

SPIT AND POLISH

The journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.



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SEPTEMBER - OCTOBER, 1988

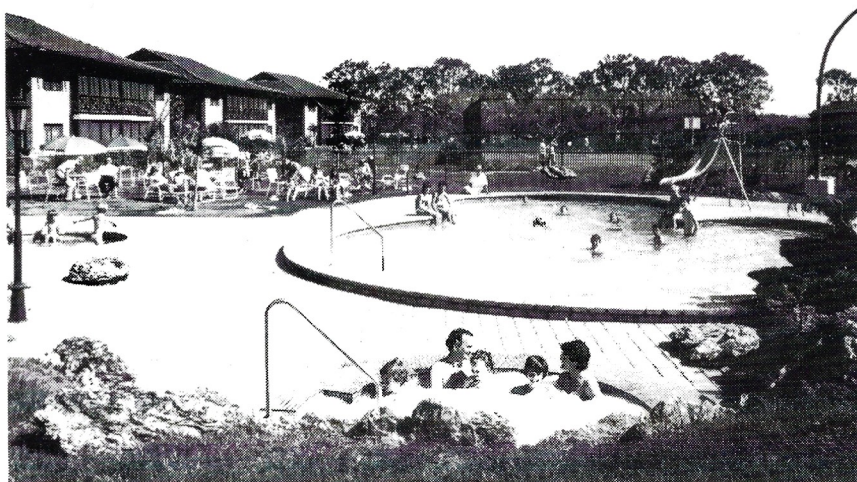
PRICE \$1.20



Australia's finest holiday resort

Vacation Village

at PORT MACQUARIE



A HOLIDAY LIFESTYLE — YOU'VE NEVER HAD BEFORE!

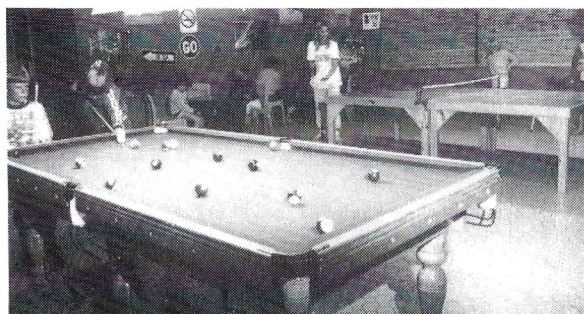
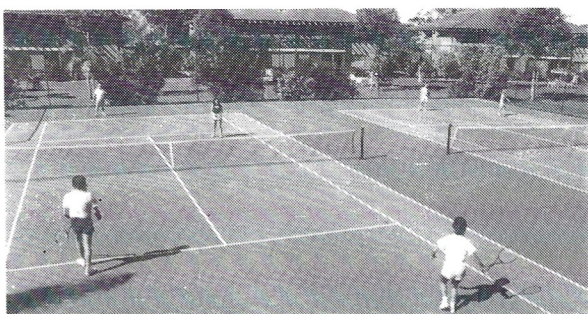
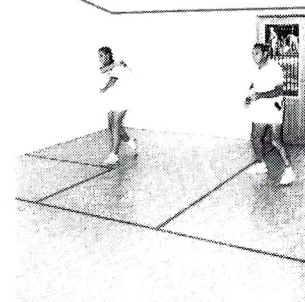
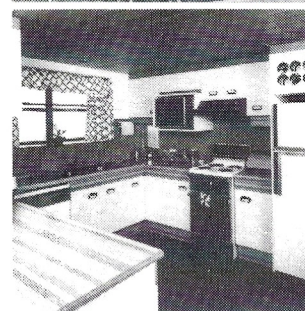
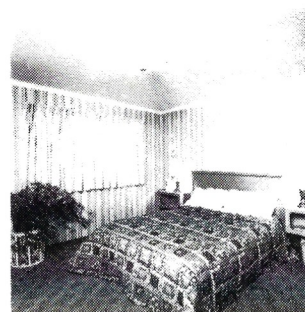
Luxurious 11 square apartments, 2 air-conditioned bedrooms, 2 bathrooms, 2 colour televisions, piped music, a superb kitchen with dishwasher, microwave, 14 c.f. fridge and complete with appliances, dinnerware, linen, etc. for a family of 6.

FACILITIES TO MAKE EVERY HOLIDAY COMPLETE

- 2 Tennis courts
- Sauna
- Chip n' putt golf green
- Golf & cricket nets
- Disabled apartment available
- Squash court
- Hot spa
- Gymnasium
- Billiards
- Shuffle board court
- Children's play areas
- Fleet of bicycles
- Table tennis
- Outdoor draught/chess area
- Adult, teen, children's rec. rooms

A Heated Pool — swim 52 weeks of the year.

Even a full size all-weather bowling rink! All facilities and equipment supplied free of charge.



SPECIAL CLUB GROUP BOOKINGS JUNE — AUGUST

As there are 2 bedrooms and 2 bathrooms in each luxury apartment, perhaps you would like to arrange a group holiday with car club friends. Share the cost and double the fun at only \$28 per day per couple.

SYDNEY OFFICE — (02) 922 2999

PATRON:
His Excellency
The Governor of N.S.W.
Air Marshal Sir James Anthony Rowland
KBE, DFC, AFC, K.St.J.



Volume XXVIV No. 9

September/October 1988

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Other Veteran Car Clubs have permission to copy

NOTICE OF MONTHLY MEETINGS

Regular monthly meetings of the Association will be held at 8.00 p.m. at the Clubrooms on:

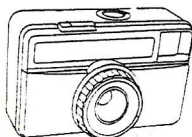
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| THURSDAY | OCTOBER | 27 | 1988 |
| THURSDAY | NOVEMBER | 24 | 1988 |
| THURSDAY | JANUARY | 26 | 1988 |

The business of the meetings will be:

- * to receive and act on reports from Committee and Management
- * to raise issues for the attention of Committee
- * to discuss matters relevant to the interests and activities of the Association

KEN QUARMBY - HON. SECRETARY

COVER PHOTO:



The line-up of 1 & 2 Cylinder Veterans outside the historic railway station at Mudgee added "vera-similitude" to the scene. Unlike the railway station, the Veterans are very used.....could have been taken 60 years ago!

EDITORIAL



EDITORIAL

ONCE AGAIN THIS ISSUE I FIND SPACE AT A PREMIUM, MAINLY DUE TO THE LEGAL REQUIREMENT THAT THE ANNUAL REPORTS FOR THE 1987/88 FINANCIAL YEAR MUST BE INCLUDED.

SO I AM GOING TO LIMIT THE EDITORIAL THIS ISSUE (ABOUT TIME DO I HEAR YOU SIGH?).

DON'T FORGET THE "SPIT & POLISH" JUNIOR ENCOURAGEMENT EVENT ON THE 23RD OCTOBER... SEE THE INSERT IN THIS ISSUE FOR DETAILS.

WE HAVE SOME INTERESTING ARTICLES COMING UP FOR YOU... ONE IS A BEAUT WRITEUP ON "BANANA SQUEEZERS" BY THE LACONIC (THAT IS "PITHY" AS DESCRIBED IN WEBSTERS!) HISPANO PUNTER BILL BURROWS. THERE IS ALSO A MOST INTERESTING AND EXCITING DETAILED REVIEW OF A "TRIP TO CAPE YORK IN A MODEL T FORD" BY VI & JOHN SMITH OF DUBBO. IT IS GREAT AND IS QUITE LONG SO I WILL SERIALISE IT OVER A FEW ISSUES.

GREAT NEWS TOO THAT THERE WILL BE AN ALL VETERAN NATIONAL RALLY IN QUEENSLAND IN SEPTEMBER 1990. WE WILL GIVE YOU DETAILS AS IT UNFOLDS.

GOOD NEWS ALSO, ANNA SIMMONS HAS AGREED TO BE "ASSISTANT EDITOR" AND WILL HELP ME OUT IN THE PREPARATION OF "S&P" AND WILL FILL IN FOR ME WHEN I'M OVERSEAS. ANNA IS NO NEWCOMER AS SHE AND GEOFF HAVE BEEN DOING THE MAILING FOR YEARS.

