

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

SPIT AND POLISH

Registered by Australia Post,
Publication No. NBH 1442

• PRICE 70 Cents

July, 1986 Vol. XXVIII No. 1



PATRON:

His Excellency,
The Governor of N.S.W.,
Air Marshal

Sir James Anthony Rowland,
KBE, DFC, AFC, K.St.J.



Spit & Polish

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

Volume XXVIII No. 1

July 1986

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Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the V.C.C.A. (N.S.W.)
will be held in the Clubrooms at 8.00 p.m. on THURSDAY,
JULY 24, 1986.

Editorial

Comment



The start of a new Club Year for 1986/87, and I am handing over SPIC AND POLISH to Jim Moule as Editor, who will be assisted by Geoff Simmons, particularly with the mailing of the magazine.

After three years with SPIC AND POLISH I must thank all the Committee who have helped with reports and decisions during my turn as Editor, and particularly my husband Max who has been a tower of strength - literally with the posting, and for advice and use of his library of tutoring books. I've enjoyed my association with the magazine and being on Committee, and look forward to receiving my copy under the new editorship.

This July issue has all the annual reports for perusal and list of your new Committee, plus Dating and Investigation, a busy calendar of events and write-up on the recent Picnic Run.

Remember to write those articles for the Literary Award.

- SANDY ROBERTS

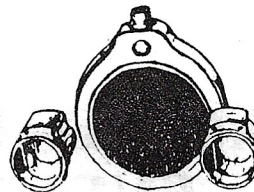
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COPY REQUIRED BY FIRST THURSDAY OF MONTH

Address all correspondence to:

SPIT & POLISH, 134 QUEENS ROAD, FIVE DOCK. 2046

President's Message



I wish to thank those members who had enough confidence to vote me back in as your President for my third and final year. It will be my major duty to try and have the club-rooms completed this year so that we can concentrate on Veteran cars.

Your Committee, that you voted in this year, should be an active and well balanced group. Already there are quite a few new ideas coming forward that will certainly make this year interesting.

It was a marvellous occasion to hold our first meeting in the new Clubrooms last month and as we improve things over the next couple of months it certainly will be a comfortable hall.

If you are wanting to help, please come along any Saturday and we will find you a job. We have work for tradesmen, talkers and particularly any person who can help us clean up the place.

- BOB BAXTER
President

MEMBERSHIP UPDATE:

NEW MEMBERS

PERRY, David Charles 817 (F)
14 Benalla Cresc., Marayong. 2148
'Ph. (H) 626.6931
1916 Chevrolet Roadster

STANBRIDGE, Ross 818 (A)
7 Treetop Glen, Thirroul. 2515
'Ph. (H) (042) 67.2066

CHANGE OF ADDRESS

KLEIN, F.J. Foundation No. 5
4 Griffin Pde., Illawong. 2234
'Ph. (H) 543.6723

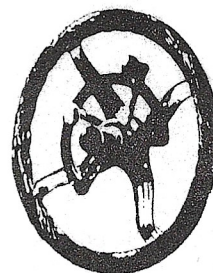
STEWART, L. 212
P.O. Box 20, Boronia Park. 2111
'Ph. (H) 817.2037 (B) 633.0888

GREEN, MISS S. 739 (F)
68 Bank Street,
North Sydney. 2060

INDER, MR. BRYAN 760
Villa Mimosa,
89 Carrington Road,
Wahroonga. 2076
(02) 489.7172

LAMB, P. 623 (A)
18 Victory Street,

CALENDAR OF EVENTS



1986

- | | | |
|-----------|-------|---|
| July | 27 | (SUNDAY) NAVIGATORS' TOUR
Start 10.00 a.m. Queen Elizabeth Park,
Five Dock |
| August | 17 | (SUNDAY) CAMPBELLTOWN PROGRESSIVE
LUNCHEON - see ad. on Page 18 |
| September | 28 | (SUNDAY) LADIES' DAY TOUR
More details in August SPIT & POLISH |
| September | 14-19 | NATIONAL 1 & 2 CYLINDER RALLY |
| October | 12 | (SUNDAY) 1986 BRITISH DISPLAY & SWAP DAY
HAWKESBURY AGRICULTURAL SHOWGROUND |
| October | 18 | (SATURDAY) GOVERNMENT HOUSE GARDEN PARTY
Details in August SPIT & POLISH |
| November | 9 | (SUNDAY) FISHERS GHOST TOUR |
| November | | VEHICLE INSPECTION DAYS to be advised |
| November | 23 | (SUNDAY) Children's Christmas Party |
| November | 30 | VIC JACOBS' & ARTHUR GARTHON'S CHARITY
TOUR |
| December | 6 | (SATURDAY) MEMBERS' CHRISTMAS PARTY |
| December | 12 | (FRIDAY) |
| | 16 | (TUESDAY) - FUND-RAISER
Take American tourists from Regent Hotel
to Opera House |

