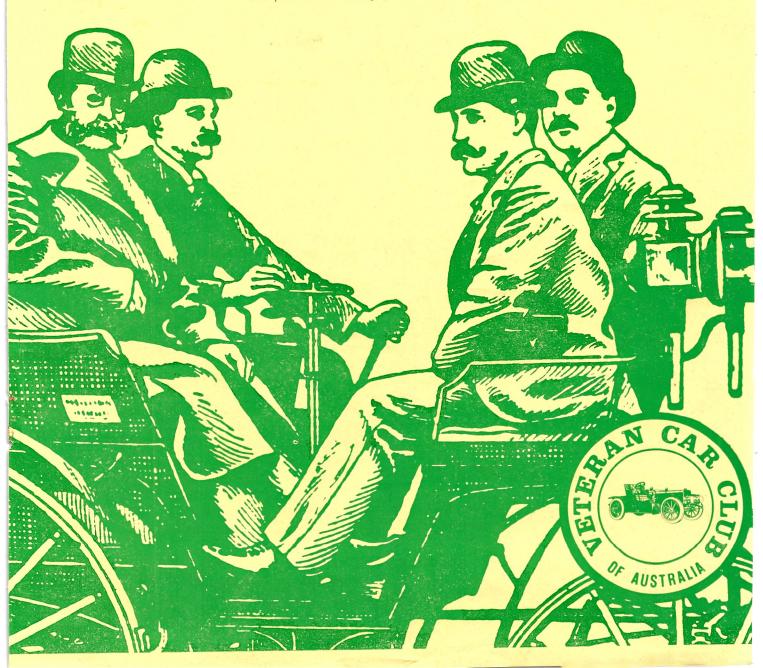
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPITAND POLISIE

rebruary 1979. Vol.XX.No.3.

Registered for posting as a publication — Category B

* PRICE 70 Cents







PATRON:

His Excellency The Governor of NSW Sir Roden Cutter, VC. KCMG. RCVO, CBE

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

Volume XX No. 8

TABLE OF CONTENTS

buo seame, on mane, or theil ha is poted ou

would into the	Opinion Pag	ge 2
ing elected to	Minutes, Monthly Gen. Mtg. 25/1/79	op 3 om o gale of some is
ont terms	Steering Column	5 301 (2)
	Festival of Sydney Procession	1 Joseph Denimon
	Hidden Cogs	8
3, and some	Fortigal of Sydney Stanters	the policy in acopt
3827 3827 de 10 y	Events	Ca panole par salpoy
rapidad of onto	Pack One Docade	TO leigue.
in Backard as	Don's Party	The state of the s
e to spess come	Connection to Connection	12
Ser a continue and	Wollongong Rallies	
111.11.1.11.11.11.11.11.11.11.11.11.11.	Frills & Furbelows	14
	For the Cooks	
การเปลี่ย์ เครียน เรีย	The Power of Petrol	17
The ballot paper		- Participant
THE CHELLS DUPLE	Letters to the Editor	
Lifeboo No Colonia	Roster Alterations	THE RESERVE AND THE PARTY OF TH
ARE SECURED MACKETS	Insurance	13
Miles See Bridge	Advertisements	
THOMEOCHE SIZ	Other Veteran Car Clubs have permission to	

The next Monthly General Meeting of the Veteran Car Club of Australia (NSW) will be held in the Clubrooms at 8.00 p.m. on THURSDAY, 22ND FEBRUARY, 1979. restorations or renewal would be quite impossible in one year, and all Plants in

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

oust maintenaing the status and, and this in tarm could eventually lead to

TOOLSON ADDRESS ALL CORRESPONDENCE TO: NO SHOULD BE WINED iose thou the become bitter or personall

SPIT AND POLISH, 134 QUEENS RD, FIVE DOCK.

under these outsumstances the president could be jangiuen for



On 22nd February, prior to the General Meeting, a special meeting has been called to vote on a question which has been brought up, discussed, swept into the background, re-introduced etc., for some considerable time.

This question is: how long should the Club President be allowed to reign in that exalted position -- a year, two years, or more, or until he is voted out or retires of his own free will?

On the one hand, there are those members who would limit the president's term to one or two years, with the object of ensuring that more members would have the chance to be rewarded for outstanding service to the club by being elected to this premier post. This measure would prevent a popular president being returned to office for a long period.

This policy is adopted in various clubs - Rotary and Lions Clubs, and some lodges are bound by these rules. Rotary feels that a new leader displays fresh enthusiasm for new projects and ideas in which he would like his club to become involved. At the same time, this policy tends to ensure that all projects are of a short-term nature, and there is little continuity from year to year, and it also engenders a spirit of competition between clubs, which may or may not be desirable. In our particular club, we don't really have another club with whom we could or would wish to compete.

The other faction feels that if the club is happy with the way in which the man at the top table is carrying out his duties, let him continue. The ballot paper will decide when the members feel his term of office is ended. These members fell that, with the chance of a longer term, a dedicated president would undertake more ambitious projects for the benefit of his club, and would see them through to their logical conclusions, which would seem to be desirable for a club such as ours, which works solely for its membership and their enjoyment of their hobby.

