

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

# SPIRIT AND POLISH

ONE OF THE FIRST IN SYDNEY



DE DION TRICYCLE, 1899



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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—**

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## EDITORIAL

### SKILL

Now we have had Apprenticeship Week.

Myriads of young fellows are starting out into the world and making arrangements to learn a trade. "Learn a trade". Just what is meant by those words? For many generations this meant laborious, mostly tedious, sometimes heartbreaking, monotonous repetition of the use of various tools, embracing many trades. Some study, such as woolclassing, needs training of eyes only, but still requires many years of actual practice in order to reach proficiency.

And this is as it should be, for man acquires personal gratification and dignity among his fellows by possessing an ability in something. That ability may take in the arts, such as painting, ballet, drawing, music etc.

Ability under these headings is acquired mostly for the sheer pleasure that each individual derives therefrom.

Mostly the knowledge which the average young fellow batters into himself is crammed there for the sole purpose of being able to gird up his loins and go in pursuit of the almighty dollar. Fortunate indeed is he who can combine technical pleasure and dollar earning.

So much for skill. But skill can be a two-edged sword. (We know one member who would doubtless think of Wilkinson Sword - but that is another story). There is an appreciably big field of experts in automatic

(Continued on Page 2....)

The next General Meeting of the Club will be held at the Five Dock Community Hall, Great North Road, Five Dock, on THURSDAY, 24TH SEPTEMBER, 1970, at 8.0 p.m.



Editorial Cont'd.:

machinery, and their expertise has produced machines of such adeptness that they can be operated by unskilled labour. The first of such machines to come to our mind is the automatic screw cutting lathe, if such it can be called. Just feed the rod in at one end, and the screws drop off at the other.

But what about the electronics enthusiast? He employs his skill in such a way that all the thinking - the skill - is removed from lots of processes. It is not always necessary to learn to judge how some mixtures in industry are reacting with one another. Chemical reaction can be controlled electronically through the reaction of certain ingredients on a light-sensitive piece of equipment. Again, no hours spent in learning how to know at just what stage materials must be combined.

And regardless of how proficient a helmsman any A.B. might be, George - the Automatic Pilot - can steer the biggest liner along a straighter course than that efficient helmsman can.

So much for SKILL!

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REPORT OF AUGUST MEETING

The President was in the chair.

It is not often that it is found desirable to welcome a member to a meeting, but when a member comes all the way from Lake Macquarie, well that deserves a welcome! Being Len Masser, he expressed disappointment at not being able to do the rounds and make the collection. Would you credit it? Money-grubbing old coot! Not: "So nice to see everyone. How well so and so looks. Did XY get that diff. he was after? What a shame to see John Pickup so emaciated. etc. etc..." No! First thing he thinks (presumably) is: "Gosh! Look at all these bods. Now if each one put in 20¢ - hey! Where's my collection tin?" But it will not be denied that the life in his new area is agreeing with him. We thought he had put on some weight. Suits him.

Seldom do we have at our meetings any leading lights from other sections. This meeting, though, the President welcomed Murdoch McDonald, no' straight fro' Edinburgh, as it would seem, but from A.C.T. He fills the position of Vice-President there, and is currently responsible for the activities of a 1912 Siddeley Deasy.

As he is unable to attend all meetings, the President welcomed Geoff Collins. He has given a lot of attention to a 30/98 Vauxhall, and, we understand, failed to make the International Rally by being dissatisfied with some of the bodywork.

The President stated that the questionnaire sent to members regarding premises was not for the purpose of recording votes, but only an effort to ascertain the wishes of members.

The Treasurer announced that the Club's balance in current account was \$973. It had been announced at an earlier meeting that the magazine covers for June were inadvertently and irreplaceably mislaid, and had of necessity to be replaced. The Treasurer announced that Durham Printery had supplied an additional set of covers at no expense to the Club. The way in which commerce moves in these days makes this a very praiseworthy act, and we record it here for the edification of all members.