ANNUAL REPORTSPRESIDENT'S REPORT 1985-86

After twenty years of planning, organising and hard work we have finally occupied our new hall. It has been a monumental task since the first sod was turned in March 1982 and all members and friends who have contributed towards the building are deserving of our genuine thanks. Your club now has an asset valued in excess of \$250,000 which should form the nucleus in making the V.C.C.A. (NSW) financially secure for future years.

Another milestone has been reached with our club now taking the final steps to become an Incorporated Association. We have been guided through this legal minefield by Malcolm Johns and his staff who have spent many hours in preparing the necessary legal documents. We are indebted to Malcolm for his efforts.

The motoring side of our activities has been dominated by some very successful events. The Blue Mountains Rally was universally acclaimed as the best ever conducted and congratulations must go to Jan and Roley Coulcher and their helpers for organising this event.

The May Tour was held at Merimbula where we met up with members of the V.C.C.A. (Vic.) for a week of motoring and socialising. It augurs well for the veteran movement when interstate clubs can meet as we did and enjoy each others' company.

That hardy band of One and Two Cylinder vehicle owners held two weekend meets through the year and maintained that resurging interest in those cars.

Lyn Martin and Noelene Thomson have been magnificent in organising Social Events this year. Each function has been fully supported by members and the social atmosphere generated has made our club a great club to be in.

I must thank Edna and Ron Cox, Edna's mother Rose, Bob and Elizabeth Hobson and Noelene Thomson for the use of their beautiful homes during the year for our various social functions.

Your Committee has again proven to be a dedicated group who have all worked hard for your club. Both Secretary Ken Quarmby and Treasurer Bob McCarthy have worked outstandingly during the year. Vice-Presidents George Roberts and Max Roberts have been pillars of the club.

George has virtually worked full time inspecting and dating cars and co-ordinating building operations on the hall.

Max has been assisting George with inspecting and dating of cars, doing all the work to register our 135 cars on "plates" and assisting his wife Sandra with SPIT AND POLISH. That is an outstanding effort and I can well understand why he wants a break away from Committee.

Sandra Roberts has produced SPIT AND POLISH in a faultless manner. It has been invaluable to me as President to have Sandy on Committee for her advice and input. Most of all it was the manner in which she solved the ongoing associated problems of the magazine without redress to myself or the Committee.

At this point I must thank Ron Cox and Michael Sarkis our Electrician (who is not even a member of this club) for their outstanding work on the building during the past year. Ron (and his son David) have worked like beavers demolishing and removing the old house and assisting Michael in doing all the electrical work on the complex, and cleaning up the site.

To all those members who gave up their weekends to assist in tiling, carpentry and the myriad of tasks that had to be undertaken to build this hall, thank you.

Last, but certainly not least, your club is indebted to Cyril Stanbridge and son Carl for the massive job of painting this complex. Cyril has travelled up from Wollongong on at least a dozen occasions at great expense to himself, simply for the honour and for the feeling that he has "done his share". Special thanks to you and your family, Cyril.

The organisation of the New South Wales sector of the Bi-Centennial Rally is moving smoothly in the very capable hands of Terry Cook, our Rally Director. He is slowly building a committee of helpers and he informs me that there

are still some vacant positions. If you wish to go on the rally and you did not fill in an entry early enough, then join Terry's committee.

May I thank all the members for their fantastic support throughout the past year.

R. BAXTER
President

TREASURER'S REPORT 1985/86

Members,

It is some sixteen years since I last held the office of Treasurer in this club. The intervening period has seen considerable growth in both its structure and its assets, culminating in our occupation of the new building.

