

SPIRIT & POLISH

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

134 QUEENS ROAD, FIVE DOCK, 2046

OFFICE BEARERS 1972-73

PRESIDENT: R. A. Foy, Ph. 449-1524 (Home)

VICE PRESIDENTS: L. K. Sheen, Ph. 42-4198 (Home). R. C. Baxter, Ph. 522-9661 (Home)

HON. SECRETARY: J. Dance, Ph. 86-1432 (Home) HON. TREASURER: W. McCarthy, Ph. 798-6941 (Home)

MANAGEMENT COMMITTEE:

R. C. Baxter	A. Foy	E. J. Lang	G. A. Roberts	M. Welch
J. Dance	R. A. Hill	W. McCarthy	L. K. Sheen	J. C. Wilson

EVENTS COMMITTEE:

L. K. Sheen (Chairman)	J. Bourke	E. Lang	J. Wilson
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BUILDING COMMITTEE: Chairman: M. Welch, Ph. 44-8418

INVESTIGATIONS: G. A. Roberts, D. M. Roberts

REGISTRAR: D. M. Roberts, Ph. 449-1722 (Home)

REGISTRATIONS OFFICER:

D. Berthon, Ph. 639-0603 (Home)

INSURANCE OFFICERS: V. Jacobs, P. Kable

VEHICLE RECORDS: P. Kable, E. Lang, M. Welch

C.V.V.T.M.C. DELEGATES: R. Baxter, L. Sheen

SOCIAL SECRETARY:

Mrs. G. King, Ph. 522-7108 (Home)

LEGAL OFFICER: E. L. S. Hall

HISTORIAN: A. Rose-Bray

DATING HISTORIAN:

G. A. Roberts, Ph. 371-8626

PHOTOGRAPHER: W. E. Hardman

LIBRARIAN: R. Hill

AUDITORS: W. V. King & Associates

PUBLIC RELATIONS: R. Baxter

"SPIT AND POLISH" PANEL: R. Baxter, Ph. 522-9661 (Home) P. Kable, Ph. 579-6942 (Home)

E. Lang, Chairman, Ph. 579-5790 (Home) J. Simpson, Ph. 869-1350 (Home)

CLUB MEETING DATES 1972-73

1972			1973		
AUGUST	Thursday	24th	FEBRUARY	Thursday	22nd
SEPTEMBER	"	28th	MARCH	"	22nd
OCTOBER	"	26th	APRIL	"	26th
NOVEMBER	"	23rd	MAY	"	24th
1973			JUNE	"	28th
JANUARY	"	25th	JULY	"	26th

SPIT & POLISH



PATRON:

His Excellency,
The Governor of NSW
Sir Roden Cutler,
VC, KCMG, KCOO, CBE.

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)
Vol. XV, No. 1

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JULY GENERAL MEETING, to be held at 8 p.m. on 26TH JULY, 1973

V.C.C.A. (N.S.W.) Clubrooms, 134 Queens Road, Five Dock, N.S.W.

A re-run of the 1970 INTERNATIONAL RALLY film will be shown after the meeting.

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



OPINION

What an "Annual Meeting"! With nearly 100 people in attendance it proved to be the largest ever held. Len Sheen, our former Vice-President, was elected unopposed as President, and judging by the intensity of the acclamation as he took over the chair, Len's reign should prove to be very popular. Congratulations Len!!

The two new Vice-Presidents, Allan Foy and George Roberts, are executive office-bearers of proven worth and will give valuable support to Len and towards the management of our club. The V.C.C.A. (N.S.W.) must be the most fortunate club of its type in this world, because we have working for us in a full-time voluntary capacity two of the keenest and most capable gentlemen in the form of Jack Dance and Bill McCarthy. Jack as secretary, Bill as treasurer and now with Len as President it means we have a senior executive group working full time for the club.

Added to the above we have five new committee members, George King, Bob Petersen, Jack Burke, Doug Pearce and Bob Baxter who should be able to provide some fresh thinking and new ideas towards the management of our great club.

The interest shown by the record attendance at our Annual Meeting and a new surge of attendances at our rallies and social events is evidence enough that the club has recovered from the doldrums caused by our drifting from one club meeting place to another. It augurs well for another record year of veteran car activity with a new and enthusiastic committee, the surge of keenness of members to participate and a large group of cars nearing the end of restoration, and added to this we have this new sense of co-operation between related car clubs emerging through C.V.V.T.M.C.

Our opportunity to put this last segment into practice will come about in September when we will probably join in with the A.C.M.C. in response to their invitation to participate in their Spring Tour.

* * * * *

POINTS FROM THE JUNE MEETING

1. It was successfully moved that the wives of members could now become "Associate Wife Members" for a fee of \$1.00.
2. The A.C.M.C. invited our club to join them in their Spring Tour on 23rd September 1973.

(Cont'd. on Page 3....)

POINTS FROM THE JUNE MEETING (CONT'D.)