John Corby, for the Events Committee, announced that 15th November was to be 'Vic. Jacobs' Day', that is, the Lions Club outing, this year for Aboriginal Children. He made mention also, of the Newcastle Branch October weekend at Terrigal, and of the Waratah Festival.

The Dating Officer, George Roberts, reported that he and Max Roberts had seen the FWD Auto, but they lack much information thereon. The Austin of Neil Martin is undoubtedly 1911, and the T Ford is 1918, fitted with a Davis and Fehon body.

A new member, one J.F. Crane, was announced by the President, but though announced by him, waited for in breathless silence, and called again, he failed to materialise. His absence prompted some nit-wit near the table to remark that the President had been "given the bird".

The raffle was won by Doug. Pearce.

C.V.V.T.M.C. Report by Arthur Garthon brought to light the question of which vehicles should be entered for the Concours d'Elegance. Some suggestions were made, and the eventual choice fell on Jeff Vanstone's Metallurgique, Ross Marshall's Delage and one other (forgotten at the moment). It seems that a steering committee for club premises, not only for us, but for many other clubs, is in existence.

Peter Kable reported having had talks with Law, Union and Rock Insurance Co. on the oft surfaced bogey of possible severe damage to or complete annihilation of the veteran vehicle of any member. They are prepared to give comprehensive cover for \$15 for every \$1000 value of the vehicle. This also covered loss by theft.

Registrations, through David Berthon, announced the transfer of a Renault of Bill Maunsell to his 1913 Vulcan.

The Roster came in for some comment by Allan Foy, who said that approximately one thousand copies are required. Max Roberts is going to assist Allan in this work. It seems that three types of acetylene burners are available from Victoria. Detail is a bit thin, but more is being ascertained.

It seems that six copies have been made of the International Rally Film, each copy costing \$238. George Roberts expressed the view that a copy of this film should be acquired. George Green suggested that the Club acquire the master copy, which is at present in Tasmania. George Roberts moved that the Club acquire the said film.



George Green announced that he and Jock McGowan had had talks with the Drummoyne Rugby Union Club executives, and some further headway had been made, but finality had not been reached.

At this stage John Corby moved that the licensed premises motion be rescinded, as junior members would not be permitted in the building unless they were virtually isolated from the members of a licence age. Following a talk by George Green, and some remarks by George Roberts, John Corby agreed (by George!) to withdraw his rescission motion.

During the refreshment session we saw Sally Barnett getting in some practice at drying up, and we felt that this forbode well for Peter's proposed matrimonial tie-up. The girls of the Social Committee are getting along fine under the new set up. As a mere male we would not dare to thrust ourself in amongst feminine matters, but we do secretly wonder if the system is run on the roster system, or the well tried and proved system of: "We want three volunteers. You and you and you!"

And talking of kitchen help, we noticed one member passing the table in the passageway, picking up used crockery and returning it to the kitchen for washing. Very admirable - very! But we could not help but notice that each time he passed by, a biscuit or two and some cheese invariably seemed to pass with him. Maybe he has a natural affinity for dairy products. We were fully aware of what he was doing, for he carried a tea towel on his arm.

\* \* \* \* \*

Alex. McLeod presented us with some words of thanks to the many members who sent wishes to him during his recent hospitalisation. Each attempt that he made to express what was in his mind was unsatisfactory to him, so we offered to put the remarks into shape, though we felt that his remarks were sufficient to the subject. Anyway, Alex. does, in all sincerity, wish it to be placed on record herein that he does fully appreciate the thought and trouble taken by members to express their wishes for his quick recovery, and it goes without saying that Marion is with him when he makes this announcement.

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## S O C I A L

Congratulations once again to Reg and Olive Jones. This time it was Barb. had a baby boy.

Welcome home to Fred and Laurel Rossiter. Another pair in the "In Group" of globetrotters.

Heard along the grapevine that all the invalids are coming along O.K. and should be fully recovered for our Christmas Party to be held at Concord on 5th December.

