

SPIT AND POLISH

The journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.



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PATRON:
His Excellency
The Governor of N.S.W.



Volume XXVIV No. 19

September 1989

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Other Veteran Car Clubs have permission to copy

NOTICE OF MONTHLY MEETINGS

Regular monthly meetings of the Association will be held at 8.00 p.m. at the Clubrooms on:

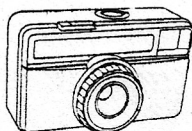
THURSDAY	SEPTEMBER	28	1989
THURSDAY	OCTOBER	26	1989
THURSDAY	NOVEMBER	23	1989

The business of the meetings will be:

- * to receive and act on reports from Committee and Management
- * to raise issues for the attention of Committee
- * to discuss matters relevant to the interests and activities of the Association.

MICHAEL LOWE - HON. SECRETARY

COVER PHOTO:



This month's cover photo was contributed by John Hughes. See page 20.

Editorial

THIS MONTH'S ISSUE OF YOUR MAGAZINE FINDS A NEW EDITOR BEHIND THE DESK, ALTHOUGH (HOPEFULLY) NOT ENTIRELY INEXPERIENCED AT THE JOB, HAVING SERVED AN APPRENTICESHIP AS ASSISTANT EDITOR AND TEMPORARY EDITOR DURING THE LAST TWELVE MONTHS. HOWEVER, KEITH IS NOT ENTIRELY OUT OF THE PICTURE, HAVING AGREED TO LOOK AFTER THE ADVERTISING FOR THE MAGAZINE, AND PERHAPS TO HELP OUT WHENEVER HE HAS THE TIME. GEOFF HAS ALSO AGREED TO BE THE MAILING OFFICER FOR AT LEAST ONE MORE YEAR.

OF COURSE, THE ANNUAL GENERAL MEETING WAS HELD LAST MONTH, AND A NEW EXECUTIVE AND COMMITTEE WERE ELECTED FOR THE COMING YEAR. THEIR NAMES AND THE OFFICE THEY HOLD ARE PRINTED ON THE BACK COVER. IN THE NEXT PUBLICATION I HOPE TO BE ABLE TO ADVISE YOU OF ALL THE MEMBERS SERVING ON THE SUB-COMMITTEE.

SPACE IS AT A PREMIUM THIS ISSUE, IN ORDER THAT WE CAN PUBLISH THE ANNUAL FINANCIAL REPORT, THE PRESIDENT'S REPORT AND THE SECRETARY'S REPORT FOR THE YEAR 1988-1989. ONE OF THE FUNCTIONS OF THIS MAGAZINE, IS TO COMMUNICATE TO MEMBERS, IN PARTICULAR OUR COUNTRY MEMBERS WHO CANNOT ATTEND OUR MONTHLY MEETINGS THE GOINGS ON IN THE CLUB. KEEPING THIS IN MIND, WE NOW HAVE A MINUTES SECRETARY AT THE MEETINGS, AND WE WILL TRY EACH MONTH TO PUBLISH A PRECIS OF THE MINUTES OF THE MONTHLY MEETING TO KEEP OUR COUNTRY MEMBERS INFORMED.

WE HAVE BEEN FORTUNATE IN THE PAST TO HAVE REGULAR CONTRIBUTORS TO THIS MAGAZINE, AND I DO HOPE TO RECEIVE YOUR CONTINUING SUPPORT, FOR WITHOUT WHICH, WE WOULD NOT HAVE A MAGAZINE. HOWEVER, THERE ARE STILL SOME MEMBERS OUT THERE, WHO FEEL FOR ONE REASON OR ANOTHER, THEY DO NOT HAVE ANYTHING INTERESTING TO CONTRIBUTE, OR FEEL THEY CANNOT PUT THEIR VIEWS DOWN ON PAPER. WE HAVE A COUPLE OF EVENTS COMING UP, ONE OF WHICH IS THE T.N.T. JUNIOR ENCOURAGEMENT DAY. IT WOULD BE VERY NICE TO HEAR FROM MEMBER/S IF THEY HAD A GOOD TIME (OR EVEN IF THEY DIDN'T) TO WRITE IT DOWN AND SEND THEIR ARTICLE/S IN. ALSO IF YOU THINK YOU HAVE TAKEN AN INTERESTING PHOTO/S THEY TOO WOULD BE MOST WELCOME. REMEMBER THIS MAGAZINE IS FOR YOU THE MEMBERS TO ENJOY.

I DO HOPE TO BE INUNDATED WITH CONTRIBUTIONS.

BYE FOR NOW
ANNA.

THE NEXT DEADLINE FOR THE "SPIT & POLISH" IS THE 3RD OCTOBER, 1989.
ADDRESS YOUR MAIL TO:

THE EDITOR,
SPIT & POLISH,
15 SURREY AVENUE,
GEORGES HALL. 2198

PRESIDENT'S MESSAGE

As you would be aware last month was our A.G.M., including election of officers. For those who were unable to attend here is a list of those who were elected, mostly unopposed:

<i>President:</i>	<i>John Wards</i>
<i>Vice Presidents:</i>	<i>Keith Edwards</i> <i>Sandra Roberts</i>
<i>Secretary:</i>	<i>Michael Lowe</i>
<i>Treasurer:</i>	<i>Bob Lamond</i>
<i>Committee:</i>	<i>Ian Streatfeild</i> <i>Anna Simmons</i> <i>Bob Baxter</i> <i>Neil Martin</i> <i>John Simmons</i>

I would like to thank the members who agreed to stand for office and ask all members to remember we are all volunteers prepared to have a go. Perhaps this being the start of a new committee year we should all pause to remember why we are or should be, members of VCCA, i.e. the preservation, restoration and use of veteran vehicles. The club is a means of achieving this goal.

REMEMBER Sunday, 24th September is our Junior Encouragement Day at Cosgrove Road, Enfield. A sausage sizzle is being supplied by the club for your enjoyment.

John Wards

MEMBERSHIP FEES

OUR TREASURER HAS ASKED THAT WE REMIND YOU THAT IF YOU HAVE NOT PAID YOUR MEMBERSHIP FEES, THEN THIS WILL BE THE LAST ISSUE OF SPIT & POLISH YOU WILL RECEIVE.

HE IS A TOUGH MAN, BUT HE MEANS IT.!!!!!!

PRESIDENT'S ANNUAL REPORT 1988-89 V.C.C.A. (N.S.W.) inc.

The past year has again been a successful one for the V.C.C.A.(N.S.W.)Inc. and it is a pleasant task to give as President the following report.

The team on committee have all worked together well. The Honorary Secretary Michael Lowe, new to the position, has dealt with the paper work very efficiently, which we all know is a time consuming business.

The Honorary Treasurer and Public Officer, Bob Lamond has done an outstanding job this year, with the result that his hope in his 1987/88 Treasurer's Report "that next year I will be in a position to advise that all our borrowings have been repaid" became a reality in June this year. Bob also has been the other Federal Delegate, with myself and given a great deal of his time to this role.

The two Vice Presidents this year, John Wards and Terry Cook have been kept busy. John has been Public Relations Officer and the T.N.T. Day before Christmas was true testimony to a day when members were able to share their cars, enjoy the day and assist the Club. More recently 6 members and cars participated in a display at Rosehill Racecourse - again bringing the Club to public attention with those members enjoying the day to assist the Club. Terry Cook was Events Chairman assisted by new committee member Ian Streatfeild, who just organised the latest event the Navigator's Run. This year the Blue Mountains Tour, in spite of rains yet again, did manage to be completed. However, the weather did preclude the concours judging. Terry has also been the Membership Officer assisting the Honorary Secretary. This latter job he is prepared to continue but does not wish to stand for re-election for committee. The Club is indebted to Terry for his work on committee and I am sure the members would like to record a vote of thanks.

