

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

# SPIT AND POLISH

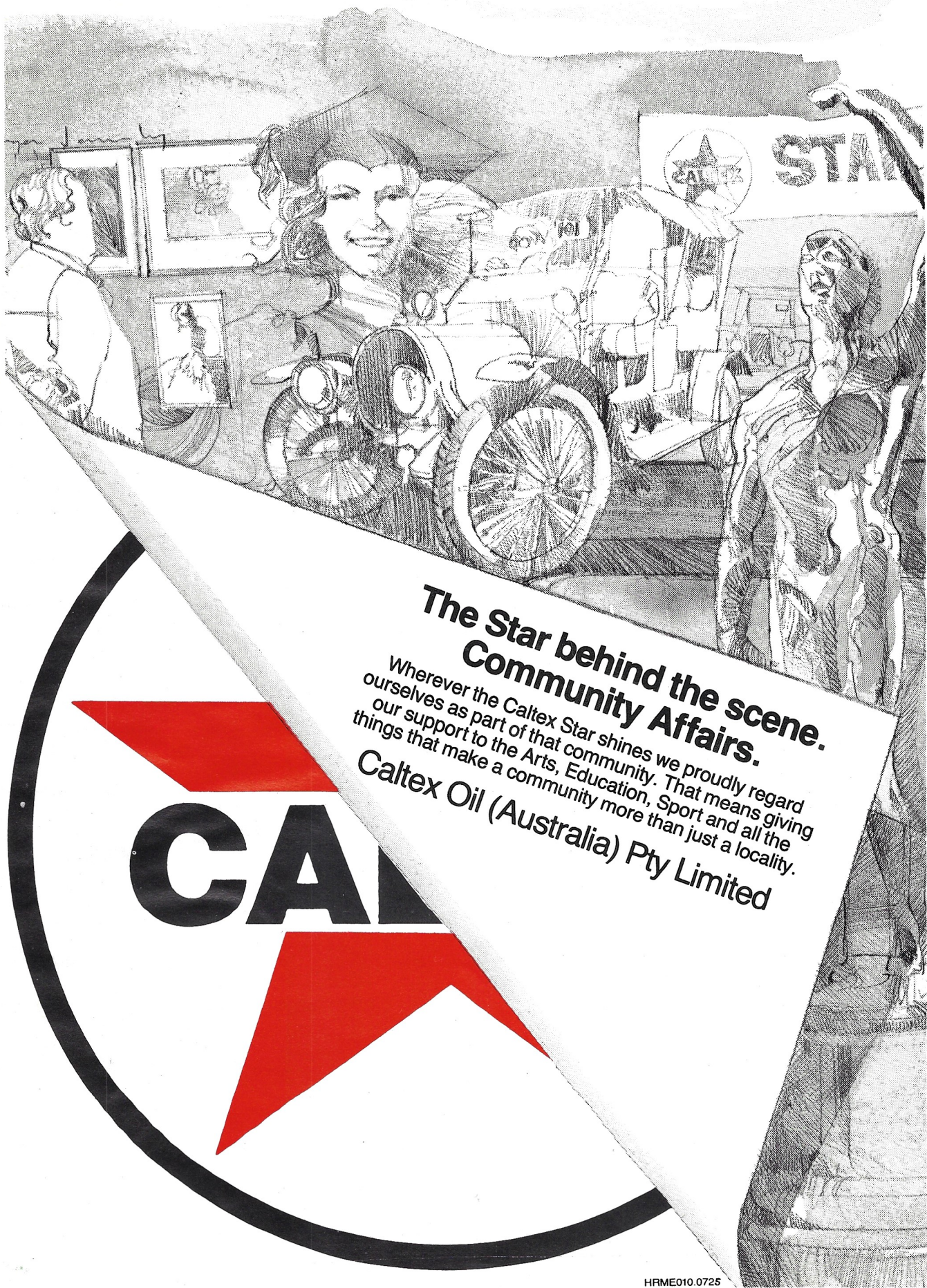
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## The Star behind the scene. Community Affairs.

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 NSW  
Sir Roden Cutler,  
VC, KCMG, KCVO, CBE.

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

Vol. XXII No. 1

July 1980

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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, 24TH JULY, 1980.*

\*\*\*\*\*

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



PRESIDENT'S REPORT 1979-80

An age-old proverb, known to us all, that "a workman is only as good as his tools", applies equally to the President of any club or association for if it were not for a dedicated group of members (the tools of our organisation) who chose to play their part by accepting responsibility and the workload for the various offices and functions that constitute the administrative body, our club - like any other - would cease to exist.

The President who occupies the chair of authority over the company of persons elected to manage proceedings is himself chosen to preside over and guide that company in the best interests of the organisation. It is my earnest hope that in your eyes I have performed this function with equal dedication and impartiality.

In the past twelve months we have seen the culmination of twenty five years of veteran motoring by our club commemorated by the striking of a silver medallion mounted on a bronze and numbered plaque and it has been my honour on your behalf to have presented Number 1 plaque to our Patron, His Excellency, The Governor of N.S.W., Sir Roden Cutler, VC, KCMG, KCVO, CBE, at a garden party held at Government House, attended by a large contingent of our vehicles and members.

Responding by letter addressed to the President, VCCA, NSW, His Excellency expressed his appreciation in these words:

'Dear Mr. Roberts,

I was very pleased to receive your and the Veteran Car Club's imaginative presentation of the Number 1 plaque, commemorating the Club's Silver Anniversary.