If numbers mean success, our Phillip Street Theatre Party was a boomer with over 70 starters. Thanks to Jill Corby for her work in organising tickets.

There was a question asked by an associate who has been in the club for 12 months: "What is being done to help associates meet other members and obtain any help with the restoration of their cars?" May I ask this particular gentleman how many times he has been to any of the club outings as a visitor or an official?

There are always calls going out for officials at organised outings. Can you think of a better way to make your face known to others and vice versa? This also offers an opportunity to find out who owns or drives a car of the same make as the one you are trying to restore. (It may even be someone who lives in the next street to you.)

Most regulars wear a name badge and do not object if you approach and introduce yourself, and are always willing to chat about their own car as well as others.

If you are interested enough to join a club the only way to get to know others is to attend some of the meetings and outings.

Sometimes Mahommed has to go to the mountain. The mountain can't always get to Mahommed.

- A Rather Well Known Associate

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#### NEWS FROM SINGAPORE

Len Sheen received the following letter from Bob Baxter recently:

"Our time in Singapore is quickly drawing to a close but we have certainly seen a lot. Yesterday we returned from a long weekend on Islands where the picture 'South Pacific' was filmed and it is a very picturesque spot. The islands are about 15 miles off the east coast of Malaya, due east of Mersing which is about 100 miles from Singapore. On the drive up to Mersing you can see all the pillboxes used to try and stop the Japanese and many of them still show the scars of wartime.

About four weeks ago Anne, I and the children joined a coach tour to Penang, covering about 1400 miles in 7 days. If you think it was like a 'Pioneer' tour in Australia then think again. We travelled in a Kombi Van which was rough but O.K. - the scenery was O.K. and the places of interest were fantastic - but the stinks of 'Durien' fruit and dried fish that the Chinese passengers accumulated along with the indescribable hygiene of eating houses and hotels and the eating habits of the Chinese passengers really made it a trip to remember.

Anne reckons I am going 'troppo' and that I have been up here too long because not only are the local belles becoming prettier to me, they all look very white. All the best,

BOB BAXTER"

Nice to hear from you, Bob, and we look forward to more news of your adventures on your return - or perhaps before then via SPIT AND POLISH. How about it? LEN SHEEN.

\* \* \* \* \*



"ONE OF THE FIRST IN SYDNEY"

Our cover photograph this month was taken in 1899 at the old Kensington Racecourse where the University of N.S.W. now stands. It shows a Mr. W.J.C. Elliot on a De Dion Tricycle which had been brought to Sydney the year before.

The following extract appeared in "The New South Wales Motorists' and Cyclists' Annual" published by Mr. E. Lincoln in 1905:

"In the middle of 1898 Messrs. Gavin Gibson Ltd. of Sydney imported seven motor tricycles, and it is said that these were the first motor machines ever brought into Australia. Mr. Alfred O'Brien, winner of the Sydney Thousand, in 1904, was, in the middle of 1898, Messrs. Gavin Gibson's departmental manager. He ran the motor tricycles about the streets of Sydney and they were the objects of great curiosity, crowds following and examining the machines with wide, open eyes. Shortly after the arrival of these tricycles, Madame Serpollet, a sister of the famous motor builder in Paris, gave an exhibition with them and the Garner-Serpollet steam car she had brought with her, on the Sydney Cricket Ground, also in and around Sydney. This was in the latter part of 1898."

"Before Christmas of that year, Mr. O'Brien drove one of these tricycles from the G.P.O. Sydney to the Post Office Parramatta, 15 miles, in 35 minutes. That was considered very fast going. Some of these tricycles are still running about Sydney. Several of the original seven were sent over to Melbourne in 1898 and were sold there."

After seeing on last month's cover the frightful condition of Parramatta Road in 1920, imagine how bad it must have been in 1898! Incidentally, that time of 35 minutes for the 15 miles gives an average speed of almost 26 m.p.h.! Of course he didn't have to do battle with all those heavy trucks and red lights in those days.