NEXT DEADLINE FOR "SPIT & POLISH" IS NOVEMBER 3RD 1988.

(no soapbox) ED.

NORTHERN ENTHUSIASTS REPORT

AS THE RECENT MORPETH BASED RALLY HAS TAKEN SOME ORGANISING, MY NORTHERN SCRIBE SEEMS TO HAVE MISSED HIS DEADLINE. SO I WILL FILL IN FOR HIM.

CONGRATULATIONS TO ALL THE BOYS FROM THE NEWCASTLE DISTRICT CHAPTER OF THE V.C.C.A. THE RALLY WENT SMOOTHLY AND WAS AS ENJOYABLE AS PREVIOUS RUNS UP THERE.

THE WEATHER WAS A BIT BLUSTERY BUT AT LEAST FINE, AND SEVERAL MEMBERS FOUND THAT WITH HOODS UP THEY NEEDED TO APPLY THE HANDBRAKE TO STOP THEM FROM GOING BACKWARDS.

THE GOOD NEWS WAS THAT WE ALL HAD A GREAT TIME. THE ONLY BAD NEWS WAS THAT "TILLY'S DIFF" CALLED IT A DAY. THERE WAS AN IMMEDIATE DEFENCE MECHANISM FROM ALL "THE TALBOT BRIGADE" SUCH WORDS AS "FIRST TIME A TALBOT HAS BROKEN" & "MOST UNUSUAL". YEAH YEAH YEAH!!!

I HAVE INCLUDED A LIST OF STARTERS IN A SEPARATE SECTION OF "S&P"... 35 STARTERS IS PRETTY GOOD... ONLY 13 WERE LOCALS.

..... ED.



P R E S I D E N T ' S M E S S A G E

October brings good news with the return to monthly publication of "Spit and Polish".

At the Annual General Meeting it was my pleasure to confer, on behalf of the club, Honorary Life Membership on Don Steer. The work Don has done with his Wolseley, raising money for the club and his assistance from beginning to finish of the clubroom complex in man hours has been outstanding from a floor member. Dorothy's support was also acknowledged. Congratulations Don on the highest honour our club can bestow.

The committee for 1988/89 has met and positions are listed on the back cover. Jim Moule has had to stand down from committee due to a change of plans re. his employment situation. Under the 'Rules' committee appoints a replacement and Ian Streetfield is joining the committee working on events and Terry Cook will head the events committee as Chairman.

Now we look forward to a busy calendar of events and Christmas functions. Hope to see you all enjoying your Club.

SANDY ROBERTS

By 1910 a new branch of the fashion industry catered for the female motoriste.

BURBERRY MOTOR COATS

PROOF WITHOUT HEAT

WARM WITHOUT WEIGHT.

BURBERRY TOP COATS

ensure in the most efficient manner beautiful protection from rain, wind, and cold. A "Burberry" differs from the ordinary type of motor-coat in that it unites grace of outline and symmetry of build with total absence of fatiguing weight, yet no other coat approaches it for the snug comfort it provides in all weathers.



BURBERRY FUR COATS

able feeling of coziness and luxury. Walking in them is a splendid safeguard from the bitterest cold. Made from choice and rare skins that are treated by Burberrys to render them exceedingly lightweight.



THE BURBERRY.

THE BURBERRY

is a thoroughly practical overcoat for the Automobilst. A weatherproof that affords every possible protection against driving rain, cold winds and dust, yet ventilates naturally, and featherweight. Double buttoning excludes wet and draughts, whilst wind collar and cuffs complete the details of a perfect motorist coat.



BURBERRY ULSTER

made from Burberry woven and proofed cloths, of texture so dense that it forms an impenetrable barrier to cold winds and wet. Faultlessly ventilating as though unproofed, and very lightweight Burberry guarantees health and comfort on, or off the car.

BURBERRYS, 30 to 33, Haymarket, LONDON; 10, Boul. Malesherbes, PARIS.

1 & 2 CYLINDER TOUR OF MUDGEES - 27th August to 31st August

Inclement weather conditions marked the start of the tour as entrants made their way to Mudgee. The first run on Saturday afternoon found us motoring through pretty green countryside for a short run to Goree Horse Stud, where we were given a guided tour of the four-legged variety. On leaving the stud the skies really opened up, and it was a very wet ride back to the motel for all the entrants.

On Sunday, while the weather was not as wet, but still cold, we made our way to John Pickup's place for morning tea. The view was spectacular once we rode or walked up a slight hill to his home, and I do understand there were tow ropes on hand in case they were needed. We then motored to John's local pub at Lue for a barbecue lunch. The rest of the tour saw fine sunny days, during which time we visited Gulgong (the town featured on the ten-dollar note) some charming little pubs and the odd winery.

The veteran cars and bikes on the whole behaved themselves, however anyone finding a light blue boot lid which flew off the back of a 1909 Delage, and was lost somewhere between Mudgee and Sydney, while being trailered home, please return to owner. Another great time was had by all and our thanks go to John Pickup for a well-organised tour. The total number of entrants were 15 cars and 5 bikes:

J. Pickup - 1912 Renault
 B. Spraggon - 1908 Renault
 K. & P. Edwards - 1909 Renault
 N. & M. Gullick - 1912 Renault
 B. & A. Lamond - 1910 Brush
 J. & V. Weir - 1911 Brush
 D. & C. Liddle - 1906 Reo
 J. & M. Eisenhauer - 1904 Ford
 A. & D. Maunsell - 1903 De Dion Bouton
 B. Maunsell - 1902 Oldsmobile

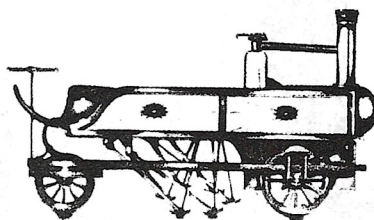
J. & A. Simmons - 1903 Napoleon
 M. & S. Roberts - 1904 Vauxhall
 S. Rumble - 1903 Cadillac
 R. Hibberd - C 1901 Argyle
 G. & A. Simmons - 1909 Delage
 B. & B. Sewart - 1909 B&B
 E. Larson - 1910 Triumph
 A. Gullick - 1910 Zenith
 G. Gullick - 1914 Douglas
 L. Wright - 1909 Rex

Anna Simmons

GORDON**GREAT BRITAIN 1824**

Type Steamer with iron legs
 (hoofs).

2-cyl. horizontal engine in front.
 The vehicle was very noisy and
 damaged the road surface. Max.
 speed was not satisfactory.

GORDON — Great Britain

1824

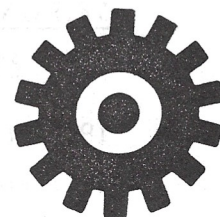
VETERAN CAR CLUB OF AUSTRALIA (N.S.W) INC. - NEWCASTLE REGIONANNUAL TOUR 1988 - LIST OF ENTRANTS & STARTING ORDER