The task of Treasurer this year has been made much easier by the valued help of others, initially by way of our previous Treasurer, Ben Bronk, whose competent and professional approach made the changeover quite painless, and throughout the year through Club Property Officer and banker, Bill McCarthy, who has continued to handle all manner of time-consuming tasks and problems with cheerful and immediate attention.

Donations have played a major and vital role in club finances and have contributed about \$7,700 this year. We are indebted to the many who have arranged special activities, have gained donations by the use of their cars, have returned interest, have converted their debentures, and have given services, equipment and time.

The efficient and profitable management of rallies and socials by their respective committees shows that members can both enjoy outings and make a value contribution to finances and facilities at the same time. Rallies yielded \$637, Socials \$798 and the Auction \$625.

Much progress has been made on the club building, representing an expenditure this year of \$17,659 thus reducing the overall surplus this year on trading to the

level of current assets; a figure down approximately \$500 on 1984/85.

Although the cottage has now gone, rent from the property and from the old hall yielded, after expenses, a valuable \$1,429 to the Debenture Account. Many existing tenant clubs and other groups have shown interest in the new facilities.

The rising cost of SPIT AND POLISH reflects increased printing, collation and distribution charges and unfortunately further increases in postal costs are already in sight. At present the magazine costs each member approximately \$12 for eleven issues, sufficient to justify the incoming Committee perhaps to give some attention to format, frequency of issue and overall cost structure.

The reduction in membership subscriptions is serious, although four members preferred to pay the membership for life alternative. In spite of notices, eighteen members failed to renew their subscriptions this year.

The Auditors have recommended that, particularly with incorporation and the club's increased financial situation, more documentation is required for payments, and possessions be recorded in an Assets Register. In view of the greatly increased insurance costs with the new building I am recommending that Annual Fees rise by \$2 for the coming club year.

This year the members have contributed much to the financial stability of the club. We have remained solvent and have helped provide for a valuable asset in the new building complex.

The Balance Sheet, Income and Expenditure Account and Trading and Revenue Account are published in this edition of SPIT AND POLISH, although they are of course available for perusal at any convenient time.

BOB MCCARTHY
Honorary Treasurer

BALANCE SHEET AS AT 31 MAY, 1986

<u>1985</u>		<u>\$</u> <u>1986</u>
	<u>ACCUMULATED FUNDS</u>	
100726	Balance at May 31 1986 as per attached Income and Expenditure Account	116756.39
<u> </u>		<u> </u>
	Represented by:	
	<u>CURRENT ASSETS</u>	
6189	Westpac Bank - Sinking Fund	5328.34
420	Westpac Bank - Debenture Acc.	565.56
986	State Bank	1499.71
613	Stock on Hand	327.90
492	Debtors - Rent	480.00
80	Deposits	80.00
<u>8780</u>		<u>8281.51</u>

Less: CURRENT LIABILITIES

20	Westpac Bank - Rally Acc	20.00	
509	Creditors	-	
84	Rent Paid in Advance	60.00	
234	Subscriptions Paid in Advance	288.00	
			<u>368.00</u>
847			
7933			<u>7913,51</u>

Plus: FIXED ASSETS

.3973	Furniture etc. (at cost)	3973.00	
(3060)	Less: Prov'n for Dep'n	(3170.00)	
10444	Meeting Hall at Cost	10444.00	
31613	Building at Cost	31613.00	
63023	New Building at Cost	80682.88	
			<u>123542.88</u>
105993			
113926			<u>131456.39</u>

Less: TERM LIABILITIES

13200	Debentures Carrying Int. 5%pa	14700.00	
			<u>116756.39</u>
100726			<u></u>

ENTERED IN RVL 1986
INCOME AND EXTRACTS RECORDED FOR THE CARPENT WORKERS

INCOME AND EXPENDITURE ACCOUNT FOR THE TWELVE MONTHS
ENDED 30 MAY, 1986

<u>1985</u>	<u>INCOME</u>	<u>1986</u>
5623	Annual Subscriptions (sch. 4)	5476.00
-	Life Membership	4000.00
150	Entrance Fees	160.00
268	Club Levies	271.15
1992	Donations	7765.45
1744	Interest	1077.70
754	Special Raffle Proceeds	193.44
496	Surplus Trading Transactions (sch. 1)	411.11
2124	Surplus on Other Transactions (sch. 2)	2427.19
(3767)	Less: Deficits on Other Transactions (sch 2)	(3762.22)
488	Property Transactions (sch 3)	1429.69
9872		<hr/> 19449.51