Max Roberts has been Chairman of the enlarged Investigating and Dating team of Martin McCarthy, Ron Cox, Jim Weir, Bob Baxter and Greg Daley. This committee has met every second Thursday in the month over the last year and valuable work on the club's dating records has been compiled. Cars have been dated this year with inspections some at the Clubrooms and some at the member's garages. Max has arranged the 'Veteran of the Month' to be displayed at each meeting, a segment all members enjoy.

'Spit and Polish' the Club magazine has been capably edited by Keith Edwards with assistant editor Anna Simmons. Geoffrey Simmons has continued with the addressing and mailing. The magazine is one of the most important services to our members and its continued high standard is a credit to Keith and his team.

Bob Baxter has carried on with the maintenance upkeep and work concerning the club room building. Many days during the week and on weekends are given to this job and he is to be commended on his enthusiasm and diligence.

Registrations under Neil Martin have been another important administrative area for the members. Assisted by Club Inspection Officers with the generosity of Arthur Garthon and George Gillot for inspections day locations the system has been well maintained.

Ron Cox, besides helping with the building maintenance has been Librarian during 88/89. The library is one of the major areas that needs expenditure in the ensuing years to ensure the best possible reference material is available for members now and in the future.

The social secretaries, Sue Wards and Lois Cook have organised the Christmas dinner held in the Club rooms, with the most effective decorations, children's Christmas party at Weil Park and the recent Presentation dinner also held in the Club rooms. They have provided morning teas before events as well. A sincere thank you to this 'duo' who now after two years in this position wish to stand down.

Property lettings under Bill McCarthy have progressed with more Club's transferring to lease the Main Hall. Bill quietly carries on this important role for the Club and it is much appreciated.

The Honorary Legal Advisor Malcolm Johns has again given his time to the Club on several matters that have arisen during the year and we are indeed fortunate to have had his advice.

The Honorary Auditor Graham Stanford also helps our Club for which we are most appreciative.

The Club year has seen a major step forward when we were no longer owing monies for the building. Further improvements and finishing touches are yet to come. Other positive events this year have been, Encouragement Day first held in October, ensuring interest in the present and future of the veteran car movement. The inclusion of two Club F.N.s at the Darling Harbour visit of H.R.H. Prince Albert of Belgium in November. The Veteran & Vintage Display Day at Silverwater in February was a great success and again encourages public awareness as does participating at the Club Motor Show with the Club mounting a stand at Parklea in April.

As the 1990s approach Committee will have to start planning the National Rally in 1993 to be held in this state, also the 7th National 1 & 2 cylinder Rally calendared for 1994 to follow. There will be plenty to look forward to in veteran motoring activities.

I would like to thank committee who have been a great support this year and all members during my second term as President. I will not be standing for the position of President for 89/90 although happy to continue on committee if so decided. I have enjoyed the privilege of being President of V.C.C.A. (N.S.W.) Inc. Thank you.

Vanda Pollock

VETERAN CAR CLUB OF AUSTRALIA (NSW) INC.
ANNUAL GENERAL MEETING 24th August 1989.

SECRETARY'S REPORT.

The 1988/89 year saw your new Secretary with a very difficult act to follow, much less imitate - Ken Quarmby was I am sure one of the Club's great Secretaries and set many fine examples of Secretarial procedure - I am still learning.

I sincerely thank all members of the Committee for their patience and guidance and particularly for their help in spreading the workload - Bob Lamond took over the role of Public Officer and Terry Cook assumed responsibility for membership, on my behalf.

During the year we gained 20 new members keeping pace with last year and with resignations and other losses the net gain was 11 to bring current financial membership to 310 - lets hope 1989/90 breaks all previous records. Terry Cook's maintenance of the roster has made Club affairs far more efficient & Committee greatly appreciates the time & effort that he has put into this job. Members are asked to help him by keeping him advised of any change of detail or mistakes in the existing records.

Neil Martin continues to experience difficulty in obtaining return of plates from lapsed registrations - members are asked to help him by chasing people who are holding such plates & to point out that the Club acts as agent for the R.T.A. and that retention of plates for expired registrations is an offence & is subject to a departmental fine. If plates are returned and a holding fee is paid they will be retained on behalf of the member until he needs to re-activate his registration.

Members are also reminded to ensure that their annual subscriptions are current, as considerable time is wasted each year chasing up late payers.

I trust 1989/90 will be a year of further achievement for our Club.

Accidental Lane

VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INCBALANCE SHEETAS AT 30TH JUNE, 1989

<u>CURRENT ASSETS</u>		<u>1988</u>	<u>1989</u>
Westpac Bank - Investment Account		13,891	-
State Bank - General Account		3,615	1,663
- Term Deposit		-	4,000
Stock on Hand - At lower of Cost or net realisable value		1,000	1,903
Debtors		<u>1,632</u>	<u>1,550</u>
		<u>20,138</u>	<u>9,116</u>
<u>NON-CURRENT ASSETS</u>			
Furniture and Fittings - At Cost		9,337	14,134
LESS: Provision for Depreciation		<u>3,370</u>	<u>6,370</u>
		<u>5,967</u>	<u>7,764</u>
Freehold Land - At Cost			
134 Queens Road, Five Dock		42,057	42,057
Building - At Cost		<u>99,699</u>	<u>102,249</u>
		<u>147,723</u>	<u>152,070</u>
		<u>\$167,861</u>	<u>\$161,186</u>
<u>NET ASSETS</u>			
<u>LESS:</u>			
<u>CURRENT LIABILITIES</u>			
1989/90 Subscriptions Received in Advance		-	3080
Rent and Key Deposits		1,320	1,320
Rent Paid in Advance		190	363
Creditors		<u>784</u>	<u>574</u>
		<u>2,294</u>	<u>5,337</u>
Loans:-			
Vintage Vehicle Club		3,200	-
Vintage Motor Cycle Club		2,000	-
Classic & Enthusiasts Motor Cycle Club		<u>2,000</u>	<u>-</u>
		<u>7,200</u>	<u>-</u>
Debentures at 5%		<u>12,700</u>	<u>-</u>
		<u>22,194</u>	<u>5,337</u>
<u>ACCUMULATED FUNDS</u>			
		<u>145,657</u>	<u>155,849</u>
		<u>\$145,657</u>	<u>\$161,186</u>

THE ATTACHED NOTES FORM PART OF THE ACCOUNTS

VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INCINCOME AND EXPENDITURE ACCOUNTS.

	BUDGET 1989/90	ACTUAL 1987/88	ACTUAL 1988/89
OPERATIONS - INCOME - (DEFICIENCY)			
Annual Subscriptions and Entrance Fees	12,000	9,565	10,682
Members Donations	4,000	16,007	7,276
Sale of Badges, Plate Fees and Registration Fees	1,500	593	2,052
Interest	500	542	803
Raffle Proceeds	500	418	538
Spit and Polish	(7,300)	(4,435)	(5,551)
Christmas Party, etc.	(400)	1,009	(308)
Blue Mountains Rally	(500)	190	(357)
Presentation Dinner - Incl. Trophies	(500)	-	(414)
Display Days	(500)	211	(120)
Trailer	(130)	(126)	(111)
Property Net Revenue (Note 1)	-	246	329
Club Opening Ceremony	-	-	(1,050)
	9,170	27,610	13,769
LESS			
ADMINISTRATION EXPENSES			
Affiliation Fees & Federal Expense	1,500	856	1,025
Audit Fees	-	975	-
Bank Charges	300	161	281
Interest Paid - Debentures 5%	-	615	530
- Loans	-	648	360
Secretarial Expenses (Incl. Mailing Rosters)	1,000	1,236	876
Sundries	500	450	505
	3,300	4,941	3,577
Surplus for the Year	5,870	22,669	10,192
Add: Accumulated Funds at 1st July 1988		122,988	145,657
Accumulated Funds as at 30th June 1989		\$122,988	\$145,657

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

	<u>BUDGET</u> <u>1989/90</u>	<u>ACTUAL</u> <u>1987/8</u>	<u>ACTUAL</u> <u>1988/89</u>
1. PROPERTY TRANSACTIONS			
Rent Received - Large Hall 55 @ 55 = 3025	<u>9,000</u>	<u>9,323</u>	8,518
- Small Hall 156 @ 33 = 5148			
- Committee 68 @ 11 = 748			

Deduct:Expenses:-

Rates and Taxes	1,200	2,214	1,097
Electricity	750	576	663
Caretaking/Cleaning	2,100	1,649	1,918
Depreciation	3,000	100	3,000
Maintenance	550	195	225
Insurance	<u>1,460</u>	<u>1,343</u>	<u>1,286</u>
	<u>9,000</u>	<u>6,077</u>	<u>8,189</u>
	<u>-</u>	<u>3,246</u>	<u>329</u>

Note: Our objective must be to increase the renting of the Large Hall during 1989/90.

