

# SPIT & POLISH

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● PRICE 40 CENTS





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

134 QUEENS ROAD, FIVE DOCK, 2046

### OFFICE BEARERS 1973-74

PRESIDENT: L. K. Sheen, Ph. 42-4198 (Home)

VICE PRESIDENTS: R. A. Foy, Ph. 449-1524 (Home). G. A. Roberts, Ph. 371-8626 (Home)

HON. SECRETARY: J. Dance, Ph. 634-1336 (Home)

HON. TREASURER: W. McCarthy, Ph. 798-6941 (Home)

#### COMMITTEE:

R. C. Baxter      J. Burke      G. W. King      D. Pearce      R. Petersen

#### EVENTS COMMITTEE:

J. Burke (Chairman) Ph. 533-5625 (Home)      G. W. King      R. Petersen

BUILDING COMMITTEE: Chairman: G. W. King, Ph. 522-7108 (Home)

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

LEGAL OFFICER: E. L. S. Hall

REGISTRAR: D. M. Roberts

CLUB HISTORIANS:

REGISTRATIONS OFFICER:

A. Rose-Bray, R. A. Foy, G. A. Roberts

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

RESEARCH HISTORIAN: G. A. Roberts

INSURANCE OFFICER: V. Jacobs

PHOTOGRAPHER: C. Burke

VEHICLE RECORDS: D. Pearce

LIBRARIAN: R. Petersen, Ph. 639-8233 (Home)

C.V.V.T.M.C. DELEGATES: L. K. Sheen, R. A. Foy

AUDITORS: W. V. King & Associates

SOCIAL SECRETARY:

PUBLIC RELATIONS: R. A. Foy

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

"SPIT AND POLISH" PANEL: R. C. Baxter (Chairman), Ph. 522-9661 (Home) E. Lang, Ph. 579-5790 (Home)  
D. Pearce, Ph. 50-6280 (Home)      P. Kable, Ph. 579-6942 (Home)

### CLUB MEETING DATES 1973-74

1973

AUGUST      Thursday 23rd  
SEPTEMBER      ,,      27th  
OCTOBER      ,,      25th  
NOVEMBER      ,,      22nd

1974

JANUARY      Thursday 24th

FEBRUARY      Thursday 28th  
MARCH      ,,      28th  
APRIL      ,,      25th  
MAY      ,,      23rd  
JUNE      ,,      27th  
JULY      ,,      25th



# SPIT & 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. XV. No. 12

JULY 1974

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The July General Meeting will be held at 8 p.m. on 25TH JULY, 1974,  
at the V.C.C.A. (N.S.W.) Clubrooms, 134 Queens Road, Five Dock.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



# OPINION

Let us first analyse the word "participation". Participation as defined in the dictionary is "An act or state of sharing or giving in common with others". "It is a Fellowship or Association". The word "ACT" is the key to the whole question.

You can act by attending outings, submitting articles, relaying information to other members, working on club projects or technical committees and needless to say, all the "dirty work" not mentioned but which cries for the same dedication and involvement.

Let us secondly analyse those able to participate and those unable to participate. Members able to participate (within varying degrees) are those located in or near the Sydney metropolitan area - however most of these members are also active in other car clubs - members unable to participate are located in country regions and are mostly inactive in other car clubs.

However, they still remain loyal to the Veteran movement. The very least a club member can do is attend club outings! Outside annual dues all monies earned go towards the betterment of the club; remove club events and BANG!! goes the club.

To those members so inclined to devote a little of their time to help keep SPIT AND POLISH operating, don't be bashful! SPIT AND POLISH will always accept your articles and bits of information to be published, and if the swell of articles becomes too great, we'll expand the magazine to handle the load and increase your reading enjoyment.

Whatever the increase by participation by members, services provided by the Veteran Car Club to all members will increase accordingly.

E.J.L.



Special General Meeting held on Thursday, 27th June, 1974. Opened 8.20 p.m.

The President read the following proposed alteration to the Constitution:

"That the existing clause 6b be deleted and the following substituted:  
 'All proposals for Honorary Life Membership shall be made in writing to the Management Committee for consideration and those proposals found worthy of Honorary Life Membership be submitted to members at a Special General Meeting, provided that any resolution to confer Honorary Life Membership be passed by a three-fourths majority of the members present and voting at any such meeting.'"

Comment by A. Foy that the Club Solicitor was in full agreement with the proposal. It was then moved by A. Foy, seconded D. Berthon that the above alteration be adopted.

CARRIED UNANIMOUSLY.

Minutes of the meeting of the Veteran Car Club of Australia (N.S.W.) held at the Clubrooms, 134 Queens Rd., Five Dock on Thursday, 27th June, 1974, commencing at 8.22 p.m.

Chairman. L.K. Sheen.

Present. Sixty members.

Minutes. Minutes of the meeting held on Thursday, May 23rd, 1974 were read and confirmed on the motion of J. McGowan, seconded A. Garthon.

Arising. V. Jacobs has booked the Hotel Ranelagh, Robertson, for the Easter Tour, 1975. G. Green and Bruce Cooper of the C.V.V.T.M.C. are handling the matter of the Committee of Inquiry on Museums and National Collections.

Correspondence. A letter had been sent to the Secretary of the Committee of Inquiry on Museums and National Collections stating that the matter will be discussed at Federal level at the forthcoming A.G.M. letter to Dr. Tapperal re Parramatta Festival. Moved G. Roberts, seconded J. Wilson, the correspondence as read be received.

Investigation. The following vehicles had been inspected. Cadillac 1916 Peter Nissen, Unic. 1906 John Ryder, I.H.C. 1909 Ben Bronk. Dating Plates were handed to D. Manhart, 1913 Hurtu, B. Bronk. Hupmobile 1910 and 1910 De Dion, W. McCarthy, 1913 Vinot Et Deguingand.

New Members. Peter Nissen, 18 Saiala Rd., Killara - 1916 Cadillac Tourer. Miss Jennifer Tweedie, 175 Pennant Hills Rd., Carlingford - Associate.

Events. Winner of the Parramatta Historic Tour was Max Chapman. Navigators Day, August 18th. Lions Outing in September, in place of the Long Legs Tour. A request for 6 cars for Fishers Ghost Festival, Campbelltown, Saturday, November 2nd.