3. Max Chapman was the winner of the Gymkhana Events with a loss of 16 points.
4. The Sydney Historic Tour was won by George and Dorothy Green.
5. New Members:
ROBERT HOBSON - Custodian of T Ford belonging to Vic. Jacobs
ROSS HOGAN - of Cowra, with a 1917 Overland
EILEEN SYKES - Associate Wife Member (No. 1)

POINTS FROM THE 19TH ANNUAL MEETING

Election of office-bearers:

President	Mr. L. Sheen
Vice-Presidents	Mr. G. Roberts, Mr. A. Foy
Hon. Secretary	Mr. J. Dance
Hon. Treasurer	Mr. W. McCarthy
Committee Members	Messrs. G. King, R. Baxter, R. Petersen, J. Burke, D. Pearce

Club Fees for 1973-74 are unaltered.

Veteran of the Year:

George Roberts announced that Fred Rossiter's 1916 Studebaker was judged to be the "Veteran of the Year" and it was acclaimed as a very worthy choice.

* * * * *

PRESIDENT'S REPORT, 1973

It gives me great pleasure to present to you the Nineteenth Annual Report of our Club's activities for the past year. Circumstances prevent my being present on this occasion, so I ask your indulgence so that this report may be read in my absence.

As foreshadowed, this year has indeed been even more momentous than last, with the taking up of residence in our own premises. What a memorable night it was last October, when we held our first meeting here, realising one of our earliest aspirations. We were indeed honoured on that occasion, to be addressed by our Founder Member, Ron Grant, who told us of some of the earlier Club activities. A considerable amount of work remains to be done in and around the Hall, but of late the number of volunteers has dwindled. I would like to take this opportunity of pointing out that our hall will always require a constant amount of maintenance, in order to keep it attractive and viable. We have not yet reached a state of affluence where we can afford to pay to get our work done! Our exhibits and wall displays add to the decor and I would like to thank all those who have contributed.

Your Management Committee has been as hardworking as ever and I take this opportunity of thanking them all for their support and efforts on your behalf throughout the year. The Management of this Club is not an easy

task, but is demanding of time and effort, the extent of which is often not appreciated by many members.

There has been a slight decrease in membership this year, actual figures being 319 members (previously 324) consisting of 225 full members (222), 82 associate members (88) and 12 junior members (14). It therefore appears that we are still losing a few members, due to the inevitable rise in fees, two years ago. Currently, we have 149 cars carrying Club registration, a drop of 15 from last year, due to the increase in Third Party Insurance forced upon us. Five cars have Full Registration; 11 new Club registrations have been effected during the year.

During the year, two new Honorary Life Members were appointed - Jack Dance and Len Sheen. Their contributions to the success of the Club over the years has been considerable and the honour accorded well-deserved.

Jack Dance has continued in the office of Secretary, and it would be difficult to imagine a more suitable man for the job. He has an outstanding flair for secretarial work and we are indeed fortunate that he volunteers for the task year after year.

Our Treasurer, Bill McCarthy, is another volunteer, with a flair for his task. His financial reports to each meeting are clear and concise and help make our Club the success that it is. His Treasurer's Report just read indicates that our finances remain on a firm footing. In the matter of fees for the ensuing year, it is a recommendation of the Management Committee that these be unaltered. This matter will be dealt with at a later time, in accordance with the Agenda.

Events this year have been in the hands of Len Sheen, assisted by John Burke and Jim Wilson. The standard of the events arranged has remained high, and a considerable improvement in attendance has occurred, a most encouraging thing for the organisers. I would also like to thank those who acted as officials during the year, an unenviable but essential task, which contributes in no small measure to the success of any event.

Our Blue Mountains Rally was again an outstanding one, the overnight stay, the Carrington Hotel, again being one of the highlights of the event. This magnificent old place, with its Victorian atmosphere, blends so well with our cars that it is indeed like stepping right back into the past.

An event which provided an interesting four days of Veteran motoring was the Easter Tour to Bowral. This was a joint event with the A.C.T. Club, although unfortunately support from that Club was not as great as expected. The success of this event was due to the enthusiasm and detailed organisation of Vic Jacobs and Frank Craze.

Social events this year have been looked after by Gladys King and I am sure we will look back with fond memories for many years to come to such occasions as Bonaparte's Night, the Progressive Dinner and Ike's Barbecue. Again, we can report much improved attendances on all our social occasions.

Investigation and dating of cars continues in the hands of our Dating Historian, George Roberts, assisted by Max Roberts. 29 cards have been investigated during the year and a further 12 cars have been officially dated. Dating of cars is not an easy business and the thoroughness with which George and Max go about the task produces authentic results, which will stand any test. Inevitably, sometimes delays will occur when some detail does not fit, but by the same token, some cars can be dated immediately.

We are fortunate again to have the services of Ray Hill as our Librarian. Ray has an intimate knowledge of motoring publications and is busy sorting out the library to make best use of it in its permanent home. There are still a number of books which have not been returned and I urge you to check your bookshelves to see that you have not inadvertently retained a Club book. Unlike most libraries, Ray assures me that there will be no fine.

SPIT AND POLISH has undergone a number of changes, mainly associated with streamlining its production, whilst at the same time proving its content. Our thanks are due to the Panel, Eric Lang, Bob Baxter, Peter Kable and Jim Simpson, for the efforts during the past year.

David Berthon continues to look after our concessional registrations, which this year presented more than a few difficulties, because of rises in Third Party Insurances. I urge, however, everyone to pay their outstanding fees promptly, thus helping Club finances, as well as easing the task for David.