Our thanks to George Roberts for the photograph and the most interesting information to go with it.

Does anyone have any information about the "Sydney Thousand" (won by Mr. Alfred O'Brien in 1904) mentioned in the above article? I for one have not heard of it before. If you have, why not drop a line to the Hon. Editor who will be happy to publish it in SPIT AND POLISH?

- WARREN IRISH

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GAS BURNERS

We have been advised by the Victorian Club that they have supplies of acetylene gas burners available and the Secretary has forwarded samples for our perusal.

There are three different types available -- two of brass and one of nickel. One of the brass ones is marked "POLA" and "25"; the

other brass one is marked simply "15". The nickel one is marked "REFLEXIA PAT.-5".

These samples will be on display at the September meeting.

The Victorian Club has "plenty available at \$1.00 each or \$2.00 pair, possibly with discount for quantity".

Those members interested may contact the Secretary of the Victorian Club, or preferably (if there is sufficient interest) give your orders to Peter Kable so that you may benefit from the "possible" quantity discount.

The Secretary of the Victorian Club is Allan Bathurst, 775 Waverley Road, Glen Waverley, Victoria 3150.

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#### CABARITA PARK

Our Events Committee has given us runs to three dams - all fresh water, so this event took us to salt water. This was not wasted entirely, as one junior Welch took home some pippies. Such is the forward looking attitude of youth, that apparently some bright future was envisaged for them. Personally, we had visions of a rather raw fate for them, and felt grateful that at least they were not warm blooded things.

Had a talk to Bill Hardman. He said that not one member had availed himself of Bill's offer to photograph vehicles taken to him. Bill lives at Sylvania, and it does seem surprising that not even a member living near Bill has managed to drive a short distance to his place. Going quickly through the Register we discerned the addresses of six members out Bill's way, a few of whom one would have expected could have seen him on one of the many fine weekends we have had. We noticed plenty of addresses round what we ourselves see as Forest Road area, or Georges River Road area embracing Blakehurst, Peakhurst, Lakemba, Earlwood etc., all of them within easy distance of Sylvania. We cannot expect Bill to run round everywhere for us. We should make an effort to see him. Arrangements can easily be made, we are sure, for any member to take his car onto the public highway for such a reason, provided that he notifies the Club, i.e. some office-bearer, particularly the Secretary. This would very definitely be an authorised Club happening. For many of us on the north side it is a much longer run, and would take us many more than the statutory two miles we are permitted to run for repairs. Yes! We know, we know! Trailer them!

And speaking of trailer work, saw Bob Peterson setting up the T Model on a trailer. But did we discern some unusual noises when the vehicle was running up the track to the trailer? It is well known that T Models make all sorts of funny noises, but "one noise differeth from another noise in funniness". Maybe Bob was not unduly worried, but had we been told that Bob had lost a 1/2" whitworth spanner we should have been quite prepared to suggest that he could find it hurtling round in the diff.



Poor old Sam! Certainly on the rampage on Sunday and not taking 'no' for an answer. We thought that Arthur was taking an almighty risk in using that fine, light weight galvanised dog chain.

Had an opportunity to take a good look at the Royce Landulette. A far cry from the dejected-looking and rejected-looking old derelict at Glebe.

And while on the subject of that inimitable breed, may we comment here that our impression has always been one of sedateness in the handling and driving of these cars. There seems to be a law, unwritten nowadays, but very much written in the early days, that these vehicles will always be used and controlled with dignity. The opposite end of the scale to, shall we say, the M.G., the Whippet, the A Model, the Mini Minor, to mention a few. But it did seem to us quite out of keeping, and not in the best interest of the boots, for that matter, to take one of these vehicles "at a smart clip" from the foot of the green bank up to, and then along the trail, to leave Cabarita Park. Just an observation! Just an observation!

In keeping with the family thought in the Club, it was pleasing to hear a remark of Bill Hardman's as he was starting up the Daimler. We were at the side of the vehicle at the time, and remarked casually about the relatively early departure. Bill stated that he had to take Helen home. What a nice thought! Why she is 'only his sister' - and this is 1970. Keep it up, Bill, its good to see.

