

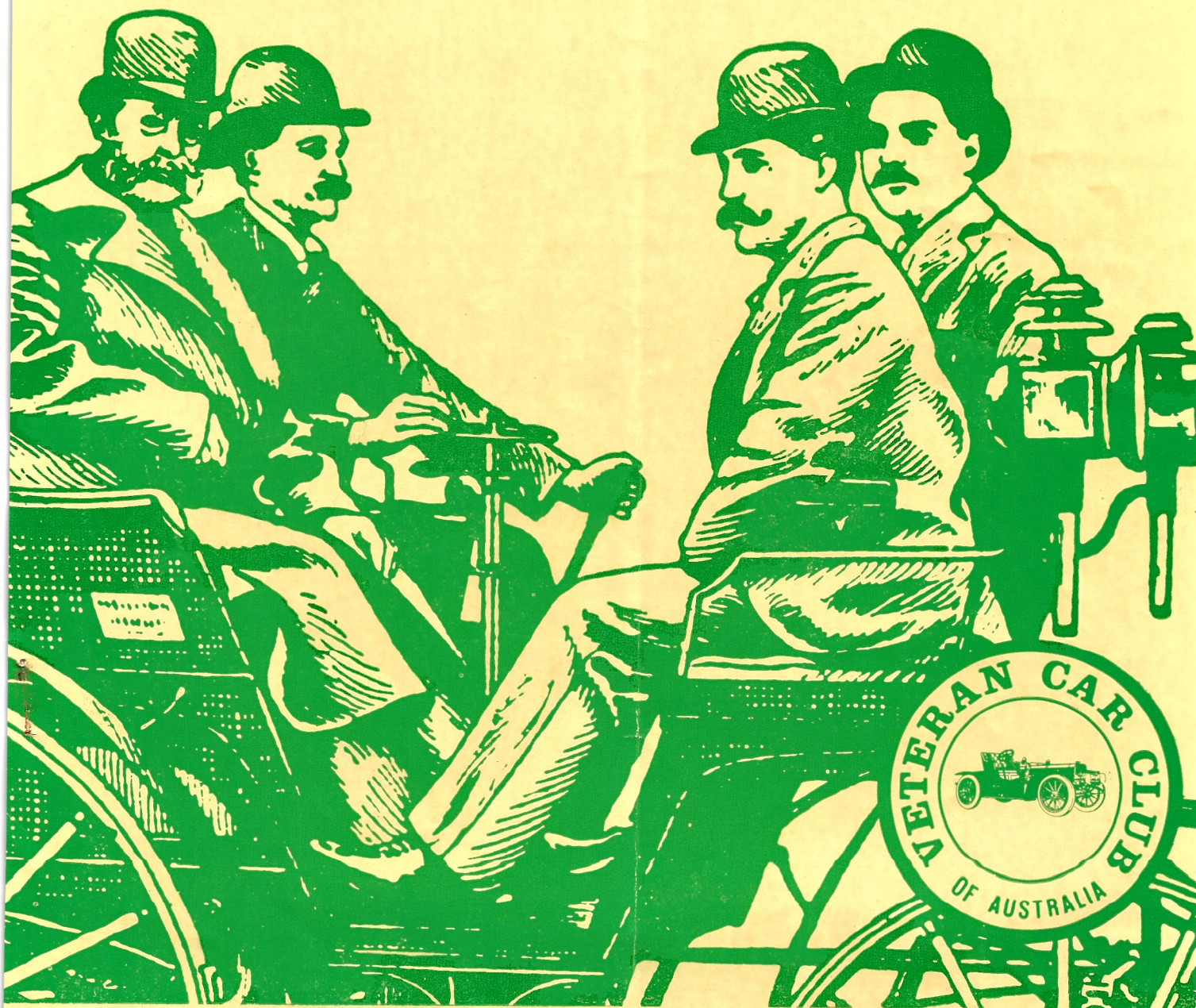
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