2. **SPIT AND POLISH**

Printing - 11 issues	5,800	4,452
Mailing	1,100	883
Covers	<u>800</u>	<u>736</u>
	7,700	6,071
Less Advertising	<u>400</u>	<u>520</u>
	<u>7,300</u>	<u>5,551</u>

3. **INCOME TAX**

The Club is still seeking an exemption from Income Tax - In the event that this is unsuccessful there may be some tax liability on non-member income.

E V E N T S C A L E N D A R 1989

September 24 Junior Encouragement Day
TNT 16-24 Cosgrove Rd, Enfield.
10.30 a.m.

September 30 - Morpeth.
October 1 & 2

October 21 - 24 1 & 2 Cylinder Rally Bathurst.

October 14 Garden Party Government House.
Historical dress (Optional)

October 28 & 29 Invitation Victorian Ballarat
Rally.

November 4 & 5 Rego inspection days.

November 12 Still to be finalised.

1990

January 7 Tasmanian 1 & 2 cylinder rally.
*

February 4 Breakfast run.

February 18 Castrol Display Day.

March 11 & 12 Annual Blue Mountains Rally.

March 25 1 & 2 Cylinder Rally.
Port Macquarie.

April TBA Vic Jacobs Day.

September 20 - 26 All Veteran Rally Warwick.

September 29 & 30 Morpeth.

*January 13 Saturday - TBA - Meet with Newcastle
Branch.

REGISTRATION DAYS

Preliminary details:

November 4th - Arthur Garthorn Motors
71 Forest Road, Hurstville.

November 5th - Pymble Bus Depot

More information in next month's issue of "Spit & Polish".

GARDEN PARTY GOVERNMENT HOUSE

As you will note Historical dress is optional. It would be nice to see members there on the day, whether you dress up or not.

MONTHLY MEETING OF V.C.C.A. HELD 24-8-89

PRECIS OF MINUTES FOR THE INFORMATION OF NONATTENDING MEMBERS.

NEW MEMBERS

GRAHAM ONUS.....1916 DODGE

JOHN GOURLEY.....1916 HUMBER

A WARM WELCOME WAS EXTENDED TO BOTH .

DATING

1913 LITTLE GIANT OWNED BY P. NISSEN COMPLETED.

MAGAZINE

EDITOR APOLOGISED FOR POOR LEGIBILITY IN LAST ISSUE, WOULD BE RECTIFIED.

WRONG DATE IN LAST ISSUE FOR GOVERNMENT HOUSE, SHOULD BE 14-10-89 NOT 10-10-89.

EDITOR WOULD LIKE PHOTOS FOR FRONT COVER, NOT NECESSARILY OF CARS ALONE, SOME INTEREST WITH PEOPLE OR EVENTS WOULD BE A CHANGE.

BUILDING

OUR THANKS WERE GIVEN TO ALAN MAUNSELL FOR THE DONATION OF THE NEW CLOCK IN THE MAIN HALL

REGISTRATIONS

TALBOT FOR DON WRIGHT

FN FOR GREG DALEY

T FORD FOR NOELENE THOMPSON

PUBLIC RELATIONS

THANKS TO 6 MEMBERS ATTENDING STC DAY AT ROSEHILL...\$600 DONATION.

GENERAL BUSINESS

FEDERAL MEETING....SANDY ROBERTS AND JOHN WARDS TO ATTEND ALONG WITH LEN SHEEN, MAX ROBERTS AND GEORGE ROBERTS.

LATEST CORRESPONDENCE WITH MALCOLM JOHNS READ OUT.

CORRESPONDENCE

FROM JIM SIMPSON, BENDIGO SWAP MEET, ROTARY CLUB WARRINGAH, LISMORE BOOT CAR MARKET, HUP REGISTER, MUSWELLBROOK SWAP MEET, CVVTMC RE DISPLAY, PARRAMATTA FOUNDATION WEEK COUNCIL, AUST. FOUNDATION FOR THE DISABLED, VETERAN & VINTAGE DISPLAY DAY, GOVERNOR REQUESTING TRANSPORT, NEWCASTLE MINUTES, LETTER FROM IAN IRWIN NAT. SEC VCCA INC. VARIOUS CLUB MAGAZINES.

TREASURERS REPORT

BALANCE \$9150

THE A.G.M. WAS THEN HELD AT 9.08 P.M.

PREVIOUS MINUTES READ & CONFIRMED

PRESIDENTS REPORT...SEE ELSEWHERE IN THIS ISSUE

TREASURERS REPORT.. SEE ELSEWHERE IN THIS ISSUE

SECRETARY, S REPORT..SEE ELSEWHERE IN THIS ISSUE

HONARY LIFE MEMBERSHIP

BOB BAXTER...28 YEARS AS A MEMBER & 3 AS PRESIDENT AND ALTHOUGH HE DID NOT INITIALLY BACK THE MOVE TO HIS OWN PREMISES, HE HAS WORKED TIRELESSLY BOTH DURING CONSTRUCTION AND SUBSEQUENTLY. AS BOB IS OVERSEAS THE PRESENTATION WILL BE MADE AT THE SEPTEMBER MEETING.

.....

PRECIS OF A.G.M. CONTINUED,
SPECIAL RESOLUTIONS
SEE REPORT ELSEWHERE IN THIS ISSUE.

AUDITOR

GRAHAM STANFORD RE ELECTED.

ELECTION OF OFFICE BEARERS

ALL POSITIONS DECLARED VACANT

PRESIDENT JOHN WARDS ELECTED UNOPPOSED

VICE PRESIDENT (2) SANDRA ROBERTS
KEITH EDWARDS

SECRETARY MICHAEL LOWE BOTH ELECTED UNOPPOSED
ELECTED UNOPPOSED

TREASURER BOB LAMOND ELECTED UNOPPOSED

COMMITTEE (5)

NOMINATED MAX ROBERTS
BOB BAXTER
ANNA SIMMONS
IAN STREATFIELD
JOHN SIMMONS
NEIL MARTIN

CLOSE POLLING ELECTED ALL EXCEPT MAX ROBERTS.

SOCIAL SECRETARIES

A CALL WAS MADE TO HAVE NOMINATIONS FOR THIS IMPORTANT FUNCTION,
NON WERE FORTHCOMING.

MEETING CLOSED AT 10.45 PM.

FURTHER TO PROPOSAL OF SPECIAL RESOLUTION ON PAGE 13, THE MATTER WAS
PUT TO THE VOTE.

IT WAS EXPLAINED TO MEMBERS THAT IN ACTUAL FACT THERE WERE TWO
SEPARATE VOTES:

PROPOSAL 1: TO CHANGE THE CURRENT RULE.

PROPOSAL 2: TO AMEND PROPOSAL 1 SHOULD IT BE PASSED.

RESULTS : NO 1 - 12NO 56 YES 3 INFORMAL - PROPOSAL CARRIED.
NO 2 - 48NO 18 YES 4 INFORMAL - PROPOSAL DEFEATED.

Sydney

The Hon. Secretary,
 Veteran Car Club of Australia (N.S.W.) Inc.
 134 Queens Road,
 Fivedock, 2046

Dear Sir,

We, the undersigned, members of the above club, request that a Special General Meeting be convened.