Magazine. Apology for late arrival of SPIT AND POLISH due to postal

difficulties. Appeal for more articles and letters.

Social Secretary. Requested names for the Film Night to be held in the Hall on July 27th.

Registrations. W. Maunsell 1913 Rolls Royce, G. King 1911 Talbot,  
F. Illich 1913 Vulcan.

P.R.O. Chamber of Automotive Industries Concours at the Motor Show on August 31st. The Chamber had intimated that a static display of cars would be appreciated. Comment invited. Moved D. Berthon, seconded J. Pickup, that three Studebaker cars be put in the Concours. The motion was withdrawn and J. McGowan moved G. Daley seconded that the Committee select the cars. G. Roberts suggested that suitable pressure be brought to bear to see that suitable judges were appointed.

General Business. G. Roberts has just completed a further survey of the route for the 1978 International Rally. He has investigated alternate route for the faster cars instead of the New England Highway. Accommodation presents no problem. J. McGowan suggested a letter be sent to Mr. Milton Morris hoping for his speedy recovery.

As there was no more business the meeting closed at 9.20 p.m.

Minutes of the 20th Annual General Meeting of the Veteran Car Club of Australia (N.S.W.) held at the Clubrooms, 134 Queens Rd., Five Dock, on Thursday, 27th 1974, commencing 9.20 p.m.

Chairman. L.K. Sheen.

Present. 60 members.

Apologies. Moved A. Foy, seconded R. Paddle, that apologies be accepted as at prior meeting.

Minutes. Minutes of the 19th Annual General Meeting held on Thursday, June 28th, 1973 as read were confirmed on the motion of J. Pickup, seconded G. Daley.

Treasurers Report. The Treasurers Report was submitted to the meeting, copy marked Appendix "B", also copy of the Balance Sheet marked Appendix "C".

Moved R. Baxter, seconded D. Manhart, the Treasurer's Report be received and that previous unapproved amounts be passed for payment.

President's Report. The President's Report was read by the Chairman and accepted by the meeting on the motion of A. Foy, seconded J. Burke. Copy of Report marked Appendix "A" attached.



Annual Fees. Moved W. McCarthy, seconded G. Roberts, that the Management Committee's recommendation that the fees for 1974/75 remain as before. Moved J. McGowan, seconded W. McCarthy, that the charge to non-members for SPIT AND POLISH be increased to \$8.00 per annum. CARRIED, three dissenting.

Election of Officers. Vice-President A. Foy in the Chair.

L.K. Sheen re-elected President for the forthcoming year then took over the Chair.

The following were then elected to office:

Vice Presidents - R.A. Foy and G. Roberts

Secretary - J. Dance

Treasurer - W.H. McCarthy

Committee - R. Baxter, S. Goodman, J. Burke, D. Berthon, R. Petersen

Registrar - M. Roberts

Registrations Officer - M. Bendeich

Social Secretary - Mrs. G. King

Veteran of the Year Award - John Thomson, 1906 De Dion

As there was no further business the meeting closed at 10.18 p.m.

\* \* \* \* \*

#### President's Report 1974

This is the twentieth President's Report to our Club Members, and it gives me great pleasure to present it after my first year of President, and I would like to express my sincere thanks to all the Management Committee members for their loyal support during the past year, and I must not forget many more club members who in no small way also have been a tremendous help in the smooth running of our Club.

The membership of the Club is steadily rising as this year's membership shows, with a gain of 39 new members made up of: 18 Full Members, 9 Associate, 3 Juniors and 9 Associate wife members.

The full membership consists of 228 Full Members, 84 Associate, 15 Junior and 9 Associate Wife Members, making a total of 336. This is the first year of Associate Wife Members so we expect many more to join in the near future. However we unfortunately lost 22 members through non-payment of dues or resignations and the death of 3 of our earliest members, G. Burton, a committee member in 1961, J. Jeffery and J. Helsham, and the club's sympathy is extended to their families.

Vice-President Alan Foy has been a great help to me during the year with advice and assistance with the printing of notices and events outings to help Jack Burke, also in his capacity of Public Relations Officer.

Secretary Jack Dance has very ably carried out the office this past year as always and is the longest-serving secretary of the club. My thanks to Jack for his help.

Vice-President George Roberts also has done very excellent job of Investigation and Dating with 29 cars investigated and 14 cars with dating

certificates presented Bill McCarthy as Club Treasurer could not be bettered as a very able and competent treasurer as his report shows. We are in an excellent financial position both clubwise and Hall which is now self-supporting with the lettings to other Motor Clubs for their meetings. I trust that Bill will carry on again next year.

The events organised by Jack Burke have been of a high standard and well-attended by members and their cars. The weather has not always been kind to us this year, mostly wet on Events days, however the outings were well attended and very enjoyable thank you Jack.

The Magazine Panel with Bob Baxter at the head has done an excellent job of SPIT AND POLISH, keeping costs within our budget with a very interesting magazine well presented every month.

George King as Building Committee Chairman has completed all the proposed additions to the Hall with the help of Working Bees and I personally thank all the members who helped with this task. We had the following additions carried out: Screen fitted, Fans installed, Official Platform and Official Table made larger, Air Conditioner installed, Sink Heater, Concrete Paths from front gate to toilets all making Hall more comfortable for members on meeting nights.

Social Secretary Glad King has also organised some excellent firsts for our members: The Children's Day at the Model Farm, Film Cartoon Night at the Hall, Presentation Night in Hall, also a Full Feature Film Night in July and many other enjoyable theatre outings. Thank you, Glad, for your efforts; nice to see the Club Hall being used for members' benefits.

David Berthon as Registrations Officer, has carried out his duties with the registration and Third Party Insurance very efficiently, with 159 cars holding club Plates which includes 6 new registrations this year.

Bob Peterson as our Librarian is currently numbering and collating the books ready for lending in the near future - a large task as we have many hundreds of various types.

I would like to take this last opportunity to thank the members of the Management Committee and all other members who have helped me during the past year, and may the Veteran Car Club continue to prosper and expand during the years to come.

Thank you for your patience during the reading of this report.