# SPIT AND POLISH

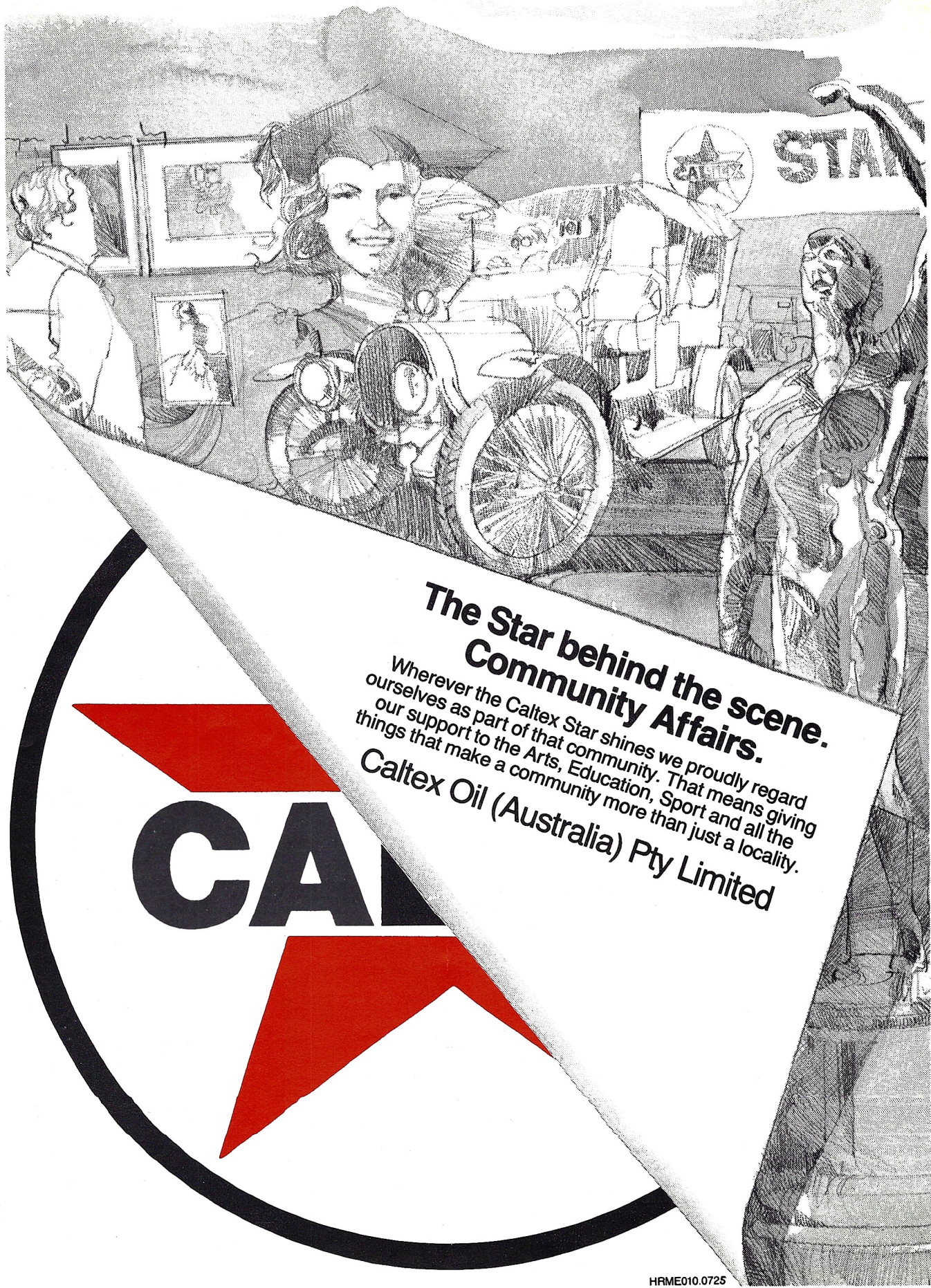
JULY '81

Registered for posting  
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## The Star behind the scene. Community Affairs.

Wherever the Caltex Star shines we proudly regard ourselves as part of that community. That means giving our support to the Arts, Education, Sport and all the things that make a community more than just a locality.

**Caltex Oil (Australia) Pty Limited**



# SPLIT & POLISH



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

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

Volume XXIII No. 1

July 1981

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Other Veteran Car Clubs have permission to copy.

*The next meeting of the Veteran Car Club of Australia (NSW) will be the Monthly General Meeting, to be held in the Clubrooms at 8.00 p.m. on THURSDAY, 23RD JULY, 1981.*

COPY REQUIRED BY FIRST THURSDAY OF MONTH

Address all correspondence to:

SPLIT AND POLISH, 134 Queens Road, FIVE DOCK. 2046

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

## AFFILIATION WITH THE

COUNCIL OF VETERAN VINTAGE & THOROUGHbred MOTOR CLUBS

For some years there has been discord and discontent with the activities of the C.V.V.T.M.C., or the lack of it.

If one were to look for the cause, it can be traced back to the Council's foundations and its original constitution, although I hasten to say, no one could have foreseen the expansion that would take place in the old car movement throughout the western world and the splinter clubs that would spring up.

Later its problems became evident when those in control sought muscle for the Council and although at the time it was effectively put down, it is still a cancer some would wish to exploit.

Still later, personal ambition grew in the top echelon when the Council illegally became entangled with the now defunct Vintage Federation.

We now see a breakdown within the movement whereby some clubs have already resigned, while a number of others have asked the question: "What does the Council do for the old car movement, other than arrange a display day, held once a year?" The judging pool has collapsed and the move to have Council handle all "Permits to Move" was fraught only by the actions of a delegate from this club.

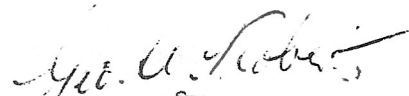
To ensure a quorum, the number of delegates attending meetings was reduced to twenty-five, from a current total of fifty-five clubs, but even this number has proved ineffective, since the April meeting was aborted and at the June meeting initially only 26 clubs were present, later in the evening increased by a further two.

At this meeting three clubs put forward recommendations, all of a similar nature, to change the name of the Council and its constitution. In effect they were saying that the veteran and vintage movement no longer had a voice, the vehicles were not obtainable and that younger clubs should take over. I might add that one club voicing this opinion was the Bristol Owners' Club which has, at the most, ten cars in its association.

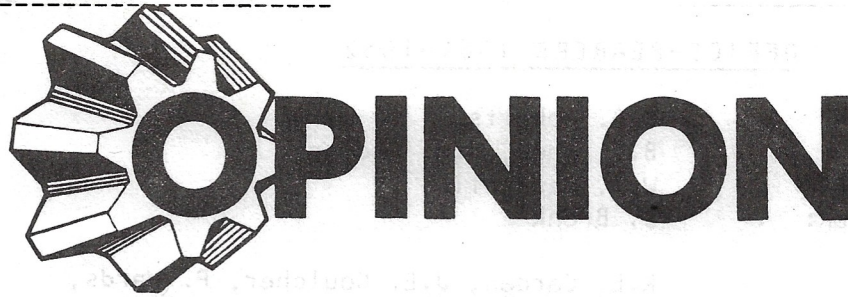
The chair put forward a recommendation, that a meeting be convened of the Council hierarchy and such personalities as George Green, Bruce Cooper, Laurie Ogle, Bruce Ross and myself, to formulate a plan of action to make the C.V.V.T.M.C. effective.

