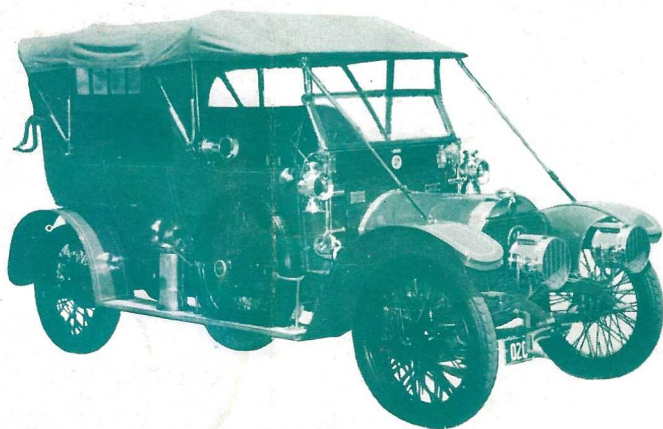
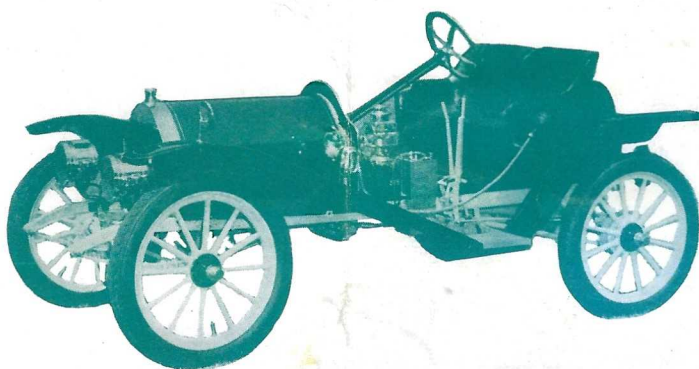


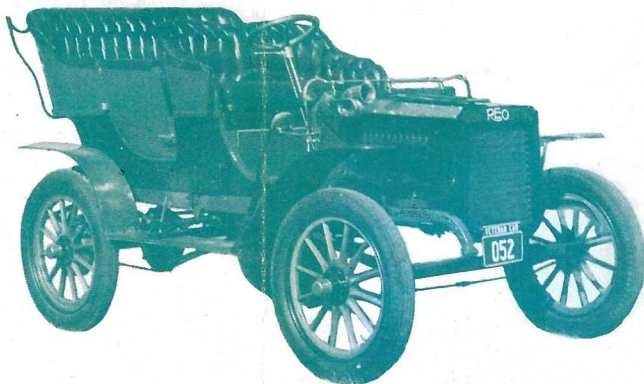
SPIRIT AND POLISH



1910
ARMSTRONG WHITWORTH



1909 HUPMOBILE



1906 REO



SPIT AND POLISH

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

Registered at the G.P.O. Sydney for transmission by post as a periodical

Patron:

His Excellency the Governor of New South Wales,
SIR RODEN CUTLER, V.C., K.C.M.G., C.B.E.

Hon. Editor and Editorial Address—

J. B. SIMPSON,
13 Garland Avenue,
Epping. 2121. Phone: 869-1350.
July, 1969

Vol. XI No. 1

Price 12 Cents

EDITORIAL

The Club starts now into a new year of veteran motoring, realising that we should not get very far along this desirable road were it not for our 'executives', our committees guiding the various parts of the establishment.

While we have no desire to underestimate any specific part of the organisation, we do feel, as we have always felt, that probably the hardest and most consistently worked is the Events Committee.

In the interests of better attendance at outings, we take the editorial bit in our teeth and speak for the Events Committee, but not at their behest. We consider that a lot can be achieved by conferences, which include the monthly meetings, during which suggestions for events can be made by members, and any just criticism may be levelled at those up top. But don't forget - don't be too belittling in your expressions of opinion, as these fellows do an untold amount of work on your behalf.