Although not yet quite complete, the task of restoration of our Hall has been in the capable hands of Max Welch, with assistance from many other members. As I have already mentioned, the task will be a continuing one, and volunteers will always be required to do something around the premises. Max will be leaving us in the near future, to take up residence in Melbourne, and on behalf of us all, wish him every success in the future and thank him for his efforts on our behalf.

A new edition of the National Roster of Members has again been compiled and you will all have received your copies by now. Our Registrar, Max Roberts, has been responsible for its compilation, which has not been without its difficulties. I thank him for the tremendous effort put into this publication.

We continue to take an active interest in the C.V.V.T.M.C. our delegates being our two Vice-Presidents, Len Sheen and Bob Baxter. Len is in fact treasurer of that organisation.

Our Branch in Newcastle continues to prosper, with a very full programme of road and social events. It is something of a pity that some of our Sydney members don't take part in some of the day runs organised by Newcastle branch, as I am sure that they would be most enjoyable occasions. Branch Chairman this year is Chris Broadbent, Vice-Chairman - Peter Adams, Secretary - George Adams, Treasurer - Don Barker.

In conclusion, I would like to thank everyone for their support during this, the greatest year in our Club's history. I have found the task

of being your President for the past three years a most rewarding, but demanding, one and have been particularly pleased by the confidence shown in me when entrusting me with this office. I have decided not to seek re-election this year. Naturally, I will continue to be actively associated with Club affairs and will be pleased to assist as required.

I wish my successor well, whoever he may be, and urge you all to give him the same support and confidence given me over the past years.

ALLAN FOY,
President 1972/73.

TREASURER'S REPORT, YEAR 1972/73

I have pleasure in stating that the Club has again operated profitably during the twelve months ended 31st May 1973. The net income exceeded expenditure by \$1852 and while this is lower than the profit of \$2143 in the previous year, the result is most gratifying. Two accounts totalling \$300 for advertising in SPIT AND POLISH were received after closure of the books. Had these amounts come to hand in time for inclusion in the year's figures, we would have bettered last year's results by \$9.

Income and Expenditure Account

Significant factors affecting the year's activities are commented upon hereunder:

Income.

Subscriptions rose by \$193 maintaining last year's upward trend and it would appear appropriate to retain the scale of fees decided upon in 1971, namely membership \$6 and magazine \$5. Twelve annual subscriptions have been paid in advance and eleven are in arrears one year or longer. Membership is now deemed to have been cancelled, after due notice, in the latter cases.

Donations totalled \$1826 compared with \$885 last year, an increase of \$941. The Club extends its thanks to the following donors, listed alphabetically, who have contributed towards this gratifying result:

B. Baxter, T. Bent, D. Berthon, C. Bliim, M. Chapman, J. Cooper, J. Cowan, J. Dance, W. Dudley, J. El-Ousta, T. Foulcher, A. Garthon, J. Godfrey, G. Green, R. Jones, P. Kable, D. Kay, G. King, E. Lang, K. Lober, J. Lockeridge, B. McCarthy, W. McCarthy, R. Peterson, G. Roberts, M. Roberts, C. & J. Robertson, A. Rose-Bray, L. Sheen, J. Simpson, D. Steer, L. Sykes, J. Thompson, J. Vanstone, J. Wards, P. Wards, J. Wilson and T.S. Wilson. Castrol (Aust.) Pty. Ltd. for cost of the Events Calendars, also various members who participated in events sponsored by Dominelli Ford and Stocks and Holdings Ltd. The above list does not include members who have donated materials and other items for the Meeting Hall. These will be referred to by the Building Committee. Should any member's name have been inadvertently omitted from the list, please accept my apologies.

Rents received from letting the Hall amounted to \$209. At present seven other clubs meet in our premises. Rentals charged are \$7.00 for the main hall and \$5.00 for the Committee Room per meeting. This is an important source of revenue and it would be to the Club's advantage to seek

additional tenants. Excluding Fridays and weekends we could provide meeting facilities on at least eight more evenings per month.

Social functions recorded a profit of \$175 compared with a deficit of \$63 last year. This result reflects great credit on the Social Secretary, Glad King and her helpers whose efforts have ensured the success of various functions organised during the year.

Receipts from rallies totalled \$4285 against expenses of \$4128, yielding a surplus of \$157. The Events Committee under Len Sheen's chairmanship is to be congratulated on this result. It will be noted that the published accounts show a deficiency on Rallies of \$121. This figure was arrived at by the Auditors who deemed it appropriate to charge an amount of \$278, paid for the film of the 1970 International Rally, under this classification.

Expenditure.

Bank charges and interest amounting to a total of \$108 appear for the first time in our annual figures. This is a nominal amount when we consider that we commenced the year with an overdraft of \$4500 at 7½% interest per annum. We enjoy a favourable arrangement with the Rural Bank of New South Wales which allows us interest on the credit balance of our Working Account at the same rate as that charged on the Loan Account. It will be apparent that early payment of membership fees means a saving to the Club in bank charges. Interest received for the year on the Building Fund amounted to \$50.

Hall expenses totalled \$505, the main items being rates \$147 and insurance \$132. Payments for opening for meetings, cleaning and various other items amounted to \$78. These duties have been carried out efficiently and conscientiously by Mr. Eric Brown to whom I express our appreciation.