Your committee has considered at length the question of continuance of our membership of the C.V.V.T.M.C., and are of the opinion that the objects for which this body was formed have lost reality and that our club is better served by our national voice in the V.C.C.A., coupled with our membership internationally with F.I.V.A.

Discussion and a final decision is in the hands of members present. A majority voice of your committee, with one abstention, recommends withdrawal of the V.C.C.A. (N.S.W.) affiliation with the C.V.V.T.M.C.

  
George A. Roberts,  
President.





# OPINION

EDITORIALMAGAZINE

*It is now 2 years since I was "given" the job as Editor and charged with the responsibility of the production of this magazine. There are some who will say I have been out of order with some comments while others may also say it was not informative enough, but whatever the comments are I am personally satisfied with the end results.*

*The end results are attributed to one major factor, that being the support given me by you, the members. As this magazine is for the club and its members, the more input by the members, the better the magazine must be because it gives the Editor more material to select from for each issue. I trust that the support given previously will be continued and thus assist the incoming Editor.*

*I would like to take this opportunity of thanking all those members who have given copy for the magazine over the years, the committee for their assistance and guidance, to Mrs. Gwen Dunn and husband Len for the printing, and my family who on the third Thursday of every month set up production to get the magazine in the envelopes and into the mail.*

*I would also like to thank the club and its members for allowing me the honour of being its Editor.*

- BARRY THEW

\* \* \* \* \*

## U R G E N T :      HELP WANTED !!

THE BUILDING AND DEVELOPMENT COMMITTEE ARE LOOKING FOR AN  
HONORARY LICENSED PLUMBER AND DRAINER TO ASSIST IN THE  
INSTALLATION OF TEMPORARY TOILETS AT OUR CLUB ROOMS. ANYONE  
ABLE TO ASSIST, PLEASE CONTACT:

NEIL JOHNSTON  
CAMPBELLTOWN  
(046) 25.5964

U R G E N T



OFFICE-BEARERS 1981-1982

PRESIDENT:	G.A. Roberts
VICE-PRESIDENTS:	B.T. Thew, J.M. Redman
HONORARY SECRETARY:	W.T. Maunsell
HONORARY TREASURER:	B. Bronk
COMMITTEE:	K.E. Carden, J.E. Coulcher, P. Wards, J. Wards, T.G. Cook
EVENTS COMMITTEE:	P. Wards (Chairman), J. Wards, T.G. Cook
PUBLIC AFFAIRS:	J.M. Redman
BUILDING DEVELOPMENT & PLANNING COMMITTEE:	G.A. Roberts (Chairman) B. Bronk W.T. Maunsell W.I. Burrows D.M. Roberts N. Johnston
PROPERTY FINANCE COMMITTEE:	B.T. Thew (Chairman) B. Bronk D.M. Roberts J.M. Redman
PROPERTY OFFICER:	W.H. McCarthy
DATING & INVESTIGATION COMMITTEE:	G.A. Roberts (Chairman) D.M. Roberts (Secretary)
RESEARCH HISTORIAN	G.A. Roberts
EDITOR "SPIT AND POLISH"	J.E. Coulcher
REGISTRATION OFFICER:	K.E. Carden
REGISTRAR	D.M. Roberts
LIBRARIAN	J.E. Coulcher
PHOTOGRAPHER	A.C. Porter
INSURANCE OFFICER	V. Jacobs
HON. LEGAL ADVISER	M. Johns
HON. ARCHITECT	W.I. Burrows
1ST NATIONAL 1 & 2 CYLINDER RALLY	D.M. Roberts (Director)
CLUB HISTORIAN	A.E.B. Rose-Bray

\* \* \* \* \*



MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.), HELD AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK, ON THURSDAY, 25TH JUNE, 1981.

Meeting opened at 8.20 p.m.

PRESENT: 70 members and 4 visitors.

VISITORS: P. Buckingham, E. Lindop, O. Madden, D. Attwood.

APOLOGIES: B. East, R. East, L. Sheen, H. Sheen, M. Johns, B. Burrows, M. Pope, G. Sevenoaks, M. Chapman, B. Cliff, A. Garthon, J. King, V. Jacobs, A. Blevins, N. Lewry, D. Liddle, J. Cooper, S. Garrett, B. Garth, N. Johnson, L. Johnson, W. Hardman, J. Vawser, F. Heming, K. Quarmby, R. McCarthy, L. Benham.

MINUTES OF PREVIOUS MEETING: Read, moved, accepted, John Wards.  
Seconded, Terry Cook.

CARRIED.

ARISING: Nil.

TREASURER'S REPORT: Read, moved, accepted, John Gorton.  
Seconded Keith Carden.

CARRIED.

CORRESPONDENCE: Received from:

- Newcastle Branch - Minutes of June Meeting.
- C.V.V.T.M.C. - Notice of Annual Display Day on 13th September, 1981.
- Agenda for July Meeting.
- Notice that Jennifer Tweedie will be running the concourse section.
- Request for current addresses of affiliated Clubs.
- Central Coast Historic Car Club - entry forms for Rally to be held Sunday, 4th September, 1981.
- Ian Irwin - re Annual General Meeting and National Gazette.
- Victor Jacobs - re winning of the Four Cylinder Trophy.
- Alvis Car Club - advice that they will no longer be meeting in our hall.
- R.E. Wilson, and N.D. Adams - application for membership.

Moved, accepted as read, George King.  
Seconded, Glad King.

CARRIED.

NEW MEMBERS: Jim Featherstone - rejoining.  
Carl L. Stanbridge - Junior Member.