1. 1910 BRUSH Runabout.....Bob Lamond
- * 2. 1911 RENALULT Two-Seater.....Ray & Marnie Thomas
3. 1911 RENAULT Two-Seater.....John Pickup
4. 1908 RENAULT Two-Seater.....Bill Spraggon
5. 1914 HUMBER Two-Seater.....Len & Hilda Sheen
6. 1911 HUPMOBILE Runabout.....Ken & Joan Quarmby
- * 7. 1915 FORD Tourer.....Warrick & Roslyn Bird
- * 8. 1911 ARGYLL Shooting Brake.....Neil Adams
9. 1911 ARGYLL Tourer.....Graham & Lee Steer
- * 10. 1913 FORD Raceabout.....Peter & Val Lamb
- * 11. 1914 RENAULT Tourer.....Chris & Carol Duncan
12. 1916 CHEVROLET Tourer.....John & Betty Cherry
13. 1917 CHEVROLET Roadster.....Stan & Robin Cox
14. 1915 TALBOT Two-Seater.....Peter & Barbera Warton
15. 1913 FRONTY FORD Raceabout.....Vic & Adele Jacobs
16. 1912 FORD Tourer.....Peter Martin
17. 1912 OVERLAND Tourer.....Reg & Shelagh Thornton
- * 18. 1915 OAKLAND Tourer.....Martin & Lorraine Sorensen
19. 1911 TALBOT Tourer.....Barry & Dorothy Shinfield
20. 1912 CROSSLEY Boat-Tail Sports.....Laurie & Joan Schneider
21. 1913 CROSSLEY Torpedo Tourer.....Austin & Judy Grellman
22. 1911 ROLLS ROYCE Balloon Car.....Keith & Peta Edwards
23. 1913 WOLSELEY Roadster.....Max Chapman & Family
- * 24. 1913 TALBOT Roadster.....Neville Preston
25. 1913 CHALMERS Tourer.....Michael & Denise Bendeich
- * 26. 1914 TALBOT Torpedo Tourer.....Bob & Alma Newman
- * 27. 1914 OVERLAND Tourer.....Bob & Belinda Ware
28. 1916 BENZ Tourer.....John & Sue Wards
29. 1912 E.M.F. Tourer.....Bob & Roslyn Winwood-Smith
30. 1912 FIAT Torpedo Tourer.....Neil & Lyn Martin
- * 31. 1912 F.N. Tourer.....Peter Adams & Family
32. 1912 ROLLS ROYCE London/Edinburgh Tourer..Jim & Val Weir
- * 33. 1918 STUDEBAKER Tourer.....Don & Audrey Moffat
- * 34. 1914 TALBOT Roadster.....Graeme Newman
- * 35. 1914 TALBOT Torpedo Tourer.....John & Lyn Hughes

MEMBERS ATTENDING WITHOUT VETERANS

Noelene Thompson & Family George & Beatrice Adams
 Don Wright Peter Rolfe & Family

* DENOTES NEWCASTLE REGION MEMBER



EVENTS

PICNIC DAY AT BICENTENNIAL PARK.

Arrived early because the management is on a fitness kick and wanted to make me suffer a 4 Km walk through the park, but I hasten to add I actually enjoyed it - the floating boardwalk through the mangroves is very different and I saw things I had never seen before (flora that is!) - the improvements to Homebush Bay are well worth it - great walks and recreation areas with the natural bush and lakes. We were joined back at the BBQ area by various members and their cars but as usual we were outnumbered by T FORDS - suffice to say that the people who travel in these contraptions are really nice but one day I think I will run an event for all makes EXCEPT "T FORDS".

Didn't it blow, we had great trouble keeping the sausages on the BBQ - pity because it was a great venue. Those attending were:-

Irishes - Ford T, Sarkises - Ford T, Coxes - Ford T, Wards - Benz, Joneses - Clement Bayard, Robertses - Calthorpe, Cherrys - Chevrolet, Schneiders - Crossley and finally yours truly in the De Dion - back on the road after breaking the lay shaft in the gearbox.

The Captain.

NOVEMBER EVENTS.

NOVEMBER 5th & 6th - REGISTRATION DAYS.

SATURDAY AFTERNOON - ARTHUR GARTHON'S NEW PREMISES, FOREST ROAD, HURSTVILLE. UBD MAP 92 M9.

SUNDAY MORNING - PYMBLE BUS DEPOT, WEST STREET, PYMBLE. UBD MAP 28 07.

THANKS TO ARTHUR GARTHON & GEORGE GILLOT
FOR THE USE OF THEIR PREMISES.

NOVEMBER 13th - FISHER'S GHOST TOUR - START 0930 - SEDDON PARK, GLENFIELD. UBD MAP 94A L6. MORNING TEA SUPPLIED - BYO LUNCH. A LEISURELY TOUR OF THE MACARTHUR DISTRICT - GOOD DAY ASSURED.

ENTRY FORMS FOR 1989 BLUE MOUNTAINS TOUR IN NEXT MAGAZINE.

TERRY COOK
EVENTS (my other hat!)

CHILDREN'S CHRISTMAS PARTY

ALL ARE WELCOME TO COME, JUST BRING A PICNIC LUNCH TO WEIL PARK
WOOLWICH(ENTER FROM GLADSTONE AVE.,) ON SUNDAY, NOVEMBER 27TH
FROM 10.00AM.

WHY NOT BRING YOUR VETERAN?

PLENTY OF FUN & GAMES FOR ALL AGES.!

RING LOIS COOK 888 7927 OR

SUE WARDS 86 3430 WITH NAMES AND AGES OF CHILDREN

.....

YOU ARE ALL INVITED TO

THE ADULTS CHRISTMAS PARTY

TO BE HELD AT THE CLUBROOMS ON
SATURDAY DECEMBER 10TH

at 7.00 PM

COST \$22.50 PER HEAD (\$45.00 DOUBLE)

INCLUDES 3 COURSE MEAL, WINE & FRUIT JUICE
B.Y.O OTHER

IF YOU WOULD LIKE TO COME, PLEASE RING

LOIS 888 7927

SUE 86 3430



.....

DONT FORGET REGISTRATION DAYS

SAT NOVEMBER 5TH AT ARTHUR GARTON MOTORS

71 FOREST RD.,

HURSTVILLE

(ENTER FROM DURHAM ST.,)

12.30 PM to 4.00 PM

SUNDAY NOVEMBER 6TH AT PYMBLE--ST., IVES BUS COMPANY

5 WEST ST.,

PYMBLE

9.00AM TO 11.30 AM

DONT FORGET TO BRING... VERIFICATION OF CURRENT 3RD PARTY
INSURANCE COVER

| | | |
|------|----------------------------|---------|
| COST | D.M.T. PERMIT FEE | \$23.00 |
| | TRANSCOVER (AS AT 5/10/88) | NIL |
| | CLUB LEVY | 2.00 |
| | | ----- |
| | | 25.00 |
| | | ----- |

FROM THE MEMBERSHIP OFFICER :-

Congratulations to Don Steer, our newest Honorary Life Member - the work, public relations and donations that Don has made for his club are a credit to him - its a pity he only drinks milk - I would have bought him a beer.

A welcome to Marnie Thomas, Mike Morgan, Peter Hawes and Peter Wilkie to the club - full details of their addresses and vehicles were published in the amendment sheets you received with your copy of the federal roster.

Amendments to your NSW roster will be sent out regularly - they will be the same size, colour and format as the roster. You may cut and paste or put them in as a complete page.

The committee has created the position of MEMBERSHIP OFFICER to take a load off our Hon Sec - I COPPED IT. All new members plus any changes and questions regarding your membership should be directed at this officer. He will surely smile and fix things.

ARE YOU FINANCIAL?

ARE YOU FINANCIAL?

WITH ADVANCE OF TECHNOLOGY WE ARE NOW ABLE TO INSTANTLY TELL IF YOU ARE FINANCIAL. IF YOU ARE NOT FINANCIAL THE LITTLE MAN WHO IS INSIDE THIS COMPUTER WILL CEASE ALL MAILINGS AFTER THIS EDITION OF SPIT AND POLISH.

A FRIENDLY REMINDER!

TERRY COOK
MEMBERSHIP OFFICER.

.....

7TH ANNUAL VETERAN AND VINTAGE DISPLAY DAY.

AT SILVERWATER PARK, SILVERWATER.

ON SUNDAY 19TH FEBRUARY 1989

COST THANKS TO THE GENEROUS SUPPORT OF CASTROL OIL OF AUSTRALIA. THERE WILL BE NO ADMISSION CHARGE.

CARS PRE 1ST JANUARY 1931

TIMES 9am to 3 pm

TROPHIES

1. MOST APPEALING VETERAN CAR
2. MOST APPEALING VINTAGE CAR
3. MOST APPEALING MOTORCYCLE
4. MOST APPEALING COMMERCIAL VEHICLE
5. BEST "PERIOD DRESS" PRESENTED DRIVER AND CREW

FURTHER INFO

BARRY THEW (02) 638 1155

PRESIDENT'S ANNUAL REPORT FOR 1987-88.