And speaking of Helen - ever paid any attention to her postal address? "Quarante Penthouse, 40 Raglan Street, Mosman". How many have realised that 'quarante' is the French word for 'forty'? And we presume that many people pronounce it "Kwarrant", whereas being French, it is pronounced "Karont". Comprenez-vous? Oui, oui! (Ma foi!)

To please the Orderly Room Wallahs, we show here the parade state of the Cabarita Park fixture:

1908 Clement Bayard	Reg Jones	1915 Ford	Jack Godfrey
1912 Fronty Ford	Vic Jacobs	1917 Ford	Bob Petersen
1911 Benz	Doug Pearce	1910 Star	Laurie Sykes
1906 Reo	Allan Foy	1908 F L	George King
1913 F.I.A.T.	Trevor Foulcher	1911 Ford	F. Ehlert
T Model	Toby Bent	1908 Metallurg-	
1914 Delahaye	Arthur Garthon	ique	Jeff Vanstone
Rolls Royce	George Green	1912 B.S.A.	Ron Craze
1915 Buick	John Corby	1912 Humber	Len Sheen
1910 Chalmers	Michael	1911 Martini	Bill McCarthy
	Bendeich	Delauney	
1916 Hupmobile	Barry Thew 9	Belleville	Max Welch
1912 Star	Alex McLeod	1908 B.S.A.	Jim Simpson
Daimler	Bill Hardman		

\* \* \* \* \*

We have been holding a space reserved for a story to be supplied by a member in respect of a Cadillac being restored. We hoped to hear how he came by it, what its condition was, how much of it is original - in fact, quite a lot of interesting data. We understand that so far he has had difficulty in segregating his posterior from its horizontal stand. He would be the first to recognise this condition, we're sure!

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### "THEY'RE A WEIRD MOB"

These words have been levelled against Australians by a migrant, and they could well apply specially to this Club.

If a member attends a meeting and announces to an interested couple of members that he found it necessary, or desirable, to fit some rings, or even one ring, to a piston, members standing round within earshot would immediately flock round the speaker and want to know all the details, and, of course, see the ring itself. The fitting of only one ring is an event.

But when Peter fitted one ring to a certain finger a few weeks ago, this was an event, and for ourselves we consider that it was passed over very lightly. However, we managed to make an inspection of it after fitting, and our practised eye noted that it was not fitted correct to a few thous., but seemed to have the usual comfortable tolerance.

We see this as a 'collector' ring, to be followed by a 'retaining' ring, and from experience we hope that not too long a period will elapse before the second ring is fitted, when Peter will be thought of as having been converted to a "ball and chain" drive! Anyway, the best of luck to both of you.

\* \* \* \* \*

We refer to Michael Frostick's "Works Team - The Rootes Group Competition Dept." in which we read the following with regard to the R.A.C. Rally 1961.

"Peter Proctor suffered a puncture on a special section in Wales, changed a wheel, and on setting off, had another puncture. At this time he felt that he had no time to lose in changing wheels, so he pushed on regardless, and drove at full bore for 20 miles. In no time the rubber had all worn away, but undaunted, he continued on a very buckled rim, managed to finish the section and thus ensured that Sunbeams got the Team Prize."

Not a very good treatment for tyres or wheels, but seems to point to a wheel having plenty built-in reliability. Even that treatment (apparently) did very little harm to the wheel bearings or the live axle - at least, neither of them packed up. We feel that the 'special section' must have been over some surface that would be a bit resilient, but not sufficiently soft to impair traction. And what about the intermittent need for brakes on such a run, 'at full bore'?