Would you please take an opportunity of conveying to Club members my personal pleasure at being associated with them as Patron and also say how appreciative I am of their assistance to so many charities. Their regular attendance at functions to assist the less fortunate adds an interest which results, I am sure, in charitable collections being increased.

The plaque which you gave me yesterday will be a happy reminder of the many occasions when I have seen your members and their cars on parade.

Yours sincerely,

A.R. CUTLER

Governor.'

Our Club's progress during these twenty five years from its small beginnings and first meeting of five founder members in the lounge room of the late Jack Meyer's home, can be attributed to the work of dedicated



President's Report 1979-80 (Cont'd.)

officers and committees and the purposeful handling of club funds, under the presidential guidance of such figures as:

R.K. Grant	1954-54
K.A. Daly	1954-56
J.P. McLean	1956-58
A. Rose-Bray	1958-61
G.W. Green	1961-66
J. Dance	1966-68
A.W. Garthon	1968-70
R.A. Foy	1970-73
L.K. Sheen	1973-79

Backed by assistance from V.C.C.A. members in other States, our members have been substantially responsible for the successful conduct of two International Rallies and have set, with F.I.V.A., the foundation for the next major event, scheduled for 1988.

In this period also we set up a vehicle dating and record system, including a dating certificate and dating plate that have been accepted nationally and were instrumental in gaining governmental recognition of our hobby by the introduction of the Permit-to-Move system on club plates, and substantially reduced compulsory insurance.

Our plans for the next twenty-five years are initiated by a programme of building development, whereby it is proposed to replace this building, 'which has served our club admirably and has in a relatively small number of years, become virtually the motoring centre of Sydney', with a more permanent structure to house early motoring archives, while continuing to provide a meeting place for all bodies interested in the preservation of New South Wales and Australian motoring history.

To the incoming officers and committee, this is but one task in the year's programme of activities.

I thank you for your indulgence and the honour and trust you bestowed upon me at your President for 1979-1970.

- GEO. A. ROBERTS,

President.

\* \* \* \* \*





# OPINION

## EDITORIAL

*This month I would like to touch on two subjects that have occupied some of my spare time over the past year.*

*Firstly, the magazine, and I would like to take this opportunity to thank those members who have supported and helped me with articles, reports, ads. etc., and to Gwen and Len Dunn who have performed the major task of making a sheaf of papers into a magazine. I trust this assistance of the members will continue in the forthcoming year and we continue to produce a magazine that is informative to all members, especially those unable to attend meetings.*

*The second item is that concerning the proposed new premises. It would seem that some members have been making discreet enquiries as to what is happening and why. The first thing that members should realise is that this is probably the biggest project ever undertaken by a club like ours and as such requires careful consideration and investigation as to the most viable manner in which we obtain the necessary funds. Provided we do not wish to have the new premises built between club meetings then the Building Committee, in conjunction with the Fund-Raising Committee, have a chance to plan the progress of construction and finance.*

*- Ed.*

*P.S. Rome wasn't built in a day.*

\* \* \* \* \*



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, 26TH JUNE, 1980.

Meeting opened at 8.30 p.m.

PRESENT: 85 members, 8 visitors.

APOLOGIES: George Sevenoak, John Corby.

MINUTES OF PREVIOUS MEETING: Read, moved, accepted John Burke, seconded Peter Wards.  
CARRIED.

ARISING: Nil.

TREASURER'S REPORT: Moved, accepted as read Bill McCarthy, seconded Jack Dance.  
CARRIED.

ARISING: Nil.

CORRESPONDENCE: Received Deeds to Properties.  
Received Minutes of Meeting of: Newcastle Club  
C.V.V.T.M.C.  
Received the following letters from:  
President of V.C.C. of Great Britain in answer to our President's letter.  
Secretary of V.C.C.A. advising of Annual General Meeting in Canberra on 9th August, 1980.  
David G. Wesley, Tendering his resignation.  
Don Baker re another signature on cheques.  
Letter forwarded to Department of Motor Transport re transacting business in suburban offices.  
Moved, accepted, Laurie Stewart, seconded Bob Petersen.

ARISING: Nil.

INVESTIGATING AND DATING: Richard Worboy's 1907 De Dion.  
Neil Lewry's T Ford 1915, and 1912 Rover Motor Cycle.  
Roger Garment's 1914 Clement Bayard.  
Peter Jensen's 1910 Talbot.  
Wayne Reckless's 1916 Mitchell.  
James Fitzmaurice's Beecroft 1914 Oakland.

NEW MEMBERS: Roger John Garment - Tamworth - 1914 Clement Bayard.  
Peter Theodore Jensen - Pymble - 1910 Talbot.  
Wayne Athol Reckless - Windsor - 1916 Mitchell.  
James Fitzmaurice - Beecroft - 1914 Oakland.

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



MINUTES MEETING 26/6/80 (CONT'D.)

NEW MEMBERS Neil Lewry transfers from an Associate to Full Member.  
(CONT'D.) Robert George Clark - Potts Point - joins as Associate.

Moved Jock McGowen, seconded Cyril Stanbridge. CARRIED.

EVENTS & SOCIAL COMMITTEE: Camden Aerodrome will be the last run of the year.  
First run of next year is to the Japanese Gardens at Auburn.  
T Ford Day - 10th August at Green's Museum.  
Canterbury Race Course, 14th September, in place of Warwick Farm, some cars are requested to call in to the Drummoyne Council Show on the same day.

ARISING: Nil.

BUILDING DEVELOPMENT & MAINTENANCE COMMITTEE: Nil.