LEN SHEEN,  
President.

\* \* \* \* \*

#### Treasurer's Report 1974

I am pleased to report that the Club has maintained its profitable trend during the financial year ended 31st May 1974. The net surplus for the period is \$3804 compared with \$1852 for the previous year. This result is unusually high as it includes the book value of various items of furniture,



fittings, appliances etc. which have been donated towards equipping the meeting hall and which have now been brought to account as assets in the annual balance sheet. After allowance for this amount our actual profit for the year becomes \$2299, an increase of \$447 over last year. As a matter of interest our gross turnover of funds for the twelve months was \$25040.

### Income and Expenditure Account

Significant factors influencing the above result are commented upon hereunder.

#### Income

Subscriptions and Entrance Fees fell by \$42 below last year's total despite an increase in membership numbers. This is accounted for by the admission of a number of Associate Wife Members at the nominal subscription of \$1 per annum and a slight increase in the number of Junior Associate Members. It would appear appropriate to retain the current scale of fees, namely \$6 membership and \$5 magazine, total \$11, and \$2 per annum for Junior Members, but in view of increasing costs consideration could be given to increasing the charge to non-members who receive SPIT AND POLISH. Eight annual subscriptions have been paid in advance and nine are in arrears twelve months or longer. After repeated reminders and due notice, membership is now deemed to have been cancelled in these cases.

Cash donations totalled \$1370, a fall of \$456 over last year. As all donations have been acknowledged month by month at the general meetings, I have not repeated the individual names in this report but the Club's thanks are again extended to all members who have contributed towards this very gratifying result.

Hall rental increased by \$287 to \$496, a very encouraging improvement reflecting increased usage of the hall by other clubs, nine of which meet there regularly. Although several others have shown interest, vacancies still exist for additional tenants.

Third Party Insurance showed a surplus of \$579, however as the May statement had not been processed by our insurers due to arrears of work, this amount could be substantially reduced.

Rallies yielded a profit of \$260 and the Events Committee under John Burke's chairmanship is to be congratulated on this effort.

Social Functions again operated profitably, thanks to Glad King and her helpers, resulting in a profit of \$57 for the year.

#### Expenditure

Bank Charges and Interest at \$59 are \$50 lower than last year, indicating a very satisfactory position with the Rural Bank of N.S.W. where our current overdraft limit stands at \$2900. The Working Account is in credit \$3894, the net position being a credit balance of \$994. All monthly overdraft reductions of \$70 were met promptly and the net balance worked in credit for most of the year, consequently interest charged was kept to the low figure of \$3.88.



Hall Expenses were \$655, a rise of \$150 commensurate with the increase in rentals. Once again we thank Mr. Eric Brown for carrying out his duties as caretaker efficiently and conscientiously.

SPIT AND POLISH showed a nominal loss of \$160, which is a very satisfactory result in spite of rising costs, and maintenance of the magazine at its current standard reflects credit on Bob Baxter and his Editorial Committee.

Printing, Stationery and Postages exceeded last year's charge by \$889, mainly due to the cost of printing the Roster of Members. However \$691 was reimbursed by the other state clubs for rosters supplied, and the net cost to our Club for production of the rosters was \$246.

Other than those referred to above, items of Income and Expenditure varied little with those of previous years, and have not been commented upon in detail.

#### Balance Sheet

The Balance Sheet format complies with recent provisions of the Companies Act in that Other Liabilities are classified as Non-Current (long term) and Current (payable within twelve months). Accordingly the overdraft limit outstanding on the Hall is shown as two amounts, namely \$2060 and \$840. The overdraft is secured by a first mortgage over the title to the property, supported by individual guarantees of \$500 each by members of the Management Committee at the time of purchase. As mentioned earlier our net balance with the Bank is in credit.

Accumulated Funds rose by \$3804 (the year's net profit) to \$15940.

#### Assets

The asset position continues to be sound, having been further strengthened by the inclusion of furniture, fittings etc. donated for the meeting hall. The main asset is the Club's freehold, shown at \$10250, well under its current market value.

The Building Fund carries a balance of \$2064, derived from members' donations. This account has been held as a reserve to meet possible expenditure on the building, however as the hall has reached a position where it could almost support itself, it is recommended that part of this balance be invested on a term basis to obtain a higher rate of interest and to establish a property reserve for future expansion. Stock on hand is valued at \$561.

\* \* \* \* \*

The year's result is considered very satisfactory and the Club's financial stability, in which all members have a share, has been strengthened by the increase in the value of its assets. It is gratifying to note that we have been able to operate profitably, despite rising costs, without increasing fees. All books, vouchers, records etc. have been audited by Messrs. W.V. King and Associates who have certified as to their correctness. As is customary a copy of this report, supported by audited Income and Expenditure Account and Balance Sheet, will be published in the July issue of SPIT AND POLISH. May I express my thanks to the Management Committee and members for their co-operation throughout the past year.

BILL MC CARTHY, Hon. Treasurer.