Take, for argument's sake, the question of the club hall. Any move for either restoration or renewal would be quite impossible in one year, and difficult in two years, and under those circumstances the president could be forgiven for just maintaining the status quo, and this in turn could eventually lead to serious problems.

Both sides have good and valid reasons for their opinions and no doubt some lively discussions on such a motion will result when it is introduced. Let's hope they don't become bitter or personal!

MINUTES OF THE MONTHLY GENERAL MEETING OF THE VCCA (NSW) HELD ON THURSDAY, 25TH JANUARY, 1979 AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK.

PRESENT:

54 members and 7 visitors.

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

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

APOLOGIES:

J. King, D. Pierce, J. McGowen, J. Wards, B. Cliff, K. Matthews,

P. Matthews, J. Garwood, V. Cross, A. Foy and J. Weir.

MINUTES:

Minutes of the Monthly General Meeting of 23rd November, 1978 were read and moved G. Sevenoaks, seconded A. Blevins. CARRIED.

MATTERS ARISING: V. Jacobs - compulsory third party insurance with NRMA now

completed and a vote of thanks extended.

TREASURER'S REPORT:

The Treasurer's Report was read and accepted and moved

L. Baxter, seconded B. Baxter.

CARRIED.

MATTERS ARISING: Nil.

CORRESPOND-

Read and accepted on the motion of B. East, seconded J. Vanstone.

ENCE:

MATTERS ARISING:

Nil: (Started not spiredings beginds would de

INVESTIGATION & DATING:

G. Roberts advises dating certificate issued to N. McIntosh -

1913 D Type Vauxhall.

NEW MEMBERS:

Neil G. Collins,

Unit 114, Winslow Gardens, 66 Darling Pt. Rd.,

DARLING POINT. 2027 (Full) Straker Squire

Richard Tsao-Lee, 156 Princes Highway,

CARLTON. 2218

(Full)

Renault

Douglas Fulford, 76 Mona Vale Road,

PYMBLE. 2073 (Full) Studebaker

caravan.

Moved D. Berthon, seconded B. Maunsell.

CARRIED.

25TH SILVER ANNIVERSARY:

B. Thew advised our Patron not available at start; all accommodation now confirmed. J. Gorton to man information

EVENTS:

L. Sheen reports on Katoomba Rally.

Council of Country Antique Motor Clubs Rally 13-16th April, 1979.

(Continued on Page 4.....

Minutes - Monthly General Meeting 25/1/79 (Cont'd.)

EVENTS (CONT'D.)

Manly Council, 27th January, 1979.

Festival of Sydney, 29th January, 1979.

Request for Wedding Cars.

B. McCarthy made request to use his vehicle for a wedding.

PUBLIC RELATIONS:

Advised request from TCN 9 for vintage cars and request was handed to Vintage Vehicle Club.

MAGAZINE:

D. Steer advised magazine O.K.

SOCIAL SECRETARY:

K. Mountford advised Harbour Cruise on John Cadman, 2nd March, 1979 7.30 p.m., \$18.50 per head and requested deposit of \$8.50 at next meeting. A vote of thanks to K. Mountford for Christmas evening.

PERMITS TO MOVE:

K. Carden advised rego. labels should now be received by all members.

REGISTRAR:

Nil.

MEETING NIGHT

G. Sevenoaks to give a talk on Rolls Royce cars.

HOST:

CLUB ROOM:

L. Sheen advised application for Cultural Grant well under way.

B. Burrows, B. Maunsell have given assistance.

Working bee requested for March, 1979.

LIBRARIAN:

Nil.

INSURANCE:

V. Jacobs gave details of his endeavours with insurance with NRMA.

GENERAL BUSINESS:

L. Sheen read thanks from owner of La Salle which had been stolen.

D. Berthon requested photos of cars for 25th Silver Anniversary Rally for press releases.

J. Dance advised Mrs. Thorpe has advised him photos are available.

Tyre Committee was appointed at last committee meeting to be headed by J. Dance.

V. Jacobs spoke on having a "thank you" day.

L. Sheen requested a volunteer to arrange the Navigators Rally and this is now to be arranged by J. Wilson.

D. Steer requested a volunteer Editor whilst D. Steer is on holidays.

As there was no further business the meeting closed at 9.58 p.m.

STEERING COLUMN

At the Festival of Sydney it was enough to have a clown driving the Argyll, without the addition of two more standing on the running boards.

Talking of clowns, during the procession we had an opportunity to discover how cosmopolitan Sydney has become, but it was heart-warming to find that the smile and wave is a universal language, and the same joy dawned on faces of children of all races when they saw the antics of the clowns. Perhaps that's what the world needs.

A group of Americans at the Hilton were enjoying the fun - ten-gallon hats and all!

I've never thought of Jack Dance as a pessimist but - would you believe - he he brought a Navigator to the procession!

Jerry and Val Stelling, together with the newly-weds, and youngest daughter, looked great in their period costumes in the International Buggy.

Incidentally, there were no 'T' Fords and no 'R.R.s' in the parade.

Michael Bendeich had some trouble with stalling, but carried on regardless in true veteran style.

There were many interested glances cast in the direction of Stan Rumble's Renault with all blinds drawn, and to queries as to what was going on inside. Maybe Stan has early type "sin-bin".