<u>Less: Expenses</u>		
672	Affiliation Fees	661.00
300	Audit Fees	300.00
138	Bank Fees	107.69
118	Depreciation	110.00
78	Hire of Equipment	-
200	Honoraria	-
668	Interest Paid	484.90
662	Insurance	760.98
-	Membership Badges	323.05
146	Postage	144.76
322	Printing & Stationery	1.29
50	Presentations	525.00
23	Registration - Trailer	-
<hr/>		<hr/>
3377		3418.67
<hr/>		<hr/>
6495	Surplus for the Year	16030.84
94231	Add: Accumulated Funds at 31/5/85	100725.55
<hr/>		<hr/>
100726	ACCUMULATED FUNDS AT 31 MAY, 1986	116756.39
<hr/>		<hr/>

TRADING AND REVENUE ACCOUNT - TWELVE MONTHS ENDED 31 MAY, 1986

SCHEDULE 1 TRADING TRANSACTIONS

	<u>Stock & Purchases</u>	<u>Sales</u>	<u>Closing Stock</u>	<u>(loss) Surplus</u>
Car Badges	400.00	140.00	280.00	20.00
Dating Plate	30.00	30.00	-	-
T-Shirts	36.00	64.00	-	28.00
Stickers	7.80	1.20	6.40	(.20)
Highlight Guards	-	152.00	-	152.00
Lapel Badges	65.00	35.50	25.00	(4.50)
Cloth Badges	-	38.50	-	38.50
Number Plates	140.00	250.00	-	110.00
Christmas Cards	-	42.00	-	42.00
Books S. Aust.	135.00	143.80	16.50	25.30
Surplus to I.&E. Account	\$813.80	897.00	327.90	411.11

SCHEDULE 2 OTHER TRANSACTIONS

	<u>Payments</u>	<u>Receipts</u>	<u>Losses</u>	<u>Gains</u>
Auction	1940.65	2566.50	-	625.85
Rallies	4253.74	4891.00	-	637.26
Socials	3033.80	3832.22	-	798.42
Dept. Motor Transport	5978.00	5930.00	(48.00)	-
Insurance	(48.41)	317.25	-	365.66
Magazine	3884.22	170.00	(3714.22)	-
Result to I. & E. Acc.	\$19042.00	17706.97	(3762.22)	2427.19

SCHEDULE 3 PROPERTY TRANSACTIONS

Rents Received - 134 Queen Street	1784.00	
- 136 Queen Street	<u>2738.80</u>	\$4522.80
Less: Expenses - Rates & Taxes	1162.67	
- Electricity	585.04	
- Maintenance/Caretaking	<u>1345.40</u>	3093.11
Net Surplus Transferred to I. & E. Account		<u>\$1429.69</u>

SCHEDULE 4 SUBSCRIPTIONS

Subscriptions Paid During year to 31 May 1986	\$5530.00
Plus: Subscriptions paid last year in advance	234.00
Less: Subscriptions paid this year in advance for 1986	(270.00)
Less: Subscriptions paid this year in advance for 1987	<u>(18.00)</u>
Net Subscriptions Paid Transferred to I. & E. Account	<u>\$5476.00</u>

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The accompanying notice in this issue of the magazine is to advise members of a SPECIAL GENERAL MEETING to be held at 8.00 p.m. on 28th AUGUST, 1986.

Whilst it was proposed and advised that the Rules of Association for incorporation of the VCCA (NSW) would be voted on as part of the Business Agenda at the A.G.M. in June, the Committee took advice at that meeting that deferment of the vote would be appropriate to provide time for perusal of the complete "rules" document should members so desire.

"INCORPORATION" CONT'D.

Copies of the full rules document were distributed at the A.G.M. and a few copies are still available.

All three components of the Special Resolution, as listed on the notice, will now be dealt with at the Special General Meeting. The determination of Honorariums will also be addressed at that meeting.

The Special General Meeting will be followed by the August Regular Meeting.