BALANCE SHEET AS AT 31ST MAY, 1974

| <u>1973</u>    | <u>Accumulated Funds</u>       |                   | <u>1973</u>    | <u>Fixed Assets</u>    |                       |
|----------------|--------------------------------|-------------------|----------------|------------------------|-----------------------|
| 10285          | Bal. as at 1/6/73              | 12136.08          | 10250          | Bldg. - Mtg. Hall - At |                       |
| 1852           | Add: Surplus for               |                   |                | Cost                   | 10250.00              |
|                | the year                       | <u>3804.09</u>    | -              | Furn. & Ftg. - At Cost |                       |
| 12137          |                                | 15940.17          |                |                        | <u>2083.38</u>        |
|                | <u>Non-Current Liabilities</u> |                   |                | <u>Less: Prov.</u>     |                       |
| 2881           | Bank Loan - Secured            |                   | 234            | Deprec.                | <u>376.38</u> 1707.00 |
|                | by 1st Mortgage                |                   |                | Office Machines -      |                       |
|                | (Note 1)                       | 2060.16           |                | At Cost                | 41.00                 |
|                | <u>Current Liabilities</u>     |                   | 22             | <u>Less: Prov. for</u> |                       |
|                | Bank Loan - Secured            |                   |                | Deprec.                | <u>7.00</u> 34.00     |
|                | by 1st Mortgage                |                   |                | Equipment - At         |                       |
|                | (Note 1) Payable               |                   | 83             | Cost                   | 232.25                |
|                | within 12 mths.                |                   |                | <u>Less: Prov.</u>     |                       |
| 840            | 840.00                         |                   |                | Deprec.                | <u>170.25</u> 62.00   |
| 110            | Sundry Accruals                |                   | 353            | Floor Covering -       |                       |
|                | <u>210.00</u>                  | <u>1050.00</u>    |                | At Cost                | 367.00                |
|                |                                |                   |                | <u>Less: Prov.</u>     |                       |
|                |                                |                   |                | Deprec.                | <u>54.00</u>          |
|                |                                |                   | 10942          |                        | <u>12366.00</u>       |
|                |                                |                   |                | <u>Investments</u>     |                       |
|                |                                |                   | 767            | Bldg. Fund             |                       |
|                |                                |                   |                | (Note 2)               | 2064.50               |
|                |                                |                   |                | <u>Current Assets</u>  |                       |
|                |                                |                   | 513            | Stock on Hand -        |                       |
|                |                                |                   |                | At Cost                | 561.45                |
|                |                                |                   | 80             | Deposit                | 80.00                 |
|                |                                |                   | 3666           | Cash in Bank           | 3895.38               |
|                |                                |                   | -              | Sundry Drs.            | 83.00                 |
|                |                                |                   |                |                        | <u>4619.83</u>        |
| <u>\$15968</u> |                                | <u>\$19050.33</u> | <u>\$15968</u> |                        | <u>\$19050.33</u>     |

NOTE 1Mortgage Loan

Balance as at 1st June, 1973

Non-Current Liabilities

Current Liabilities

Less: Payments this yearAdd: Bank Charges

Bank Interest

Balance as at 31st May, 1974

Non-Current Liabilities

Current Liabilities

2881.28

840.00

3721.28

840.00

2881.28

15.00

3.8818.88\$2900.16

2060.16

840.00\$2900.16

Balance Sheet as at 31st May, 1974 (Continued)NOTE 2 Building Fund

|                             |              |                  |
|-----------------------------|--------------|------------------|
| Balance as at 1st June 1973 |              | 766.51           |
| Add: Donations              | 1255.00      |                  |
| Interest Received           | <u>42.99</u> | <u>1297.99</u>   |
|                             |              | <u>\$2064.50</u> |

INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 31ST MAY, 19741973INCOME

|          |  |               |
|----------|--|---------------|
| 1905     | Annual Subscriptions & Entrance Fees   | 1863.00       |
| 1826     | Donations                              | 2875.00       |
| 209      | Hall Rental                            | 496.00        |
| 18       | Insurance Levies                       | 170.50        |
| 50       | Interest from Interest Bearing Deposit | 42.99         |
| -        | Surplus on Insurances                  | 579.18        |
| -        | Surplus from Rallies                   | 259.85        |
| 175      | Surplus from Social Functions          | 56.57         |
| -        | Surplus from Trading                   | 104.75        |
| <u>2</u> | Sundries - Including Rosters           | <u>691.42</u> |
| 4185     |  | 7139.26       |

Less Expenses

|               |                                 |                  |
|---------------|---------------------------------|------------------|
| 31            | Affiliation Fees                | 72.25            |
| 75            | Audit & Accountancy Fees        | 100.00           |
| 62            | Bank Charges                    | 55.16            |
| 46            | Bank Interest                   | 3.88             |
| 75            | Depreciation                    | 91.63            |
| 166           | General Expenses                | 334.20           |
| 505           | Hall Expenses                   | 655.83           |
| 150           | Honorariums                     | 200.00           |
| -             | Insurance                       | 28.65            |
| 131           | Magazine                        | 160.91           |
| 457           | Printing, Stationery & Postages | 1345.94          |
| 21            | Rent                            | -                |
| 46            | Subsidy for Newcastle Branch    | 40.00            |
| 93            | Tea Money                       | 100.10           |
| 110           | Travelling Expenses             | -                |
| 138           | Trophies and Presentations      | 146.62           |
| 106           | Deficiency in Trading           | -                |
| 121           | Deficiency in Rallies           | -                |
| <u>2333</u>   |                                 | <u>3335.17</u>   |
| <u>\$1852</u> | <u>NET SURPLUS FOR THE YEAR</u> | <u>\$3804.09</u> |





Those of us who attended the June Club Meeting were delighted to hear George Roberts give us a few pointers on how to win "The Concourse" at the Motor Show. "What is required is a car shaped like Abigail:- nicely rounded rear end, curvy fenders and a pair of highly polished 40" Rushmores."

#####

Hey Amigo, are you one of the 1000 ??

#####

Twinkle Star's many admirers will be pleased. Yes!! The Twinkle is now fully electrified complete with head, tail, stop, park, turn and hazard lights, and what's more, it will soon have a completely rebuilt motor with positive crankcase breathing and further, that trunk is being packed for the Barossa Rally - so there, cop that Masser.

#####

Paid your annual subs. yet ???

#####

We hope the newly-elected Events Committee will give us some runs this year instead of static displays. My car is getting a bad case of cobwebs in the tyre grooves - and how's about reintroducing the Events Calendar. Can't we afford the cost?

#####

Seems the Ward boys really made a job of Ross's motor on the Katoomba Run. Not only did the crankshaft snap but the big end web pulled off the block - Pa-in-law Jack Godfrey happened to have a spare motor lying about - hey presto, another Ford back on the road.

#####

The Ford T boys could put on their own cavalcade of Veteran models:

|      |             |                       |
|------|-------------|-----------------------|
| 1909 | Bob Trevan  | Tourer                |
| 1910 | Bob Trevan  | Tourer                |
| 1911 | Mel Pope    | Roadster (Open Value) |
| 1911 | Peter Kable | Runabout              |
| 1911 | Col Bryson  | Tourer (U.S.A.)       |

(Continued on Page 12.....)