The past 14 month year has been a very active and successful first year of incorporation for the Club. Ensuing years will now be 12 months ending in August. It is with pleasure that I give as President the following report on the year's activities and achievements.

The committee have been a great team to work with and have all carried out their duties with enthusiasm and I give my sincere thank you to them all. Ken Quarmby, the Honorary Secretary and Public Officer has continued to do an excellent job which he has been doing for some 5 years now. Ken feels it is time for a rest from committee and will not be standing for re-election for the next club year. We as a Club are indebted to Ken for his time and efforts and he has earned a vote of thanks from all members.

The Honorary Treasurer, Bob Lamond has watched over our income and expenditure with a very professional eye and guided the club towards a sound financial position, which has not been an easy task with rising costs. Bob must be congratulated on keeping hold of the Club's "purse strings" over the past year.

The two Vice Presidents, who have been most helpful and supportive to myself as President, have had to work hard too. Arthur Garthorn taking the position of Public Relations Officer, has assisted with raising many needed donations during the year with the star event being the day at the Sydney Cricket Ground with 24 members cars chauffering the all time cricketing greats around the oval during lunch time break of the Bicentennial Cricket Match.

John Wards as chairman of the Events Committee has given the members varied outings with a noticeable increase in numbers participating. The rained out Blue Mountains Rally didn't dampen members enthusiasm for the competitive run John organised before the Presentation Luncheon just a few weeks later. Two week-ends away for 1 & 2 cylinder cars were organised by John Simmons and also well patronised.

The big rally event - Bicentennial Castrol World Rally, with the N.S.W. section headed by Terry Cook and assisted by other members was a motoring hi-light in the Bicentennial year. Terry was awarded the Newton Goldman trophy for 'Goodwill to the Public' by the club for his outstanding efforts. Terry as Registrar has been busy with entering club records on computer which is a great asset for the Club and a 1988 Roster of Members has just been issued.

The Investigation and Dating team headed by Chairman Max Roberts with officers Max Chapman and George Roberts have a time consuming job and the Club is indebted to them for their constant attention to the task. Max Roberts has also organised meeting entertainment and just introduced a new segment to the regular monthly meeting of 'Veteran of the Month' with a vehicle on display.

Keith Edwards, the Editor has worked conscientiously to produce the club magazine 'Spit and Polish' to a high standard, under a tight budget. The special bicentennial issue with full colour cover was certainly outstanding. Geoffrey Simmons has again undertaken the addressing and posting of the magazine which until recently was a very labourious task but now with the computer address labels I believe the job has been simplified.

The Library fully operational with Library nights every 2nd Thursday of the month as well as at Monthly meetings has been ably manned by Ron Cox.

Registrations with club plates were organised by Neil Martin, who has carried out the inspection days with inspection officers and completed all the paper work involved with this most important service to the members.

The two social secretaries, Sue Wards and Lois Cook are to be commended on a variety of successful events, from dinners to theatre parties and luncheons all have been outstanding and well attended.

This year closed on a very high note with the official opening of the Club Room Complex on Sunday 31st July by the Mayor of Drummoyne Mr. David Marshall. A memorable day for all those who attended. The work of Bob Baxter as Building Chairman with his assistants and building maintenance officer Ron Cox has been enormous this past year in seeing the main hall completed and bringing the task of building to its conclusion.

Again the Honorary Legal Officer, Malcolm Johns has made his time available to committee when advice has been required which is a great service to the club.

Bill McCarthy has continued as Hall Lettings Manager in a most diligent manner. The position of insurance officer has again been undertaken by Victor Jacobs and George Roberts has held the Research Historian post.

Positive encouragement for more interest in the Club and veteran cars was taken this year by participating for a second time in the Yennora Club Motor Show. The Veteran and Vintage Display Day, organised with the Vintage Vehicle Club where certainly more veterans were on display this year, was another venue for public display. Also the Display Day at Macquarie Street before the Castrol World Rally. Promoting our Club and cars must surely be one of our most important aims to move strongly into the 21st. century.

As President of this Club for the past year I thank all the members for their support.

SANDY ROBERTS.

ANNUAL GENERAL MEETING 25th AUGUST 1988.SECRETARYS REPORT

1987/88, the longest committee term in club history saw us complete our first year of incorporation and enter the computer age.

Regarding incorporation, Committees annual statement is presented to this meeting and will be lodged with Corporate Affairs in accordance with requirements.

Regarding the computer, much of the clubs administrative data and systems have already been entered, and this medium will provide for much more efficient management, by reduction of time consuming manual tasks, etc.

In preparing this report, some particular matters came to mind and I comment on these as follows:-

MOTOR CYCLE PLATES

This year we were faced with a dilemma regarding motor cycle plates in the club. Our position was questioned by D.M.T. and considerable research and negotiation was necessary to establish a new motor cycle plate system. This matter is now completely resolved thanks to the personal contact we enjoy with D.M.T. officers. The assistance afforded to the club by registration officer Neil Martin in this matter is appreciated.

MEMBERSHIP

The membership drive which commenced two years ago is achieving some success with 20 new members during this committee year compared with 15 the previous year. There are also other applications in the pipeline. On the debit side there have been 16 resignations and several write-offs through non payment of subs resulting in a net membership loss for the year. Membership is currently fluctuating around the 318 mark.

COUNTRY MEMBERS

Whilst the great majority of our members live within the Sydney metropolitan area, there are approximately 90 members who live elsewhere in the state. Of these, something like 30 are within range of the veteran activities so effectively pursued by the Newcastle group. This leaves around 60 members scattered throughout the state who rely on the magazine and any other contact that comes their way to sustain their interest in the club.

For my part, I have enjoyed the phone calls I have had from country members, whether to discuss club business, or just to talk veteran interests. It brings to mind that such contact is very simple to make, and I believe we all could develop closer contacts with remote members by phone calls to renew an acquaintance, discuss like vehicles or whatever. On a similar note, where country members are located in a reasonable group geographically, committee might consider the possibility of involving them in organisation of a local VCCA event in which metropolitan members would participate. Mobility is not such a great problem these days and such events would be of great value in strengthening the club.

Secretarys report continuedCLUB RECORDS

A mass of technical data has been assembled by the clubs Research Historian George Roberts over the decades of his involvement in this task.

These club records have now been duplicated as a safety measure and to ensure that George retains access to the master set for convenience in answering the multitude of inquiries he takes at home. The duplicate set will be installed in the Clubs office, and a lockable cabinet is needed to contain them. This set of records will be for committee and other controlled use.

Having participated with George in the duplicating process, I have seen the depth of detail and organisation that has gone into developing this data base for the club and I commend his efforts to you. I know the club will continue to support him in his role of Research Historian and in the orderly transfer of his knowledge to others who must follow, in the generations to come.

MEMBERSHIP REGISTER

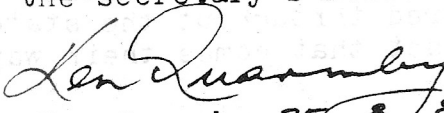
The new membership register, and proposed format for updating is most welcome - congratulations on the product Terry.Cook.

GENERAL COMMENTS

It has been a busy year with the Bi-Centennial Rally and the hall opening etc, and it is a year that the club can review with great pride. Once again, committee performance has been marked by significant achievement and I have appreciated the opportunity of working with the elected team - having seen five committees at work from the position of Secretary I can attest to the value that members get from their choice of management and recommend participation in committee work as a very satisfying club activity.

Having said that, its time to call it quits - I shall not be standing for election at this A.G.M. I shall also vacate the position of public officer.

Thanks for your assistance and co-operation. I record my special appreciation to my wife Joan and family for their assistance with the secretary's role.


Ken Quarmby 25 8 88

SECRETARY AND PUBLIC OFFICER.

VETERAN CAR CLUB OS AUSTRALIA (N.S.W.) INC.

TREASURERS REPORT

1987 - 1988

We had a record surplus of \$22,669 for the 13 month period from date of incorporation to 30th June, 1988. The combination of the Castrol World Rally and our bicentenary year made this a year which is unlikely to be repeated.