THE PURPOSE OF THE MEETING is to propose alterations to Rule 3 concerning Nomination and approval for membership.

THE PROPOSED ALTERATIONS are:

Rule 3(2)(b). EXISTING: If the committee resolves to so submit the nomination it shall submit it to the next general meeting after the date of such resolution.

PROPOSED: If the committee resolves to so submit the nomination it shall :

- (i) Publish details of the nomination in the Club Magazine at least one month prior to the next general meeting.
- (ii) Submit the nomination to a general meeting at which the nominated person must be present.

Yours faithfully,

MEMBER'S NAME	NO.	SIGNATURE	DATE
MAX CHAPMAN	297	M.B. Chapman	25.5.89
JOHN CHERRY	441	J. Cherry	25.5.89
BARRY SHINFIELD	823	Barry Shinfield	25.5.89
Barry CLIFF	677	B. Cliff	25.5.89
NEVILLE PRESTON	304	N. Preston	25.5.89
John GORTON	303	John Gorton	25.5.89
FRED ROSSITER	492	F. Rossiter	25.5.89
DON WRIGHT	824	Donald Wright	25.5.89



VETERAN CAR CLUB OF AUSTRALIA-N.S.W.

"DEDICATED TO THE PRESERVATION AND RESTORATION OF VETERAN VEHICLES"

134 QUEENS ROAD, FIVEDOCK, 2046

Castrol

VCCA.

THE SECRETARY,

DEAR SIR/MADAM,



1/8/89

On behalf of the organisers, I would like to extend an invitation to your members to attend and take part in our 8th ANNUAL VETERAN AND VINTAGE DISPLAY DAY to be held at SILVERWATER PARK SILVERWATER on SUNDAY 18th FEBRUARY 1990.

The display area will be open to all vehicles manufactured prior to 1st. JANUARY 1931. Vehicles will be on display from 9am to 3pm ENTER FROM CLYDE STREET SILVERWATER.

Thanks to the generous support of CASTROL OIL of AUSTRALIA there will be NO ADMISSION CHARGE, all vehicles participating in the display will receive a commemorative plaque, plenty of parking will be available for modern cars.

Trophies will be presented at 2-30pm for the following.

- (1) Most Appealing Veteran Car
- (2) Most Appealing Vintage Car
- (3) Most Appealing Motorcycle
- (4) Most Appealing Commercial Vehicle
- (5) Best "PERIOD DRESS" Presented Driver and Crew

Please advise members.

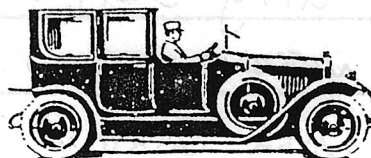
1. Post 1930 vehicles will NOT BE ADMITTED to the display area.
2. All tender vehicles will be marshalled to a suitable area outside the display area.

The event is being organised jointly by the VETERAN CAR CLUB of AUST.(NSW) INC. and the VINTAGE VEHICLE of AUSTRALIA 1919-1930 INC. with the support of CASTROL AUSTRALIA PTY. LTD.

Further information may be obtained from BARRY THEW (02) 638-1155

Yours Faithfully,

Barry Thew



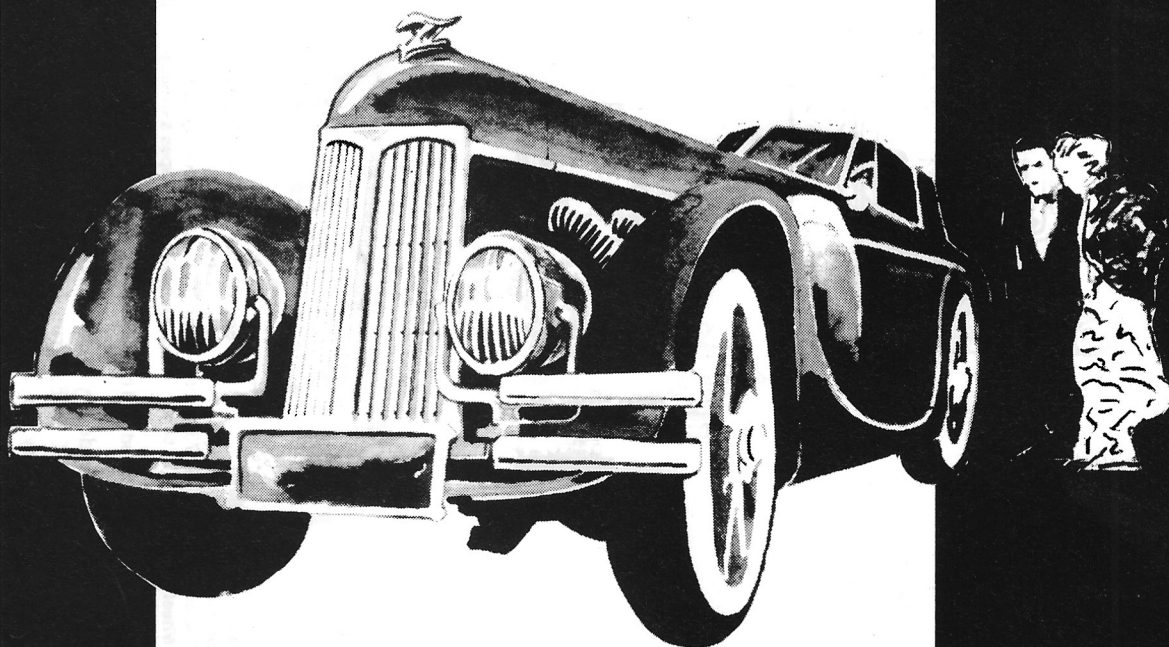
Vintage Vehicle Club of Australia 1919-1930

DEDICATED TO THE PRESERVATION AND RESTORATION OF VINTAGE VEHICLES



LAWSON'S

AUCTIONEERS & VALUERS SINCE 1884



*A*uctioneers for over 100 years.

*L*awsons have now entered
into the field of *V*eteran
*V*intage & *C*lassic motor cars.