Moved, accepted, Jack Dance.  
Seconded, Mike Bendeich.

CARRIED.

INVESTIGATING AND DATING: Dating Certificate - Holsman 1909 - George Green.

(Continued on Page 6..)



Minutes Monthly General Meeting 25/6/81 (Cont'd.)

SOCIAL EVENTS: 20 people participated in the President's Run.

One and Two Cylinder Rally was a washout and was called off.

The Newton Goldman Trophy was presented to Frank and Josephine Nissen.

BUILDING  
PLANNING &  
DEVELOPMENT  
COMMITTEE:

Bill Burrows is still proceeding with working drawings - needs assistance in taking levels of Club site.

Neil Johnston agreed to take the levels.

BUILDING  
MAINTENANCE:

Nil.

PROPERTY  
FINANCE  
COMMITTEE:

Nil.

PUBLIC  
AFFAIRS:

\$100.00 received from Blacktown Council for the use of Mike Bendeich's Chalmers.

CALTEX  
LIAISON:

Nil.

MAGAZINE  
"SPIT AND  
POLISH":

All under control.

REGISTRATION  
OFFICER -  
PERMITS TO  
MOVE:

We have blank for motor cycle number plates.

Keith Carden thanked members for their assistance over the year.

REGISTRAR:

Nil.

LIBRARIAN:

Advised that Ron Cox has offered to bind books for us at no charge.

C.V.V.T.M.C.: Nil.

INSURANCE: Nil.

PHOTOGRAPHY: Nil.

GENERAL  
BUSINESS:

President advised of the passing of Lionel Erratt.

Advice from the National Heart Foundation that 25th October, 1981 is the date set aside for Government House Day.

Jack Dance advised further on the Jack Thorpe photo album.

Meeting closed at 9.00 p.m.

MINUTES OF THE ANNUAL GENERAL MEETING OF THE V.C.C.A. OF N.S.W., HELD AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK ON THURSDAY, 25TH JUNE, 1981.

Meeting opened at 9.00 p.m.

PRESENT:

70 members; 4 Visitors.

(Cont'd. on Page 7.....)



Minutes of Annual General Meeting 25/6/81 (Cont'd.)

APOLOGIES: B. East, R. East, L. Sheen, H. Sheen, M. Johns, B. Burrows, M. Pope, G. Sevenoaks, M. Chapman, B. Cliff, A. Garthon, G. King, V. Jacobs, A. Blevins, N. Lewry, D. Liddle, J. Cooper, S. Garrett, B. Garth, N. Johnson, L. Johnson, W. Hardman, J. Vawser, F. Heming, K. Quarmby, R. McCarthy, L. Benham.

MINUTES OF PREVIOUS MEETING: Moved, accepted as read, Peter Wards.  
Seconded, John Gorton. CARRIED.

TREASURER'S REPORT: Moved, accepted as read, Jim Redman.  
Seconded, Cyril Stanbridge. CARRIED.

Treasurer's Report appended to the Minutes.

Treasurer recommended that fees remain at \$13.00 per annum.

Moved, Bob Baxter.

Seconded, Reg Jones. CARRIED.

PRESIDENT'S REPORT: Moved, accepted as read, Ken Moss.  
Seconded, Alan Rose-Bray. CARRIED.

President's Report appended to Minutes.

GENERAL BUSINESS: Brief discussion on making Sir Roden Cutler a Life Member of the V.C.C.A. (N.S.W.)

Moved by Bob Baxter that Sir Roden Cutler be offered Life Membership.

Seconded, Allan Foy. CARRIED UNANIMOUSLY.

A recommendation was put forward by the Committee that the V.C.C.A. (N.S.W.) tender their resignation from C.V.V.T.M.C., to be effective from 26th June, 1981.

Lengthy discussion took place, with members speaking both for and against the proposal.

Moved, Peter Wards, that the recommended proposal be accepted.

Seconded, Keith Carden. CARRIED ON A SHOW OF HANDS.

Alan Rose-Bray, the Club Historian, gave an outline of his proposed procedure for the compilation of the records and advised that the first five years are now in draft form.

Alan gave an undertaking to make every endeavour to have the major portion of the history in draft form within the next twelve months.

Alan is compiling the history up to, and including, our 25th Anniversary.

The 'Veteran of the Year' was awarded to Lyndon and Margaret Benham - the 1909 Wolseley Siddeley.

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



Minutes of Annual General Meeting 25/6/81 (Cont'd.)ELECTION OF OFFICERS:

All officers vacated their respective chairs and, accordingly, all positions were declared vacant.

Allan Foy took the Chair and proceeded to call for nominations for office-holders for the coming year.

The nominations received were as follows:

President	George Roberts -	<u>RE-ELECTED UNOPPOSED.</u>
Vice-President	Barry Thew -	<u>RE-ELECTED UNOPPOSED.</u>
Vice-President	Jim Redman -	<u>ELECTED UNOPPOSED.</u>
Honorary Secretary	Bill Maunsell -	<u>RE-ELECTED UNOPPOSED.</u>
Honorary Treasurer	Ben Bronk	<u>RE-ELECTED UNOPPOSED.</u>
Committee Members	Jan Coulcher Keith Carden Peter Wards John Wards Terry Cook	<u>ALL ELECTED UNOPPOSED.</u>

Meeting finished at 10.50 p.m.