We see, virtually, the same faithful, happy band at each outing, and we are disappointedly aware of the persistent non-appearance of others. For a few, we are quite aware that business makes it difficult for them to attend, but some of the others have us baffled! What about Col. B and wife P.? George W.? Stan R.? Frank K.? Bill H.? Bill E.? - to name a few. Some of the newer members have not had the joy and interest, so far, of seeing your vehicles, all of which are well worth showing. Why, we older members also, have not seen some vehicles for a long time!

At the next meeting of the Club - to be held on TUESDAY, 22ND JULY, 1969 at Drummoyne Rugby Union Club, 169 Victoria Road, Drummoyne, at 8.0 p.m. - there will be an address by Mr. Keifer on early motoring in Sydney.

Dates to remember:

- Inner City Tour - as stated by Alex. McLeod, this date may be altered.
- Sun. 17 August - Picnic and Gymkhana Day
- Sun. 21 Sept. - Navigators' Rally

REPORT OF JUNE MEETING

The monthly meeting was opened with words of welcome from the Chair to four visitors, namely Fred Rossiter, David Hunt, John Stone and Geoff. Bruggy, the last-named from Wagga. The Newcastle "contingent" also received a welcome.

It was a very short meeting, with no actual reportable material coming from any Committee, except perhaps George Roberts, of the Dating Committee, who apologised for the lack of diligence that he had displayed for a considerable period, but was able to say that Mrs. Roberts is now at home, and he is beginning to have proper meals again - prepared by her!

Alex. McLeod spoke of the possible rearrangement of events during July and August.

Fred Rossiter, Barry Garth, Arthur Hawkins and Stewart Mordue were accepted as Associate members.

Following immediately upon the heels of this meeting, of course, the Annual General Meeting took place.

REPORT OF THE ANNUAL GENERAL MEETING

The minutes of the 1968 meeting were read and confirmed, and the President then gave his Annual Report, a copy of which is to be seen inside this cover.

The Hon. Treasurer made his report, and this also has been printed herein.

For the purpose of the election of office-bearers for the ensuing year, the President stood down, and the chair was occupied by Allan Foy. Arthur Garthorn being re-elected to the position of President, he was soon in occupancy of the chair again.

Len Sheen was elected to the position of Hon. Secretary unopposed.

A new face has appeared in the post of Hon. Treasurer, being that of Bill McCarthy, Bob's father.

The new Committee comprises George Roberts, Max Roberts, Bob McCarthy, Barry Thew and John Corby.

* * * * *

PRESIDENT'S REPORT, 1969

This is the fifteenth President's Report of your Club's activities. The past year has been a wonderful experience for me in my first attempt as President. I would like to take this opportunity of thanking all the Committee Members for their tremendous support and co-operation throughout my term of office.

Membership has risen to 293, including 7 Junior members. We have gained 28 new members, but have reluctantly lost 18 members for failure to pay fees. There are now 152 cars carrying Club Plates, 15 of these have been issued this year and there are 3 cars still with full registration.

The Club was saddened last month at the loss of member John Tulloch, after a long illness, and our sympathies are extended to Mrs. Tulloch and family.

Our Secretary, Len Sheen, has again done an excellent job and deserves the highest praise, especially as he has also a large share of the work from the 1970 Rally.

Treasurer, Bob McCarthy, shows us that the year has been fruitful and the Club is still buoyant. Thanks to Bob for a job well done.

The Newcastle Branch has moved on to another successful year and the following members were elected to office at the Annual General Meeting: Chairman, Max Burke; Secretary, George Adams; Vice Chairman, Laurie Macey; Treasurer, John Riley. We are hoping to see the Newcastle members at our meetings and outings and look forward to the Annual Newcastle Run.

A really sterling effort by the Events Committee this year has given us some most interesting and enjoyable outings. I am sure that most members do not fully appreciate the time and effort which goes into arranging the Club outing each month. The Events Committee members do not look for personal praise but do, and rightly so, get very dejected and disappointed when a poor response to a rally is all they get for their efforts.