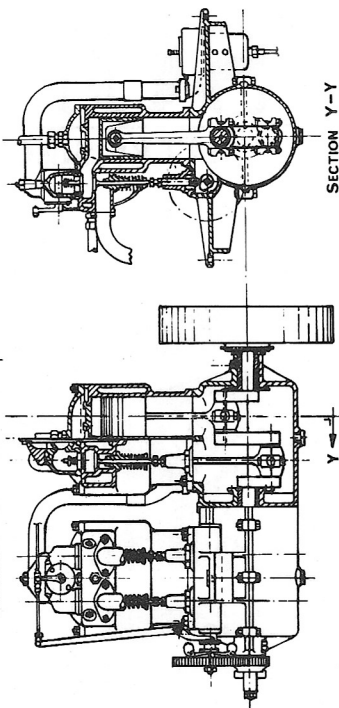
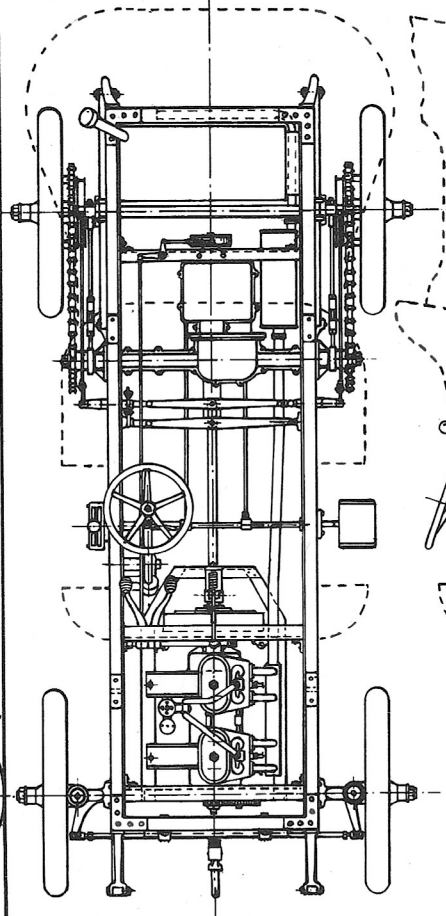
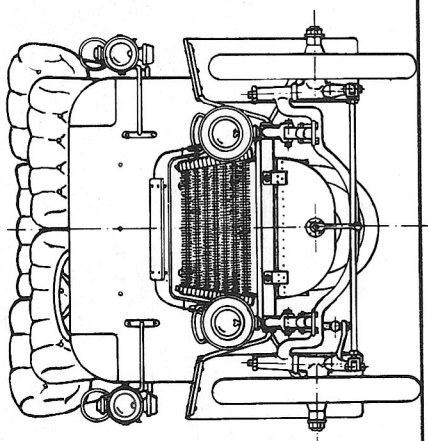
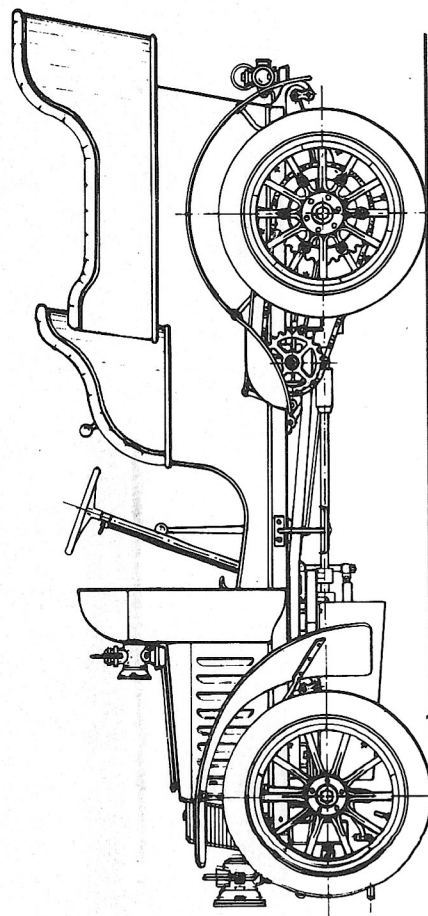
*O*ur *V*intage *C*ar *D*epartment will
exemplify our attention to detail, personal
service and integrity which have been
*L*awsons hallmark for over 100 years.

*O*ur first auction of *V*eteran, *V*intage and
*C*lassic cars is to be held in *S*ydney
on 13th *M*arch 1989.

*F*or details regarding auctions and valuations
contact *P*aul *C*lark on (02) 241 3411.



James R Lawson Pty. Ltd.
212 Cumberland Street,
Sydney 2000.
Tel: (02) 241 3411
Fax: (02) 251 5869.



SECTION Y-Y

SCALE 140 mm = 1 m. (1/17)

12hp Daimler, 1902

Bore: 86mm (3.38ins).
Stroke: 100mm (3.93ins).
Capacity: 2323cc (141.73cu. ins).
Wheel Base: 2.03m (7ft 6ins).
Track: 1.24m (4ft 1ins).
Governed Engine Speed: 930 rpm.

This car was made by the **ENGLISH DAIMLER SYNDICATE**, formed by F.R. Simms at Coventry in 1893 to exploit Daimler patents.

The car had the now familiar 'H' gear lever movement. The petrol and lubricating oil tanks were pressurised by diverting the exhaust gas into them to maintain a constant

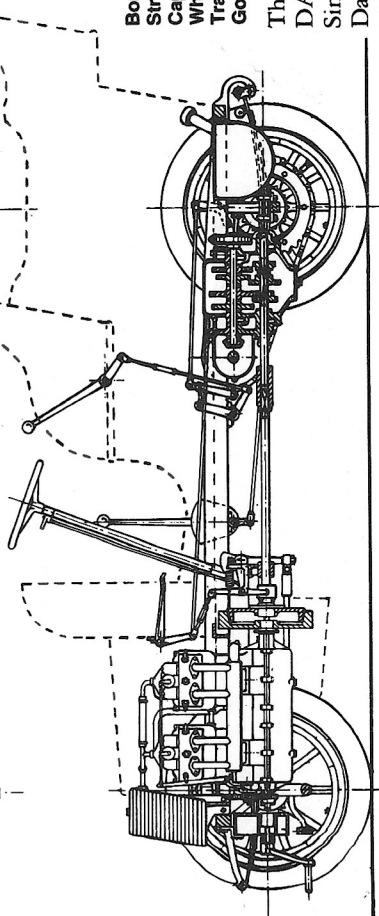
Speed: 38.6 to 58km/h (24 to 36mph).
Price: (1902) £750.
Ignition: Low tension magneto.
Lubrication: Feed pipes & exhaust. Pressurised oil tank.

Transmission: 3 speed & reverse.
Brakes: Foot on transmission. Hand on rear wheels.

pressure.

A similar car of 22 HP was also produced in 1902 with 105mm bore and 130mm stroke, priced at £1,150, but it had four forward gears with an in line lever movement with a separate lever for reverse. The famous Fluted Daimler radiator was introduced in 1904.

SECTION Z-Z



A COUNTRY TRIP WITH A DE DION CAR

ACROSS THE BLACKSOIL PLAINS - ARRIVAL AT MOREE.

IN THE LAST ARTICLE DEALING WITH THE TRIP OF THE DE DION MOTOR CAR FROM NEWCASTLE TO MOREE, I DEALT WITH THE TOUR AS FAR AS BREEZA. AT THIS POINT I LEFT THE CAR AND RETURNED TO THE CITY, AND MR. ELLIOTT AND MR. FOY CONTINUED THE JOURNEY THROUGH GUNNDAH AND NARRABRI TO MOREE. FROM CONVERSATIONS WITH THEM I GATHERED AN INTERESTING ACCOUNT OF THEIR EXPERIENCES.

ON LEAVING BREEZA, A STATION SITUATED ON BLACKSOIL PLAINS, THEY ENCOUNTERED RAIN, AND THE SOIL QUICKLY BECAME WET AND STICKY. THIS MADE TRAVELLING SOMEWHAT DIFFICULT, BUT THE DE DION ACQUITTED ITSELF WELL, AND GAVE NO SERIOUS TROUBLE GETTING OVER THE GROUND AT A FAIR RATE OF SPEED. THERE WERE THREE PASSENGERS TO BOGGABRI, MR. CLIFT, OF BREEZA, HAVING JOINED THE TOURISTS TO GAIN AN IMPRESSION OF WHAT THE NEW VEHICLE COULD DO.

AT NARRABRI, DR. MAGILL, OF MOREE, THE PURCHASER OF THE CAR MET THEM, AND THE MOTOR STARTED NEXT MORNING WITH ITS THREE PASSENGERS FOR MOREE. AFTER A FEW MILES ON A GOOD HARD ROAD THE BLACKSOIL PLAINS WERE STRUCK AGAIN, AND THEY PROVED TO BE VERY WET, THE CONSEQUENCE BEING THAT IT WAS WITH DIFFICULTY, A PACE OF EIGHT MILES AN HOUR WAS MAINTAINED. THE HEAVY GOING NECESSITATED THE LOW SPEED GEAR BEING IN ACTION ALMOST CONSTANTLY, AND THIS USED UP A GREATER QUANTITY OF PETROL THAN HAD BEEN ANTICIPATED. THE RESULT WAS THAT ABOUT 12 MILES OUT OF MOREE THE SUPPLY OF OIL RAN OUT ALTOGETHER, AND A STAY FOR THE NIGHT HAD TO BE MADE AT A NEIGHBOURING STATION. IN SEVERAL MORE SWAMPY PORTIONS OF THE ROAD THE CAR SUNK OVER AXLES AND BOGGED. IT WAS RELEASED FROM THESE HOLES BY MEANS OF THE REVERSE GEAR, WHICH IS EXCEPTIONALLY POWERFUL. AFTER A FRESH SUPPLY OF OIL WAS OBTAINED, MOREE WAS REACHED SAFELY, THE CAR ACHIEVING THE EXCELLENT PERFORMANCE OF HAVING MADE THE RUN FROM NEWCASTLE WITH ONLY ONE COMPULSORY STOP OWING TO MACHINERY MISHAPS, AND THIS WAS A TRIFLING AFFAIR, A FRACTURE IN A COPPER FEED TUBE, WHICH WAS RECTIFIED IN A FEW MINUTES. THE RESULTS OF THE TOUR REFLECTED GREAT CREDIT TO THE CAR. THE TEST WAS PERHAPS AS SEVERE AS COULD HAVE BEEN IMPOSED AND DR. MAGILL WAS FORTUNATE IN POSSESSING A MOTOR WHICH, PERFORMANCE HAD SHOWN, IS THE GREATEST OF ITS HORSE-POWER MANUFACTURED IN THE WORLD.