########

Sorry to hear Margaret Pearce has had a spell in hospital, but looks fit and well again now.

#######

At the Manly Colonial Festival the club was represented by: Barry Pearce (Reo), Max Chapman (Wolseley), Frank Nissen (Cadillac), Dick Tunbridge (Ford) and Don Steer (Renault).

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

Steering Column (Cont'd.)

The pression passed through the business centre of Manly, along The Corso, and ended at the Colonial Festival in the grounds of the Cardinal's Palace. The Tunbridge Protestant 'T' Ford showed its reluctance to enver the grounds by boiling, but was induced to enter by a promise of being blessed by His Eminence.

Soldiers in colonial uniforms, equipped with "Brown Bess" muskets, ladies in mob-caps and homespun dresses and aprons, and children in velvet suits and "pinnies", convicts in "broad arrow" garb, damper and syrup, and billy tea, all contributed to entertain the large crowd.

##########

We understand our Entertainment Chairman, George Sevenoaks, at the last meeting intended to stage a re-enactment of "Jaws" but as his goldfish had died, he was forced to fall back on a rhetoric of Rolls Royces. As Events Chairman we feel George is like Elizabeth Taylor's Third Husband - he knows what is expected of him, but doesn't know how to make it different!

*###########

It is regretted that through pressure of business John Corby has resigned as Events Chairman.

All those "schoolies" in the club have now returned to the "salt mines" to free record enrolments - good luck, chaps. No strikes please, as our offspring need the academic uplift.

"Reggo" Officer Keith's daughter Elizabeth is currently involved in the preparation and presentation of gorgeous dishes for "House and Garden" Magasine. A Carden weight increase is imminent.

Like "wardrobe drinkers" some slow-driving veteran car buffs have a hidden yearning for speed. It is reported that John and Noelene Thomson attended the Parramatta Speedway to see the "smash up derby" and met up with Mike Bendeich and Denise, and also Neil Martin and his family. Two weeks later they took the children, who were very interested to see this "smash up derby" and met up with Frank Ehlert and his family.

It would appear that President Len needs a navigator in the streets of Sydney he couldn't find Gwen Dunn's office in Kent Street - you've spoilt him, Hilda.

Max's wife complained that his suits were dusty - he said that was because he was always collecting "fluff".

FESTIVAL OF SYDNEY PROCESSION

On the way to the Festival of Sydney Procession we passed a white hearse, apparently no longer used for that purpose, for written on the side was: "This is Pat Steer - you'll die laughing." What strange situations my namesakes find themselves in - Editors, for example!

Some of the participants in the procession took our fancy for one reason or another. For instance:

A magnificent carriage pulled by two white horses, and very beatifically decorated, was entered by "Pearsons Florists - speedy delivery service". Perhaps "speedy" related to the "carriage" era.

The Palamino Club, with beautifully-groomed horses, with riders wearing black and red outfits in the Spanish style, and black and red saddle cloths - an outstanding entry.

The Myer Float - an "Arabian Nights" (or was it "Days") float depicting a magnificent eastern scene, complete with camels draped with pearls, harem girls (and boys) in exotic costumes - the lot - let your imagination run riot. It tickled my fancy to see the boys and girls when they came off duty, still in position on the float, drinking Pepsi. I expect even harem girls and boys get thirsty.

(I'm going to get caned at the next meeting for giving free advertising on top of my political blunders, but "in for a shilling - in for a pound".)

The Buttercup float, with lots of fresh-faced children with yellow balloons and telling all and sundry "we are full of fresh ideas".

The Mini Car Club - most imaginatively decorated mini's to resemble human faces with luscious mouths, big eyes with sweeping eyelashes etc. - one pulling a smart trailer decorated and laden with tiny tots in appropriate "T" shirts and singing "Come on mini, come on, come on" to the "Aussie" tune - with very tired little voices when I saw them at the end of the procession.

The Kindergarten Float, with beach umbrellas, which didn't blow away, a very impressive one. And on foot a Bunny Girl - not at all what you think - hot-footed it all the way and distributed pamphlets expounding the value of Playgroups.

Two ladies pushing babes in strollers were also distributing pamphlets - they didn't give us one - probably intended for young people.

A very good float for "Natural Gas" with the "human interest" in the form of young girls wearing bright blue leotards representing the blue flames - a magic and unusual touch.

(Cont'd. on Page 8.....

Festival of Sydney Procession (Continued)

The Water Board float, showing what can be done with fresh water - grow huge vegetables and colourful flowers, scrub and clean, wash clothes, bath, and of course make the ubiquitous cup of tea.

The City of Campbelltown "Horn of Plenty" float, complete with lovely damsels handing out dodgers advertising their fair city and the Fishers Ghost Festival.

A very colourful "Greenery Means Scenery" float by the Nurserymen's Association and one depicting the advantages of Youth Hostels, 2GB Fun Bus, Gilbert and Sullivan 50th Anniversary, clowns of every shape and size, Chinese Dragon and Kung Fu Academy, Massed Bands -- Artillery, Police Pipes, Police Brass, Districts....