Production costs of SPIT AND POLISH exceed receipts by \$131. Revenue comprised membership subscriptions \$1470 and advertising \$50, total \$1520. Expenditure was \$1651, however \$350 was outstanding from advertisers at the 31st May \$300 of which has since been received as referred to in the opening paragraph. Allowing for this amount it will be seen that the magazine is still being produced profitably by Editorial Committee.

Printing, Stationery and Postage costs rose by \$132, reflecting the general upward trend in expenses of this nature.

Other items of income and expenditure varied only slightly from last year's figures and have not been commented upon in detail.

Balance Sheet

Whilst the Balance Sheet structure is basically similar to that of last year, some change in its format has been necessary to comply with recent provisions of the Companies Act. These require that Other Liabilities be classified as Non-Current (long term) and Current (payable within 12 months). Thus the total of \$3721 owing under the mortgage on the hall appears as two amounts, namely \$2881 and \$840. The loan is secured by a first mortgage over the title to the property and is supported by nine individual guarantees of \$500 each by members. The present net indebtedness to the Bank is \$130.

Accumulated Funds rose by \$1852 (the year's net profit) to \$12137.

Assets

The asset position is sound. Structural improvements made to the hall during the year have been capitalised at \$750 and the property valuation is shown at \$10250, under its current market value.

The Building Fund carries a balance of \$767, derived from members' donations, and is held as a reserve for future expenses in connection with the building. Stock on hand at cost is \$512. Furniture and Fittings will be revalued during the ensuing year following the addition of various items during recent months.

#

The past year has been a very satisfactory one financially and the Club's asset position, in which all members have a share, has been further strengthened by the increase in the value of its freehold. It is pleasing to note that despite the pressure of increasing costs in most areas of its activities the Club has been able to maintain its profitability. All books and records have been audited by Messrs. W.V. King and Associates who have certified as to their correctness. As is customary a copy of this report, supported by the audited Income and Expenditure Account and Balance Sheet will appear in the July issue of SPIT AND POLISH.

Once again I thank the members of the Management Committee and other office-bearers for their co-operation and support throughout the past year.

BILL MC CARTHY,
Honorary Treasurer.

* * * * *

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

"Dear Sirs:

It is surely difficult to find a tradesman to whom you can trust your valuable veteran or vintage radiator. Consequently I was very relieved when I stumbled onto Mr. Johnson, through various contacts in the trade, to replace the core of the Calthorpe radiator.

Apart from doing an excellent job, he is very keen on doing this type of work and he now has two types of cellular honeycomb cores available. The smaller honeycomb is virtually the same as the old tubular honeycomb cores.

So, if you are plagued with a leaking or blocked radiator, here is where to go:

JOHNSON BROS.,
532 Parramatta Road, Ashfield. 798.4354.

R. BAXTER"

* * * * *

S O C I A L

Congratulations to Len Sheen on becoming our new President.

Good to see Frank McGowan at the Annual Meeting; he also acted as scrutineer for the voting.

Lionel Jones is progressing well; hope it won't be long before we see him at meetings again.

Coming Attraction: An evening at Dirty Dick's Theatre Restaurant, 313 Pacific Highway, Crows Nest on Thursday, 4th October, \$6.50 per head.

For our Christmas Outing I have arranged a night at The Music Hall, Neutral Bay. It has been brought forward (with permission) to Thursday, 29th November. (There are no concessions during December). \$5.50 per head.

GLAD KING

* * * * *

WERE THEY REALLY THE GOOD OLD DAYS?

Yearn for the "good old days" when trapped in an automobile traffic jam on a hot day? Figure those days were ones of clean air, gently moving traffic etc.? No pollution, no traffic jams? Well, don't be too sure.

Shell News, the bi-monthly magazine of Shell Oil Company, looked into that matter in a recent issue. Following are excerpts from the findings and thoughts of writer Jim Cox:

"At the turn of the century, even though the electric trolley and the automobile had been introduced, there were still some 3½ million horses working in American cities, pulling streetcars and wagons of all types, and about 17 million more down on the farm

Statisticians....estimated that the 'normal' horse manufactured between 15 and 30 pounds of manure a day, with 22 pounds a likely average. Using this average, health officials in Rochester, N.Y. figured that in the course of a year their not-so-fair city's 15,000 horses littered enough manure to cover an acre of ground to a height of 175 feet - and also enough to breed 16 billion germ-carrying flies...

As the manure piled up, fear of disease and epidemics mounted among concerned citizens....

The typical street-sweeper corps was composed, as one contemporary critic described it, of 'old and indigent men....prisoners who don't like to work....and persons on relief.' Their bosses weren't much better. Graft and corruption reduced many city systems to monuments of inefficiency. As a result, huge, steaming piles of manure, collected by the sweepers but never carted away, lay rotting in the streets, breeding

'pestilential vapours' and millions of flies. Even when the carts did roll, most of their pick-ups were made in the wealthier residential districts...

When it rained, the streets were awash from gutter to gutter with liquefied horse manure....Matters weren't much better on dry summer days. Iron shod wheels and hoofs ground the sun-dried manure into a pulverised dust that clogged noses, clung to wet laundry, blew in through open windows to season the soup and settled as a stinking patina on everything - people included....