MR. ELLIOTT, WHO DROVE THE CAR ALMOST THE WHOLE JOURNEY, BEING RELIEVED FOR SHORT INTERVALS ONLY, BY MR. FOY, STATED HE FOUND THE MOTOR GREATLY EXCEEDED HIS EXPECTATIONS. SOME OF THE TIMES DONE BY THE MOTOR AROUND MOREE WERE SURPRISING. ON THE SUNDAY MORNING AFTER ARRIVING, WITH MR. ELLIOTT, DR. MCKINNON OF WARRIALDA, DR. MAGILL AND MR. JENKINS, THE ROAD SUPERINTENDANT IN THE CAR, AN AGGREGATE WEIGHT OF $49\frac{1}{2}$ STONE, THE CAR RAN EIGHT MILES IN 24 MIN., AND THREE INTERMEDIATE MILES IN 2 MIN. 30 SEC., 2 MIN. 40 SEC AND 2 MIN 34 SEC. ON THE FOLLOWING DAY WITH ONLY MR. ELLIOTT AND DR. MAGILL ON BOARD, THE CAR RAN FOUR MILES IN 2 MIN. 15 SEC., 2 MIN. 20 SEC., 2 MIN. 22 SEC.,

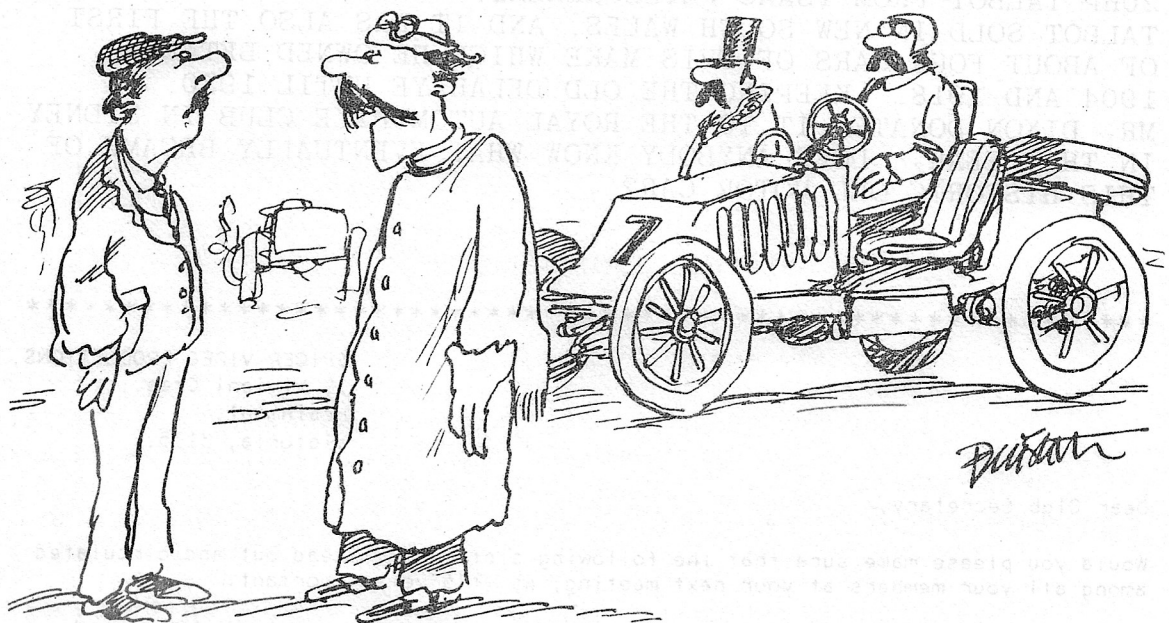
AND 2 MIN. 17 SEC. OVER GIVE AND TAKE ROADS; AN AVERAGE SPEED OF OVER 26 MILES AN HOUR. REGARDING THE JOURNEY FROM NARRABRI TO MOREE, IT MAY BE MENTIONED WITH INTEREST, THAT AT TIMES THE ROAD ACROSS THE PLAINS HAD BEEN IN SUCH A BAD STATE THAT THE COACH HAD TAKEN 24 HOURS TO DO 20 MILES WITH FIVE RELAYS OF HORSES.

MR. M. FOY, WHOSE ENTHUSIASM, IN ENCOURAGING ALL FORMS OF SPORT AND AMUSEMENT BENEFICIAL TO THE PUBLIC INTEREST, WAS WELL KNOWN, AND WHOSE REGARD FOR NEW METHODS LIKELY TO BE OF IMPORTANCE TO THE MERCANTILE COMMUNITY WAS NOT LESS KEEN, MADE THE TRIP WITH THE OBJECT OF INFORMING HIMSELF OF THE CAPABILITIES OF MOTOR CARS IN AUSTRALIA. HE EXPRESSED HIMSELF AS ASTONISHED AT THE RESULTS OF THE TOUR, AND PREDICTED A WONDERFUL FUTURE FOR THE MOTOR MOVEMENT IN THIS COUNTRY.