Our major income items were:

| | |
|-----------|--------|
| Donations | 16,007 |
| Subs | 9,565 |
| Rent | 9,323 |

Whilst our major expenses were:

| | |
|-----------------------|-------|
| Spit and Polish | 4,435 |
| Rates and Taxes | 2,214 |
| Caretake and Cleaning | 1,649 |

Our ladies on the Social Committee also had a great year making a net contribution of over one thousand dollars to club funds.

We spent \$19,011 on the building; mainly on the car park, carpet, brick cleaning, entrance roofing and tiles. The very positive comments from all those members who attended our official opening were rich tribute to all those members who gave up their time to turn a dream into a very successful reality.

The committee has approved the budget for 1988/89 which aims for a surplus of \$8,630 - Subs have been set at \$35 and we will shortly return to monthly issues of "Spit and Polish". We plan to repay our loans of \$7,200 by 30th September, 1988 and we hope to make a major repayment on our debentures during the year. The timing and amount of this repayment will depend on our achieving a substantial repayment of our share of the national surplus of the Castrol World Rally from the federal body.

I hope that next year I will be in a position to advise that all our borrowings have been repaid.

The financial strength of this club is materially aided by our regular band of donors who are usually anonymous - so on your behalf I thank them one and all.

Ken Quarmby is stepping down as Secretary and I would like to thank him for the help he has given me in my first year as Treasurer.

My thanks also goes to Bill McCarthy who handles all the Hall financial matters with his quiet efficiency - thanks Bill.

Last year I said that I was happy to serve as Treasurer for 3 years (if re-elected!). Well, the first year gone voters and I am ready for a second if you want me? If, however there is a large group of members who want to be treasurer - please stand - I won't be dissappointed - I might even get to hear what goes on at meetings instead of spending my time with my head buried in subs and the cheque book!

Seriously it has been fun and I thank all members for their tolerance - particularly when I send subs rates to honorary life members and account rendered's to members who have paid their subs twice already.

Happy motoring

Bob Lamond

DELAHAYE - ROVER COINCIDENCE

During the last V.C.C.A. (NSW) inc. Committee meeting I attended, instead of listening to what our Madame President was saying, I was brousing through the latest V.C.C.A. Great Britain magazine which our Editor had naughtily left on the boardroom table.

In this magazine I found a photograph of a Delahaye on a rally in England. I have been studying Delahayes now for 33 years and had not seen this one before.

I wrote to the Editor of the V.C.C.A. Great Britain magazine and requested the owners name and address of the said Delahaye. Like all magazine editors, he excelled himself and sent my letter and accompanying photo of my Delahaye together with a photo he had "pinched" (as he put it) from the 1988 Bi-Centennial Rally brochure to the owner.

The English owner, Martyn Hudson, wasted no time and sent me a facsimile explaining his car was a Type 32 12/15 HP Delahaye Tourer and that his very good friend, Mr. Mullins, had in fact driven the car in the Rally where the photo was taken. The reason he had not driven it himself was because he was driving his 1905 6 HP Rover in the same rally.

What are the odds of finding two more Veteran Car owners in this wide world who own both a Veteran Delahaye and Veteran Rover???????

Arthur Garthon.

VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC

VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC

INCOME AND EXPENDITURE ACCOUNTS.

| INCOME | BUDGET 1988/9 | ACTUAL 1987/8 | NOTE | BUDGET 1988/9 | ACTUAL 1987/8 |
|---|------------------|------------------|------------------------------------|------------------|-------------------|
| Annual Subscriptions (Note 1 & 4) | 10,500 | 9,565 | 1. TRADING TRANSACTIONS | | |
| Entrance Fees | 600 | 390 | Badges, Books, Rulers, etc | BREAKEYEN | 33 |
| Club Levies | - | - | 2. OTHER TRANSACTIONS | | |
| Members Donations | 5,000 | 16,007 | Rallies | BREAKEYEN | 190 |
| Interest | 500 | 542 | Socials | 1,000 | 1,009 |
| Raffle Proceeds | 500 | 418 | Registration Levy + Plates | 600 | 563 |
| Surplus Trading Transactions | - | 33 | Magazine "Spit & Polish" | (7,200) | (4,435) |
| Loss On Other Transactions | (5,800) | (2,462) | (See Note 4) | 300 | 262 |
| (Note 3) | | | Gledwood Display | (500) | (51) |
| Surplus Property Transactions | 1,200 | 3,692 | Yennora Display | (5,800) | (2,462) |
| (Note 2) | | | 3. PROPERTY TRANSACTIONS | | |
| LESS | 12,500 | 28,186 | Rent Received | 7,500 | 9,323 |
| EXPENSES | | | Deduct: | | |
| Affiliation Fees & Federal Expense | 900 | 856 | Expenses:- | | |
| Audit Fees | - | 975 | Rates and Taxes | 1,400 | 2,214 |
| Bank Charges | 200 | 161 | Electricity | 700 | 576 |
| Interest Paid - Debentures 5% | 500 | 615 | Caretaking | 1,700 | 1,649 |
| - Loans | 200 | 648 | Depreciation | 1,000 | 100 |
| Insurance - Public Risk, Trailer | 650 | 576 | Maintenance | 500 | 195 |
| Postage | 300 | 135 | Insurance | 1,000 | 897 |
| Secretarial Expenses | 600 | 1,101 | | 6,300 | 5,631 |
| Sundries | 500 | 450 | | 1,200 | 3,692 |
| Surplus for the Year | 3,870 | 5,517 | 4. SPIT AND POLISH - Budget 1988/9 | | |
| Add: Accumulated Funds at 1st June 1987 | 8,630 | 22,669 | Printing | 400 | |
| transferred from V.C.C.A. N.S.W. | | 122,988 | Mailing | 120 | |
| Accumulated Fund as at 30th June 1988 | | 145,657 | Covers | 160 | |
| | | | Plastick Wraps Etc. | 20 | |
| | | | | 700 | x 11 Issues 7,700 |
| | | | | | less Advert. 500 |
| | | | | | 7,200 |

5. INCOME TAX

The Club is currently seeking an exemption from Income Tax - In the event that this is unsuccessful there may be some tax liability on non-member income.

STATEMENT BY DIRECTORS

In the opinion of the Directors of Veteran Car Club of Australia (N.S.W.) Inc.:

- (a) the accompanying accounts as set out on pages 3 to 6 are drawn up so as to give a true and fair view of the result of the company for the 13 months ended 30th June, 1988 and the state of affairs of the company as at 30th June, 1988;
- (b) at the date of this statement, there are reasonable grounds to believe that the company will be able to pay its debts as and when they fall due.

The accompanying accounts of the company are made out in accordance with Australian Accounting Standards and applicable Approved Accounting Standards.

Dated at Sydney this 4th day of August 1988.

Signed in accordance with a resolution of the Directors.

Directors:

Shandra Roberts - President

[Signature] - Treasurer

VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC

BALANCE SHEET

AS AT 30TH JUNE, 1988

| | 1988 |
|--|------------------|
| CURRENT ASSETS | |
| Westpac Bank - Investment Account | 13,891 |
| State Bank - General Account | 3,615 |
| Stock on Hand - At lower of Cost or net realisable value | 1,000 |
| Debtors | <u>1,632</u> |
| | 20,138 |
| NON-CURRENT ASSETS | |
| Furniture and Fittings - At Cost | 9,337 |
| LESS: Provision for Depreciation | <u>3,370</u> |
| | 5,967 |
| Freehold Land - At Cost | 42,057 |
| 134 Queens Road, Five Dock | <u>99,699</u> |
| Building - At Cost | 147,723 |
| | <u>\$167,861</u> |
| NET ASSETS | |
| LESS: | |
| CURRENT LIABILITIES | |
| Rent and Key Deposits | 1,320 |
| Rent Paid in Advance | 190 |
| Creditors | <u>784</u> |
| | 2,294 |
| Loans:- | |
| Vintage Vehicle Club | 3,200 |
| Vintage Motor Cycle Club | 2,000 |
| Classic & Enthusiasts Motor Cycle Club | <u>2,000</u> |
| | 7,200 |
| Debentures at 5% | <u>12,700</u> |
| | 22,194 |
| ACCUMULATED FUNDS | |
| As Per Income & Expenditure Account | <u>145,657</u> |
| | <u>\$145,657</u> |

THE ATTACHED NOTES FORM PART OF THE ACCOUNTS

VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC

NOTE 6: CAPITAL EXPENDITURE

In 1987/8

We spent on the club premises as follows:

| | |
|------------------|-----------------|
| Carpet | \$19,011 |
| Chairs | 4,065 |
| Brick Cleaning | 1,299 |
| Entrance Roofing | 1,185 |
| Tiles | 303 |
| Car Park | 543 |
| Sundries | 11,266 |
| | 350 |
| | <u>\$19,011</u> |

Cloth Badges
Bike Plates
S.A. Books
Club Rulers

627 Stock \$600
518 Written Off
291 Written Off
828 Written Down
to \$400

2,254

and on repayment of debentures

2,000

CAPITAL EXPENDITURE TOTAL

\$23,265

HONORARY AUDITORS' REPORT TO THE MEMBER OF

VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC

I have audited the accounts set out on pages 2 to 6 in accordance with Australian Auditing Standards.