This Committee has produced some interesting figures this year which I feel need recording. During all the events only 69 different cars attended, 17 made one appearance only, 26 made five or more appearances and of these, 12 cars belong to one member. Very interesting! But where are all the other cars?

The two outstanding events which I enjoyed this year were the Blue Mountains Rally (our second unsponsored run), which was well attended, and the Bundanoon Rally in co-operation with our friends from the A.C.T. This event has possibilities of becoming a bi-annual meeting.

Our first children's Christmas Party was held this year and proved a great success. Members may not all know that the competition run at each meeting night by John Corby is for the purpose of defraying costs of the children's party.

Alec McLeod and Jim Lewis have worn themselves out this year and are not standing for re-election. However, I feel sure that our new committee can rely on them for assistance, especially with the many contacts they have built up. Once again fellows, thank you for an excellent effort.

The Investigation Committee has been ably carried on by Max Roberts after losing Bob Baxter to cosmopolitan Singapore in January. Twenty cars

have been inspected during the year with the average model as 1913, this being slightly older than the past few years. The Committee has noticed a marked decrease in applications for dating and think a little more enthusiasm could be shown. George Roberts, with his wealth of knowledge, has again been our Dating Officer, but owing to the ill health of his wife, Pam, admits he is a little behind.

Our Registrar, Allan Foy, has again had his hands full, with the new edition of "Roster of Members" and the registration and third party insurance worries of all our members. Allan would like to thank David Berthon for the assistance given him this year.

Hilda Sheen, our Social Secretary, has again efficiently organised our Christmas Dinner, Presentation Night and various other functions during the year. Many thanks to Hilda and her small band of lady helpers for a most important part of our Club activities.

Ross Marshall, as Public Relations Officer, has done an outstanding job with the new cover for SPIT AND POLISH and has been successful in obtaining some excellent publicity for the Club and the 1970 International Rally, to the extent of appearing on Television in person.

Jim Simpson, our Magazine Editor, has again shouldered the load and whilst promised help from the members, has done most of the work himself. We are indeed indebted to Jim for the job he is doing.

Since our Library and Trophy shelves have been installed, Barry Thew, as Librarian, has catalogued most of the books and magazines, and would welcome more enquiries from members.

Vice President George Green has acted as Insurance Officer and Peter Kable as Vehicle Records and Badge Officer. Both these officers have been busy during the year.

Mounting interest is being shown in the 1970 International Rally and ably led by George Green the Organising Committees are working with increased pace because the 4th April is coming quickly and there is much to be done.

This year, Len Sheen and I were also Federal Secretary and President respectively, and most business at this level was to deal with the International Rally.

This is a brief account of what the club has done this year and if I have omitted anyone or anything, I offer my apologies. May our hobby of Veteran Cars and the Club itself prosper in the next twelve months.

- ARTHUR GARTHON

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TREASURER'S REPORT, 1969

The 1968-69 financial year has been successful for the Club, resulting in an overall surplus of \$1138.66. This is a notable contrast to the \$117 profit of last year. Though costs have risen, the profit can largely be attributed to a marked rise in donations, the increase in membership fees, and greater financial success in the managing and trading aspects of the Club. The operating surplus, less donations, is \$376.78 - a considerable improvement on last year's loss of \$264.38.

A break-down of the income and expenditure account indicates a fall in certain costs, namely Affiliations, Trophies and General Expenses, though in line with general trends and increased membership, our Printing and Stationery costs have increased by approximately \$100. The administration of the financial aspects of SPIT AND POLISH has altered the customary loss to a profit. By advertising, eight firms have contributed \$600 to the costs of the magazine, thus offsetting the higher costs of printing associated with the new format.

