$40 per room Suites or \$35 per room with H. & C.
water per person. Under 12 half price.
Under 3 quarter price.

PAY AT HOTEL

TOTAL CHEQUE HERewith

\$24.00

Veteran Car entered:

Make: Year:

Type: (Roadster, Tourer, etc.)

CLOSING DATE FOR ENTRIES - 28TH FEBRUARY, 1977.

1ST ANNUAL WESTFIELD VETERAN CAR RALLY TO WOLLONGONGSATURDAY 4TH, SUNDAY 5TH JUNE, 1977

Entries are now open for this event and will close on TUESDAY, 1ST MARCH. (See Entry Form on Page 23).

The Rally will be fully sponsored and will include the following:

- * Petrol and Oil; * Lunches, Saturday and Sunday; * Dinner, Bed and Breakfast on Saturday Night, Motel Accommodation; * Trophies for each speed class winner.

In addition the Club will receive a donation based on \$40.00 per car participating, e.g. 70 entries max. \$40 = \$2,800

5 official cars \$40 = \$ 200

\$3,000

Entries will be limited to 70 cars max. with 2 average speed categories:

20 m.p.h. - Class 'A' - 20 cars max.

26 m.p.h. - Class 'B' - 50 cars

Route as follows:

Saturday Westfield Hornsby to Westfield North Rocks to Westfield Burwood Westfield Miranda Fair and Lunch. Then to Sublime Point Lookout to Wollongong to Westfield Figtree and finish - 77 miles.

Sunday Westfield Figtree to Wollongong to Appin to Westfield Liverpool to Westfield Parramatta Lunch and finish - 58 miles.

The Rally, whilst competitive, has been designed with a leisurely format in mind with ample time at controls and lunch stops.

Conditions of Entry:

The Rally is intended to be a family event and will be fully sponsored for the Driver and his immediate family.

Those members not married or whose wives are unable to attend may nominate a navigator of their choice.

Drivers and Navigators will be required to wear some form of advertising material during the Rally, probably in the form of a Denim Coat and Cap with advertising decals on them. These would remain the property of the wearer after the Rally. To fulfill our agreement with the Sponsors, all garments must be worn during the Rally, otherwise entrants will be subject to disqualification. Entrants can rest assured garments will be tasteful and fashionable.

Please note deadline for entries: TUESDAY, MARCH 1ST.

WESTFIELD VETERAN CAR RALLY TO WOLLONGONG4TH, 5TH JUNE, 1977ENTRY FORM - CLOSING TUESDAY, 1ST MARCH

Driver..... 'Phone:

Address.....

Navigator.....

Car Make..... Year.....

Horsepower..... Body Type.....

Average Speed Class 'A' - 20 m.p.h. (20 cars only)

'B' - 26 m.p.h.(Tick Reference)

Accommodation required for:

1. Driver and Navigator as above

2. Children - NameAge

.....

.....

.....

.....

.....

.....

(Large families will be allocated a family room where possible and/or an adjoining room where necessary.)

Clothing Sizes: Driver

Jacket Size

Hat Size

SkiVvy Size

Navigator

Jacket Size

Hat Size

SkiVvy Size

POST TO: D. Berthon,
3 Bombardiere Place,
BAULKHAM HILLS. 2153

'Phone: 639.0603

Plus \$2.00 Entry Fee.

ROSTER OF MEMBERS 1976New or revised informationPLEASE CHANGE THE FOLLOWING:

MC EACHERN, I.D.	'Phone No. should be	067.65.6696
TROLLOPE, W.W.	" " " "	44.4000
WATTON, L.C.	" " " "	86.6422

New Members:

ROBERTS, Rodney Thomas 659
 17/5 Jersey Road,
 Matraville. N.S.W. 2036 (Full)

SHERBON, Heather Anne 660
 15 Yasmar Ave.,
 Haberfield. N.S.W. 2045 (Associate)

ROBERTS, Beverley Elizabeth 661
 17/5 Jersey Road,
 Matraville. N.S.W. 2036 (Wife Associate)

Change from Associate to Full Membership:

MATHESON, Ronald P. 641
 32 Young Street,
 Annandale. N.S.W. 2038

FOULCHER, Trevor L. 390
 C/- Nippon Gakki,
 P.O. Box 1,
 Hamamatsu. Japan.

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

Advertisements will be accepted only as follows:

- (1) Clearly printed or typed on a reasonable size of paper.
- (2) Including Postcode if address given,
 Area code if 'phone number given.

Telephoned ads. only in emergencies.

Editor.

FOR SALE Square Petrol Bowser complete.
 2 - 700 x 21 tyres, plenty of tread left. 1 Dunlop, 1 Olympic.
 - D. BERTHON,
 639.0603
 (On holidays till 21st)

FOR SALE OR EXCHANGE Pair Rotox Brass Sidelights No. 314
 Dietz Peerless Brass Sidelight
 Cast Iron Circular Gearbox (?)
 Millenium Garage Jack (1913)
 Shell Benzine Tin (2 g.)
 Kerosene Tail Light (Miller)

WANTED Steering Box, Column to suit 1913 Type 2 FIAT

PAUL W. BUTLER,
 1 Darley Road,
 Randwick, N.S.W. 2031
 39.4786

FOR SALE: The following vehicles which were originally the property of the late Murdoch McDonald of Canberra are for sale:

1912 Siddeley Deasy Tourer, fully restored plus spare parts, old gold in colour.

1912 Model T Ford Roadster, "Nellie Grace", fully restored, wire wheels, brass radiator and lights, mid blue in colour.

1913 Model T Ford Depot Hack, fully restored, brass radiator and lights, timber finish with dark green guards.

1914 Model T Ford Raceabout, left hand drive, brass radiator and lights, aluminium bonnet, 5 wire wheels and tyres, new guards, bucket seats, petrol tank, Rocky Mountain diff. etc. Ready for assembly.