In my opinion the accounts are properly drawn up in accordance with the provisions of the Association Incorporation Act 1984 and so as to give a true and fair view of the state of affairs of the company as at 30th June, 1988 and the result of the company for the year ended on that date and are in accordance with the Australian Accounting Standards and applicable Approved Accounting Standards.



G. D. STAN FORD
CHARTERED ACCOUNTANT

HONORARY AUDITOR

1988.

Sydney, *Seventeenth* August

BITS & PIECES PAGE

THE PHOTO PAGE OPPOSITE, SHOTS TAKEN AT OUR CLUBROOM OPENING WITH THANKS TO VARIOUS "HAM" SHUTTERBUGS.

1. JENETTE, IAN & REX TURNER APPRECIATE THE MEMORIAL TO THEIR DAD.
2. KEN QUARMBY WAXES ELOQUENT WHILST THE MAYOR AND LADY MAYORESS AND PRESIDENT SANDY LISTEN. THAT FELLOW ON THE RIGHT, BOB BAXTER REALISES HIS AMBITION PROUDLY "A SUCCESSFUL OPENING AND COMPLETION OF A JOB WELL DONE".
3. FLAGS ARE FLYING AND A REARVIEW OF A GOOD ROLL-UP AT THE OPENING.
4. HIS HONOUR CUTS THE TAPE WATCHED BY PRESIDENT SANDY, KEN AND JOHN WARDS IN SUPPORT.
5. JEAN & BILL BURROWS "CLUBROOM ARCHITECT EXTRAORDINAIRE" AND NORMA & DICK TUNBRIDGE, LOOK LIKE THEY ENJOYED THE OPENING.
6. GEORGE ROBERTS "PERCHES" ON THE HANDRAIL TO GET BETTER PIX.

.....

THE NEW FEDERAL EXECUTIVE

THE NEW FEDERAL EXECUTIVE FOR THE V.C.C.A. FOR 1988/89 IS AS FOLLOWS:

FEDERAL PRESIDENT: MR. DAVID POWELL, TASMANIA.
FEDERAL VICE-PRES: MR. KEVIN LONG, QUEENSLAND.
N.T.C. CHAIRMAN : MR. GEORGE ROBERTS, N.S.W.
N.E.C. CHAIRMAN : MR. GEORGE ROBERTS, N.S.W.
F.I.V.A. DELEGATE : MR. IAN IRWIN, A.C.T.
SECRETARY/TREASURER : MR. IAN IRWIN A.C.T.

.....

BATHURST SWAP MEET

BATHURST SHOWGROUND, FEBRUARY 5TH 1989, GATES OPEN 6AM. \$2.00 EA.
FURTHER DETAILS CONTACT MILES FELSTEAD (02) 9602143

.....

NASH REGISTER

MRS. JENNIFER FAWBERT ADVISES THAT A REGISTER HAS BEEN STARTED OPEN TO OWNERS OF ALL NASH, AJAX, LA FAYETTE AND JEFFREY VEHICLES.
P.O. BOX 62, ROUND CORNER 2158. PH. (02) 627 5249.
ADVERTISEMENTS FOR PARTS OR INFO IN THEIR NEWSHEETS ARE FREE.

.....

LAST ISSUE'S COVER PICTURE

NO ONE CAME UP WITH ANY FIRM IDEAS, SO I GUESS THERE IS NOT MUCH INTEREST IN GUESSING COMPETITIONS.
IT IS MY BELIEF THAT THE CAR IS FRENCH, COULD BE PANHARD LAVASSOIR.

.....

VINTAGE & VETERAN RESTORATIONS. PROP. RON FERGUSON.

WE WERE ALL HORRIFIED AT THE LOSS SUSTAINED BY RON IN THE RECENT FIRE, WE ALL SEND OUR BEST WISHES TO HIM FOR A REBUILT FUTURE.

.....



I'm Awfully Well for the Shape I'm In

There's nothing whatever the matter
with me;

I'm just as healthy as I can be.

I have arthritis in both of my knees;

And when I talk, I talk with a wheeze.

My pulse is weak, and my blood is
thin,

But I'm awfully well for the shape I'm
in.

Arch supports I have for my feet,

Or I wouldn't be able to walk on the
street

Sleep is denied me night after night,

And every morning I look a sight

My memory is failing; my head's in a
spin.

But I'm awfully well for the shape I'm
in.

The moral is, as this tale we unfold,

That for you and me who are growing
old,

It is better to say, "I'm fine," with a grin,
Than to let them know the shape
we're in.

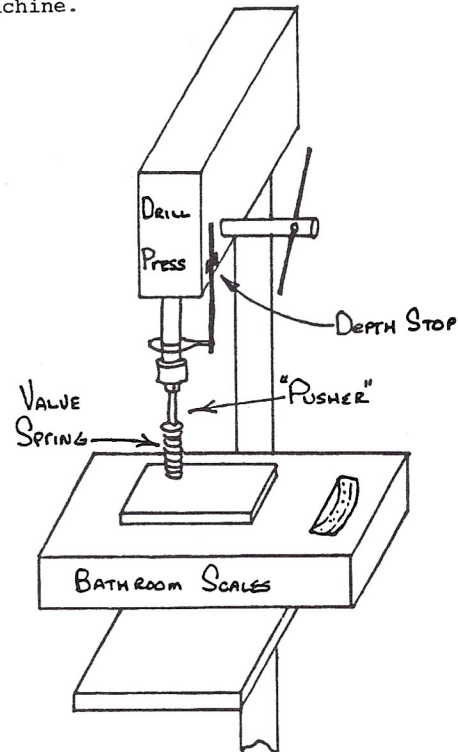
—Author unknown



Simple Way to Check Valve Spring Pressure

by Wally Skyrman,
Central Point,
Oregon.

In doing engine overhaul work, it is essential to check the valve springs to see if they still retain the necessary tension on the valve for correct operation. While valve springs are inexpensive they are not always readily available, so if the old ones are re-used, we must check out the old springs. Most of the larger machine shops have commercial spring testers where their frequent use warrants the cost of the machine.



Shown here is one easy way of checking valve spring pressure with equipment that you probably have on hand or can get very easily. The idea is to use the quill of the drill press to push against the spring while the latter is resting on the bathroom scales. Chucked in the drill press is a "pusher" made from a stud, nut, and washer to enable a square push on the spring to be made. The depth stop on the drill press is set when the spring is under tension to minimize shift of the scales under load. Most shop and motor manuals give the dimension to determine the setting of the depth stop, that is, so many pounds of pressure at a specific length of the spring. Once the depth stop is set, it is a simple matter to check all your springs in quick succession.

(Editor's Note: May we suggest that this same set-up can be used to check old clutch springs for proper tension under compression?).

- Skinned Knuckles.
Borrowed from many .. thanks!

From:- "The Running Board",
Sioux Falls Regional Group,
Horseless Carriage Club of
America.