And then there were the twin traffic nerve-janglers - jam-up and din. Benjamin Franklin complained bitterly of the 'thundering of coaches, chariots, chaises, wagons, drays and the whole fraternity of noise' in - no pun intended - the City of Brotherly Love.

Boston town fathers banned vehicles on King Street in 1747 so that members of the Court could hear what they were saying about each other. In 1785 a desperate New York tried to outlaw iron-shod wheels. A century later a traffic count at the intersection of Broadway and Pine counted 7,811 vehicles, many pulled by teams of two or more horses and all of them driven by loud and colorfully profane drivers - most of whom thought they had the right of way....

To those of us fighting the commuter rush on major freeways, inching our ways through narrow, truck-choked city streets, gagging on noxious exhaust fumes and quivering in our nerve-ends from the assaults of traffic on our ears, it all begins to sound a little familiar. Our problems are similar to those of our great-grandfathers, but there the parallel ends, primarily because we have yet to find a suitable substitute for the internal combustion engine.

The horse-haters of bygone days faced no such dilemma. To a man, they saw their salvation from pollution..if you haven't guessed it already.. in that new-fangled contraption, the motor car."

* * * * *

DATES TO REMEMBER:

SATURDAY 21ST JULY 1973

To Bankstown Aero Club for start of Vintage Aircraft Race (details to be notified)

SUNDAY 5TH AUGUST 1973

Display of Veteran Cars at Roselands from 11 a.m. to 4 p.m. in aid of The Foundation for the Disabled.

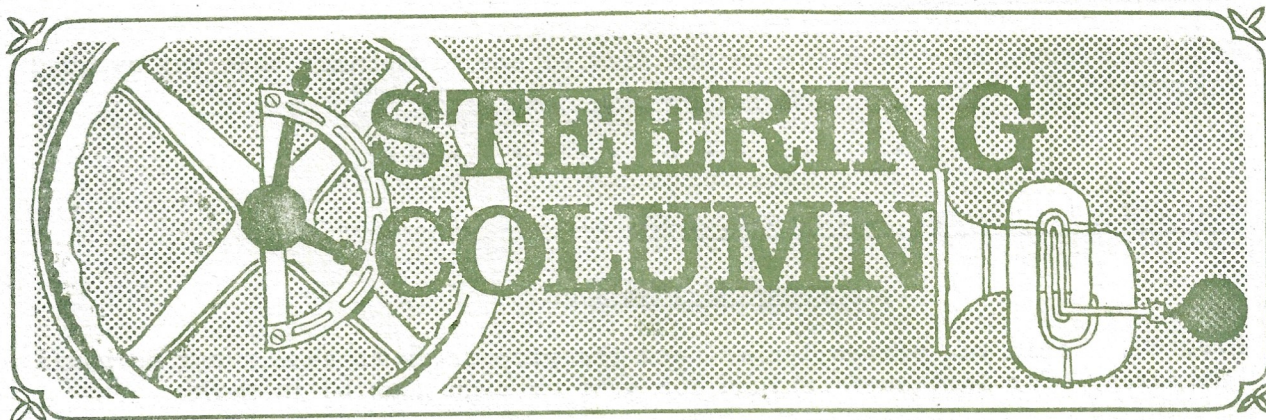
SUNDAY 19TH AUGUST 1973

Navigators Tour (Starting point etc. to be advised)

SUNDAY 16TH SEPTEMBER 1973

C.V.V.T.M.C. Day at Warwick Farm in Ledger Paddock near main stands.

* * * * *



Vic and David Jacobs have moved into a NORTHSIDE apartment giving them a bird's eye view (Kosher, of course) over the Cahill Expressway. Victor, true to form, is currently negotiating with a leading Sydney Radio Station to give them a daily traffic flow report. (Count the Fords).

#####

Noticed Geo. F.L. King driving wrong way down a one-way street near Ball's Head Reserve on the recent "Old Sydney Tour". We hope he shows better "direction" whilst serving as a committee man.

#####

Mention of the "Old Sydney Tour" brings to mind one of the questions: "What do all the statues on the northern face of the Lands Dept. Building have in common?" One wag wrote "Pigeon droppings".

#####

Don Steer's new 'lovely' the Wolseley, has the most gorgeous velvet upholstery. 'Tis said that Good Queen Victoria once sat upon it.

Don was not amused!!!

#####

98 odd members jammed into "The" Hall for the Annual General Meeting. The bloke sitting next to me blew his nose three times using my hanky. I'm glad no more members turned up. Goodness knows what next he may have done. Hmmm.

#####

Who noticed the T.V. newsreel showing Parry Thomas "Babs" re-doing a run along the pending sands. Seems some bod dug her up from her grave and restored her to chassis form so far - SPIT AND POLISH published the story of her fate some years back. Maybe you would like to read it again???

#####

The 'new' \$7,000 'Stutz' Black Hawk on sale in Sydney, ugh!! We have been told that Geo. Wilkinson Green and Arthur 'I'll buy it!' Phillips have been approached. We sincerely hope they resist the temptation.

#####

We've got a secret! We know a keen Klubbie who is kinked on Old Motor Bikes. (More about this later.)