FUND-RAISING: Nil.

PUBLIC RELATIONS: Nil.

MAGAZINE: Editor thanked all members for their assistance throughout the year.

ARISING: Nil.

PERMITS TO MOVE: One application - for Don Liddle's motor cycle.

ARISING: Nil.

REGISTRAR: Nil.

LIBRARIAN: Thanked Jim Wilson for work on frypan bases.

ARISING: Nil.

INSURANCE: The need for insurance was impressed.

ARISING: Nil.

PHOTOGRAPHER: All photos from the Katoomba Rally are now available and will be placed in an album.

ARISING: Nil.

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



MINUTES MEETING 26/6/80 (CONT'D.)CVVTMCTreasurer's Report:

Income since 1st February	95.00
Expenditure since 1st February	547.76
Bank Balance - 25th May, 1980	435.66
Plus Interest Bearing Deposit	2000.00

Warwick Farm:

John Jacobs ABMC elected Chairman of Committee.  
Warwick Farm fees this year will be \$900.00, as against \$439.00 last year. And only 1/3rd of public car park will be available.

Canterbury Park (Race Course) will supply bar facilities and will provide barbecue and will erect portable toilets, marquee - \$760.00, all inclusive.

Cyril Nichols VSCCA suggested Macquarie University.

Judging Pool:

Since last Council Meeting the Pool has officiated at the Buick and assisted at the Veteran and Vintage Chev. Club Concourse on 18th May, 1980. No concours in the immediate future. Next meeting of the Pool, 2nd Thursday in June, at Mr. Arthur Pendlebury's premises, cnr. Grose and McArthur Streets, Parramatta. Two meetings before the C.V.V.T.M.C. Annual Concours in September.

Swap Meet:

Alex Stuart V & VCAAA reporting.

Thanks to everyone concerned with the Day. Thank you to Mick Bigley for time and effort. \$454.00 profit on Day. John Rumsey and Alan Scott cleaned up afterwards. Could G.B.'s supply bin next year. Toilets thought to be inadequate suggested Jennifer Tweedie - was advised that someone had gotten into toilets before 8.00 a.m. and taken out hand towels and toilet paper.

Motion received by Cyril Nichols SVCCA, seconded by George Roberts VCCA for vote of thanks to Chev. Club Ladies Committee.

Vote of thanks to Alex Stuart.

General Business:

Model T Ford Club. John Rumsey - white line rule could be amended - but not necessary - when need arises it will be handled.

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



MINUTES MEETING 26/6/80 (CONT'D.)

CVVTMC (CONT'D.) Ron Dawson MTFCA 'phoned Senior Sergeant Dennis - he said no exceptions will be made at all.

Moved Ron Dawson MTFCA, seconded Don Chalmers APMC, that a letter go out re white line regulation, address: N.S.W. Traffic Authority, 52a Rothschild Avenue, Rosebery, 2018.

No. 7, Change of Constitution. Special Meeting to be at Annual General Meeting. David Mays wanted clarification of motion re Constitution. Matters have been deferred to Annual General Meeting.

Austin Motor Vehicle Club - voting at next meeting.

It was advised that Alan Maunsell is replacing Ray Neely as representative for V.M.C.L.

Next General Meeting and the Annual General Meeting and elections to be held at Western Suburbs Australian Football Clubrooms, Croydon Park, on Monday 28/7/80.

ARISING: Nil.

GENERAL BUSINESS: Allan Foy emphasised the fact that property deeds be lodged with a bank or some such place.

Jim Simpson asked for a report on the history of the Club.

Terry Cook raised the point of tender vehicles accompanying the Rally vehicles during the Canberra 1981 Rally.

ARISING: Nil.

Meeting closed at 9.20 p.m.

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ROSTER ALTERATIONSNew Members:

GARMENT, Roger John, C/- P.O. Box 530, Tamworth. 2340	No. 723	Full
WORBOYS, Richard Lindsay, 48 Cormiston Ave., Concord. 2137	724	"
FITZMAURICE, James, 201A Copeland Road, Beecroft. 2119	725	"
JENSEN, Peter Theodore, 27 Pymble Ave., Pymble. 2073	726	"
RECKLESS, Wayne Athol, 82 Church St., Windsor. 2756	727	"
CLARKE, Robert George, 3/116 Victoria St., Potts Point. 2011	728	Assoc.

Transfer:

LEWRY, Neil Transfer from Associate to Full Member No. 345

Resignations:

Butcher, Jack, No. 22; Wesley, David G., No. 560; Barr, Bob, No. 609



ROSTER ALTERATIONS (CONTINUED)Resignations (Cont'd.)

McLeod, Alec, No. 209; Muddell, Ray, No. 549.

Change of Address:

Illich, Frank, to 5 Heath Road, Leppington. 2171, No. 535.

\*\*\*\*\*

MINUTES OF MONTHLY MEETING HELD AT THE Y.M.C.A. CAMP, CRANGAN BAY, ON 15TH JUNE, 1980 - V.C.C.A. (N.S.W.) - NEWCASTLE BRANCH.

MEETING OPENED: 2.10 p.m.

CHAIRMAN: J. Gorton.

MEMBERS PRESENT: 12 members and 5 visitors.

APOLOGIES: W. & M. Holmes.

MINUTES OF PREVIOUS MEETING: Moved by M. Burke, seconded by D. Moffet, that the Minutes of the previous meeting be accepted as read. CARRIED.