FURTHER NOTES ON THE CASTROL BI-CENTENIAL RALLY OUT OF VICTORIA

AFTER READING THE "FRIENDLY"REPORT BY MR.BILL BURROWS ON THE ABOVE,I FELT THE EXPERIENCE OF ANOTHER NEW SOUTH WELSHMAN WAS CALLED FOR!

OUR DECISION TO DO THE VICTORIAN LEG OF THE RALLY WAS A SIMPLE ONE,LIVING IN WESTERN N.S.W. THE ROUTE TO BE FOLLOWED WAS VERY FAMILIAR TO US,SO WE OPTED FOR THE UNFAMILIAR AND SCENIC VICTORIAN RUN.THIS PROVED A HAPPY DECISION FOR US DESPITE HAVING TO MAKE AN ELEVENTH HOUR CHANGE TO THE VEHICLE,PLUS OUR TWO PASSENGERS HAVING WITHDRAWN AND ACCOMMODATION CHANGES,MEAL CHANGES ETC.:PROBLEMS THAT RALLY ORGANISERS CAN DO WITHOUT, WE RECEIVED FRIENDLY AND PROMPT ASSISTANCE.

MR. BURROWS BEMOANS A LACK OF PRE-RALLY GETTING TO KNOW PEOPLE MEETINGS,SURELY THE TIME AVAILABLE IS THE FACTOR AND WITH TWO WEEKS OF VETERAN MOTORING ABOUT TO BEGIN,SURELY THERE WOULD BE PLENTY OF OPPORTUNITIES THEN? AND THERE WAS THE PRE-RALLY BRIEFING AT CAULFIELD TOWN HALL,I BELEIVE THIS TO BE THE OPPORTUNITY.THAT EVENING I BELEIVE BEING WELL ORGANISED,WITH BUS TRANSPORT AVAILABLE TO & FROM THE VENUE.

THE FOLLOWING (DAMP) MORNING DEPARTURE DAY,WAS AGAIN WELL ORGANISED WITH GUIDE VEHICLES TO LEAD US TO CAULFIELD PARK,OUR STARTING POINT,A GODSEND FOR PERSONS UNFAMILIAR WITH THAT CITY. OUR DEPARTURE WENT WITHOUT A HITCH,DESPITE THE RAIN AND OUR LOANED CAR NOT SPORTING A HOOD.

IN AN ATTEMPT TO CONDENSE THE TRIP TO CANBERRA,I WILL SAY IT WAS UP TO OUR EXPECTATIONS,SOME RAIN BUT NOT ENOUGH TO DAMPEN OUR ENTHUISIASM

.AMPLE OPPORTUNITY FOR SOCIALISING WITH AN EVENING FUNCTION AT MOREWELL,LUNCH GET-TOGETHER AT LAKES ENTRANCE,EVENING FUNCTIONS AT PAMBULA & COOMA,AND ON TO CANBERRA.

WE HAD EXCELLENT WEATHER IN CANBERRA AND MUCH TO SEE.

THE VICTORIAN LEG'S INVITATION RALLY RETURN TO MELBOURNE WAS IN ITSELF A PLEASANT EVENT AND STILL WITH THE R.A.C.V.UNITS IN SUPPORT.

ON TWO OCCASIONS SINCE THE COMPLETION OF THE RALLY,ENTRANTS HAVE COMMENTED THAT THEY BELEIVED THAT THE VICTORIAN LEG WAS THE BEST PLANNED AND ORGANISED,WITH REGARDS TO STAND-OFF ATTITUDES AND ALOOFNESS,I DID NOT EXPERIENCE ANY AND IT DOES'NT RATE ANY FURTHER COMMENT.

SO IN CONCLUSION CONGRATULATIONS TO THE VICTORIAN ORGANISERS ON A JOB WELL DONE AND LIKEWISE TO EVERONE WHOSE EFFORTS GAVE US A GREAT EVENT.

MAURIE MCKENZIE.

HANDY HINTS

ALTHOUGH I CANNOT GIVE A SCIENTIFIC REASON FOR NOT STORING A BATTERY ON CONCRETE FLOORS,THE WORD IS THAT IF YOU DO THEY GO FLAT.OUR ADVICE IS TO SIT IT ON A PEICE OF WOOD.
USE STEEL WOOL TO PLUG A HOLE WHICH IS TOO BIG FOR A SCREW.
THE SCREW WILL DRIVE IN AND STAY PUT.

THE OAKLAND

My dictionary describes veteran as "old and experienced". I guess that also describes my 1915-16 series 4 cylinder Oakland speedster

The Oakland when I first viewed it, was sitting on blocks in a tin shed on a completely vacant block of land in heavy bush. Dot and Ray Corlette the previous owners, had covered the car with a heavy black plastic sheet and there it has remained for the past twenty two years. Ray had originally put 950 hours into restoring it in a professional manner. He then proceeded to Rally the car in the Antique and Classic Car Club and finally the Veteran Car Club. The car appeared last in the Blue Mountains Rally of 1965 as entry number 44.

Prior to Rays" acquisition of the vehicle the late Dick Mortimer had owned and driven it in an original unrestored condition in Rally events which says a lot for the condition of the engine.

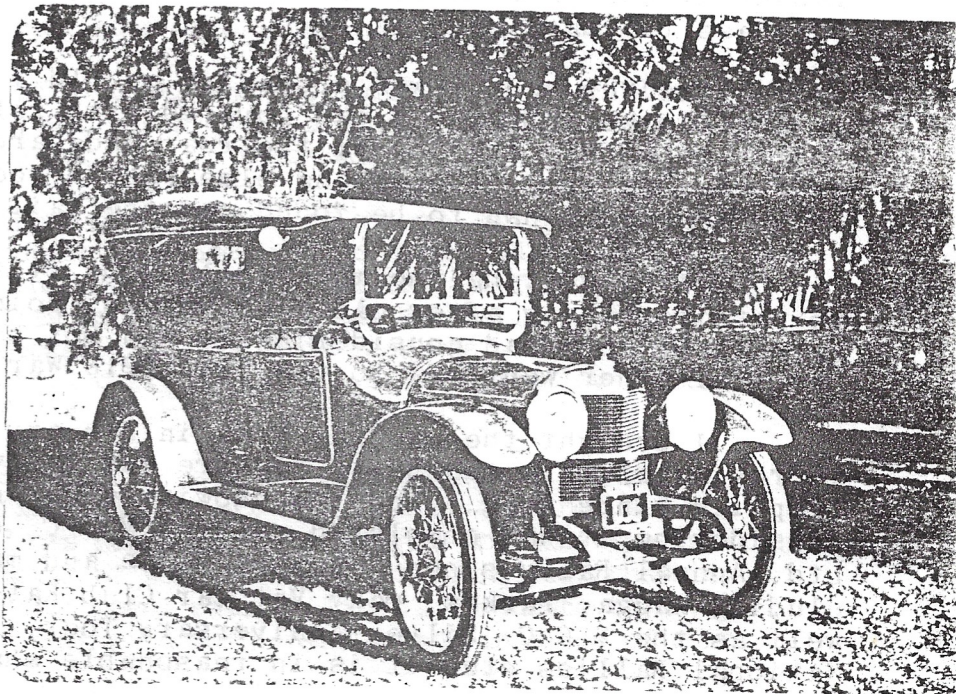
Realising what 22 years of storage can do to demoralising a car I decided to take up the challenge. The first thing discovered was a treacley mess in the fuel tank that had permeated the fuel line and even found its way into the vacuum tank. The once effective vacuum tank was now sporting grain growth and a large split across the die metal head as a result of simply being so old. So much for the fuel system. Acetone concentrate was found to be the best for dissolving and cleaning resin from the fuel tank assisted by a short length of large link metal chain shuffled around inside the tank. The fitting of another vacuum tank acquired from the Chatswood Swap gave new life to the fuel system.

Next came the acquisition of 6 volt 19 strand heavy millimetre wire and the car was completely re-wired to original with 5MM low tension Vesta cable. The headlights certainly appeared to be much brighter and the amperage buildup was much better. So much for the electrics.