Steering Column (Cont'd.)

|      |               |                                   |
|------|---------------|-----------------------------------|
| 1912 | Ben Bronk     | Tourer                            |
| 1913 | Jim Wilson    | Roadster                          |
| 1914 | Jack Godfrey  | Tourer                            |
| 1915 | Joe Heath     | Roadster (Wire Wheels)            |
| 1915 | Barry Garth   | Tourer                            |
| 1915 | Ross Marshall | Tourer                            |
| 1916 | Toby Bent     | Roadster (Aust. Body)             |
| 1917 | Bob Petersen  | Tourer (Aust. Body)               |
| 1918 | Neil Martin   | Tourer (Aust. Body - Wire Wheels) |

-----  
Special Interest

|      |  |
|------|--|
| 1912 | Vic Jacobs' "Henrietta" (Aust. body) Most Travelled<br>Veteran Car |
| 1913 | Vic Jacobs' "Fronty" Racer   |
| 1914 | Eric Lang "Woody" Shooting Brake                                   |
| 1915 | Ron Hunter Centre Door Sedan (Left Hand Drive, U.S.A.)             |

-----  
CAN ANY OTHER MAKE TOP THIS ???

\* \* \* \* \*

S O C I A L

Don't forget our Film Night coming up on Saturday, 27th July at 8 p.m. Please let me know no later than July Meeting if you wish to come. Adults \$1.00, Children 16 and over, 50¢. Supper provided.

I have made a booking for our Christmas Night out at The Music Hall, Neutral Bay. I would like to know your feeling about this.

To all folk who have 'flu and the usual winter ills we wish you a speedy recovery,

GLAD KING

\* \* \* \* \*  
\*\*\*\*\*V A L EALF CAMPBELL

Our members will be sorry to hear of the passing of fellow member Alf Campbell of Earlwood who passed away recently. We extend our deepest sympathy to all members of the family in their bereavement.

\*\*\*\*\*



The V.S.C.C. are conducting a Tasmanian Tour in 1975 with a mileage of 900 miles. The Tour starts from Sydney on 1st March, travelling by ship to Hobart, thence touring Tasmania until 13th March, 1975.

Entries close August 1974. Enquiries:

W. Holyoake,  
Richardson Road,  
Narellan. 2567.  
'Phone Camden 69-294

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#### ANNUAL SUBSCRIPTIONS

Your Annual Club Subscriptions are now due and Bill McCarthy would be very pleased to receive your cash as soon as possible:

|                           |         |
|---------------------------|---------|
| Full members              | \$11.00 |
| Junior members            | \$ 2.00 |
| Associate Wife<br>members | \$ 1.00 |

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#### ANNUAL CLUB ELECTIONS

Your new Committee for 1974-75 has been elected and is as follows:

|                         |                          |
|-------------------------|--------------------------|
| <u>President:</u>       | L.K. Sheen               |
| <u>Vice-Presidents:</u> | R.A. Foy<br>G.A. Roberts |
| <u>Secretary:</u>       | J. Dance                 |
| <u>Treasurer:</u>       | W.H. McCarthy            |

#### Management Committee:

R.C. Baxter, D.A. Berthon, J.P. Burke,  
R.A. Peterson, S.A. Goodman

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

"The Editor:

I wish to draw your attention to the fact that this year there will be no Newcastle Tour over the October Holiday weekend.

We decided to hold this Tour every second year commencing 1975, and I advised the Club accordingly.

Will you please publish this information in your next issue of SPIT AND POLISH.

GEORGE ADAMS"

"Dear Jack and fellow members of V.C.C.A.

I thought this was the place to write about our trip through Europe as we have just returned to our camp from a visit to the Mercedes Benz Museum and a tour of the Sindelfingen assembly plant. Our camp is only ½-mile from the Museum, just off Mercedes St. where Benz St. runs off; this is a beautiful city and there are vineyards on the steep slopes and plenty of green belts.

Back to London, our start after spending a week here visiting the usual points of interest, we purchased our camper van and toured around the villages of interest, heading down Devon and Cornwall, called in one Sunday morning to see John and Carol Robertson in their neat little cottage where John was tilling the garden, after leaving we drove to Beaulieu to spend the rest of the day there and returned to spend an enjoyable evening with them.

From here we booked the night ferry from Southampton to Le Havre, now the fun started with driving on the right side of the road, however we have managed to travel through France via Paris, driven around Arch De Triumph, along the French Riviera, Italian Riviera to Rome. Here we spent two days with relatives of our nephew's wife, eating Spaghetti and drinking Vino - they really made us welcome.

From here we went for the hills as we were getting tired of the unceasing traffic and near misses, however we proceeded to Venezia, over the Dolomites into Austria via the Alps, climbed 8,000 feet over the Grobglockner Pass starting with beautiful sunshine and scenery, at about 12.00 noon, at 6,000 feet, mist and snow started so we had quite an experience going through the other section slowly in the snow storm to settle at a place called Zell Am See, a beautiful town set at the foot of the snow-capped mountains and lake.

The next day we proceeded to Salzburg via Berchtesgarden to view Hitler's home, to Munich by now our experiences were starting to mount up. Apart from nearly running over a little Fiat in Rome, getting right and left mixed up a few times, being clipped by an impatient Frenchman and cutting a V.W. in Austria, we have made Stuttgart, although traffic is just as bad in Germany, roads are wider and you don't have to put up with the unceasing horn blowing.

Regards to all,

DOUG. & MAVIS PEARCE

Stuttgart, 28.5.74."

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"A LOOK AT U.S.A. CAR MUSEUMS - by George Green

The Riley Car Club, Victorian Branch, in conjunction with the Riley Car Club, U.S.A., with the aid of American hosts, a U.S.A. Travel Organization, arranged a package deal. The total party comprised of 2: South Australia, 2: Queensland, 6: New South Wales and 19: Victoria.



A Look at U.S.A. Car Museums (Cont'd.)

On Friday, June 7th, we departed from Sydney per Jumbo Jet at 5.30 p.m. on a direct flight to San Francisco via Nandi and Hawaii. Having gained a day over the International date line, arrived 'Frisco 5.30 Friday. After booking in at our Hotel, a cocktail party and dinner was arranged for us by our American hosts and we were introduced to a Mrs. Maher who travelled with us throughout the U.S.A. trip and organised baggage, 'bus and 'plane trips as a group, proving very competent and efficient.