<u>TREASURER'S REPORT:</u>	The Treasurer reported that the Balance	
	at Bank was	97.82
	Building Society	179.59
	Petty Cash	5.60
		<u>\$283.01</u>

Moved by P. Adams, seconded by J. Riley, that the Treasurer's Report be accepted. CARRIED.

CORRESPONDENCE: Moved by R. Newman, seconded by N. Preston, that the Inwards Correspondence be received and dealt with and the Outwards accepted as read. CARRIED.

GENERAL BUSINESS: The invitation received from the Central Coast Branch of the A.C.M.C. to take part in their 10th Anniversary One Day Tour of the Central Coast to be held on 10/8/80 was accepted.

Next Club outing is to be held on 5/7/80, a run to Martindale. Meet at Cocranbong Fire Station 10.00 a.m.

The September Monthly Meeting will be held at the home of John and Ruth Riley on Saturday, 13th September. This incorporates a run starting from "The Gap" at 10.00 a.m. Max Burke spoke re the Mt. View Run.

The action of the Secretary in sending on behalf of members a get well card to "Sandy" Holmes was wholeheartedly endorsed.

MEETING CLOSED: 3.20 p.m.



TREASURER'S REPORT 1979-80

1979-80 has been another successful year for the Club with a net surplus of \$5,960. Some of the items that have contributed to this surplus have been: the surplus on the Silver Anniversary Rally, \$766; Katoomba Rally, \$480; the net proceeds from Commemorative Plaques, \$935; the net income from the Hall, \$843, and the Cottage, \$1,836; and Donations, \$1,088.

Expenses have been contained as much as possible with a smaller deficit on SPIT AND POLISH this year due to stock of covers and envelopes paid for the previous year.

The achievement we can be most proud of is the complete repayment of all debentures.

A number of Commemorative Plaques are still available at \$25 with the proceeds going to our Building Sinking Fund.

With the continuing support of Members and Committee, I recommend that Membership Fees remain at \$13.00.

In conclusion, I thank the Committee and Members for their support and co-operation, with a special mention for Bill McCarthy in looking after the Property Rentals and for his guidance on a number of issues.

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 July issue of SPIT AND POLISH.

- BEN BRONK,  
Hon. Treasurer.

26/6/1980

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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, 1980 and of the results for the year then ended.
2. The accompanying 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.

SYDNEY.

W.V. KING & ASSOCIATES  
Chartered Accountants.



BALANCE SHEET AS AT 31ST MAY 1980

		<u>1980</u>	<u>1979</u>
Accumulated Funds			
Balance as at 1st June 1979		34,438	27,156
Add: Surplus for the year		<u>5,960</u>	<u>7,282</u>
<u>TOTAL MEMBERS' FUNDS</u>		<u>\$40,398</u>	<u>\$34,438</u>
<u>REPRESENTED BY:</u>			
Stock on Hand - Note 1	449		299
Sundry Debtors	621		585
Cash at Banks	423		1,116
Deposits	<u>80</u>		<u>30</u>
<u>TOTAL CURRENT ASSETS</u>	<u>1,573</u>	<u>1,573</u>	<u>2,080</u>
<u>DEDUCT:</u>			
Sundry Creditors and Accruals	<u>360</u>		<u>628</u>
<u>TOTAL CURRENT LIABILITIES</u>	<u>360</u>	<u>360</u>	<u>628</u>
		<u>1,213</u>	<u>1,452</u>
<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 and Library - At Cost	3,874		
Less: Prov. for Deprec'n	<u>2,258</u>	<u>1,616</u>	<u>1,852</u>
<u>TOTAL FIXED ASSETS</u>	<u>36,825</u>	<u>36,825</u>	<u>37,061</u>
		<u>38,038</u>	<u>38,513</u>
<u>ADD:</u>			
Bank of New South Wales Sinking Fund	<u>2,360</u>		<u>3,626</u>
<u>TOTAL INVESTMENTS</u>	<u>2,360</u>	<u>2,360</u>	<u>3,626</u>
		<u>40,398</u>	<u>42,139</u>
<u>DEDUCT:</u>			
Members' Loans - Note 2	-		<u>7,701</u>
<u>TOTAL NON-CURRENT LIABILITIES</u>	<u>-</u>	<u>-</u>	<u>7,701</u>
<u>EXCESS OF ASSETS OVER LIABILITIES</u>		<u>\$40,398</u>	<u>\$34,438</u>



INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 31ST MAY, 1980

	<u>1980</u>	<u>1979</u>
Annual Subscriptions & Entrance Fees	2,014	2,026
Donations Received	2,023	2,266
Hall Rents Received (Net)	843	611
House Rents Received (Net)	1,836	1,890
Interest Received	179	284
Surpluse on Insurance	34	182
Surplus on Rallies	1,246	3,724
Surplus on Trading	77	15
Sundry Income	109	36
<u>TOTAL INCOME RECEIVED</u>	<u>8,361</u>	<u>11,034</u>

DEDUCT:

Affiliation Fees	359		335
Audit and Accountancy	360		325
(The Auditor received no other benefits)			
Bank Charges	65		109
Depreciation	236		272
Federal Conference	124		-
General Expenses	179		31
Honoraria	200		200
Interest	165		457
Loss on Magazine	378		964
Loss on Socials	143		184
Printing, Stationery and Postages	342		442
Trophies and Presentations	(150)		433
<u>TOTAL OPERATING EXPENSES</u>	<u>2,401</u>	<u>2,401</u>	<u>3,752</u>
<u>SURPLUS FOR THE YEAR transferred</u>			
to Accumulated Funds		<u>\$5,960</u>	<u>\$7,282</u>