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It is difficult, when casting back, to visualise the motoring scene without the 'fatherly hand' of the Dept. of Road Transport, and for that matter, of the police. We well remember the installation of roadside signs made in enamel, and both instituted and affixed to the posts by the then 'Automobile Club of Australia'. These signs were oval, and approximately 2½ x 1½ feet, with the words 'Automobile Club of Australia' on an oval band 3" from the edge of the sign, with the requisite warning, such as 'Steep Grade', 'Dangerous Curve', 'Loose Gravel' etc. in the plain central oval. The wording on some of these, as far as we can recall, was in black, with the warning words in red, the whole on a white background. Not on their own poles, as now, but bolted onto the telegraph pole (of which there were great numbers) nearest the area to be warned against.

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#### ADVERTISEMENTS

Editorial Note: We suggest that you sit down before reading the advertisements.

#### VINTAGE AND VETERAN ACCESSORIES

The Complete Automobilist Ltd., an English firm, has set itself up to supply reproductions of veteran and vintage car parts and accessories. We quote from their letter received recently:

"We have a wide selection of lamps, horns, instruments, tyres etc. etc. plus the only really comprehensive range of new fittings and accessories. TRY US FIRST and find all that you need in our exciting catalogues:

"The Complete Automobilist" - the book every Automobilist should have. Revised every year. 78 pages of the parts that you thought were no longer available.

"Original Accessories" - this duplicated catalogue lists our range of original accessories and tyres. Revised monthly to keep up-to-date.

"Rubber Materials" - 24 pages of rubber sections and strip, sponge rubber and felt.

ALL CATALOGUES ARE PRICED AT \$1.00 EACH TO COVER AIR MAIL.

We are keen to develop an overseas clientele and postage presents no problems. Please do not hesitate to contact us for any pre-1930 accessories."

They enclosed a copy of their 1970 catalogue which is now in the Club library. It features over 600 items including side lights, tail lights, dash lights, windscreen wiper motors, horns, rear vision mirrors, headlight glasses, motometers, bonnet clips, bonnet handles, transfers, petrol gauges, instruments, hood material, floor lifting rings, windscreen fittings,

Vintage & Veteran Accessories Cont'd.:

upholstery fittings, body fittings, hinges, switches, greasers, door locks and many more. Many of these are suitable only for vintage cars but there are lots suitable for veterans.

They also collect for resale genuine horns, lamps, gas generators etc., but their prices for these appear to be high. Prices for the reproductions are not cheap either but can still be worthwhile for hard-to-get parts.

Catalogues and further information are available from:

Mr. Ian Woolstenholmes,  
The Complete Automobilist Ltd.,  
39 Main Street,  
Baston, Nr Peterborough, England.

- WARREN IRISH

GOING TO ADELAIDE?

Dr. R.W.L. Crosby of Adelaide has a comprehensive collection of about 1200 badges he has collected from various automobile and car clubs throughout the world. It is believed to form the most complete collection of its type in Australia and he cordially invites any members visiting Adelaide to call and inspect it.

So next time you're over that way, go and see:

Dr. R.W.L. Crosby,  
"Woodford",  
383 Prospect Road,  
Blair Athol, South Australia. Tel. 62-3327

WANTED. Engine, any condition, to suit late 1913 to early 1914 Saxon.  
Swap or cash.

- JOHN SMITH,  
72 Brisbane Street,  
Dubbo. 2830

FOR SALE. 1915 Overland Type 80  
1916 Overland Type 75  
1918 Ford T Model

Genuine enquiries only:

- KEVIN PIGGOTT,  
8 Hitter Ave.,  
Bass Hill. 2197

FOR SALE. 1904 Spyker and 1904 (?) Darracq, \$21,000.00.