The most obvious feature of the Income Account is the amount of \$761.88 from Donations. Once again the Club must thank the members responsible; the list is longer this year but the usual names still appear. The Club is indebted to G. Green and W. Spraggon who together have donated well over \$400; G. Burton, J. Cooper, A. Garthon, J. Godfrey, V. Jacobs, R. Jones, J. Lewis, R. Marshall, R. McCarthy, B. Parkinson, M. Roberts, L. Sheen and J. Wards, and to a number of others.

This year the administration of Rallies has certainly shown that sponsorship is unnecessary. An overall surplus of \$73 was recorded, being an improvement of \$176 on last year. Once again the tireless work of our Social Secretary has led to a very satisfactory result in this account. With the prospect of a continuing loss, supper, together with the customary collection, was discontinued. A form of replacement has been introduced with the Children's Party raffle.

The Club experienced a trading surplus of \$160.45, being a rise of \$80 on that of last year. The cost of the new badge die is included under Fixed Assets and will be written off over the next five years.

The Rural Bank of New South Wales continues to hold our finances with the interest bearing deposits now indicating \$6013.78 at the Earlwood Branch and the current account at Rockdale. Use of some of the accumulated funds is still under consideration and the planned purchase of debentures in the Drummoyne Rugby Union Club Ltd. has been postponed at present. The Fixed Deposits are being renewed on maturity at $4\frac{3}{4}\%$ pending the Club's decision.

Messrs. W.V. King and Associates have once again audited the books and a copy of the Balance Sheet will be attached to the July issue of SPIT AND POLISH.

In conclusion I personally wish to thank the Committee members and other officers for their competent support and help throughout the year.

- BOB MC CARTHY

In the June issue we printed one of two articles from "The Cough and Splutter" (Albury-Wodonga newsletter). Here is another one, also from the pen of John Stewart.

This anecdote concerned another uncle of his!

He had purchased a used 1912 Buick (obviously a motoring connoisseur! Ed.), the model with the gate change, and the brake lever outside the body. Even in the early twenties my brothers and self regarded this model as a bit of an antique, and it would have been eligible for an old car club if such a thing had existed in those days.

However, one evening Uncle was crossing what they called the "high road" between Barooga and Cobram with a full complement of passengers. Up in front of him was a big timber jinker hauled by a team of bullocks with a big red gum log overhanging the jinker by a good bit. To-day, of course, a red rag would have to hang from a thing like that, but not in those days. The jinker was well to the middle of the road, so Uncle gave the old hand Klaxon a couple of thumps. The bullocky heard, and duly moved his team to the left, and of course this resulted in the tail end of the log arcing out to the centre of the road. Unk did not even slow down, and in shooting past the jinker there was a terrific ripping sound. When the astonished passengers aboard the car looked back, there was the Buick's canvas hood neatly hanging on the end of the log.

CONTINUATION: "ANOTHER PENDULUM SWINGS BACK AGAIN" (Leyland 500 Series)

There is quite a lot to be said for the fixed head, particularly in these days of improved techniques.

Important among them is the freedom it gives to cylinder expansion without distortion. Each cylinder has its own flat combustion roof and is completely immersed in its water jacket. It will be appreciated that the integral construction of block and head provides good conditions for water circulation, ensuring improved cooling with beneficial results on piston and valve operating temperatures.

With regard to the formation of the inlet ports it is surprising to learn that some 40 shapes were tested before finality was reached. The final shape has a spiral inclination which gives a very high volumetric efficiency together with high swirl rate for efficient combustion of the atomised fuel, which is delivered through Leyland 4 hole injectors. In addition, the pistons are spheroidal cavity type.

Using a fixed head, turbo-charging pressure levels present no difficulties, as the engine structural castings and the crankshaft and its attendant bearings, as well as piston and connection rod assemblies are designed for the loads involved.