STATEMENT OF SOURCE & APPLICATION OF FUNDS FOR YEAR ENDED 31/5/80

During the year, the following funds became available:

1. Surplus for the year	5,960
<u>Add: Depreciation charged in the Accounts</u>	<u>236</u>
	6,196
2. Reduction of Cash at Banks	693
3. Reduction of Sinking Fund	<u>1,266</u>
	<u>\$8,155</u>

These funds were applied as follows:

1. Reduction of Sundry Creditors	268
2. Reduction of Members' Loans	7,701
3. Increase in Sundry Debtors	36
4. Increase of Stocks on Hand	<u>150</u>
	<u>\$8,155</u>

NOTES TO AND FORMING PART OF THE ACCOUNTS FOR THE YEAR ENDED 30/5/801. STOCK ON HAND

We have accepted a certificate from the Honorary Treasurer as to the value of Stock as at 31st May, 1980.

2. MEMBERS' LOANS

The unsecured \$5 loans were redeemed during the year.

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MUSEUMS OF NEW ZEALAND REVISITED

Before and after the recent International Veteran and Vintage Car Rally In New Zealand I was fortunate to have an opportunity to see again two of the larger Museums that I had last visited in 1973 and was amazed at the development that had taken place and of even greater plans for the future.

On the outskirts of the City of Auckland is the Western Springs Museum of Transport and Technology located at the old city water pumping station and much of this remains. There are separate buildings devoted to aircraft (N.Z. had some fine pioneers in this area) motor vehicles, fire engines and almost every other speciality. Perhaps the highlight of the cars is a maroon Austin Seven Chummy elevated on a rustic bridge setting as would have been the country roads of yesteryear. There is a fine collection of cars but

(Cont'd. on P.14.....



Museums of New Zealand Revisited (Cont'd.)

some vacant spaces showed cars that were in the Rally. The aircraft section devotes much space to the days of flying boats across the Tasman as well as the growth of commercial aviation in the 'dominion' as it was then known. The Sir Keith Park Memorial Airfield is being built to the Northwest of the Museum as a tribute to a famous N.Z. Second World War airman and this project is rapidly taking shape and must bring to mind a modern setting for "Wings" complete with Guard house, vehicles but pride of place must go to the Avro Lancaster which RNZAF flew at that time. Around the perimeter of Western Springs a single line electric tramline is being built partly as unemployment relief and will take the tramcars of the different gauges of Auckland and Wellington, as the Museum has fine examples of both. Should you have the opportunity to visit this grand display, allow a full day as there is so much to see.

Christchurch, the South Island's largest city, only a few years after its founding pierced a tunnel through the Port Hills to the deep water of Lyttleton and now has a Historical Park where the ships used to come up the Heathcote River to Ferrymead and parts of the 100-year-old wharf remain. This park is quite huge and fortunately has parallel tram and train lines to the main exhibition area some half-a-mile away from the entry parking area. On the Sunday we went by train and came home by tram, the latter having commenced life at Dunedin further south. The display area is partly reconstructed as a street of the early 1900's with a printery, a bakery with fresh bread rolls on the weekend, etc., but the main display building, the first of a series is hundreds of feet long with a mezzanine floor either side. It takes several hours to absorb the thousands of items on display with a splendid selection of early push bikes and motorised versions. A veteran Hupmobile and a Unic were splendidly presented and nearby was a double deck trailer tram from the early days of Christchurch. Of enormous size was an English Electric locomotive from the few electrified miles of the railway through the Otira tunnel in the early 1920's. In the aircraft hangar is a wartime North American Harvard trainer from which our well-known Wirraway derived.

Both of these fine museum complexes are continually growing and I look forward to reviewing them again in a few years' time.

- PAUL W. BUTLER

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A FINGER IN THE DYKE'S

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

Adjusting electric bulbs: If the bulb is not pushed far enough back there will be a dark, round shadow in the middle of the bright light in the road ahead.

Good connections: There should be just as few wire connections as possible in wiring for electric lights or starting purposes. And these few should be made secure against rattling loose by soldering.

\*\*\*\*\*



E V E N T SANNUAL NAVIGATOR'S RALLY

-SUNDAY, AUGUST 31ST

This is a Points Score event. Please watch SPIT AND POLISH for further details.

CONTACT: NEIL MARTIN, 632.5047

\* \* \* \* \*

PICNIC DAY AND DRIVE - JAPANESE GARDENS, AUBURN.

DATE: SUNDAY 27TH JULY, 1980

TIME: 10.00 a.m. - 10.30 a.m.

PLACE: Auburn Municipal Council's Botanic and Japanese Gardens, Cnr. Chisholm/Chiswick Sts Auburn. (Next to Auburn R.S.L. Bowling Club.)

VENUE: Inspection of these gardens featuring Japanese Entry and Moon Gates, Australian Native Gardens, Australian Rain Forest (that does not suggest it will be raining), Open Air Theatre, Avenue of Remembrance, Sunken Rose Garden, Scented Garden, Japanese Hill and Lake, Kiosk etc., separated into 8 separate divisions.

A kiosk is available for supply of morning tea and light lunch snacks - pies, rolls, sandwiches etc.

Barbecue facilities available for those wishing to bring own food.

ADMISSION: FREE.

CAR PARKING: Cars to be housed in Council employees' car park by special arrangement with Auburn Council. Barricades will be supplied and erected.

This promises to be an enjoyable family day and a good opportunity to inspect the monumental undertaking by Auburn Council.