\* \* \* \* \*

ROSTER ALTERATIONSCHANGES OF ADDRESS:

FULFORD, D.J.	(No. 699 F)	34 Gloucester Ave., West Pymble. 2073
SANDY, J.M.	(No. 537 F)	C/- P.O. Box A21, Sydney South. 2000

RESIGNATIONS:

LEE, G.M.	(No. 527 J)	Rockford Road, Tahmoor. N.S.W. 2573
TURNER, R.	(No. 326 F)	31 Percival Street, Holder. A.C.T. 2611

NEW MEMBERS:

FEATHERSTONE, James Richard	(429 F)	65 Francis Street, Carlton. 2218
STANBRIDGE, Carl Leigh	(748 J)	The Lodge, Treetop Glen, Thirroul. 2515

DECEASED:

ERRATT, Lionel	(89 F)	9 Thomson Place, Gunnedah. N.S.W. 2380
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\* \* \* \* \*

PRESIDENT'S REPORT 1980-1981

This past year your Management Committee has been faced with a number of issues not previously experienced by this club, two at least of which extended your Executive and Honorary Advisors beyond the normal course of duty expected of these office-bearers. In the best interests of members and club the decisions taken with each issue were balanced against the material and circumstances at hand, coupled with the effect these decisions would influence the well-being of the club in the long term.

(Cont'd. on Page 9.....)



President's Report (Cont'd.)

In such issues your Committee and Sub-Committees have worked as a team to reach the objective and I would now like to take this opportunity, before this gathering, to thank each one individually and collectively, for I believe the future benefits to be derived from these decisions will justify the action.

As you well know, for two consecutive years a Government Grant was sought to finance our building plans and that when this grant was not forthcoming through the normal channels, a further application, absorbing yet another year, was made through the Local Member for Drummoyne, Mr. Michael Maher, M.P. The arranged resultant interview with the appropriate authority and Premier's Office was disappointing to say the least and the futility of further pursuit in this quarter was clearly demonstrated to the Honorary Treasurer and myself, who attended the interview.

Stemming from this interview a decision was then made to go it alone and it was with much pleasure that I announced to you last month the Drummoyne Municipal Council's Development Approval of our plans for our new Club House.

Fund-raising towards this project, 'placed in the hands of a capable Sub-Committee', has, through its chairman assumed an atmosphere of mutual involvement, which has become very evident through the promotion of Public Affairs, through Events and the activities of individual members. If this atmosphere prevails, and I have every confidence that it will, the construction of our new Club House is assured. Your Honorary Treasurer will provide you with concrete evidence of this.

Taken in chronological order, the necessity to dismiss one of our members for the exploitation of this club and its members was not an action to be assumed lightly. Your Committee was decisive and unanimous in this matter, being fully aware that it would enact stress upon you all and place considerable demands in time and emotion on those who accepted the responsibility to implement the dismissal.

The acceptance that our Patron of the past thirteen years, Sir Roden Cutler, was to vacate the high office of Governor of New South Wales and with it the Vice-Regal Patronage this club enjoyed, brought with it an inevitable, but sad note. We are indeed privileged and honoured that his successor, Air Marshal Sir James Rowland, in May of this year, acceded to our request to replace Sir Roden and to extend to the Veteran Car Club of Australia (N.S.W.) his Vice-Regal Patronage.

A change from tradition this year brought into our fold motor-cycles and their owners with full membership. Their welcome company, for so many years an accepted part of our Annual Blue Mountains Rally, in hindsight now seems a foregone conclusion that one day they would become an integral part of this club.

Confidence that the Veteran Car Movement will prevail is its very stability, a picture clearly seen this year through our increase in numbers. Membership figures now stand at:

Full and Associate Members	309
Junior Members	6
Associate Wife Members	12
Life and Founder Members	11

total 338, an increase for the 12 months of 16 new members. I trust that I have fulfilled the confidence you placed in me as your President for 1980-1981 and I thank you for the honour.

- GEO. A. ROBERTS, PRESIDENT.



TREASURER'S REPORT AS AT 31ST MAY 1981

The past year has been the most trying I have experienced. To tell you otherwise would be to lie. But for the sustained support of your President, Secretary and some members I would not be reporting to you today.

It is sad indeed, when a hobby club is so abused, that one can lose all enthusiasm to support it.

The good news is that your Committee tried to overcome various setbacks and in doing so have produced the most successful year 'financially' so far. The actual running costs of your club have been reduced.

Donations, Rallies, Socials, Auction, Rents and SPIT AND POLISH all add to the surplus for 1980/81 of \$9,468. A splendid result in spite of the fact there was no sponsorship received for the past year!

The job of Treasurer is made considerably easier by Bill McCarthy, who looks after the lettings and collection of rent. Thank you Bill!

Let us all hope that 1981/82 will see all members work together to achieve our ambition to enjoy our hobby and make a start on our new clubrooms.

W.V. King and Associates, Chartered Accountants, have audited all books and records. A copy of the Balance Sheet and their Report will be published in the July issue of SPIT AND POLISH.

25th June, 1981

- BEN BRONK  
Honorary Treasurer.

\*\*\*\*\*

AUDITORS' REPORT

We report to the members that, in our opinion:

1. The accompanying Balance Sheet and Income and Expenditure Statement of the Club, which are to be read in conjunction with the notes attached to and forming part thereof, give a true and fair view of the state of the Club's affairs as at 31st May, 1981 and of the results for the year then ended.
2. The accounting records and other records and the Register of Members required by the Constitution to be kept have been properly kept in accordance with the provisions thereof.

Signed at Sydney this 15th day of June, 1981.

(SIGNED) W.V. KING

A member of the firm,  
W.V. KING & ASSOCIATES,  
Chartered Accountants.