KEN QUARMBY

Honorary Secretary

* * * * *

PICNIC DAY - SUNDAY, JUNE 29, 1986

A bright brisk day saw 13 vets. assemble at Rodd Park for the 25-mile run to Picnic Point. Although there were many blue noses, all arrived in one piece to be joined by another 3 vets. and 2 mods., including one of our newest members.

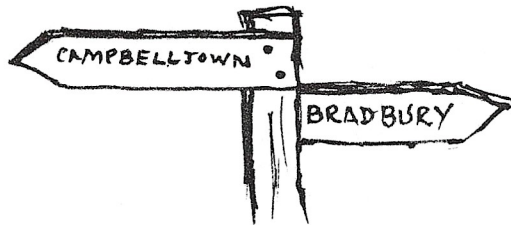
Once again, it was proved that we never go to the scenic spots in our own city, by several comments by members that they had never dreamed of such a nice picnic spot.

Typical of such gatherings, there was much talk of cars and the musings of a Crossley owner on what it would be like to own a 1/2 cylinder car. The musings weren't strong enough to agree to a swap though.

After a pleasant few hours of relaxing in the sun, all set off home convinced that veteran motoring still has its enjoyable points.

VETERANS: John & Anne Simmons - 1903 De Dion; Geoff & Anna Simmons - 1909 Delage; Mike & Denise Bendeich - 1913 Chalmers; John & Sue Wards - 1916 Benz; John & Jill Corby - 1918 Cadillac; Stan Rumble - 1905 Reo; Bill & Barbara McCarthy - 1913 Vinot det Deguingand; Jim Moule - 1912 Rover; Bob & Anne Baxter - 1912 Calthorpe; Jim Wilson - 1913 Oakland; Austin & Judy Grellman - 1913 Crossley; Ron Cox - 1910 Renault; Reg & Olive Jones - 1908 Clement Bayard; Keith & Evelyn McCrear - 1917 Dodge; Allen & Madge Blythe - 1911 Napier; Roley & Jan Coulcher - 1911 Star & Modern.

MODERNS: Ken & John Quarmby; Peter & Janet Rolfs



CAMPBELL TOWN
PROGRESSIVE
LUNCHEON

Sunday, August 17 '86

MORNING TEA: (arrive 10.00-10.30 a.m.)

KEN & JOAN QUARMBY'S - 26 Fern Avenue
Campbelltown
(046) 25.0693

LUNCH: (arrive 1.00 p.m.)

NEIL & DOROTHY JOHNSTON'S - 38 Bimbadeen Avenue
Bradbury
(046) 25.5964

COST: \$12.00 per couple; \$2.00 per child

BOOKINGS: At next meeting - or beforehand
(due to short notice):

LYN MARTIN	632.5047
NOELENE THOMSON	651.2247



Enjoy a casual Sunday lunch with your
Campbelltown club members.

ADVERTISEMENT

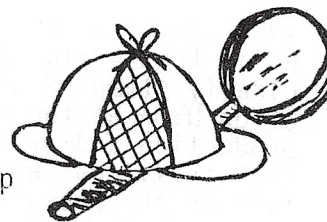
FOR SALE: 1911 TALBOT, restored. Proven rally car.
\$25,000. MAX DELMEGE - 997.4444

WANTED - ALL STATES: VETERAN TRUCK (or large rolling chassis suitable for light truck). For use as service vehicle. PETER ADAMS (Beaded Edge Tyre Co. P/L) (049) 24069; (049) 469741 A.H.

AVAILABLE - ALL STATES: OAKLAND ENGINE, approx. 1916
6-cyl. O/H valve; also gearbox.
PETER ADAMS (Beaded Edge Tyre Co. P/L)
~~(049) 24069~~: (049) 469741 A.H.

DATING & INVESTIGATION

Dating Certificates issued for the following veteran vehicles were announced at the June 1986 meeting:



1. 1910 BRUSH, Model 'D' 26, 1 Cyl., 10 hp

Owner: Francis Ransley, Wynyard, Tas.

The Brush Runabout Co., a division of the U.S. Motor Company, had a relatively short history, commencing with the Model 'A', of 7 hp in 1907 and terminating with the collapse of this combine in 1913, yet for all it's rarity, four examples of the marque have been dated by your Dating Committee and a number of others are known to exist throughout Australia.