As this is the last event organised by the 1979-80 Events Committee, we are looking for a good attendance.



E V E N T S (CONT'D.)C.V.V.T.M.C. 17TH ANNUAL DISPLAY DAYSUNDAY, 14TH SEPTEMBER, 1980 - 9.30 A.M. CANTERBURY PARK (RACECOURSE)

A FULL TAKE-AWAY CATERING SERVICE AT REASONABLE COST IS AVAILABLE.  
BARBECUE STEAK AND SALADS, SANDWICHES, MEAT PIES, HOT DOGS ETC.  
FULL REFRESHMENTS TEA AND COFFEE IN MARQUEE, BAR FACILITIES.  
PLAYGROUND EQUIPMENT FOR CHILDREN.

ALL CLUBS ARE REMINDED THAT A PRIZE IS BEING AWARDED TO THE BEST CLUB  
DISPLAY SO PLEASE MAKE A LARGE EFFORT TO ADD COLOUR TO THIS DAY.

RULES OF THE C.V.V.T.M.C. ANNUAL DISPLAY DAY:

1. Clubs are allowed to enter one Veteran and/or one other vehicle in Concourse.
2. Trailers will not be allowed further than the general parking area, unless they contain a rolling chassis, towing vehicles to return to public car park. A special area is set aside for motor cycles and tender vehicles.
3. Each vehicle must be club or road registered.
- 3a. Only vehicles that are registered or eligible for registration with affiliated clubs, or clubs seeking affiliation with the C.V.V.T.M.C. shall be allowed entry to the Canterbury Park (Racecourse) Rally, unless by special invitation of the C.V.V.T.M.C.
4. Drivers entering general display area may be required to provide proof of club membership.

ALL VEHICLES ONCE PARKED MUST REMAIN STATIONARY UNLESS CALLED TO COMPETE IN SUB-EVENTS.

PLAQUES WILL BE ISSUED TO THE FIRST 1,000 VEHICLES.

\*\*\*\*\*

EVENTS REPORTPICNIC DAY AND RALLY - CAMDEN AIRPORT - HELD ON SUNDAY, 29TH JUNE

For the first time this year, the weather disfavoured an event, being very cold and extremely windy.

Despite this, we had a good attendance and an enjoyable day.

We underlist those who attended:

Peter & Lorraine Michaels and family  
Anne and John Simmons

1913 Overland  
1915 Morris



PICNIC DAY & RALLY - SUNDAY 29/6/80 (CONT'D.)

Phillip Bagnell	1906 R.E.O.
Ken Quarmby	1913 Hupmobile
Jack Dance and Fred Burger	1911 Talbot
Jim Simpson	1908 B.S.A.
Bob and Anne Baxter	1913 Studebaker
Terry and Lois Cook	1911 Clement Bayard
Ron and Edna Cox	Modern
Warren and Anne Irish and family	Modern
John Vawser and family	Modern
Peter McGrath	Modern

Jim Simpson holds the Hard Luck Trophy for this day with a broken pinion bearing in the Besa. Jim arrived home in Warren Irish's car, leaving the Besa to spend the night in an aircraft hangar, accompanied by a fleet of light aircraft, to be repaired and driven home during the following week.

\* \* \* \* \*

PUBLIC AFFAIRS1980 MOTOR SHOW

The Motor Show this year will be held at Sydney Showground from 22nd-31st August.

We have been allocated 4 parking spaces in the Amytal Building by courtesy of the Automotive Chamber of Commerce.

This is an excellent opportunity to display our club, consistent with a theme of displaying 1 unrestored car in conjunction with 3 restored cars, to show the public the work involved in restoration. We are seeking 2 additional restored veteran cars to complement this display.

If your car would be suitable for display, and if prepared to assist, would you please advise urgently.

Attendants will also be required on a roster system to guard cars, and answer questions for the duration of the display.

Those interested in displaying their cars or alternatively, to volunteer for roster duty, please advise urgently.

- MEL POPE 521.2821 (H)  
237.8222 (B)



PUBLIC AFFAIRS (CONTINUED)

DRUMMOYNE MUNICIPAL COUNCIL CARNIVALE '80

Forthcoming Public Affairs Event - also to be held on Sunday, 14th September, 1980.

We have been approached by Drummoyne Municipal Council to assist in a procession in conjunction with Carnivale '80 held by this Council.

The procession will leave Regatta Road, Five Dock at 10.45 a.m. and proceed thru' Five Dock shopping centre to a display venue in a nearby park, where cars will be displayed in conjunction with other exhibits and displays.

Whilst we are aware of the C.V.V.T.M.C. event on this day, we are also aware of our dealings with Drummoyne Council regarding our hall development and in view of this, we consider that support could be advantageous.

For those wishing to attend, departure time from Five Dock Park would be approx. 12.30 p.m., enabling those who wish to proceed to Canterbury Racecourse.

Contact: MEL POPE 521.2821 (H)  
237.8222 (B)

\* \* \* \* \*

LETTER TO THE EDITOR

"Dear Sir,

Further to your request for articles of possible interest to members, I have one here which should have the long but descriptive title: 'Ensuring a continuous and ample supply of petrol between tank and cylinders'.

It must be understood that while the system to be described may be of interest to many veteran car owners, it will be of no use to those who are served successfully and easily by the gravity system. Those owners are doubtless quite unaware of how fortunate they are, but I feel that they miss a lot of fun! It does the human system good to have to battle with something. Keeps you out of mischief.