After dinner some of us felt fit enough to try out the cable car and took a round trip, no restriction on number of passengers. As long as you could get a toe-hold it was okay, and the locals hung on like flies. The following day we looked the city over and visited Fisherman's Wharf; got stung for a fish meal.

On Monday, we travelled by 'bus about one hundred miles to Freedom to see Jack Passey Junior's collection. Very warmly welcomed; his wife laid on cookies and coffee. Cars poorly displayed, mostly Lincolns, an excellent McFarlane, Model A Duesenberg and a rare Wills Sainte Claire with twin overhead cam.

On Monday 11th, 8 a.m. flight to Reno, arrived Harrah's Museum 10 a.m. About three miles out of town at the entrance we were greeted with poker machines (slot machines in Reno). The cars are displayed in three large war-time aircraft hangers, poorly ventilated and all lit by neon. Magnificent collection, 90% American, just rows and rows of radiators facing you, one of every Packard made, one of every Ford up until the '60s, one of every Franklin until I asked to see their model 'D' 38 h.p. This stumped them and they were surprised to learn I had one. Mr. Edwards who is in charge of the Museum and Mike Moore, the Spare Parts Officer, were very co-operative and arranged for us to see the restoration and body shops, also wheeled out and started two Bugatti Royale's, a special experimental Cord and a 16-cylinder Cadillac. A good selection of R.R.'s, very few continental cars, some Bugattis and the 1904 Gordon Bennett Napier, a 14-litre Fiat, an early Mercedes and several freaks. In another building, there was a display of American history covering the Pony Express period, early American clothing, china ware, music boxes, guns etc. and several early coaches including Wells Fargo. Total number of restored cars 1100, unrestored cars 600. At the present rate of restoration, it will take forty years to complete. A veteran G.M. double decker 'bus carries passengers from Harrah's casino and eight million dollar pub to the Museum at regular intervals. Every motel and pub have pokies and all the casinos have red carpets laid out on the footpaths. We spent two days in Reno.

On Wednesday 12th, departed for Chicago by air, arrived 4 p.m. We were informed that this airport is the busiest in the world, last year it handled 35,000,000 passengers, handles 1800 flights every twenty-four hours. The next day we viewed the city sights and visited the Museum of Science. An amazing display of every conceivable thing. Car display excellent, depicting cars in a cobblestone street with old shops as back drops, cars in original condition, not over-restored. Breedlove's rocket car was on display.

Next morning a 5 a.m. rise to catch a 7 a.m. 'plane to Detroit, a short flight, but lost an hour in time adjustment, then a 'bus to the Ford Museum.



A Look at U.S.A. Car Museums (Cont'd.)

This had a magnificent Georgian entrance with chandeliers and parquet flooring, fine display of cars and a Bugatti Royale. Adjoining the museum is Greenfield Village covering early American buildings and way of life, including the actual home in which Henry Ford was born, and his workshop where he made his first car. Also an excellent steam loco and train.

The following day we departed by air for Buffalo, sighted Niagara Falls from U.S.A. and Canada, visited a car museum, "Cars of Famous Personalities" ---- Imperial Chrysler used by Queen Elizabeth, Al Capone's Caddie, President Johnson's Caddie, plus others. Accepted these with a grain of salt. Other cars of interest a 1912 Fawcett (very large, about 10 litres), sundry Fords, Rita Hayworth's Lancia, sad 1939 Jag.

Next morning we departed by air for Pittsburgh and changed 'planes for Harrisburg arriving about 11 a.m. We contacted the R.R. rep. who arranged a tour to R.R. Headquarters and the Antique Auto Club of America. We were made very welcome and inspected their club rooms. We visited Hirshee where the very large U.S.A. Swap Meet is held annually, an area of about four hundred acres controlled by the American chocolate king, Hirshee. This area includes a light aircraft landing ground. Next day we visited Landis Valley Farm, an old Dutch Pennsylvania Village where they still practice all the old crafts ..... wood carving, blacksmith, wool spinning, an old pub serving Dutch food (okay to eat but calls for indigestion pills later). After lunch, we proceeded by 'bus to Zimmerman's Auto Museum, en route to Washington. This was an interesting collection, mostly American, plus a very good collection of music boxes all of which could be played with a 25¢ coin. There was quite a surprise in the rear of a large Caddie, the owner had installed a porcelain lav. pedestal. This topped all.

We then proceeded to Washington via Gettysburg where we stayed at the Quality Inn, Capital Hill. The following day we did the city over and were informed that the U.S.A. capital comprises 82% blacks and it was unsafe to go out at night, having the highest crime rate in U.S.A. The highlight was The Smithsonian Institute founded by an Englishman who donated 500,000 pounds. The car display was excellent, mostly American, together with every other conceivable item. If one spent two minutes looking at each exhibit it would take nine years to see them. After three days in Washington, departed by 7 a.m. 'plane for Little Rock via Nashville and Memphis arriving at about 1 p.m., boarded a 'bus for a visit to the Rockefeller Museum (a drive of about sixty miles). On arrival, there was no lunch available. Cars were beautifully displayed, about forty, on white marble chips with blue carpet (approx. 8 feet wide) to walk on, the whole place was very clean and the cars generally were over restored, the bulk of the collection being ex James Melton, a magnificent 1907 Rolls, a Stutz Bearcat on turn-table, an early Packard, a beautiful pop corn 'bus, a V.16 Marmon. The cars were well spaced and beautifully displayed, all under neon light. After three hours viewing we returned to Little Rock having to be satisfied with a hamburger at 4 p.m. on the return run. In the evening we made contact with a Bentley owner who drove us out to Chas. Bronson, a pro car restorer. I was not impressed. There were quite a lot of cars being worked on out in the open.



A Look at U.S.A. Car Museums (Cont'd.)