Except for a 2-cylinder car offered in 1908, all were 1-cyl. vehicles, designed with a wooden chassis frame and axles, the latter fitted with forged metal ends, designated 'SKEINS', which supported the suspension, stub-axles, rear axle spindles, steering knuckles and radius-rods, front and rear, while coil springs, operating in tension, were employed both front and rear.

Operating counter-clockwise and counter-balanced, through a geared balance mechanism, the engine drove through a two-speed gearbox and double-chain drive to the rear wheels. Styled by it's designer "Alanson P. Brush" (EVERYMAN'S CAR), yet unconventional, it nevertheless achieved reasonable sales throughout this country, a total of 57 cars being registered in N.S.W. alone, as late as March 31, 1915.

It is possible that many of these sales resulted from the achievements of the Brush in successfully crossing the American continent, from coast to coast and driven by Fred Trinkle in 1908, including the equally successful ascent of Pikes Peak, also the adventures of Francis Birtles when he drove the Marque from Fremantle to Sydney in 1911. Both arduous journeys were executed and completed under incredibly difficult conditions over (for the most part) road-less country, where the motor car had not previously been.

The history of this car is unknown, but it's components, compared against the Brush Parts Catalogue, confirm it's identity, 'Model "D"' and year of manufacture 1910.

2. 1903 DE DION BOUTON, Model 'O', 1 Cylinder, 8 hp

Car No. 886, Engine No. 8953

Owner: John Simmons, Canterbury, N.S.W.

This vehicle could be considered a border-line case between

1902 and 1903, except that it has 3 forward speeds and not 2, as in the earlier 8 hp model and it's gearbox mainshaft is clearly stamped 1903. It must be emphasised that any list of de Dion Bouton numbers gives only a broad picture of engine production and/or installation in a particular chassis and that individual engines of known delivery date do sometimes fall on the wrong side of the line.

One has only to consider that de Dion Bouton produced engines for many purposes, including their own vehicle production, as stationary engines, for maritime operation and for other vehicle manufacturers, all similarly designed and constructed, to realise the complexity that 80 odd intervening years of unknown history places on research and dating.

Clearly the engine number 8953 suggests an earlier delivery, but after considerable research of information supplied and available, your Dating Committee and the owner are of the opinion that the dated year 1903 is the year of manufacture.

Many early Australian motorists sat proudly at the wheel of their reliable de Dion Bouton cars, from the turn of the century, as do our members on rallies and tours today and it must have been an important achievement for Mr. C.O. Sherwood of Sydney when in 1905, in his first car (a similar vehicle of 6 hp), that he won his class in the first speed event ever held by the Royal Automobile Club of Australia, a hill climb up Mount Street, Coogee. Mr. Sherwood (when in his 90's) was again to ride behind that distinctive de Dion Bouton engine note, (the flutter of the atmospheric inlet valve) when driven, equally proudly by our esteemed Hon. Life Member, Len Masser, many years later.

THE ENGLISH MECHANIC. Member Bob Petersen made an excellent contribution to the Club's library at the June 1986 meeting, when he presented a reproduction of the "ENGLISH MECHANIC AND WORLD OF SCIENCE", an English publication of January 5, 1900 on A SMALL MOTOR-CAR AND HOW TO BUILD IT, taken from an original document held by the NSW Public Library.

The English Mechanic magazine commissioned an eminent consulting engineer, Mr. T. Hyler-White to write a series of articles with instructions to build a workable home-made car. Parts were not supplied, but advice was given on how and where to buy engines and other components which were beyond the constructional ability of the average backyard mechanic. The number of vehicles actually completed was probably never recorded, but at least 3 examples are known to exist; one built in 1900 of 1-cyl. and 5 hp capacity, owned by Mr. G.E. Dorrington; a 1903 2-cyl. Dogcart, owner Dr. R.A. Sutton; and a 1904 Tonneau, 2-cyl. 8 hp, the property of Mrs. D.J. Shawe. (Mrs. Joan Shawe will be remembered for addressing a club meeting on the subject of her car when she visited Sydney some 5 or 6 years ago. Two, at least, of these cars are active performers on the London-Brighton Runs and are seen annually taking part in this historic event.

- GEORGE A. ROBERTS
Research Historian