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



DETAILS OF ACCOUNTS IN BALANCE SHEET AT 31ST MAY 19811. STOCK ON HAND

Lapel Badges	36 @ \$2.00	72.00
Number Plates	47 @ \$5.00	235.00
Stickers	143 @ .20¢	28.60
		<u>\$335.60</u>

Also On Hand, but at no cost to the Club:

Plaques	35 @ \$25.00	\$875.00
Cloth Badges	182 @ \$2.50	\$455

2. SUNDRY DEBTORS

Meeting Hall Rentals	<u>\$348.00</u>
----------------------	-----------------

3. SUNDRY CREDITORS & ACCRUALS

Audit & Accountancy 1981	400.00
Hall Rents paid in advance	36.00
National 1 & 2 Cylinder Rally	67.94
	<u>\$503.94</u>

4. CASH AT BANKS

Rural Bank, Rockdale	1,509.38
Bank of N.S.W. Gore Hill Debenture A/c.	964.40
Bank of N.S.W. Baulkham Hills National 1 & 2 Cylinder Rally	167.94
	<u>\$2,641.72</u>

5. FIXED ASSETS

	<u>Cost</u>	<u>Provision for Depreciation</u>	<u>Net</u>
Furniture & Fittings	2,140.62	1,366.62	774.00
Office Machines	41.00	30.00	11.00
Equipment	1,334.13	837.13	497.00
Floor Coverings	367.00	231.00	136.00
	<u>\$3,882.75</u>	<u>\$2,464.75</u>	<u>\$1,418.00</u>



STATEMENT OF SOURCE & APPLICATION OF FUNDS  
FOR THE YEAR ENDED 31ST MAY 1981

During the year the following funds became available:

1. Surplus for the year	9,468
Add: Depreciation charged in the Accounts	206
	<hr/> 9,674
2. Reduction in Sundry Debtors	273
3. Reduction in Stock on Hand	113
4. Increase in Sundry Creditors	144
	<hr/> \$10,204

These funds were applied as follows:

1. Increase in Bank Accounts	2,219
2. Increase in Sinking Fund	7,977
3. Increase in Furniture & Fittings	8
	<hr/> \$10,204

NOTES TO AND FORMING PART OF THE ACCOUNTS  
FOR THE YEAR ENDED 31ST MAY 1981

- The accounts have been prepared under the Historical Cost Convention.
- Stocks on Hand are valued at the lower of cost or net realization value.
- No Provision has been made for Depreciation on Buildings erected on Freehold Land owned by the Club, as the Committee are of the opinion that the building is improving in value.

Depreciation on other Fixed Assets is calculated using the Reducing Balance Method which has been used consistently by the Club.



BALANCE SHEET AS AT 31ST MAY 1981

		<u>1981</u>	<u>1980</u>
Accumulated Funds			
Balance as at 1st June 1980		40,398	34,438
Add: Surplus for the year		<u>9,468</u>	<u>5,960</u>
<u>TOTAL MEMBERS FUNDS</u>		<u>\$49,866</u>	<u>\$40,398</u>
<u>REPRESENTED BY:</u>			
Stock on Hand - Note 1	336		449
Sundry Debtors	348		621
Cash at Banks	2,642		423
Deposits	80		80
<u>TOTAL CURRENT ASSETS</u>	<u>3,406</u>	<u>3,406</u>	<u>1,573</u>
<u>DEDUCT:</u>			
Sundry Creditors & Accruals	504		360
<u>CURRENT LIABILITIES</u>	<u>504</u>	<u>504</u>	<u>360</u>
		2,902	1,213
<u>ADD:</u>			
Meeting Hall - At Cost	10,444		10,444
Building - At Cost	24,765		24,765
Furniture, Fittings, Office Machines, Equipment, Floor Coverings, Library - At Cost	3,883		
Less: Prov. for Deprec'n	<u>2,465</u>	<u>1,418</u>	<u>1,616</u>
<u>TOTAL FIXED ASSETS</u>	<u>36,627</u>	<u>36,627</u>	<u>36,825</u>
		39,529	
<u>ADD:</u>			
Bank of New South Wales Sinking Fund	10,337		2,360
<u>TOTAL INVESTMENTS</u>	<u>10,337</u>	<u>10,337</u>	<u>2,360</u>
<u>EXCESS OF ASSETS OVER LIABILITIES</u>		<u>49,866</u>	<u>40,398</u>



INCOME & EXPENDITURE STATEMENT  
FOR THE YEAR ENDED 31ST MAY 1981

	<u>1981</u>	<u>1980</u>
Annual Subscriptions & Entrance Fees	2,020	2,014
Donations Received	2,811	2,023
Hall Rents Received (Net)	1,151	843
House Rents Received (Net)	2,551	1,836
Interest Received	448	179
Surplus on Insurance (incl. Club Levy)	289	34
Surplus on Rallies (incl. Trophies)	452	1,246
Surplus on Socials	76	(143)
Surplus on Trading	580	77
Surplus on Auctions	975	-
Sundry Income	-	109
<u>TOTAL INCOME RECEIVED</u>	<u>11,353</u>	<u>8,218</u>
<u>DEDUCT:</u>		
Affiliation Fees	451	359
Audit & Accountancy	400	360
(The Auditor received no other benefits)		
Bank Charges	71	65
Depreciation	206	236
Federal Conference	-	124
General Expenses	56	179
Honoraria	200	200
Interest Payable	-	165
Loss on Magazines	128	378
Printing, Stationery & Postages	373	342
Trophies & Presentations (Charged to Rallies)	-	(150)
<u>TOTAL OPERATING EXPENSES</u>	<u>1,885</u>	<u>2,258</u>
<u>SURPLUS FOR THE YEAR transferred to Accumulated Funds</u>	<u>\$9,468</u>	<u>\$5,960</u>



LETTER SENT - 30/6/81 - TO C.V.V.T.M.C. HON. SECRETARY:

"Dear Sir:

We wish to advise that, at the Annual General Meeting of the V.C.C.A. (N.S.W.), members, after much discussion and deliberation, decided to tender our resignation from C.V.V.T.M.C.