Next morning an early start for Denver. I cannot recommend Frontier Airlines; we boarded a re-engined Convair prop jet. Talk about a milk run. We were up and down hedge hopping, stopping at several airports and quite a few passengers reached for the strawberry bags. A compensation was a very nice motel with lawns and swimming pool and good dining room. We visited Fontey's Museum in the Old Power House Building. This was quite a good collection, shockingly displayed, behind dirty glass and perspex. There was a rare 1912 six cylinder Vauxhall with many early American cars. In the evening we visited Rippey's Museum, about forty cars, ten of which were his own, the balance of cars being offered for sale on consignment with a price tag on the windscreen. He conducts an auction annually. Cars were well displayed..... 20.25 and P.III Rolls, "J" Duesenburg, Packards, Caddies, Lincolns, Chryslers. Also there was a very good display of photos and drawings covering cars and coaches built by Hooper of U.K. and an interesting case full of early watches. Another item of interest was a push bike without chain being driven by shaft and gears.

The following day we boarded a Jumbo for Los Angeles; about 3½ hours flight. We had lunch on the 'plane. After booking in at a pub we proceeded by 'bus to Briggs Cunningham's Museum where we were greeted by the U.S.A. Riley Club in force. Several 1½ and 2½ litre cars with some of the last of the line from U.K. which never came to Australia. Cunningham's Museum is run for charity. Most of the cars are of a sporting type with several historic cars such as the 1914 Lion Peugeot 3 litre twin o.h.c. which ran second in the Indy 500 driven by Arthur Duray against 5 litre yanks, a 1927 G.P. straight 8 Delage, 1914 4½ litre Mercedes G.P. Racer, straight 8 Ballot, K3 Magnette, several Hispanos, three 4½, 6½ and 8 litre Bentleys, type 35, 57 and Royale Bugattis. All the Chrysler engined Cunningham cars that were driven at Le Mans, a Stutz DV32, Largo Talbot, Mercer 35C Raceabout, R.R. 1914 Ghost, a 328 B.M.W., and the one and only 30/98 Vauxhall sighted in U.S.A., also an 8C Alfa Mille Miglia, 1929 Mercedes SSK 38/250 and 1936 S.J. Duesenberg Roadster (a car similar to this sold for \$205,000 U.S. in the past two months). Mr. Burgess, the Museum's custodian, kindly gave us a commentary on the cars and started up several of them for us including the 1914 Peugeot, the Delage and Bugatti Royale. This was the only museum we inspected that contained more imported cars than American. In my book, by far the most interesting collection. Reluctantly we departed after a five-hour stay. We had five days in L.A. visiting Disneyland, Knotsberry Farm and other attractions. As a bonus by special invitation we were privileged to inspect Mr. Nethercutt's private collection, just out of L.A. On our arrival we were ushered into a square building with four floors of about 10,000 square feet. There did not appear to be a window in the building. The ground floor was all carpeted and Mr. Nethercutt's Rolls collection which he uses comprising P.I, P.II, P.III, Wraith and two Shadows was standing on the carpet with a small sheet of plastic under the engines. On going upstairs we were rather staggered to see about thirty cars beautifully presented on a black and white Italian marble floor, the columns were pink marble quarried in South Africa, polished in Italy and shipped to U.S. The ceiling was relieved in gold leaf. The cars comprised a beautiful Duesenberg, Bugatti, V.16 Marmon, Caddies, Pearce-Arrows, V.12 Packard, Lincolns and others. In the restoration area I was surprised to see a very large car being restored that looked familiar. On



A Look at U.S.A. Car Museums (Cont'd.)

inspection I asked if it came from Australia. Reply 'yes'. It was Cud Freeman's Gobron-Brillie, ex South Australia. It has been completely dismantled and is being rebuilt with a new body of the correct period. We then proceeded to the next floor, very heavy pile carpet, plenty of lounge chairs, some magnificent Louis period french furniture, 24 ct. gold leaf everywhere and a large dining room (table and chairs reproduced of the Louis period). In the walls of this room there were several turn of the century mechanical musical organs, etc., some behind doors operated electrically, and in the centre was a Werlitzer organ that was operated by computer. The whole room was staggering; we did not get beyond this room. Mr. Nethercutt is in cosmetics. The collection is not open to the public.

On our final day in L.A., Bill Lewis, the President of the U.S.A. Riley Club, invited us all to his home for a meal which was very much appreciated and enjoyed by all. On Friday, 28th June, we departed from L.A. per Jumbo Jet at 9.15 a.m. After a 5¼-hour flight we arrived in Honolulu, about 12.30 p.m. corrected time. We all looked the sights over. The following day I made contact with friends. My wife and self were driven all over the island by an ex-Colonel of the U.S.A. Army and we were privileged to see all the Army, Navy and Air Force installation and Pearl Harbour. We departed at midnight, arriving back in Sydney after a non-stop 10½ hour flight."

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E V E N T S

Result of Historical Tour of Parramatta 16th June 1974. After a very doubtful start and indeed, fortunate to have 12 Veterans and 3 Moderns to take part. The weather changed for the worst; steady rain fell for about 3 hours, with the result the Governor's Bath House was used as a dining room with 30 odd people all trying to remain dry and have lunch. This outing resulted in a win for Max Chapman with a loss of 20 Points.

August 18th is Navigators Day. (Point Score Outing). Start and final - to be advised by circular.

August 24-25th. Bi-Annual Rally, Wollongong. Invitation Weekend by South Coast Vintage Car Club. Entries close August 10th, 1974. Members wanting entry forms, notify J. Burke promptly, so as more can be obtained. Entries after closing date will have to find own accommodation.

September 8th. C.V.V.T.M.C. Warwick Farm.

September 1st. (Point Score Outing). Is possible date of postponed Lions Club Outing - takes place of Long Legs Tour. Further to this at next meeting.

September 15th. It appears this date or weekend is the departure time for members driving to Adelaide. Would be company for the trip if members travelling could get together on this.

October 5, 6, 7th. Newcastle Tour.



October 12th. Waratah Procession? (Point Score Outing)

October 26, 27th. Camping Weekend.

November 10th. Lions Club Outing. Vic Jacobs?

November 17th. First Inspection Day.

November 24th. Children's Day.

November 29th. Friday, Christmas Outing.

December 8th. 2nd Inspection Day.

J. BURKE,

For Events Committee.

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WHAT HAS HAPPENED TO VC-023 ?