The block itself does not house any of the driving gear trains, and, as it is symmetrical in design, it can be turned back to front and attached to the crankcase by the same fixing bolts, consisting of 14 large

studs 16 mm. diam. and 12 studs 12 mm. diam. Unusual as this may seem, it simplifies the 'handing' of the engine, to fit in with varied bodies and bonnets, and for that matter, for fitting into a chassis of another make. To assist in this operation, the inlet manifold has two central inlets, the exhaust manifold having one central outlet. The exhaust manifold can be fitted also, either up or down. As the engine is of the cross-flow type, intake is on one side of the block and the exhaust the other side.

Naturally, the valves are alloy steel. The guided tappets of the overhead camshaft arrangement produce no side forces on the valves, and the faces are protected by the alloy, by name Stellite (mentioned earlier in this article). The valve seats are renewable, and are of a proved heat and wear resisting alloy - Valmet.

Veteran owners would be astounded to think of such a mechanical inconvenience as valve bounce. The Leyland 500 does not suffer from such a complaint till almost 4000 r.p.m. are reached. 60 revs. a second! And this is a diesel workhorse, not a track model.

With the mind still in the veteran sphere, listen to this one: A starter motor aid alternator. An important feature of this 24v. starter motor is the "Torkdrive" arrangement, ensuring engagement of the pinion in the ring gear before it starts to turn. Should the pinion not engage, it retracts and moves forward again till the teeth mesh. If a misfire occurs, the pinion remains in mesh till the cylinders are firing correctly. An 8 h.p. motor is standard, but a 10 h.p. motor is fitted for very heavy duty work. These units are totally enclosed and proofed against oil and water. The field coils are protected against moisture and damp by special coatings which include polyester varnish.

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G U T S

As Enzo Ferrari watched Nuvolari, fifty seven years old and deathly sick, come through Modena in the Mille Miglia of 1948, he turned aside and wept. The bonnet had blown off Nuvolari's car, it was down on one side, a spring broken; Nuvolari was low in the chassis; he had thrown his broken seat overboard and was sliding around on a bag of oranges. He was leading the race in this wreck! He was running away from the likes of Ascari, Biondetti, Cortese; he was first by thirty five minutes, with most of the race behind him when the brakes went, a few miles past Modena, and he had nothing left to drive. Hollow-cheeked, trembling with fatigue, he let a priest lead him away to rest

- KEN W. PURDY

From The International Grand Prix book of Motor Racing.

Edited by Michael Frewin

* * * * *

The May issue of SPIT AND POLISH carried an account of the death of Parry Thomas, at the wheel of "Babs", of which we then lacked full details. These have since come to light, and are as follows: Two-seater Higham Special, fitted with a 25 litre 400 h.p. V12 Liberty aviation engine. As mentioned in our article it was fitted with a chain drive which has been described as 'flimsy'. It was built by the famous Count Zborowski, and was the most powerful car to have run at Brooklands up to 1924.

While on the subject of 'specials', it may be of interest to most to learn the details of the vehicle which is conjured up in one of the modern songs - Chitty Chitty Bang Bang. This, too, was built by Count Louis Zborowski, who had a vast estate near Canterbury. This vehicle was an old chain driven Mercedes chassis fitted with a 23 litre Maybach Zeppelin engine. He used to drive this monster from Kent to Surrey. It was 6-cylinder, and was cranked by two men with the aid of a half-axle from a war-time aeroplane. (Great goings-on if it stalled in the thick traffic! Ed.)

Chitty Chitty Bang Bang, incidentally, was taken in some way from a barrack room ballad written by Rudyard Kipling, and not for public consumption!

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CARS AT THE NORTHERN TOUR - 22ND JUNE, 1969

<u>CAR NO.</u>	<u>MAKE</u>	<u>DRIVER</u>
172	Napier	Hans Gubler
143	Star	Alex. McLeod
015	Ford	J. Godfrey
163	Chalmers	M. Bendeich
169	Napier	Col. Parker
102	Ford	J. Wards
115	Clement Talbot	R. Newman
066	Delahaye	A. Garthon
003	Argyll	L. Steer
024	B.S.A.	J. Simpson
200	Clement Bayard	Reg. Jones
101	Delage	R. Marshall
164	Ford	F. Ehlert

* * * * *

HANDICAP POINT SCORE AS AT 24.6.69

J. Godfrey	40
T. Cook	30
W. Spraggon	50
J. Webster	30
A. Clay	50
B. Thew	40
J. Vanstone	50

ATTENTION TO DETAIL - Excerpts from an Article in The
Reader's Digest, March 1969.