The subject in question is known loosely as the Pressure System, that is, the air in the tank is pressurised by one pipe and thus forces petrol along another pipe to the carburettor. To achieve this it is clear that the tank cap can have no air hole in it, and, in addition to this, must be fitted with a sealing gasket. It is remarkable how difficult it is to ensure that the pressurised air just cannot escape.

(Cont'd. on Page 19.....



Letter to the Editor (Cont'd.)

Right - the air is being pressurised to the tank, but how? Simplest method, of course, is to pump it there. But no driver can spend all his time pumping and giving hand signals while driving the vehicle. So it is arranged that the engine does it. Two methods are available - (1) a mechanical pump which must have a relief valve to curb its efficiency, (2) make use of the pressure of exhaust gases.

It is quite erroneous to consider that the exhaust system and muffler are so sealed that sufficient pressure is built up in there to allow an overflow of air into a pipe from the engine area to the tank, via a check valve, and still be powerful enough to force petrol up a pipe in the tank, flow along the continuation of that pipe to the carburettor, and still be able to overcome the inertia of the needle valve and float. Remember, the tank is lower than the carburettor, so that petrol has to be forced the whole distance.

In order to make use of the exhaust pressure, a pipe is tapped into the exhaust manifold at its rear end, and is led up to the top of the bulkhead, where it meets a check valve. Obviously, the check valve feeds into a pipe which makes its way to the tank. Before the check valve a spark arrester is put into the system, and this should incorporate a filter bowl to collect condensed moisture. (On a reasonable run, particularly in wet or humid weather, it is remarkable the amount of fluid held back, a lot of which would otherwise make its way to the tank, only to collect at the bottom and rust it.)

It was stated in the above paragraph that 'a pipe is tapped into the exhaust manifold'. This is not the efficient system that it would appear to be. If it were possible to build up pressure in the exhaust system, some of it would make its way into the tapped pipe and act as required. Actually the opposite is the case, as the exhaust gases rushing past the pipe would adopt the venturi principle and extract the air down the pipe, thus causing a reduction of pressure therein, instead of the pressure increase which is aimed at.

There is such a wealth of detail in this interesting subject that it seems only fair to close off the letter at this stage and send you an additional one, say, next month, when your many readers will be in a refreshed frame of mind and ready to absorb further knowledge of this ecstatic and thought-provoking petrol feed system.

Yours,

under pressure,

Jocular Jim.'

\*\*\*\*\*

TECHNICAL - DRILLING MADE EASIER

No machining operation would be used more frequently than this basic one, whether by hand, electric drilling machine, or the conventional upright pedestal, or bench drill.

(Cont'd. on Page 20.....)



Quite accurate drilling may be effected if, after marking out, the holes are started with a "Centre Drill", a short, rigid drill, having a heavy shank and a counter-sink of  $60^{\circ}$  following the drill point. Centre drills can be had in various sizes but Nos. 3, 4 and 5 will cover all the drilling one is likely to encounter in light engineering work. To commence the drill, centre punch marks should be substantial in size and the light marks used in setting out should be enlarged if necessary.

"High-speed" steel drills are far superior in strength and durability than the cheaper "Jobber" series, generally made from carbon tool steel.

Satisfactory holes may be drilled in sheet metal if the job is first of all clamped to a piece of hardwood or to a thick piece of slate.

Enlarging an existing hole can be a hazardous operation. Damage to the work and/or drill can be avoided if the hole is first of all plugged with hardwood or the cutting edge of the drill lightly ground away. High speeds with fine feeds are advisable when using very small drills, such as  $1/16"$  to  $3/16"$  diameter so as to avoid inaccurate drilling due to bending or deflection of the drill.

It is well to know that the amount of metal removed by a drill increases at a much greater rate than an increase in diameter might suggest. As an example a  $1/2"$  drill removes 4 times more metal than a  $1/4"$  drill, that is, it increases as the square of the diameters. The power required also increases in the same proportion, assuming similar speeds and feeds are used.

To produce a "neat" sized hole, it should first be drilled  $1/64"$  undersize, and then opened up with the required size. Drills almost always cut slightly oversized and this factor depends entirely on the accuracy of the drill sharpener. Conversely, holes can be drilled oversized slightly by grinding the drill cutting point off centre. This is not recommended on the smaller drills, say less than  $3/16"$ .

Although almost all drilling can be done dry, much better results can be obtained if a lubricant is used. For ordinary work this may be applied with a small paint brush. Sump oil is quite satisfactory for this purpose if the normal cutting oils are not available. Lubrication of the drill is particularly beneficial when deep drilling and in this case it is advisable to frequently clear the drill.

Kerosene is a recommended cutting lubricant for aluminium, while cast iron and bronze, brass etc. are usually drilled and machined dry. Drills are obtainable in "long series" in addition to the usual length drill. "Stub" drills, a short version of the ordinary drill, are particularly suited to hand drilling and electric drill operation.

Holes to be drilled in hard steel, and not found possible with high-speed drills, can usually be achieved using tungsten-carbide masonry drills, obtainable from all hardware stores. A fine hand feed should be used in this case and care taken not to "break through" carelessly. Recommended speeds for high speed drills in mild steel and cast iron:

$1/16"$	6,000	$1/4"$	1,500
$1/8"$	3,000	$3/8"$	1,000
$3/16"$	2,000	$1/2"$	750

- ARTHUR PENDLEBURY

\* \* \* \* \*



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

WANTED

One set of Jumpseats, i.e. fold-down seats,  
to fit in a large touring car.