MR. FOY TELLS AN INTERESTING STORY OF THE MOTOR CAR'S TRIP OVER THE LATTER STAGE OF THE JOURNEY. HE SAID: " WE AVERAGED EIGHT MILES AN HOUR FROM NARRABRI TO MOREE, ACROSS THE BLACKSOIL PLAINS, AND SUCH PLAINS THEY ARE. TWENTY MILES ON THE LOW GEAR, TOILING THROUGH SOFT FRIABLE CRUMBLING SOIL, DIVERSIFIED HERE AND THERE BY STICKY SWAMPS, BRINGS YOU TO A SOLITARY HOUSE SURROUNDED BY A RAGGED FENCE. IT IS THE HOLLOW SHELL OF SOME BYGONE PUBLIC-HOUSE, WHICH THRIVED IN THE COACHING DAYS. HOWEVER THE COACHES WERE OFTEN THREE DAYS LATE PASSING THIS SHANTY. THE PASSENGERS WERE OFTEN ON FOOT, BAREFOOTED, AS WITH BOOTS ON IT IS IMPOSSIBLE TO GET THROUGH CLAYEY SOIL. HERE OUR DRIVER FINDS TROUBLE, AND HAS DISCOVERED THAT THE COPPER PETROL TUBE, IS FRACTURED AGAIN. WE HAVE LOST A GOOD DEAL OF PETROL AND LOSE SOME MORE WHILE PUTTING ON A SUBSTITUTE TUBE. SOON AGAIN WE ARE ON THE MOVE, AND WE STRIKE THE BLACKSOIL IN EARNEST. THE HIGH SPEED GEAR SICKENS AND SLACKENS, THEN WITH A SHUDDER DIES AWAY, AND IS REPLACED BY THE CHATTERING LOW GEAR. WE ARE AGAIN LUMBERING AT A PALTRY SIX MILES PACE, BUT WORSE IS YET IN STORE. SUDDENLY WE FIND OUR WHEELS IN ROTTEN GROUND, AND SINKING LOWER EVERY YARD, TILL FINALLY THE CAR STOPS ALTOGETHER. ALL HANDS ALIGHT, AND SHOVE SLIDE AND SLITHER. THE HIGH GEAR IS NO USE, DITTO LOW. SO WHAT ARE WE TO DO? WE STRIVE AND STRIVE AND CURSE THE BLACKSOIL. THEN OUR DRIVER SITS DOWN TO THINK. HAPPY QUICK-WITTED CHAUFFEUR, WE WILL TRY THE REVERSING GEAR. WE APPLY THE REVERSE, AND SET THE ENGINE IN MOTION, AND AWAY THE MACHINERY FLIES ROUND AT AN ASTONISHING PACE, AND, TO OUR DELIGHT SLOWLY, BUT SURELY THE CAR MOVES. AFTER A SPELL WE START OFF AGAIN, CAREFULLY RECONNOITRING THE GROUND AHEAD, AND SKIRTING THE SWAMPY PATCH BY OBSERVING THE DEAD DRIFT, RUSHES AND STRAWS AROUND ITS MARGIN. THE NEXT HOUSE WE MET NEAR THE GOVERNMENT TANK OF BOGGY CREEK AND AFTER LUNCHEON OF FRIED MUTTON AND STATION TEA WE SET OFF AGAIN, ONLY TO PULL UP WITH A NUMBER OF SHARP EXPLOSIONS TELLING US OUR PETROL TANK WAS EMPTY, AND IMPARTING THE FATAL NEWS THAT OUR OIL WOULD NOT LAST US INTO MOREE, ON ACCOUNT OF SO MUCH LOW GEAR RUNNING. IN WENT OUR LAST LITTLE TIN OF OIL, AND WE RAN HER THE SHORTEST QUANTITY POSSIBLE, TAKING EVERY ADVANTAGE POSSIBLE IN THE WANING LIGHT OF DRIVING ON THE HIGH GEAR. WE STRUCK A PATCH OF LIGHTLY-TIMBERED LAND, WITH A GOOD HARD ROAD WHEREON WE SOON STRUCK A PACE OF 18 TO 20 MILES AN HOUR. WE SOON REACHED THE WELCOME HOUSE OF A MR. FINDLETON, WHO MADE US WARM AND COMFORTABLE FOR THE NIGHT. THE NEXT MORNING WE HAD TO MAKE FOR THE RAILWAY, 16 MILES DISTANCE TO TRY AND STOP THE TRAIN ON WHICH OUR EXTRA OIL WAS BEING TAKEN FROM NARRABRI TO MOREE. IT WAS DOUBTFUL WE HAD SUFFICIENT PETROL TO TAKE US THE 16 MILES, AND AS A MATTER OF FACT THE CAR STOPPED DEAD FOR WANT OF OIL, HALF A MILE FROM THE RAILWAY SIDING, ABOUT 12 MILES FROM MOREE.

OUR LUCK WAS IN, FOR WE MET TROOPER HAMILTON, OF MOREE, AND HE TOOK A MESSAGE IN TO THE TOWN TO SEND OUT MORE OIL FOR US. MEANWHILE WE TRAMPED TO TYCANNA STATION, WHERE WE GOT A GOOD DINNER.

WE GOT THE OIL AT 4 O'CLOCK IN THE AFTERNOON, BUT AS THE TRAIN FROM MOREE CAME ALONG SOON AFTERWARDS, AND I WAS ANXIOUS TO GET BACK TO THE CITY, I DECIDED NOT TO GO ON INTO THE TOWN. I WAITED AT THE SIDING TO BOARD THE TRAIN, AND THERE BADE GOOD-BYE TO THE LITTLE CAR, THAT HAD CARRIED US SO BRAVELY FROM NEWCASTLE OVER EVERY HILL AND SWAMP TO OUR JOURNEY'S END. ON HARD-BOTTOMED ROADS THE CAR CAN BEAT ALL HORSES, EVEN THROUGH SLUSH AND MUD, BUT ON THE PLAINS AFTER RAIN, I THINK TWO GOOD HORSES COULD BEAT HER FOR THE 68 MILES. THIS IS THE ONLY INSTANCE IN WHICH SHE WOULD NOT SHOW HER TRUE SPEED. SHOULD THE PLAIN BE HARD, AS IN MID SUMMER, A DIFFERENT TALE WOULD BE TOLD AGAINST THE BEST HORSES THAT AUSTRALIA COULD SUPPLY. THE DRIVER IS AS MUCH TO BE ADMIRER AS THE CAR, QUICK OF RESOURCE, KEEN OF EYE, AND STEADY OF NERVE, HE WAS ALWAYS SURE AND CONFIDENT."



I'm sorry, but the Count says you can't be in our team because your moustache is too small.

COVER PHOTOGRAPH

Contributed by John Hughes - Newcastle member

A SINGLE-CYLINDER 4½HP DELAHAYE. THIS CAR WAS IMPORTED NEW IN LATE 1900 BY MR. GEORGE BUDGE, AN ENGINEER WHO LIVED AT PETERSHAM. APPARENTLY FINDING THIS PARTICULAR CAR NOT AT ALL TO HIS LIKING, MR. BUDGE QUICKLY SOLD IT AND REPLACED IT WITH A DE DION. THE DELAHAYE WAS SOLD TO MR. WILLIAM GORDON DIXON, A BANKER WHO LIVED AT "BELMORE", IN BELMORE ROAD, COOGEE, WHO APPARENTLY BOUGHT IT IN ORDER TO IMPRESS THE FAMILY OF HIS FIANCEE, WHO LIVED AT BATHURST. IN SEPTEMBER 1901 MR. DIXON BECAME THE FIRST MAN TO DRIVE A CAR OVER THE BLUE MOUNTAINS, WHEN HE TOOK IT TO BATHURST. A NUMBER OF PHOTOGRAPHS WERE TAKEN DURING THIS JOURNEY, ONE SHOWING THE CAR AT THE LETT RIVER, AND ANOTHER SHOWING IT DESCENDING VICTORIA PASS. THE COVER PHOTOGRAPH SHOWS THE CAR UPON ARRIVAL AT BATHURST, WITH MR. DIXON OCCUPYING THE REAR "SPIDER" SEAT, WHILST HIS FIANCEE AND FUTURE FATHER-IN-LAW ARE IN THE FRONT SEAT.

INTERESTINGLY THIS WAS NOT THE FIRST MOTOR CAR TO BE SEEN IN BATHURST, AS MR. HERBERT THOMPSON TOOK HIS FAMOUS HOME-MADE STEAM CAR THERE IN 1900, PRIOR TO DRIVING IT OVERLAND TO MELBOURNE, WHERE IT HAD BEEN BUILT. MR. DIXON USED THE DELAHAYE UNTIL LATE IN 1904, WHEN HE BOUGHT A 4-CYLINDER 20HP TALBOT FROM ISAAC PHIZACKERLEY. THIS WAS THE FIRST TALBOT SOLD IN NEW SOUTH WALES, AND IT WAS ALSO THE FIRST OF ABOUT FOUR CARS OF THIS MAKE WHICH HE OWNED BETWEEN 1904 AND 1918. KEEPING THE OLD DELAHAYE UNTIL 1930, MR. DIXON DONATED IT TO THE ROYAL AUTOMOBILE CLUB IN SYDNEY IN THAT YEAR. DOES ANYBODY KNOW WHAT EVENTUALLY BECAME OF THIS HISTORIC OLD MOTOR CAR?

SPICER VIDEO PRODUCTIONS,
19 Viviani Cres.,
Heathmont,
Victoria, 3135.