It is with regret that we find it necessary to take such a drastic step, but assure you that the decision made was based on cold, hard facts. These facts being that the C.V.V.T.M.C. is comprised of a body of over fifty car clubs and one make registers, a vast majority of which represent cars of a much later era than that of the Veteran, and we feel that, as such, the body would have extreme difficulty in putting forward a case or argument concerning Veterans. In short, we are of the opinion that the C.V.V.T.M.C. has swollen to the point where it is of little or no use to the Veteran cause.

However, we wish to make it quite clear that we are behind the old car movement to the fullest extent, and any time we can be of mutual benefit to one another, we are always available.

It has been rumoured that it could be our intention to form another body or council similar to that of the C.V.V.T.M.C., but we can assure you that this is definitely not our intention.

May we take this opportunity of wishing you every success in the future, and remain,

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

per: W.T. MAUNSELL

Secretary.

\* \* \* \* \*

D O N ' T   F O R G E T :

31st August - closing date for entries in  
Newcastle Rally to be held over the Long  
Weekend in October.

\* \* \* \* \*

*Heard that DON STEER has been in to have corrective surgery on his peepers -  
let's hope his navigation has now improved.*

*Hope LEN SHEEN is now on the mend with his ticker after a spell in hospital.  
Maybe he is just sick of Hilda's cooking.*



SPIT AND POLISH - JULY 1981

E V E N T S     R E P O R TLAST EVENT FOR 1980/81 EVENTS COMMITTEE:RALLY FOR 1 AND 2 CYL. VETERAN CARS & CYCLES  
AND GYMKHANA FOR ALL VETERANS

This event was a wash-out. Only 2 true Veterans attended the start, they were:

TERRY & LOIS COOK  
DON & COLLEEN LIDDLE

INTERNATIONAL BUGGY  
NEW HUDSON CYCLE

4 members in recycled Veterans:

JAN & ROLY COULCHER  
RON & EDNA COX  
JOHN & ANN SIMMONS

Lynette and myself trailered the trailer and supplied a hot cuppa and cake to warm everyone up.

The event was cancelled because of lack of entrants.

# # # # #

I would like to take this opportunity to thank all members for your participation in the Events of 1980/81. Your co-operation has helped to make these events so enjoyable and successful.

The outgoing Events Chairman,

NEIL MARTIN

# # # # #

S O C I A LPROGRESSIVE DINNER

A Progressive Dinner has been organized for SATURDAY, 22ND AUGUST, starting 7.00 p.m. at the following homes:

PRE-DINNER DRINKS

Jan and Roly Coulcher  
24 Stuart Street  
BLAKEHURST

MAIN COURSE

Leslie and Bill Hardman  
5 Nerida Road  
KAREELA

(Continued on P.17.....)



PROGRESSIVE DINNER (CONTINUED)

SWEETS AND COFFEE

Glad and George King  
19 Kangaroo Point Road  
SYLVANIA

Cost will be \$9.50 per head and is limited to 50 people.

Please ring Robyn or Peter Wards as soon as possible, 871.3871.

\* \* \* \* \*

NAVIGATORS TOUR - 30TH AUGUST 1981

START: Cabarita Park, Cabarita

TIME: 9.30 a.m.

P.S. ..... BRING STREET DIRECTORY

\* \* \* \* \*

A FINGER IN THE DYKE'S

(Being a random selection of useful hints and suggestions from Dyke's Automobile and Gasoline Encyclopedia, Ninth Edition, 1919).

Adjust your foot brake: Push the pedal forward about two inches and retain it in place with a small block of wood. Now tighten up the turn-buckle until the brakes are snug, and when the block of wood is removed, the slack will be correct.

Broken piston rings: Will make themselves known by decreased compression, and by an excessive amount of oil in the combustion chamber and on the spark plugs.

Use split washers: Where castellated nuts and cotter pins are not supplied in automobile construction, good, well-tempered lock washers may be placed under the nuts or the heads of bolts, to keep them from rattling loose.

Impulse air pump: Don't run it fast, and don't connect the hose to the valve, until pump has made a few strokes.

A small magnet is a time saver for picking up screw and other small parts that have dropped into the mud pan. Often the trouble of taking the pan off will be avoided. An ordinary horseshoe magnet, purchasable at any hardware store, may be used.

Where a pump is used to circulate the cooling water it is wise to fill the radiator to the top and then turn the engine over several times, so as to insure the water reaching and filling all parts of the system. If the engine is not turned the pump is an obstruction to the passage of the water into the jackets, which remain partly empty or fill so slowly as to leave the impression that there is more water in the system than there actually is.



ROAD MOTORS IN AUSTRALIA

(Taken from the "Daily Telegraph" June, 1901 and written by Percy Hunter and given by Martin Magill of 1 Jessica Gardens, St. Ives.)

CONTINUATION: A COUNTRY TRIP WITH A DE DION CARACROSS THE BLACK-SOIL PLAINS - AND  
ARRIVAL AT MOREE

## III.

In previous articles dealing with the trip of the 4½ h.p. De Dion motor car from Newcastle I dealt with the tour as far as Breeza, a station lying between Quirindi and Gunnedah. At this point I left the car and returned to the city, and Mr. W.J.C. Elliott and Mr. Mark Foy continued the journey through Gunnedah and Narrabri to Moree. The trip has now been accomplished, and the tourists have returned to Sydney. From conversations with them I have gathered an interesting account of their experiences.