We feel that most of those who take great care to take pains 'in depth', are, unfortunately, outshone by the scientific efforts of those connected with the approaching moon landing.

Man has gained so much scientific knowledge over the past, say, thirty years, that he is just about fully aware that no atmosphere of any type exists on the moon, and that, in addition, no life is possible there. Science has very much in mind that there is not even any germ life there. (The temperature varies between 230° and -280° Fahrenheit). But, while there is no proof that life exists there, there is also no proof that no sort of life does exist there. So science plays it safe.

The way that Americans react to most great feats of their fellow countrymen, one would expect that the prospective return from the moon landing would cause to pour forth onto Fifth Avenue the greatest linear amount of ticker tape ever to have been seen there. But such will not be the case! Rather their intended treatment could be likened to that meted out to V.I.P. P.O.W.'s.

After splash-down in the Pacific Ocean, an aircraft carrier will hoist the still occupied capsule to the flight deck, close to a special trailer-like van. A clear plastic tunnel will be extended from the door of the van and attached over the capsule exit, when the astronauts will be welcomed by a two-man team - a doctor and an engineer. They will walk through the tunnel into the van and will be rushed to a near 'drome. Once ashore, the van, with its load of five passengers will be transferred to a cargo 'plane and flown to Houston, Texas. It will then be hitched to a truck and towed to the Manned Spacecraft Centre. It will be put near a special door of a low-lying building. Here again, a plastic tunnel will be rigged and the five passengers will pass through, when a metal door will close behind them.

Nothing from this room will be allowed to escape into the atmosphere without first being purified. Body wastes will be sterilized and the actual air that the astronauts will have breathed, will be filtered and treated as it passes through the air-conditioning system. In order to allow for such a contingency as a broken window, the inside air pressure will be slightly lower than normal, so that should a break occur, the outside atmosphere will rush in, not the air inside the room rush out! (Should this eventuality take place, we can almost see an "artificer, window replacer, 1st class" rush to the affected area, and without further order, quickly replace the damaged plane. Ed.) The astronauts will be confined behind a glass wall through which they will be able to see friends and relatives, and will converse, presumably, by a telephonic cum p.a. system. Technicians and doctors can go in - oh yes! of course! but once in, must remain for a 21 day quarantine session!

Scientists will examine samples brought from the moon, which will have been carried in 2 boxes. Before being opened, their outsides will be purified by ultra violet light and an acid bath. They will then be rinsed by sterile water, dried by sterile nitrogen and moved into a small vacuum chamber. The gas that escapes from the boxes will be analysed, the samples will be photographed by six carefully placed cameras, the rocks will be peered at through high powered microscopes and they will be weighed on a sensitive scale.

There is to be a radiation counting laboratory 50 feet down in the ground. Here the chemistry of a substance can be analysed by studying the gamma rays emitted. Due to the interference by high energy cosmic rays that flash through the atmosphere, not only is the radiation laboratory covered by 50 feet of earth, but the room is surrounded by 5 feet of concrete and 3 feet of dunite, a material with almost no radioactivity. And to cap it all (a familiar series of words to Jack G.! Ed.), the small work chamber itself is shielded by 8 inches of lead!

How's this for attention to detail? Sensitive tests will involve pure white mice, which are living in glass cabinets and breathing sterile air. But - the progenitors of these mice were born by caesarean section in a germ-free environment. They were raised in the sterile glass cabinets, as were their litters. Since the mice have never been exposed to any disease, they have never been infected, and hence have never developed defences against attack and consequently are extremely vulnerable to disease.