The volume of smoke emitting from the exhaust left a lot to be desired. Even though the engine worked on the total loss oil system and consumed via the cylinder head 1 litre of oil every 100 miles, some smoke therefor could be expected. A full set of original "Hastings -Dubl test" compression rings was then acquired. The removal of the engine and fitting the rings was next. A pleasant surprise awaited me. There was barely .001 (one thou.) taper wear in the four barrels of 3½ inch standard bore. All journals and bearings were in excellent order. The gearbox inspection and the cone leather clutch proved also to be satisfactory. The bell housing universals were given new pins and bushes. These parts were manufactured in my workshop and hardened and heat treated by a local metallurgist.

Somewhat like the Phoenix, the car was now back to-gether and running. I took it for a trial run in 1986 combined Veteran and Vintage car Rally to Morisset. The car has a warm feeling when you sit in it and the preminition that you are not alone. Next came the 1986 trip to Denman upper Hunter Valley and the visit to the Whites property "Belltrees". Again a combined Rally with Vintage cars.

It was after this event that Murphys Law applied itself. On making the usual after Rally time inspection an other-wise unknown and dormant crack in the cylinderhead appeared Engine No.77747 was in real danger of being immobilised. Then a miracle.... I managed to acquire an unrestored car with engine number 77745 in almost new condition..Off came the cracked head and on went the new. A perfect fit.



After an official Club inspection at Martinsville, undertaken by Max Bourke it was brought to my notice that the steering king pins and bushes were worn sufficiently to shortly require attention, as Max put it so diplomatically. It was back to the workshop and some medium carbon steel used to turn up new king pins. Hardened and heat-treated by my Metallurgist. While I was at it new tie rod pins and bushes were also manufactured and fitted.

The Oakland has in all travelled to Denman in June Rallies for 3 years running and is about to embark on its 3rd appearance in the Morpeth October Rally. The car can now be said to be a proven Rally Veteran and the only 1916 Oakland in Rally condition that I am presently aware of. A retired Magistrate nearby informs me that many years ago the first Taxi he hailed in Sydney was an Oakland. I have never quite accepted the idea that has been circulating the automobile to be a horseless carriage. Get the beat of the engine up to about the same rythm as a horse canter and I am sure there is something alive under that bonnet. The Oakland was featured in the official journal of the Antique and Classic Motor Club October 1968 issue giving 3½ inch bore and 5 inch stroke, the common denominator for most 4, 6 and 8 cylinder American engines of the period. The Oakland develops 38 H.P. at 2,500r.p.m.(60m.p.h.) Cheers for now.

Martin Sorensen
Martin Sorensen

NEW HUDSON MOTORCYCLE

This motorcycle was purchased from the original owners widow, Mrs. Browne who with her daughter operated a Babywear Shop on the Pacific Highway in the Hornsby Shopping Centre.

It was my good fortune to be referred to these delightful ladies by the late Paddy Ryan and after three visits was able to purchase the machine.

The New Hudson was stored in an old fowl shed at the rear of the Babywear Shop and was covered with rotted sugar bags. Fortunately only the top of the rear mudguard was rusted and the seat leather gone, everything else was in good condition. The only item which had to be found was the tail light and tyres.

After getting the motorcycle home it took an hour or so to get it running after cleaning valves, points, plug and carburetor, not bad considering it had not been used after its original owner went off to the 1914-1918 War.

I brought the machine home in January 1972 and it took approximately six months to restore and has won many Concourse Trophies since then. Now its showing signs of wear and tear, but considering it has completed every V.M.C.C. of Australia (N.S.W.) Ltd. Annual Rally since December, 1972 and many other Rallies including Wagga, Parkes, many Vet Car Club Katoomba Rallies, as well as the V.C.C. Silver Anniversary Tour, 1 & 2 Cylinder National Rallies etc. it is in reasonable shape.

It has been restored using all the original parts including the bakelite handgrips which have not been removed from the handlebars, the motor still has the original cast iron piston and inlet valve and until a couple of years ago it still had the original exhaust valve, which had to be replaced when the head of the valve came off at a Goulburn Rally in 1984.

This machine is a $3\frac{1}{2}$ H.P. Model and has a bore and stroke of 85mm x 88mm giving an engine capacity of 499cc. It is a side valve non detachable head motor, the timing and cam gears run in bronze bushes, the mains are ball bearings and the big and small end bushes are bronze. Oil is fed via a hand pump on the petrol tank and when operated forces oil direct into the crankcase which is splashed around lubricating bearings and gears via inbuilt galleries etc. any surplus is then burnt. It is referred to as a total loss oil system.

The motorcycle is fitted with an Armstrong three speed gear in the rear hub, a Brown & Barlow two lever carburetor, 26 x $2\frac{1}{2}$ x $2\frac{1}{4}$ wheels and Dunlop tyres, Brooks seat, Bosch magnetto and a Howes & Burley headlight.

New Hudson motor cycles were manufactured in Birmingham, England from 1903 through to 1957 and had many trials and racing successes in the Veteran Period as well as being used by dispatch riders in World War 1.

This machine is a comfortable reliable motorcycle to ride and has given very little trouble over the past 16 years of solid use. I restored it to use and perhaps I should have kept a check on the mileage it has done.

DATING CERTIFICATE 200 N.

1918 BUICK

The beginning of the Buick line starts with the introduction of their two cylinder model B during 1904, Model C in 1905 and F and Model G for 1906, these pioneer models continued with little change to 1910.

1904 saw the production of 37 units and the addition to staff of the "Financial Wizard of Flint", who was a great organiser, William C. Durrant and production jumped to 750 for 1905. Buick was on its way.

By 1908 Durrant was to found General Motors Company, Buick becoming the primary division, production increased year by year, 14,600 in 1909 almost 33,000 for 1914 and the record 124,800 for 1916, before production switched to support the allies manufacturing goods for war. 1918 saw the production of 77,000 Buicks. New for this year was a 3 3/8 x 4 1/2 L Head six, displacing 242 cubic ins., built on a chassis with cantilever rear springs and a wheel base of 118 ins.

Our example, owned by John Gerdtz, started life as one of the most popular EX 45 tourers and finished it's working life at Quirindi N.S.W., where John purchased it and has now restored it with a doorless speedster body, necessitating the removal of some of the overhanging rear chassis, but retaining the original 118" wheel base. John is fortunate to have a vehicle with the mid year change to multi disc clutch in place of cone used earlier in 1918.

The car successfully completed the 1988 Australian Bicentennial Castrol World Rally, running on the vintage route. We look forward to seeing John and Barbara driving the Buick at future Veteran Car Club events.

MAX ROBERTS

CHAIRMAN INVESTIGATION & DATING.

M - I - N - D - S - T - R - E - T - C - H - E - RSolution to No. 69ALL IN A WORD

The words are GRANDMOTHER, LEVIATHAN and SIDELIGHT.

No. 70ALL IN A NAME

Five of these six friends have a number that is linked to their names. What is Leslie's number?

| | | | | | |
|-------|---|--------|---|--------|---|
| Doug | 4 | Jack | 2 | John | 2 |
| Karen | 4 | Leslie | ? | Stella | 4 |

FOR SALE & WANTED

WANTED

RUNNING BOARD GAS TANK "PRESTOLITE" OR OTHER MAKE.

ALSO 60 TEETH (OR ABOUT) ROAD WHEEL GEAR AND/OR SWIVEL JOINT FOR STEWART SPEEDO.

ALSO, 1911 CLEMENT TALBOT REAR AXLE, GEAR BOX COMPLETE, RADIATOR, STEERING BOX AND CHASSIS FOR MODEL AB.

JACQUES PILLA (B) 02 9573103
(H) 02 3492379

WANTED

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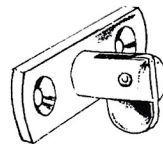
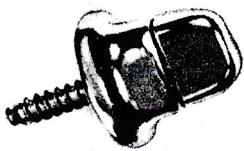
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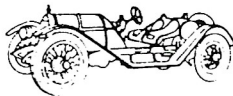
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