Steering Column, Continued

Noticed a monogram - "F.R." - on the side of the Studebaker that was awarded Veteran of the Year. Does this stand for "Fred's Reck"?

* * * * *

"THE MOTOR" - TUESDAY, JULY 14TH, 1908.

Descending a Hill

L.B. Q. Would you please let me know the proper way to take a car downhill - "Handcross" for instance? Should low gear or high gear be in mesh?

A. Leave engine in normal gear, and admit air to cylinders, if you have provision for it. Switch off, and keep foot brake on a little. Handcross is not a steep hill; about 1 in 16 is the worst. For descending an average severe hill, such as Westerham, you might put in the low gear before descending. If you have no air admission arrangement, gas would be taken into the cylinders, and you may risk an exhaust box explosion when switching on. If you run down on closed or partly-closed throttle you risk flooding combustion chamber with oil if the piston rings are a trifle slack.

Cracked Cast-iron Cylinder

C.B. Q. One of the cylinders in my two-cylinder 10 h.p. car has developed a minute crack right at the top of the combustion chamber. The place of the crack is easily accessible, as it is just below the detachable top of the water jacket, but local mechanics tell me it is impossible to repair any crack in cast-iron, and that a new pair of cylinders, costing about £11, will be necessary. At present the motor does not seem in the least the worse for the crack, which I practically stopped by gently tapping at the side of the crack on the iron, and the only indication of there now being any crack at all is that the water gets slightly oily, owing to oil being blown out of the crack into the water jacket. Will you please advise as to the best course to adopt?

A. We suggest that you try and "rust up" the crack. Fill the cylinder jacket with a strong solution of sal ammoniac, proportion 1 lb to 1 gallon water. Leave in for about four days. The crack does not appear serious enough to require welding up, although practically any repair can now be welded by the oxy-acetylene process.

ROBERT FORBES

* * * * *

SEE PAGE 13 ENTRY FORM 1973 NEWCASTLE TOUR.

" " 14 FOR DETAILS " " "

VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)NEWCASTLE BRANCHTOUR - 1973 - SEPTEMBER 29TH & 30TH & OCTOBER 1ST

Address all correspondence to: P.O. Box 78, BROADMEADOW, N.S.W. 2292

ENTRY FORM

(Closing date - 31st August, 1973)

ENTRANT'S NAME:

ADDRESS:

MAKE OF CAR: NO. OF CYLINDERS.....

H.P. YEAR..... TOURING SPEEDM.P.H.

ADULT PASSENGERS:

.....

.....

.....

CHILDREN: AGE.....

..... AGE.....

..... AGE.....

..... AGE.....

ENTRY FEE

\$ 5.00

ACCOMMODATION AS LISTED BELOW (SEE LETTER, REVERSE SIDE)

SATURDAY NIGHT DINNER \$3.00 per person

SUNDAY LUNCH \$1.00 " "

SUNDAY NIGHT DINNER \$3.00 " "

For these 3 meals children under 7 years of age are free

CHEQUE HEREWITH \$

PLEASE ASSIST BY PUTTING IN YOUR ENTRY FORMS AS SOON AS POSSIBLE.

NO REFUND WILL BE GUARANTEED FOR CANCELLATIONS MADE AFTER 20.9.73

1973 NEWCASTLE TOUR

This year the Tour is based on Charlestown and accommodation is at the Panorama and Newcastle Heights Motels (approx. 150 yards apart).

Your Entry Form, showing details of accommodation required, together with entry fee of \$5.00 per car, must be in our hands by 31st August, 1973. Accommodation charges must be paid to us in full not later than 20th September, 1973.

THE MOTEL CHARGES are:-

Bed & Breakfast	1 person per room	
	(4 singles only available)	\$10.50 per night
	2 persons per room	16.00 " "
	3 " " "	21.00 " "
	4 " " "	25.00 " "

Please note that all motel charges other than those for Bed and Breakfast will be charged to your personal account.

Cars will be parked at the motels - bring your car covers.

Both the Saturday and Sunday nights' dinners will be held at the "Charlestown Chatter Rooms" which are within very short walking distance from the Motels (the Mattara Hotel is nearby).

The run this year will cover approx. 100 miles.

HOPING TO SEE A BIG ROLL-UP THIS YEAR.

GEORGE ADAMS

For Tour Committee

SPORTING CAR CLUB OF S.A. INC.

1974 V.C.C.A. NATIONAL RALLY TO BE HELD IN SOUTH AUSTRALIA

The event which will be in the form of a Hub Rally centred upon Adelaide, is being organised by the Veteran Car Section of the Sporting Car Club of S.A. Inc. A committee has been formed under the chairmanship of A.G. Sullivan as Rally Director.

Eligible vehicles are Veteran Motor Vehicles including motor cycles, built up to December 31st 1918 and Vintage Motor Vehicles including motor cycles, built between 1st January 1919 and December 31st 1930. The duration of the rally will be from Sunday, 22nd September, 1974 to Sunday, 29th September.

The month of September has been chosen as South Australia is at its best at this time of the year and many activities have been planned around this fact. Indeed a very full and varied programme is envisaged, but informality and choice of activities will be key-notes of the planning.