That benevolent green dragon from St. George, with George but without Julie Anthony, Roller Skaters playing hockey, a Caravan Troupe of players, St. John's Ambulance Brigade, Noah's Ark and the Boys' and Girls' Brigade, Sydney County Council Float, the "bad old days" portrayed by convicts and their keepers, and ladies of the colony carrying rifles for protection, and so on, ad infinitum.

Altogether a worthy display to celebrate Sydney's inauguration, presented to a well-behaved though somewhat quiet (as is their custom) crowd, presided over by some smiling and joking gendarmes (as is not always their custom).

The Veteran Car Club was well represented - a list of starters is given elsewhere in this issue.

We missed some of the "old faithful brigade" such as the Thomsons, Wards, Godreys, Victor Jacobs, Berthons, Thews, Roberts (both G. and M.) and other stalwarts.

HIDDEN COGS

This month we pay tribute to a beautiful younng "Cog" - Pam Roberts.

We all know the hard work done for the club in the background over the years by Pam, especially in connection with the International Rally, and we all know the graceful manner in which she has entertained us in large numbers at the "Ponderosa Mansion". And the Rally couldn't have had a more gracious and elegant hostess.

In this connection also, we should like to show appreciation for the hard work done by her family both for the pre-Rally hospitality, and the issue of Rally Packs, etc.

At other times, Pam is constantly plagued with our enquiries on one subject or another, and we all appreciate your time and consideration Pam.

FESTIVAL OF SYDNEY

MONDAY, 29TH JANUARY, 1979 - MEMBERS AND CARS ATTENDING:

Max Chapman
Don Steer
Jack Dance
Bob Newman
Keith Carden
Neil Johnston
Bill Hardman

Neil Johnston
Bill Hardman
Daryl Blythe
Allan Blythe
Michael Bendeich
Bill East
Stan Rumble
Neil Mountford
Fred Rossiter
Jim Lewis
Len Sheen
Frank Nissen
Bob Baxter

Reg Jones George King Gerry Stelling Jim Cooper Jim Wilson Wolseley Argyll Talbot Talbot

Clement Bayard

Talbot Daimler Hupmobile Hupmobile Chalmers Studebaker Renault Buick Studebaker Buick Humber Humber Calthorpe Clement Bayard Talbot International

Thank you, members, the procession was a great success clubwise, and a fitting close to the Festival of Sydney 1979 - every bit as good as the old Waratah Procession which we have attended for many years right from the first one in 1956.

Renault

De Soto

Len Sheen,Events.

EVENTS

24TH FEBRUARY 1979 ANNUAL BLUE MOUNTAINS TOUR

This year the Tour will start at Tony Packard, Holden Dealers, corner of Windsor Road and Victoria Avenue, Baulkham Hills in front of showroom at 9.00 a.m.

The finish on Sunday will be at lunch stop, Penrith, Dukes Oval, Emu Plains.

DATES TO REMEMBER

SUNDAY 18TH MARCH - ANNUAL CONCOURSE DAY. 10.00 a.m. Vaucluse House, Wentworth Road, Vaucluse. Tea Room Lunch if required. No barbecues please.

SUNDAY 8TH APRIL - NAVIGATORS RALLY.

- Len Sheen, Events.

BACK ONE DECADE

The annual Blue Mountains Run was approaching and Editor Jim Simpson was making encouraging remarks for new members who would be doing the run for the first time. He exhorted all and sundry to "do their best not to let the side down, i.e. reach controls in time, don't deviate from the course set down in the screed, and so on -- little troubles do occur. Always feel that if you need help you will receive it readily, but at the same time, if your stop at the side of the road does not necessitate a request for assistance, please make it quite clear as soon as possible to any member about to pull up and proffer help, that you will not need it, and do not wait until he has braked almost to a halt before you signal him on.

"We would reluctantly stress a point with regard to road behaviour. These old vehicles still hold the attention of a fair number of road users, both foot and mounted. This necessitates on many occasions an acknowledgment of a wave or a toot, while at the same time watching the working of the oil tell tale, the tank pressure, to say nothing of inequalities in the road. With these distractions one can very easily forget to take glances at the rear vision mirror, and can thus unconsciously make it difficult for following traffic by not keeping sufficiently to the left.

"Remember that the Club endeavours at all times to maintain exemplary behaviour when on the road. We realise that any such transgressions by members are not calculated, but unfortunately, they do occur. We feel that traffic patrol police could, under some circumstances, take action against any driver unnecessarily responsible for a slowing of the week-end traffic on a main road."

A timely reminder - 10 years later!

The magazine reports an incident which took place in Rome:
"A report from Rome quite recently told of a most expensive way to pass out a practical reprimand to cheeky young drivers.

"An elderly man had his eye on a parking space and was beaten to it at the last second by three youths in a mini vehicle. The driver hopped out, looked at the Mercedes driver (rather taken aback for the moment, of course) and exclaimed: 'Only young people can do that!'

"The elderly driver backed off a little, and rammed the smaller car. He repeated the dose twice, looked at them and said: 'Only a rich man can do that!'

A woman should be like a good suspense film; the more left to the imagination the more excitement there is.

- Alfred Hitchcock.

DON'S PARTY

Don once went to Taronga Park. He overheard two monkeys discussing evolution. After a while the youngest monkey asked, "Do you mean to say I'm my keeper's brother?"