One generation of the mice will be tested for infection after contact with samples of the rocks. Should there be no reaction, an extract from their systems will be introduced into a second generation, and from that, if nothing appears, into a third and then a fourth generation.

If the mice show no adverse reaction during the 21 day quarantine period, the men in the Lunar Laboratory can be sure - or as sure as the earth's science can make them - that the astronauts brought no hostile strangers back with them from the moon.

Then they can really go home!

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The V.C.C.A. of W.A. (Inc.) have kindly sent us a complimentary copy of their Tenth Anniversary Motor Show Brochure.

The Show was held on Saturday, Sunday and Monday, 1, 2, 3 March last, and, being W.A., comprised Veteran and Vintage vehicles.

There was a total of 67 vehicles and displays, and eight photographs are distributed through the pages.

We have handed the Brochure to the Librarian, so that members who wish to do so, may view it. It comprises 10 pages.

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Technical Book and Magazine Co. Pty. Ltd., 289 Swanston Street, Melbourne, Victoria, 3000 have supplied a catalogue of books on Veteran, Vintage and Classic Cars.

It is certainly very comprehensive, and is far too much detail to put into SPIT AND POLISH. We have, accordingly, handed this also to the Librarian, feeling this to be the best way to "pass it round".

They state, also, that they are quite prepared to supply a catalogue to any member who desires one, and they make no charge for so doing.

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We have received a card from TELICO PTY. LTD., of 84 Whiting Street, Artarmon, Tel. 43-3794, stating that they Repair and do Argon Arc Welding to all Aluminium parts.

Alloy Gear Box Housings
Alloy Cylinder Blocks
Alloy Manifolds
Alloy Sumps
Alloy Cylinder Heads
General Welding

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S O C I A L

Sympathy to Mr. Jack Jeffrey on the death of his father, also to George and Pam Roberts on the death of Pam's father in Brisbane.

Do hope Max Welch is home again after his stay in hospital.

Congratulations to Helen McLeod on her 21st birthday in June.

I believe Jock McGowan is ready for his trip overseas. Good trip, Jock.

The Doncaster was quite enjoyable, with a small profit. We had 46 members and friends. Thanks again for your help.

Hope Jan Sykes is about again after her sickness.

Nice to see John Burke at our last meeting after his stay in hospital.

Hope Joy Tulloch enjoys her trip and returns to carry on after her trying time over the last few years.

I have been requested to organise a party for the Skid Row Show ("Canterbury Tales") at the Royal Theatre on July 28th. All those interested please contact me. \$2.80 per head; a party of 20 needed. Bookings must be made and paid for at meeting on 22nd July.

I am negotiating a Prawn Night at the Drummoyne Rugby Union Club - will let you know when final plans come to hand.

- HILDA SHEEN,
Social Secretary

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Along the grapevine we have heard of a new product entitled Bunny Petrol - Put a rabbit in your tank! Good for short hops!

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ADVERTISEMENT S

WANTED. Brown Headlamps and Sidelamps for 1913 Ford T. These are steel, with brass trim - complete, or any bits and pieces to help restore existing wrecks. Will trade if possible, or pay cash.

- JOAN CLARKE,
144 Seacombe Rd.,
Seacombe Heights, S.A. 5047

WANTED. Radiator, Clutch, Backsprings, Gears and Diff. parts for 1909 Sizaire et Naudin. Single cylinder.
Springs (samples only) for 6 h.p. 1906 De Dion Bouton.
Diff. and backsprings for 1910 Maxwell 4 cylinder.

I will pay or swap for any of the above items.

- BEN BRONK,
17 Military Rd.,
Watson's Bay. Tel. 337-4396

FOR SALE. 4 x 4.40 x 23" str.sided tyres, \$5.00

1 x Electric Klaxon, \$2.00

170 x K.L.G. Spark Plugs 18 mm & 7/8", 40¢ ea.

1 x Hand-held Spotlight, \$1.00

6 x Brass Carbys., \$2.00 ea.