One-day runs are planned with a wide choice of routes and activities which will enable entrants to visit parts of South Australia of particular interest to them. Routes include the Barossa Valley with an inspection of a winery and lunch with wines served on the premises. A day run to Victor Harbour, a visit to historical Willunga, a scenic run through nearby Adelaide Hills, including a visit to the Birdwood Motor Museum. Another highlight will be an Adelaide-Glenelg run replica to celebrate the 40th Anniversary of the original run in 1934.

An optional free day will be provided for and the rally will conclude with a wind-up picnic on Sunday 29th.

All entrant vehicles will be parked under cover at the Motor Pavillion, Wayville Showgrounds where they will be on display to the public each evening. Strict and adequate security will be provided both during the public viewing and overnight storage.

Accommodation for entrants will be available within approximately 2 miles of Wayville and free bus transport will be provided to and from the Motor Pavillion. Convenient camping and caravan facilities are also available.

The Sporting Car Club and in particular the Veteran Car Section are proud to have the opportunity of hosting the National Rally in 1974 and detailed information and entry forms will be available at a later date.

Remember the dates: 22nd to 29th September, 1974 and plan to be with us. We look forward to your visit.

* * * * *

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

SWAP - for 10, 11 and 12 Cadillac parts:

Lots of small Vintage, some Veteran parts, including headlights, sidelights, tail lights, horns, hub caps, radiator caps, carbys, pumps, kick plates, badges etc. etc. etc.

-- RON BOARDMAN
533.4342

FOR SALE BY TENDER - the following cars. All in good order. Quality restorations.

1912 K.R.I.T.

1918 Studebaker, 4-cylinder

1923 Vauxhall 23/60

1920 Overland, 4-cylinder (restoration not complete)

OFFERS to be submitted to:

- BILL SHEARER,
Shearer's Motors,
Byron Street,
Bangalow. 2479
(P.O. Box 24)
'Phone 247

W A N T E D - 1 1/4" Rayfield Carby
M.3 Side Draught 3 bolts
1 3/8" Throat and Top Air Entry, full cast brass.

- K. WILLS,
5 Neville Street,
Blacktown. 2148
'Phone Messages:
632.8631 (after hours)

FOR SALE: 1917 T Model Ford Roadster, fully restored, competitor in 1972 New Zealand International Rally. Price on application.

- GEOFF SMITH,
"Belle Vue Park",
Tara Queensland. 4421

FOR SALE: 21 x 525; 17 x 500; 21 x 550 tyres in various conditions all usable. Best offer.

- ROY WHEELER,
51 Raymond Street,
Ainslie, A.C.T.
'48.9351

ADVERTISEMENTS CONTINUED:

WANTED: 5 h.p. Oldsmobile Motor, single cylinder, horizontal, bore and stroke, 4½" x 6" and gearbox - planetary type with 3 drums and 4-fingered clutch.

- NOEL HOLBROOK,
61 Ardlie Street,
Warrnambool, Vic. 3280

FOR SALE: Veteran exhaust car heater,
New 600 x 18 six-ply tyre Goodyear,
New 730 x 130 Beaded Edge tyre Dunlop,
1926 Hupmobile 8 Radiator,
1927 Morris 4 Radiator

WANTED: 550 x 19 Tyre and Tube,
Wheel Rim suit 1928 Whippet 19",
Also headlamp glass and steering wheel

- REG MAC DONALD,
35 Shirley Street,
Inverell. N.S.W. 2360
'Phone: 22.2714

FOR SALE: 1913 Renault Tourer 4-cylinder.

- ALLAN WILSON,
Penrose Street,
Lane Cove.
42.3936

WANTED: 26 x 2 b.e. motor cycle rims

EXCHANGE - Complete set "T" Ford Spanners

FOR " " Indian Motor Cyle Spanners

- L. MACY,
42 Thompson Road,
Speers Point.
58.1525

WANTED: Motor Cycle or Morris Cowley Bulb Horn (Lucas)

AVAILABLE: Pair of Jump (Dickey) Seats. About 1913. Good order.

- MAX BURKE,
47 Maclean Street,
Cessnock.

WANTED: 4 Point Polar Inductor Magneto.

FOR SALE: Complete Front Wheel Drive Assembly for 1930 B.S.A., Gearbox included.

- C. BROADBENT,
14 Lilian Street,
Glendale.

WANTED: 6 Cyl. Dixie Magneto.

- G. ADAMS,
314 Warners Bay Rd.,
Mount Hutton.
48.8140

BALANCE SHEET AS AT 31ST MAY, 1973

ACCUMULATED FUNDS

Balance as at 1/6/72
Add: Surplus for year

1973
10,285
1,852
12,137

1972
9,500

FIXED ASSETS

Building - Meeting
Hall

9,500

Capital Improvement to

Bldg.during Year

10,250

Furniture & Ftg's - At

750

Cost

584

Less: Prov.Deprec'n.

350

234

Bank Loan - Secured by 1st Mortgage
(Note 1, on P.19) Payable
within 12 months

CURRENT LIABILITIES

Bank Loan - Secured by 1st Mortgage

(Note 1, on P.19)

840

Sundry Accruals

110

950

111

Equipment - At Cost

232

Less: Prov.Deprec'n.

149

83

Floor Covering

367

Less: Prov.Deprec'n.