#######

Don says that our government wastes our money.

"Why when I was a boy we used to walk three miles to school and three miles home," he says.

"Now we spend \$20,000 to buy a bus so that they don't have to walk, then we spend a further quarter million on a gymnasium so they can get some exercise!"

#######

Don reminds us that he who has one for the road often has a constable for a chaser.

#

Don says that one sign of increasing old age is that it becomes increasingly difficult to pat oneself on the back.

######

A rather plain girl save the life of a fairy and was given three wishes.

- 1. That she be very beautiful. "Zing" and she was beautiful.
- 2. That she be very rich. "Zing" and she was rich.
- 3. That my tom cat become a prince charming and be my husband. "Zing" and there by her side was a beautiful prince charming who took her in his arms and said: "Aren't you sorry you sent me to the vet.?"

######

Don thinks their 'phone number must be nearly the same as the weather station at South Head because sometimes when it rings and he answers it a man's voice asks: "Is the coast clear?"

#

Don's parson friend was seeking a subject for Sunday's sermon. His wife suggested he be original and preach about water skiing.

On Sunday his wife was sick and stayed at home. Driving to church he worrled about parables on water skiing and finally decided to give an off-the-cuff sermon on sex.

A few days later one of the parishioners met his wife and commented on her husband's magnificent sermon. "Where on earth did he get all that information?" she asked.

"I'm sure I don't know," replied the minister's wife. "He only tried it twice and fell off both times."

CORRECTION TO CORRECTION ("SPIT AND POLISH" DEC. 1978)

May I point out that the first Blue Mountains Rally was in 1956 which if you take 1956 and the coming 1979 year inclusive, then the rally number should become Rally No. 24 for 1979.

The Wollongong Rallies were held in 1961 and 1962, not prior to 1956 as suggested. They are however included in the above No. 24.

#

WOLLONGONG RALLIES

The preceding mention of the Blue Mountains Rallies perhaps needs a little explanation as to the inclusion of the 1961 and 1962 annual runs.

Naturally the first Mountain Rallies drew large crowds, but continued repeats did begin to show less interest by the spectators. At one club meeting night a suggestion came forth in the form of a temporary diversion either to Wollongong or Newcastle.

It was not intended to abandon the Annual Blue Mountains Rally, but by way of a change for drivers and crews, plus showing off the club's fleet of veterans to a new area, then the suggestion be given consideration. Wollongong was chosen. Members thought the terrain resembled the mountains climb, and the same trophies, classes, rules and conditions etc. would still apply as if going on the annual mountains event. Whether smoke trails left by some old timers and the fact that Bodington Hospital had a sister institution at Waterfall had any bearing on the decision, I cannot say.

The 1961 trip to Wollongong turned out to be one of the wettest on record. Lunch stop at the Golden Fleece Garage at the top of Bulli Pass was the scene of a procession of proverbial "drowned rats" as rain-soaked cars and crews chugged their way into control point. A couple of cars did pull out and return to Sydney, but most entrants took the bit between their teeth and with grim determination set off to complete the second half midst the still appalling conditions.

The return trip on the Sunday was a little better, but even so I noticed some cars up on footpaths under shop awnings trying to avoid sudden squalls. It must be remembered that many cars were not equipped with such luxuries as a hood.

Believe it or not the following club meeting agreed it was one of their best outings due to the arduous conditions, and hardships endured and voted to go back the following year still determined the show their veterans to the Illawarra folk, under hopefully better circumstances. I know my white 1913 Renault took almost twelve months to dry out.

However, 1962, and away to Wollongong again and on this trip we were successful in taking out the 2-cylinder trophy with the white Renault. That car with its long legs, light body and reconditioned 2-cylinder engine, I (Cont'd. on P.13....

Wollongong Rallies (Cont'd.)

consider to be the fastest 2-cylinder in the club.

Among the rules in those days were the usual check point stops, or you could be flagged down by an official, but he had to produce a red flag. My navigator, Alan Rose-Bray and I were enjoying beautiful veteran motoring down Mt. Ousley at a merry old pace, when out from behind a blackberry bush jumped Bob Baxter complete with flag and a sickly grin from ear to ear that spelt out "GOTCHA". Now any considerate Veteran driver would not suddenly clamp on his hand brake risking a back wheel lock up ending in a resultant tail spin, nor would he clamp on his foot-operated transmission brake, fearing a complete disposal of his transmission works. Naturally both operations were applied and the car gently pulled up in its own time, but rather than walk the distance to us, we were waved on our way. Maybe it was to warn us of another check point at the bottom of Mt. Ousley, which we noted and pulled in.

The official ignored the driver and called upon the navigator to indicate his direction of due south from that particular control. My navigator stepped onto the running board, looked at his wrist watch, took a stroll around a couple of bushes and appeared to even scratch the bark on a couple of trees and then came back and gave his answer. As we drove off I noticed him tucking a compass away in his navigational equipment. He assured me his conscience was quite clear as he assumed that a true navigator is entitled to such aids to assist in his duties.

We reached Wollongong midst a great reception, even helicopter rides at the local showground. Cheering crowds lined Crown Street and one over-zealous entrant was observed driving his large veteran "no hands", by being able to detach the steering wheel from its anchorage at various intervals as it went on its way. It may have pleased the spectators, but it certainly didn't please some V.I.P.'s and Club officials at the time.