Box of Valve stem caps, Priming Cocks, Valves, etc., \$5.00

4 x 4.40 x 23" str.sided rims) \$4.00

2 x Beaded edge Rims)

1 x De Dion Bouton Crankcase and Crankshaft, \$3.00

- M. BENDEICH,
167 Ryedale Rd.,
Denistone.
Tel. 85-3954

WANTED. Veteran Car unrestored or partly restored.

- B. GARTH,
C/- Total Service Station,
West Ryde.

WANTED ALL STATES.

4 x 880 x 120 rims or 4 complete wheels

1 x Delco Distributor - 4 cyl.

1 x Delco Ignition Switch

1 x Delco Ignition Master Coil

1 x Magneto Mounting Platform

1 x Intake Manifold

1 x Schebler Carburettor Model LL

4 x rear Mudguard Brackets

1 x Water Pump

1 set Gray and Davis Lights

- B.T. THEN,
62A Spurway St.,
Errington, 2115

VETERAN CAR CLUB OF AUSTRALIA - NEW SOUTH WALESBALANCE SHEET AS AT 31ST MAY 1969

<u>LIABILITIES</u>		<u>FIXED ASSETS</u>	
1968	1968		
\$	\$		
Accumulated Funds		Furniture and Fittings (At Cost)	210.38
Balance 1st June, 1968	7,318.05	Add Additions	314.00
Add Surplus for year	<u>1,138.66</u>		524.38
		Less Provision for Depreciation	223.00
42 Sundry Accruelements	77.30		301.38
		Equipment (At Cost)	132.25
Rural Bank of New South Wales	30.45	Less Provision for Depreciation	26.00
Current Account			106.25
		<u>CURRENT ASSETS</u>	
		Rural Bank of New South Wales	
		Current Account	6,013.78
		Interest Bearing Deposit	
		5,755	465.05
		382 Sundry Debtors	50.00
		50 Deposits	628.00
		460 Stock on Hand (At Cost)	1,000.00
		- Loan V.C.C.A. 1970 Rally	
			<u>\$8,564.46</u>
	<u>\$7,360</u>		

We have audited the books, accounts and vouchers of the VETERAN CAR CLUB OF AUSTRALIA - NEW SOUTH WALES, for the year ended 31st May, 1969 and report that, in our opinion, and to the best of our knowledge, the above Balance Sheet is in accordance therewith. A list of incomplete vouchers is attached and we have accepted a certificate from the Hon. Treasurer as to the value of stock on hand as at 31st May, 1969.

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.

SYDNEY, 19th June, 1969

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31ST MAY, 1969			
1968	EXPENDITURE	1968	INCOME
140	Affiliation Fees	936	Annual Subscriptions
42	Audit and Accountancy Fees	381	Entrance Fees
33	Depreciation	-	Donations
74	General Expenses	34	"Spit and Polish"
100	Honorariums	243	Interest Bank Account
9	Insurance	127	Interest Bearing Deposit
5	Meeting Expenses	9	Insurance Levies
634	Printing, Stationery & Postage	11	Sundries
184	"Spit and Polish" Subscriptions		Tea Money Collections
-	Subsidy Newcastle Branch		Less Catering Costs
-	Travelling Expenses		Deficiency
338	Trophies and Presentations		Rallies
17	Subscriptions		Income
103	Deficiency on Rallies		Expenditure
23	Deficiency on Social Functions		1,835.81
	Deficiency on Tea Money		1,803.08
117	Surplus being Excess of Income		867.50
			716.58
			9.10
			7.70
			103.33
			2,639.79
			73.02
			Income
			Expenditure
			22.00
			10.20
			13.45
			69.93
			112.85
			31.55
			144.40
			28.82
			Deficiency
			Surplus
			14.55
			5.10
			4.50
			7.50
			70.24
			73.56
			167.95
			7.50
			Surplus on Trading
			78
			\$1,819
			\$2,535.49
			160.45
			\$2,535.49