14

353

10,942

INVESTMENTS

Building Fund (Note 2 on P.19)

896

767

CURRENT ASSETS

Stock on Hand - At Cost

513

Deposit

80

Cash in Bank and on

3,666

4,259

Hand

\$14,940

\$15,968

\$15,968

BALANCE SHEET AS AT 31ST MAY, 1973 (CONT'D.)

NOTE 1 - MORTGAGE LOAN

Balance as at 25th May, 1972
 Non-current Liabilities
 Current Liabilities
 Less: Payments this year
 Add: Bank Charges
 Bank Interest

15
 46

Balance as at 31st May, 1973
 Non-current Liabilities
 Current Liabilities

3,660
 840
 4,500
 840
 3,660
 61
 \$3,721
 2,881
 840
 \$3,721

NOTE 2 - BUILDING FUND

Balance as at 1st
 June, 1972
 Add: Donations
 Interest Rec'd.
 Less: Payment

896
 1,781
 50
 1,831
 2,727
 1,960
 \$767

Auditors' Statement

We have audited the books, accounts and vouchers of THE VETERAN CAR CLUB OF AUSTRALIA - NEW SOUTH WALES, for the year ended 31st May, 1973 and report that, in our opinion, and to the best of our knowledge, the above Balance Sheet is in accordance therewith. We have accepted a certificate from the Hon. Treasurer as to the value of stock on hand as at 31st May, 1973.

The Register of Members required to be kept in accordance with the Constitution has, in our opinion, been properly kept.

W.V. KING & ASSOCIATES

Chartered Accountants

Registered under the Public Accountants
 Registration Act, 1945, as amended.

SYDNEY, 26TH JUNE, 1973.

(SIGNED) J. DANCE (Hon. Secretary)
 (SIGNED) W. MC CARTHY (Hon. Treasurer)

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31ST MAY, 1973

<u>1972</u>			<u>1973</u>
1,817	Annual Subscriptions and Entrance Fees		1,905
885	Donation		1,826
-	Rent of Hall		209
43	Insurance Levies		18
312	Interest from Interest Bearing Deposit		50
(64)	Surplus from Social Functions		175
93	Sundries		2
<u>3,086</u>			<u>4,185</u>
	<u>Less: Expenses</u>		
31	Affiliation Fees	31	
60	Audit and Accountancy Fee	75	
-	Bank Charges	62	
-	Bank Interest	46	
70	Depreciation	75	
278	General Expenses	166	
-	Hall Expenses	505	
150	Honorariums	150	
20	Insurance	-	
-	Magazine	131	
325	Printing, Stationery and Postages	457	
40	Rates	-	
77	Rent	21	
56	Subsidy for Newcastle Branch	46	
86	Tea Money	93	
43	Travelling Expenses	110	
78	Trophies and Presentations	138	
(35)	Deficiency in Trading	106	
(336)	Deficiency in Rallies	121	
<u>943</u>			<u>2,333</u>
<u>\$2,143</u>	NET SURPLUS FOR THE YEAR		<u>\$1,852</u>



Law Union & Rock Insurance Co. Ltd.

(Incorporated in England)

GIBBS BRIGHT & CO. PTY. LTD., Agents and Attorneys

8 SPRING STREET, SYDNEY Phone: 2 0548

also at

60 Fitzmaurice Street, Wagga Wagga Phone: 2283

35 Watt Street, Newcastle Phone: 2 2308

● FIRE

● ACCIDENT

● MARINE

Vintage & Veteran Restorations

(Regd.)

RON FERGUSON (Proprietor)

"THE ORIGINAL SPECIALIST"

67 Church St., Lidcombe, 2141. Phone: 649-2624.

- ★ Ford "T" wide range of new spares.
- ★ Brass body fittings including door handles, hinges, hood fittings, scuttle vents, etc.
- ★ Cylinder head gaskets for most makes.
- ★ Accessories including compression whistles, bulb horns, brass mirrors, etc.
- ★ Rubber sections, good range as applicable to Vintage and Veteran vehicles.
- ★ Special parts made to order.
- ★ Mail orders promptly despatched.
- ★ Complete or part restorations carried out.
- ★ No job too large or too small.

YOUR ONE STOP SHOP FOR NEW PARTS AND SERVICES

GOES EVERYWHERE !



The sensational new Chesney Kampa GT. Weighs only 10 cwt., can be towed easily by the smallest of cars, maintenance free, moulded fibreglass body, only 11 feet long and 5 feet high on the road. Opens up to comfortably sleep seven adults, full headroom inside, equipped with two burner stove, fridge with full width freezer, dual circuit lighting, 240/12 volt, fully screened windows, easy lift spring loaded roof. Special built-in roof racks for carrying Chesney Fibreglass dinghy.

See the eye-catching "Hot Mustard" GTK exclusive to Blue Point Caravans.

**IMMEDIATE
DELIVERY**

***EASY TERMS
FROM NO DEPOSIT***

BLUE POINT CARAVANS

1033 Canterbury Road, LAKEMBA. Phone 759-4100

BLUE POINT CARAVANS

Cnr. Hector Street and Hume Highway, BASS HILL. Phone 644-1877

BLUE POINT CARAVANS

201 Parramatta Road, FLEMINGTON. Phone 76-8890