The return trip on Sunday via Stanwell Park, Bald Hill, Helensburgh, Heathcote Road to Liverpool and thence down Canterbury Road to the final Check Point, put the finish to another excellent annual outing.

There could be controversy at the inclusion of these two runs being on the normal yearly Blue Mountains Calendar, but they were run approximately the same time, under similar circumstances, plus my name is on the 2-cylinder trophy for 1962 and I take it that likewise other class winners, and outright winners etc. appear on the other trophies. It was considered only a temporary replacement, but still classes as the Club's Annual Event.

Items that may be of interest is that Bill Spraggon's magnificent 2-cylinder Renault had only then been completely restored and the 1962 run was its first Sydney outing. It was driven by its owner and restorer the late Newcastle member, Eric Barlow. Eric did a terrific restoration job, even rebuilding the radiator, and it went like a charm; one snag, it landed a flat tyre at Canterbury when almost home.

The other white 1913 Renault, Ellery, which was mentioned in this

Wollongong Rallies (Cont'd.)

article, found a new home and owner in December last year. It has come back closer to its old home grounds and is now housed almost adjacent to the St. George "Taj Mahal".

A 2-cylinder class trophy was kindly donated to the annual event by Frank Klein and the following winners are engraved thereon:

	. 1956	No	cup	13.	1968	Α.	Foy
	. 1957	88	91	14.	1969		Spraggon
	. 1958		Foy	15.	1970		Spraggon
	. 1959		Foy	16.	1971		Cooper
_	. 1960		Green	17.	1972	J.	Cooper
	. 1961		Foy) W'gong	18.	1973		Trollope
	. 1962		Garwood) "	19.	1974		Cooper
8	. 1963	Ρ.	Gregory	20.	1975		Cooper
9	. 1964	Ρ.	Garwood	21.	1976		Trollope
10	. 1965	A.	Foy	22.	1977		Spraggon
apitas iberia 4 11	. 1966	Α.	Foy	23.	1978		Spraggon
7755 77 da 24c - 12	. 1967	L.	Deimel	24.	1979		?

- J. GARWOOD.

FRILLS AND FURBELOWS

In the region of the Haymarket, thinking of nothing in particular, I was suddenly jolted back to life by a mighty crash and the sound of the rending of tortured metal - a station-wagon had "locked horns" WITH a "semi". This Spanish-type contest resulted in the "semi" matador completely removing the "bull bars" from the waggon, and depositing them dismembered on the roadway with a resounding clang. Being loath to see strong men suffer, I didn't wait to see the "coup de grace" but couldn't help wondering if the present-day fashion of fitting impressive "camel filters" on to one's car really provides protection.

Fashions and fads in car accessories date back almost as far as the beginning of the "gas buggy", and to name a few:

The various types of bulb horns, with curves, bends, flares and notes reminiscent of "Thessalian Bulls" to those with a bronchial wheeze. A "spin off" or "blow off" was the serpent with open red-lined jaws, which was designed to terrify even if one didn't hear it.

Compression whistles provided a means of drawing attention to oneself auxiliary to warning pedestrians - a louder blast going up hill when it was least needed, still favoured by club members.

(Cont'd. on Page 15.....

Frills & Furbelows (Cont'd.)

"Wolf whistles" were much loved by the young "man about town" in his sports "passion pit" as they were more reliable than his own dulcet tones. A certain "Fronty" owner still puts faith in this type of bird call.

Radiator caps had their adherents; the Rolls with its graceful "Spirit of Ecstasy" (I was told a genuine one has one "boob" larger than the other) down to the "Dog's Bone" found gracing the cap of a make of "black iron" which was popular. My first "A" Ford sported a mounted knight with a lance couchant, which would have left its mark on any luckless pedestrian it chanced to bump.

Glass wind wings appeared on the open cars, and proved a great benefit especially to the passengers in the back seat, and these evolved into the quarter windows in the later sedans.

No flower enthusiast's car was complete without ornate flower vases, with an offertory from his garden, fragrant for preference.

Sun visors appeared on the scene quite early, being favoured by makes such as Austin "T" Ford etc.

Each era featured "colour", the basic colour ranging from a few very subdued colours in the early cars to the vivid and metallic finishes of today, with accompanying decorative features ranging from discreet lining and vertical stripes through horizontal stripes and slashes to the Constable-like effects depicted on the modern panel van.

The late 30's saw two accessories for the steering wheel. For the sophisticated driver there was a knob which fastened to a convenient spoke of the wheel, which was used to spin the wheel one-handed. Needless to say, the law bans them now. The other was a pad and pencil bolted to the spokes, no doubt with the idea in mind that one could jot down one's thoughts whilst waiting at an intersection.

The driver who found insects squashed on his windscreen nauseating could purchase a "bug deflector" - a winged plastic accessory to fasten to the radiator cap, providing the necessary deflecting draught.

Later, a driver who lacked confidence could fit a "gutter indicator" - an upright rod, with or without a light on top, fastened to the left front fender, aiding the driver to keep that self-same fender intact when parking etc. It also had a cheaper cousin lower down the fender and social scale fastened in a manner to create a din on contact with the kerb; and usually the first thing to be removed when parking too close.