1929 Chrysler Roadster, Model 65 (Le Mans Model), all parts available, most nickel parts replated, partly restored.

1930 Model A Ford Roadster, unrestored, including chassis, radiator and surround, gear box, body panels, lights, dickie seat etc.

The above vehicles are open to offers.

For further information contact: MRS. AILEEN MC DONALD,
 77 Scrivener Street,
 O'Connor, A.C.T. 2601.
 'Phone: Canberra 47,9734.

FOR SALE 1924 Morris Cowley Roadster with spares.

RON DAVIS,
 918.3609

FOR SALE

2 Dependence tail lamps, \$45.00 each.
 4 leather hides - maroon, .090 thick, \$50.00
 1 Wheeler Schebler carby - 1 3/8" throat, \$5.00
 Set of 4 wheels - 24" B.E. detachable 6 3/4" hubs, \$45.00
 Dietz sulky lamp minus top and burner, \$3.00
 Petrol gauge, \$3.00

- MICK BENDEICH,
 639.5897 (H)

FOR SALE

1911 15 h.p. Straker Squire Roadster, restored and mobile.

- RON HEPWORTH,
 40 Perth Avenue,
 East Maitland. 2323
 049.33.6500 (B)
 049.33.4505 (H)

FOR SALE

Various incomplete and unrestored veteran chassis and parts including - De Dion 4 cyl., Ford T, Standard 4 cyl., Chevrolet 490.

- RAY THOMAS,
 37 Clarence Road,
 Waratah. 2298
 68.3181

FOR SALE

Collection of Edison Phonographs comprising:

Black Gem (2 min.)
 Red Gem (2 and 4 min.)
 Standard (2 min.)
 Triumph (2 and 4 min.)
 Diamond Disc console model.

All in mint original condition with correct horns and approx. 80 records. Best offer as a collection. Will not sell separately.

- RAY HILL,
 89.9633 (Business Hours)

WANTED

Veteran Car Jack

- JOHN WARDS,
 86.3430

FOR SALE

A car in N.S.W. with 3-figure number plate.

- A.J. GIBSON, P.O. Box 653,
 Mackay. 4740

THE PROPOSED 1977 WESTERN TOUR

Bob Baxter and Max Chapman have worked out a tentative route, as follows:

SATURDAY	MAY 14	to Bathurst
SUNDAY	MAY 15	to Forbes
MONDAY	MAY 16	sightseeing Forbes area
TUESDAY	MAY 17	to Murrumburra/Harden or Boorowa
WEDNESDAY	MAY 18	to Crookwell
THURSDAY	MAY 19	sightseeing Crookwell
FRIDAY	MAY 20	to Goulburn
SATURDAY	MAY 21	return home

Frank Nissen has taken on accommodation bookings. He is investigating block motel accommodation booking and once this has been arranged, members' bookings will be accepted only to that limit and only with the required accompanying deposit. Late entries must make their own bookings as there is likely to be a heavy demand in the school holiday period.

As Bob outlined at the January Meeting, the tour will be informal so that members will be free to participate in only a section or sections if unable to go all the way. Campers or caravanners are welcome.

Please complete the form below and send it to Frank if you wish to join the tour. Remember, first in, first preference for the available motel/hotel accommodation. Camping or caravan sites will be the responsibility of their users but the form should be completed so that entrants can be advised of the programme.

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.

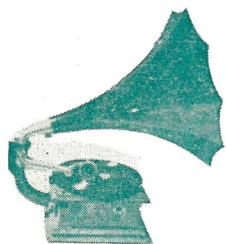
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Fidelity Arcade, Shop 7, Restwell Street, BANKSTOWN. 2200 Telephone 70 1358.
459 King Georges Road, BEVERLY HILLS. 2209 Telephone 57 3817.
8 Pitt Street, MORTDALE. 2223 Telephone 579 4988.

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DEPARTMENTS ARE AT YOUR DISPOSAL

Real Estate Agents
Property Consultants
Auctioneers
Valuers
Property Managers

Raine & Horne was established in Sydney nearly 100 years ago as a Real Estate Agency. It was founded on the basis that we would:—

- (a) not deal or speculate in Real Estate on our own account;
- (b) confine our activity solely to Real Estate Consultancy, Management, Valuation and Agency Work;
- (c) remain independent commission agents in the strict sense of the word;
- (d) not become allied solely to any building development or investment group.

These conditions still apply, and in fact today we are probably the largest Real Estate Company in Australia, particularly in Sydney, that is independently owned and controlled and not involved in dealing or speculative pursuits on its own account. For these reasons, we are in a unique position to offer impartial advice and a high standard of professional service to all clients.

LAKEMBA OFFICE: 183 LAKEMBA STREET, LAKEMBA — PHONE 759 6322