My 1913 Studebaker - which has not graced our roads since 1967 - was given the insulting epistle of "That Old Bucket-of-Bolts" by our mundane Mercedes madman Masser. Prior to Len using those words, his credit rating in my book was high, then it crashed and sank further into the chasms of disrepute when he bought his latest Mercedes and tried to assure me that it had better riding characteristics than his M.G. T.A.

I also remember feeling a slight pang of pain through the "Aorta" when he flippantly suggested that Studebaker had the external appearance of a muscovy duck with its tail shot off. Irrespective of all these compliments, she had been a very worthy contender in nearly every club outing from 1962, notching up such outstanding achievements as 1963 Blue Mountains Tour - failed to make Boddington; 1963 Navigation Rally - Leader all the way but took a left hand turn at the start, instead of a right hand turn; 1965 Grafton to Lismore - slipped off the Harwood ferry and blew four tubes on the oyster shells growing rampant on the concrete approach.

With the advent of Calthorpe coming into service in 1966 it was decided to withdraw Studebaker and give her a rebuild. First move was to remove the muscovy duck tail-less body from chassis and give to a friend and fellow Studebaker owner - strange that he no longer speaks to me! - then out with the "Bucket of Bolts" and rebore, add aluminium pistons and give new life to the lower extremities.

A few years break in the land of Sweet and Sour Sauce, Seiko watches laced with Indian curries and what was so very, very British membership of the Malaysian and Singapore Vintage Car Club. All so jolly super, but Studebaker languished until about twelve months ago when interest was refurbished and a body design was evolved.

Now we have a taxi cab, or should I be snobbish and say a Landaulette body clamped fair and square where that old muscovy duck once sat

and as my honoured friend Leonard Masser departed from my doorstep last week he was clearly head to say: "That 'b.....y' old muscovy surely left its mark on Studebaker Chassis!"

Well - you can't win 'em all, but given another six months of warm weather VC-023 will be on the road again and Pot Hunters Chapman, Godfrey and Co. will have to BEWARE!

BOB BAXTER

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

Letter from John Smith:

"Hello Bob:

Just a few lines, mainly an ad. for the SPIT AND POLISH. I enjoyed the last Katoomba Run rain or not, and hope to be at the next one, in a Brazier I am restoring. I would like to get the year model correct if I could - could you pass the details on to someone who could date it for me?

WANTED: K. & W. Master Vibrator to suit Model T Ford, any condition (the Vibrator I mean, mainly want the switch.)  
Will swap any of the following:

1. Crankshaft with con rods and front end magneto, fly wheel and alloy cone clutch to suit 2-cylinder 1911 Albion. Would be handy spare for any Albion owner.
2. One dash mounted oiler, unknown origin, but brass stamped on side, thus:

GRAISSEUR MECANIQUE  
BREVETE S.G.D.G.  
22 Rue de Lorraine 22  
Paris.  
Number 1304.

3. One cylinder block (with valves) and crankcase for Austin 7 maggy.ign. Eng. No. M.49966.
4. One 2-cyl. Bradford engine and gear box, probably late model.
5. Will swap Austin 7 magneto B.T.H. for Splitdorf magneto to suit 1928 Indian Scout motor cycle.

Brazier information:

Fitted with wire wheels, front springs, ½ elliptic, rear springs ¾ elliptic, hand brake internal expanding on rear wheels, foot brake external contracting on drive shaft behind gear box.  
Engine-exposed fly wheel, cone clutch. Bore 71.15 m.m., cylinder block, mono-bloc, non-detachable cylinder hear. (?) Engine No. 76.12G., 3 speed gate change, outside body.

- JOHN SMITH, 72 Brisbane St., Dubbo, 2830."



Advertisements (Cont'd.)

WANTED TO BUY - A restored or near restored Veteran Car so that I can join in the Club activities.

- GRAHAM CAMPBELL,  
10 Beathan Place,  
Milperra. 2214  
'Phone: 771.6463

FOR SALE: 1913 Wolseley 16/20 H.P. Tourer, Model C.6, in excellent condition, complete and entirely original. Price \$10,000.00

- TOM WILSON,  
25 Billarga Road,  
Westleigh, 2120.  
848.8648

WANTED: I am restoring a 1913 F.I.A.T. which I acquired recently.

Desperately need parts, together with advice on the restoration of my veteran.

Could all fellow members take some time to look under the house, or the bench, for any F.I.A.T. parts which you may have, and no longer require.

If you should come across any such parts and wish to swap, sell etc.

I would appreciate hearing from you.

- MAL. BRADLEY,  
16 Leichhardt Crescent,  
Sylvania, 2224.  
522.6614

Turn to Page 22 for "Memories".....

MEMORIES

Extract from: "The Motor"

July 25, 1911

DRASTIC ACTION AGAINST MOTORISTS

After displaying a certain amount of antipathy towards aeroplanists, M. Lepine, the Paris Chief of Police, is now exercising his powers over motorists. Taking advantage of a regulation formulated in 1901, the chief of police has caused the driving licences of nine taxicab drivers and one professional chauffeur to be withdrawn after two condemnations within 12 months for excessive speed.

He also gives warning that all drivers who are convicted twice in one year of driving at an excessive speed will be treated in a similar manner.

There are not many professional drivers in Paris who will be found to approve M. Lepine's action; but in justice to the Paris Chief of Police it should be mentioned that M. Lepine was the first to abolish the arbitrary speed limit and give instructions to his subordinates that they should judge speed according to circumstances; they were told to make arrests when the speed was 6 or 60 miles an hour. The men who have just lost their licences, and with it their ordinary means of livelihood, have not been convicted of exceeding an arbitrary speed limit, but of driving to the common danger of the public. It is owing to a series of fatal accidents, the victims in two cases being men of high social standing, that the Chief of Police has decided to take this drastic measure of putting a stop to reckless driving. And it cannot be denied that there is far too much reckless driving in Paris, especially among raw taxicab men, whose daring appears to be in proportion to their lack of experience. One little incident is sufficient to illustrate the attitude of a large number of these men. Remonstrating with a taxicab driver for passing on the wrong side and cutting in with a margin of a fraction of an inch, I asked if he did not know the simple rules of the road. His reply was, "No; all I know is that I have always to find the quickest way there."

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