Not the last by any means, but we saw the "fish fry" guards on quite a few headlights, as part of the ever-changing evolution of the motor car.

FOR THE COKS

COFFEE TORTINI

Combine 2 egg whites, $1\frac{1}{2}$ tablespoons instant coffee, $\frac{1}{4}$ teaspoon salt Beat till stiff, not dry. Add 2 tablespoons sugar and continue beating till stiff and shiny.

Slowly, bit by bit, beat in 1 carton cream, $\frac{1}{2}$ cup sugar, 3/4 teasp. vanilla until mixture hangs like stalactites from beater.

Transfer to serving dish, chill and decorate with nuts and cream.

THOUSAND ISLAND DRESSING

½ cup sour cream

½ cup mayonnaise

1 tablespoon tomato sauce

1 tablespoon chopped, stuffed olives

1 tablespoon chopped red capsicum

1 tablespoon chopped fresh parsley

1 tablespoon chopped spring onion

1 hard boiled egg, chopped

A little salt and pepper

Blend all ingredients. Chill and serve cold on salad greens.

GREEN GODDESS DRESSING

½ cup sour cream

½ cup mayonnaise

1 tablespoon tarragon vinegar

3 fillets anchovies, finely chopped

1 tablespoon chopped spring onion

2 tablespoons snipped chives

2 tablespoons chopped parsley

teaspoon prepared French mustard

A little salt and freshly ground black papper

Blend all ingredients. Chill and serve cold with fish or seafood.

BLUE CHEESE DRESSING

2 tablespoons salad oil

2 tablespoons vinegar

2/3 cup sour cream

1 tablespoon snipped, fresh chives

teaspoon salt

2 tablespoons crumbled blue vein cheese

1 teaspoon sugar

Mix vinegar with salad oil, then gradually stir in sour cream. Add remaining ingredients and blend well. Chill and serve cold on tossed salads.

THE POWER OF PETROL

As a young man I had my pride and joy, a "Bullnose" Morris, destroyed by fire. I was giving it a decoke and valve grind and when I had completed scraping two pistons I washed them down with petrol, then cranked over the motor to bring the other two pistons up to the top. You guessed it! The magneto leads were laying in the stone tray and up went the Morris in flames.

Since then I have had a very healthy respect for petrol and have always observed the obvious precautions:

No smoking in my garage.
No welding near petrol.
Storage tanks well vented etc. etc.

However, I have recently fallen into a not-so-obvious trap.

I have had a faulty fuel guage on an old Holden Ute for some time and with the recent fuel shortage problems buying \$2.00 here and \$2.00 there I decided it was time to fix it. The working end of the unit is situated under the floor of the truck and access is through a small hand hole.

When I removed the hand hole cover I knocked some sand down on to the tank unit, so I got out my trusty vacuum cleaner and proceeded to remove the sand.

Then all hell let loose. The vacuum exploded and took off jet propelled. The fuel tank exploded and blew open the seam pouring burning fuel all over the lawn and I landed flat on my back approximately 3 metres away from the truck with my face and arms burnt and my hair on fire.

While I was at the hospital I heard of a man who blew up his garage just using an electric drill near stored petrol.

For those interested in first aid the treatment was to immerse my chest and arms in iced water while a sweet young nurse bathed my face continually for an hour. I was lucky that she did not hold my head under water, I can't hold my breath that long.

Apparently badly burnt flesh generates heat and continues to burn inward and deeper. By cooling the burn it lessens further damage. It also closes the blood vessels near the surface of the skin and thus lessens the loss of blood plasma and reduces shock.

Never use oil on burns.

- KEITH CARDEN

SCENE SOCIALLY

My thanks to members who have donated prizes for raffles. We have had a lovely hand crocheted shawl donated, as well as carpet pieces and an extension lead. Thank you very much to the people concerned.

Social Events:

The John Cadman Cruise has been changed to FRIDAY NIGHT, 2ND MARCH. Departure is from No. 6, Circular Quay at 7.30 p.m. The Price is \$18.50 for a 3-course dinner, drinks extra. Could I have numbers, latest at the next meeting, also a deposit of \$8.50 per head.

Don't forget our Annual Presentation Dinner, Saturday, 26th May, to be held this year at Greens Motorcade Museum.

- FAY MOUNTFORD, 502.1182

LETTERS TO THE EDITOR

Dear Sir:

IS THIS DEMOCRATIC?

I am writing regarding the proposed alteration to the Constitution of the Club whereby a President can only hold office for two years. I do not see any advantage to the Club by limiting the period of office to two years.

A President may now only hold office for a period of twelve months unless he is re-elected by a majority of the members.

Any financial member can become President by obtaining a sufficient number of votes.

A more important issue is that a majority of the members will lose, for two years, their democratic right to vote for the member of their choice. They will either have to vote for someone else or not vote at all.

I wish to lodge my objection to the proposed alteration to the Constitution on the grounds that it is not democratic.

Yours sincerely,

FRANK NISSEN

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

POWERT LIGHTANTS CONTINUED.