On leaving Breeza, which station is situated on a black-soil plain, they encountered rain, and the soil quickly became wet and sticky. This made travelling somewhat difficult, but though motors, by reason of the fact that the engine pushes the car, are not particularly adapted for going through this style of country, the De Dion acquitted itself well, and gave no serious trouble, getting over the ground at a fair rate of speed. There were three passengers in the car, Mr. Clift, of Breeza, having joined the tourists to gain an impression of what the new vehicle could do. He travelled as far as Boggabri. The average pace from Breeza to Narrabri was 15 miles an hour.

At Narrabri, Dr. Magill of Moree, the purchaser of the car, met Mr. Elliott and Mr. Foy, and the motor started next morning with its three passengers for Moree. After a few miles on a good hard road the black-soil plains were struck again, and they proved to be very wet, the consequence being that it was with difficulty that a pace of eight miles an hour was maintained. The heavy going necessitated the low-speed gear being in action almost constantly, and this used up a greater quantity of petrol than had been anticipated. The result was that about 13 miles out of Moree the supply of oil ran out altogether, and a stay for the night had to be made at a neighbouring station.

In several of the more swampy portions of the road the car sunk over the axles and bogged. It was released from these holes by means of the reverse gear, which is exceptionally powerful. After a fresh supply of oil was obtained, Moree was reached safely, the car achieving the excellent performance of having made the run from Newcastle with only one compulsory stop owing to machinery mishaps, and this was a trifling affair, a fracture in a copper feed tube, which was rectified in a few minutes. While running on the hard roads the speed of the motor was surprising, the records made eclipsing all expectations. The record of the run, considering the class of roads traversed, is superior to that of any of the cars of similar power in the great English 1000-mile tour of 1900.

Of course some structural improvements have been made since that date, but, notwithstanding this, the results of the tour reflect great credit on the car.

(TO BE CONTINUED.)

\* \* \* \* \*



T Y R E S

The following letter from DUNLOP LIMITED, an extract taken from the "VETERAN CAR", January-February 1981 edition, The Gazette of the V.C.C. of G.B., gives an answer to the high cost of veteran and vintage tyres.

FROM DUNLOP LIMITED:

In view of developments which are affecting the production of the Vintage and Veteran range of tyres, I thought I should write to you personally to explain the situation and our intentions.

We have continued to produce this range of tyres, distributed through Vintage Tyre Supplies Limited, as a support to the Vintage movement and I am sure you will appreciate the problems involved in producing small volume runs from old moulds and equipment, in a mass production plant.

Regrettably, the time has come when we will need to inject substantial capital into this range to modernise tyre building equipment and to provide new moulds to replace those which in some cases are now 60/70 years old.

To do this and to maintain a viable production range we really need to increase prices by a minimum of 40% from 1st January, 1981.

However, to assist your members in easing the burden of such a high price increase at one time, it is our intention to apply a 25% increase with effect from 1st January, 1981 and a 10% from 1st April, 1981.

Please accept that these increases are vital if we are to continue to maintain production of Vintage and Veteran range. There will be no further price increases in 1981.

We are very conscious of the very good relationship that has existed between Dunlop and the Vintage movement over the years and we would be very happy to explain our position in more detail either at one of your meetings early in the New Year or by you visiting Fort Dunlop.

TYRE DIVISION  
FORT DUNLOP BIRMINGHAM B24 9QT

J. COPE  
CONTROLLER-SALES OPERATIONS

- George A. Roberts



ADVERTISEMENTS

FOR SALE 1913 STUDEBAKER, Model SA.25 (20 h.p.) with taxi-cab body and included are enough spares for a second car.  
Reasonable price.

- R. BAXTER  
65 Formosa Street,  
SYLVANIA. 2224  
522.9661

WANTED

RUDGE WHITWORTH wheelcentres only '72' long spline.

- BEN BRONK  
133 Merindah Road,  
BAULKHAM HILLS. 2153  
624.8224

FOR SALE 1909 2-cylinder A4 RENAULT.

History: Reg Jones restored the engine. A gear box was made and machined; original gearbox minus main drive shaft. Also, a brass petrol tank was made and many other parts. Original long carby and mag., dash drip feed, bonnet, clutch complete and shaft; new leather on clutch. Also: nice - pair of brass headlamps - tail lamp - pair of side lamps - Rushmore gas generator.  
If anyone is genuinely interested please contact:

- RAY TURNER  
31 Percival Street,  
HOLDER. A.C.T. 2611

\* \* \* \* \*

RECAP. OF IMPORTANT POINTS (THIS ISSUE):

HON. PLUMBER sought for installing temporary toilets for clubrooms.

PROGRESSIVE DINNER - 22/8/81

Pre-Dinner Drinks - Jan & Roly Coulcher's  
Main Course - Leslie & Bill Hardman's  
Sweets & Coffee - Glad & George King's  
(Ring Robyn or Peter Wards - 871.3871)

ENTRIES for Newcastle Rally close 31/8/81

NAVIGATORS TOUR - 30/8/81



## MANAGEMENT COMMITTEE 1980-1981

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VICE PRESIDENT	—	Len Sheen - Phone: 427-4198 (H)
VICE PRESIDENT	—	Barry Thew - Phone: 638-1155 (H)
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EVENTS CHAIRMAN	—	Neil Martin - Phone: 632-5047 (H) & (B)
EVENTS ASSISTANT	—	Peter Wards - Phone: 871-3871
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DATING COMMITTEE	—	George Roberts, Max Roberts.
REGISTRAR	—	Max Roberts - Phone: 449-1722 (H)
		" 74-0226 (B)
"SPIT AND POLISH" EDITOR	—	Barry Thew - Phone: 638-1155 (H)
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HONORARY LEGAL ADVISER	—	Malcolm Johns - Phone: 326-2815 (H)
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