-- BOB TREVAN,  
22 City View Drive,  
Lismore. N.S.W. 2480

WANTED

Front axle and stubs for 1904 and 1905 De Dion.  
Also dash oiler, steering column and controls,  
plus other parts. Please help.

-- NORM WAKEHAM,  
64a Pellissier Road,  
Putney. 2112  
02.80.2269

(ALL STATES PLEASE)

WANTED

Engine and transmission for 1910 Model 20 Hupp.

-- BARRY THEW,  
02.638.1155

FOR SALE

Magnetos, Complete

Berling E21, Berling E41, Bosch DU4 Mo. D4,  
Bosch DU4 ED19, Zenith AP4, ML 1 Cyl.,  
Split Dorf Aero 4 cyl., Bosch ZF4, Bosch DF4,  
Simms SU6, Dixie 4 cyl.

Incomplete

Liberty DU6, Bosch FF4R, Splitdorf 4 cyl.,  
American DU6 ED18, Marelli Tipo MG4,  
Marelli MP4, Splitdorf Model S,  
Bosch D2R (very early).

8 h.p. De Dion Motor

-- PETER MICHAELS,  
54 Greenacre Road,  
South Hurstville. 2221  
546.3672 (Home)

(Cont'd. on Page 22.....)



ADVERTISEMENTS (CONTINUED)

WANTED

FOR 1905 Model Z De Dion-Bouton:

Lucas 726 tail light.

Coil and ignition switch.

Hubcaps front and rear wheels.

Radiator.

Horn.

Spring shackles front and rear.

Oilers.

Grease Cups: Albert Lefebvre Fils

BTE S.G.D.G. Numbers 1,2,3.

Steering Lever for front axle.

De Dion-Bouton Spark Plugs.

De Dion-Bouton Oil Tins.

De Dion-Bouton Tools.

Any De Dion-Bouton parts.

FOR SWAP OR SALE:

De Dion-Bouton - Oval Dash Plaque.

De Dion-Bouton - Brass body plates, one for driver's and  
passenger's side. English body.

- ROBERT FORBES,  
537 Chapel Road,  
BANKSTOWN. 2200  
(02) 70.2098

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## EVENTS AND SOCIAL CALENDAR 1979-80

1979

ENQUIRIES — MEL POPE PH. 521-2821 (H)  
NEIL MARTIN PH. 632-5047 (H)

SUNDAY	JULY 15	— Picnic Day
SUNDAY	AUGUST 26	— *Navigators Rally
SATURDAY	SEPTEMBER 15	— Orange Blossom Festival Procession
SUNDAY	SEPTEMBER 16	— C.V.V.T.M.C. — Warwick Farm
WEEKEND	SEPTEMBER 29-OCTOBER 1	— Newcastle Tour
SUNDAY	OCTOBER 21	— Government House Garden Party
SUNDAY	OCTOBER 28	— Parramatta Foundation Day
SATURDAY	NOVEMBER 10	— *Registration Inspection Day (Compulsory)
SUNDAY	NOVEMBER 11	— Schofields Air Show
SATURDAY	NOVEMBER 17	— *Registration Inspection Day (Alternative)
SUNDAY	NOVEMBER 18	— Fishers Ghost Rally
SATURDAY	NOVEMBER 24	— Christmas Party - Dinner Dance
SUNDAY	NOVEMBER 25	— Vaucluse Lions Club — Charity Day
SUNDAY	DECEMBER 2	— Family Christmas Picnic

1980

MONDAY	JANUARY 28	— Sydney Festival Procession
WEEKEND	JANUARY 23-24	— Camp Out
SUNDAY	FEBRUARY 24	— Picnic Day and Rally
SUNDAY	MARCH 30	— *Concourse Day
WEEKEND	APRIL 25, 26 and 27	— *Annual Blue Mountains Tour sponsored by Caltex
SUNDAY	MAY 25	— Model Engineer's Society — Luddenham
SATURDAY	MAY 31	— Trophy Presentation Nite
SUNDAY	JUNE 29	— Picnic Day and Rally
SUNDAY	JULY 27	— Picnic Day and Rally

\*Indicates Point Score Outings.

### MANAGEMENT COMMITTEE 1979-80

PRESIDENT	— George Roberts - Phone 371-8626 (H)
VICE-PRESIDENTS	— Len Sheen - Phone 427-4198 (H)
	— Barry Thew - Phone 638-1155 (H)
SECRETARY	— Bill Maunsell - Phone 32-2379 (H), 929-7422 (B)
TREASURER	— Ben Bronk - Phone 624-8224 (H)
REGISTRATION OFFICER	— Keith Carden - Phone 871-2158 (H), 70-0381 (B)
PUBLIC RELATIONS, SPONSORSHIP	— David Berthon - Phone 639-0603 (H) and (B)
EVENTS AND SOCIAL CHAIRMAN	— Mel Pope - Phone 521-2821 (H), 237-8222 (B)
ASSISTANT	— Neil Martin - Phone 632-5047 (H) and (B)
LIBRARIAN	— Jan Coulcher - Phone 587-2880

### SUB-COMMITTEES AND OFFICERS

RESEARCH HISTORIAN	— George Roberts - Phone 371-8626
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)
PHOTOGRAPHER	— Arthur Porter - Phone 605-2016 (H)
PROPERTY OFFICER	— Bill McCarthy - Phone 798-6941 (H)
BUILDING DEVELOPMENT AND MAINTENANCE COMMITTEE	— George Roberts
	— Bill Maunsell
	— Len Sheen
	— Ben Bronk
HONORARY LEGAL OFFICER	— Malcolm Johns



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