ROSTER ALTERATIONS

New members:

Neil G. Collins, Unit 114, Winslow Gardens, 66 Darling Pt. Rd., DARLING POINT. 2027 (F) 697

Richard Tsoa-Lee, 156 Princes Highway, CARLTON. 2218 (F) 698

Douglas J. Fulford, 76 Mona Vale Road, PYMBLE. 2073

(F) 599

INSURANCE equiq Macqui mold od

Under the new N.R.M.A. Third Party Personal Policy (formerly we were covered only on the actual Rally), as a result of Victor Jacobs' efforts we are now covered as follows:

- (1) Events organized under the auspices of the Veteran Car Club of Australia (N.S.W.), travelling to and from starting and finishing points of such events.
- (2) Journeys necessary to the servicing of the vehicle (mechanical-paint-upholstery-road testing).
- (3) Events organized by other veteran or vintage car clubs, when V.C.C.A.(N.S.W.) members are officially invited to attend.
- (4) Journeys for Public Relations, charity functions and occasional use for weddings for immediate family or close friends (NO HIRING CHARGE).

We would point out that uses listed under items 3 and 4 require Management Committee's approval. Management Committee approval is also required for use under Item 2 when such journey is outside 2 km radius from garaging.

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

FOR SALE Horn - bugle-like - complete with bulb. Fair condition. Ring Mrs. McCaulay, 399.3201 and agree on price.

De Dion Manual - 6th Edition, covering 1, 2, 4 cylinder cars up to 1910; parts, repairs, drive etc. Mint condition.

Ring: 713.7440

ADVERTISEMENTS (CONTINUED)

WANTED.

Tyres 895 x 135 B.E. New or second hand.
- BOB ROBINSON,
Lot 117, Hastings Rd.,
Erina. 2250
043.67.7743

WANTED (ALL STATES)

For 1905 Model Z De Dion Bouton:

Horn; Coil and switch; Steering wheel with good wood; 4 hub caps; Radiator; Brake Drum from front of gear box; Water pump drive from motor to pump; 2 rear wheels 710 x 90 and 4 rims in perfect condition.

Any De Dion parts to suit my car, no matter how small.

Copy of owners' handbook for Model Z

" parts book

De Dion spark plugs
" oil tin
" tools

Swap:

Edison Black Gem Phonograph restored. 1924 Rolls Royce 20 h.p. gear box, small quantity of other parts for swap only.

- ROBERT FORBES, 537 Chapel Road, Bankstown. 2200 70.2098

FOR SALE

1917 Dodge Tourer fully restored. \$7,500 o.n.o., Jim Hession, 13 Pacific Drive, Banora Point, N.S.W., 2413.

> - JIM HESSION, 'Phone Gold Coast (075) 36.3238

STOP PRESS:

It was with great distress that we learned of the passing of popular member GEORGE CAMPBELL (1909 Argyll) on Saturday, 10th February, 1979.





EVENTS CALENDAR 1978 / 79

ALL ENQUIRIES	- Events Chairman - John Corby, Phone 634-2177 AH
Sunday, 6th August, 1978	- Southern Tour
Sunday, 10th September, 1978	- CVVTMC Day - Warwick Farm
Sunday, 22nd October, 1978	-*Picnic Day - Greens Motorcade Museum Park Hume Highway, Cross Roads
Sunday, 29th October, 1978	 Schofields Air Show - Invitation Event with trophies and plaques provided by "Marshalls Motors". Contact David Berthon 639-0603 AH
Sunday, 5th November, 1978	-*Registration Day - Compulsory) Contact Keith
Sunday, 12th November, 1978	-*Registration Day - <u>Compulsory</u>) Carden, 871-2158 AH
Saturday, 18th November, 1978	- St. George Spectacular 12.30 pm Contact Arthur Garthon 57-2740 AH
Sunday, 26th November, 1978	- Vaucluse Lions Club - Annual Charity Day Contact Vic Jacobs 69-6666 (B)
Saturday, 1st December, 1978 (night) SOCIAL	- Christmas Party - Willoughby Legion Ex-Servicemans Club - Drinks from 7 pm Contact Fay Mountford Phone 502-1182
Saturday, 9th December, 1978	- Family Picnic Day - Lane Cove National Park Contact Barry Thew 638-1155 AH
Saturday, 24th February, 1979 Sunday, 25th February, 1979	-*Annual Blue Mountains Rally
Sunday, 18th March, 1979	- Annual Concourse Day
Sunday, 8th April, 1979	-*Navigators Rally
Saturday, 5th May to Monday, 14th May, 1979	 "Silver Anniversary Rally" to Katoomba, Orange, Dubbo, Mudgee, Muswellbrook and Newcastle Entry forms, all enquiries, Barry Thew 638-1155 AH
Saturday, 26th May, 1979 (night) SOCIAL	- Presentation Night - Contact Fay Mountford Phone 502-1182
Sunday, 17th June, 1979	- Picnic Day and Rally

Sunday, 15th July, 1979 - Picnic Day and Rally

^{*} INDICATES POINT SCORE OUTING

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

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

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

Fidelity House, 6-10 Geeves Ave., ROCKDALE. 2216 Telephone 599 2122.
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.

FIDELITY
PERMANENT BUILDING
SOCIETY