- L. ERRATT,  
311 Conadilly Street,  
Gunnedah. 2380



AVAILABLE:

Make of Car	HUDSON TOURER - Inverell Area
Year	Not known, but thought to be 1924 or 1926
No. of Cylinders	Six
Does engine appear to be complete except for small items such as spark plugs?	Yes. Some control rods, petrol pipes and plug wires are missing.
Does clutch appear to be complete?	Yes
Does gearbox " "	Yes
Does differential " "	Yes
Are headlights complete except for glasses and globes?	Yes, except that one reflector is missing.
Which instruments remain?	All instruments are there and appear to be intact.
Condition of tyres	All missing.
Condition of front wheels and hubs	Spokes and rims missing but brakes appear to be intact. (Note: this reply suggests that the car has four wheel brakes but I doubt this)
Condition of rear wheels and hubs	Spokes and rims missing but brakes appear to be O.K.
Condition of body	Metalwork sound. Woodwork and upholstery rotted away.
Are all doors intact?	Handles and some locks missing. Otherwise O.K.
Number on N.R.M.A. badge	7364
Condition of hood	Canvas and wooden bows rotted away.

General Remarks:

Back brakes appear to be complete but front wheels, including the brake drums, are missing although the brake mechanism seems to be complete.

One rear mudguard is missing and one front mudguard is badly fractured.

There is some rust in the body.

The engine and transmission could be in quite good order but until it is opened up it is not possible to be sure.

FOR FURTHER INFORMATION, CONTACT:

JOHN NAYLOR,  
95-6034

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CLUB PREMISES

Our Management Committee, by circulation of notice dated 12th August, has asked us to express our personal opinion on the establishment of Club Premises, this has been done by asking questions to be answered by a simple "yes" or "no".

This is a good thing as this subject has been discussed for years, many people have worked hard on various ideas but to date it seems to no great avail.

There are a few thoughts I would like to put forward as below.

- (a) Should we combine with other clubs to obtain premises? This will create many problems, i.e.
  - 1. trying to find a mutually suitable location,
  - 2. meeting nights may clash,
  - 3. ideas between clubs may vastly clash,
  - 4. how will purchase or construction costs be divided between clubs with varying membership numbers?
  - 5. how will running costs be divided?
  - 6. more managerial effort will be required, say one member from each club on a building management committee.
  - 7. arguments, if one club falls down on its obligation re cleaning or abuse of common property etc. etc.
- (b) Should our club operate from licensed premises, or any other premises presumably as tenants? Not a bad idea but please consider these facts:
  - 1. if the other occupants do not have similar interests to us there will be little or no inter-relationship.
  - 2. we have used other premises in the past, at least six since I have been in the club, and on each occasion we have ended up like the Arab of the desert. Not very satisfactory is it?
  - 3. under these circumstances we have never been able to make firm plans for library, committee rooms, trophy rooms etc.
  - 4. if we do occupy premises as tenants we will always be paying rent and never own a thing.
- (c) Are we in favour of our own premises being licensed? Take these facts into consideration:
  - 1. if we hope to obtain Council land on a long term lease for building purposes I very much doubt that Council would consider our application if licensed premises were contemplated.
  - 2. the same may apply to other land, i.e. Railways.
  - 3. who would be the licensee - I believe it would have to be an individual.

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

4. I doubt whether breweries would provide very small quantities of beer on such an irregular basis, even a small keg would far exceed our requirements for one meeting per month.
  5. who would look after the bar trade, if we were combined with other clubs we would probably have to pay a barman, even if this was for three nights per week we would need to do good trade to even pay his wages.
  6. what about junior members?
  7. we could probably satisfy our needs by having a decent size refrigerator and having bottled beer and some spirits and nominate a club barman who would be responsible for re-stocking etc.  
I don't know whether a licence would be necessary.
- (d) I am personally in favour of the Club building its own unlicensed premises on Council or Railway land and not sharing with other Clubs. I also agree with the idea of hiring the premises to other organisations. I believe that if we can obtain the land on a long lease we can afford to borrow and build. We have sufficient capital and potential from club fees to do this. After all, we may be able to meet repayments from hiring charges. If we don't become too ambitious we can do this.
- (e) No matter what is eventually done it will be the wish of the majority, as it should be. My only purpose in putting pen to paper is to ask each and every one to think, weigh up the pros and cons, think again, then form your opinion based on sensible argument.

Let's get on with the job in the way the majority of club members vote.

- MAX WELCH

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