Dear Club Secretary,

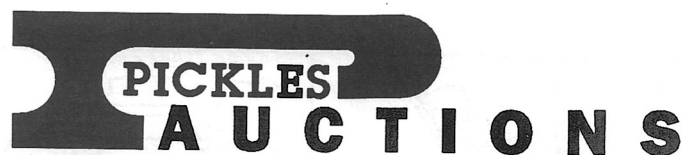
Would you please make sure that the following statement is read out and circulated among all your members at your next meeting, as it's very important.

In my letter to you, dated 12th May, in which I advised you of my Rally Video, it has now become apparent that it contained grossly inaccurate material. I stated that my video of this event was the only one available to the public, and this is simply not so. This statement was made on my personal belief only, without prior checking with Castrol, and at no time was meant to be intentionally misleading. The 90 minute Castrol video is readily available, and for those of you who may be interested I draw your attention to the centre pages of "Restored Cars" issue No. 80.

I regret this miscarriage of information and any inconvenience this may have caused you.

yours faithfully,

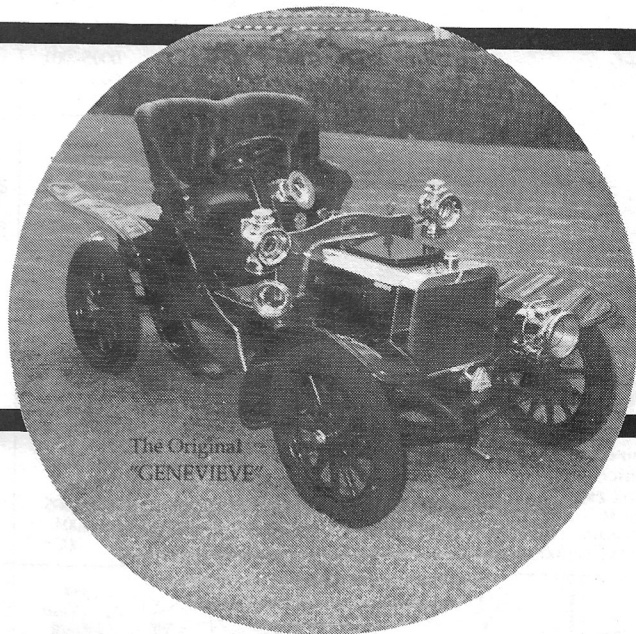
Trevor Spicer
(Trevor Spicer)



Does It Yet Again

Sold
\$580,000

New World Record for Two Cyl. Veteran.
1905 Darracq - "Genevieve".
Bought by Paul Terry - Albany Western
Australia.



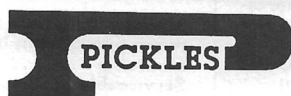
The Gilltrap Auto Museum Auction
created 14 new World, Australian
and/or Marque Records.

Thinking of Selling Think "Pickles"

Success comes with the company you keep.

Next Collector Car Auction
Monday 6th November, 1989

Contact Storm Jacklin 2 Victoria St., Lidcombe NSW
(02) 649 1200

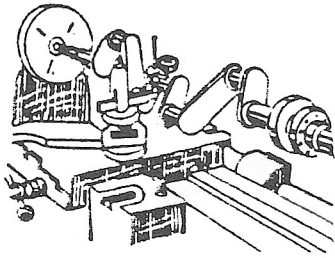


LIDCOMBE
2 Victoria St

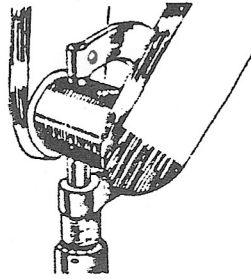
Ph: (02) 6491200

NEWCASTLE
Cnr. Clyde &
Chin Chen Sts, Islington
Ph: (049) 696499

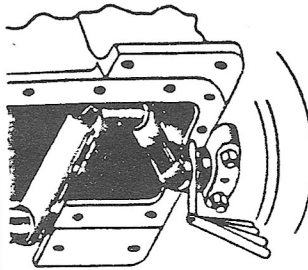
MELBOURNE
21 Camp Rd,
Ph: (03) 3573055



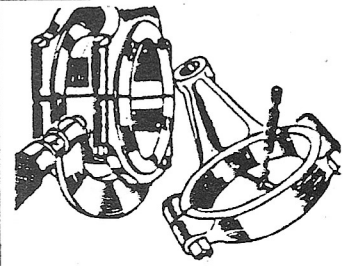
Measure straightness of crankshaft with dial gage.
Desirable0005-.001
Serviceable002
Repair or replace004



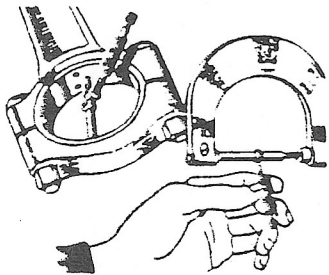
Measure crankpin for taper and roundness with micrometer calipers.
Desirable0005-.001
Serviceable002
Repair or replace003



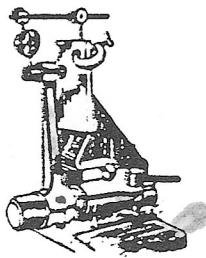
Measure end clearance of crankshaft with feeler gage.
Desirable006-.008
Serviceable012
Repair or replace018



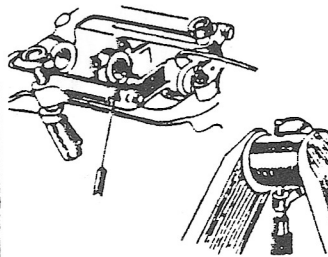
Measure clearance of forked-type outside bearing with micrometer calipers and telescoping gage.
Desirable004-.005
Serviceable006
Replace under004 or over .007



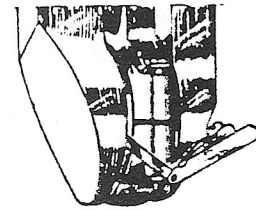
Measure roundness of bearings with micrometer calipers and telescoping gage.
Desirable0005-.001
Serviceable002
Repair or replace003



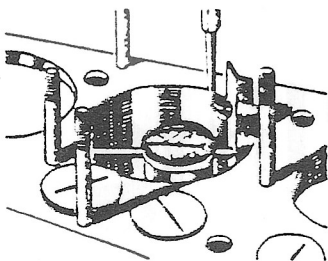
Measure connecting rod bearing for parallelism with piston pin, using aligning fixture and dial gage.
Desirable0005
Serviceable001
Repair or replace002



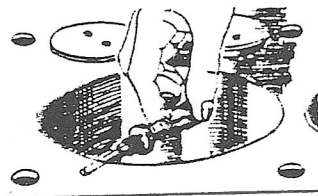
Measure bearing to shaft clearance with micrometer calipers and telescoping gage.
Desirable0015-.0025
Serviceable003-.004
Repair or replace005



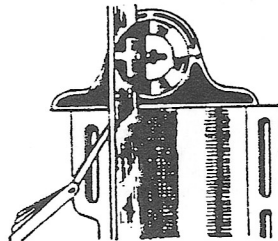
Measure end clearance of connecting rod bearing with feeler gage.
Desirable005-.007
Serviceable010
Repair or replace015



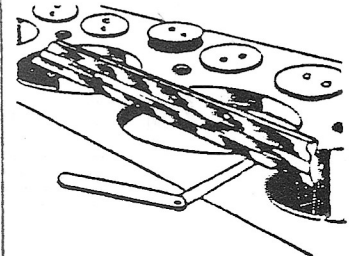
Measure roundness of cylinder bore with dial gage.
Desirable0005-.001
Serviceable002-.003
Repair or replace004



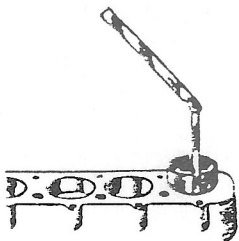
Measure cylinder bore for taper with inside micrometer.
Desirable001-.002
Serviceable003
Repair or replace005



Measure squareness of bore with top of block, using Vee edge protractor and feeler gage.
Desirable001-.002
Serviceable004
Repair or replace006

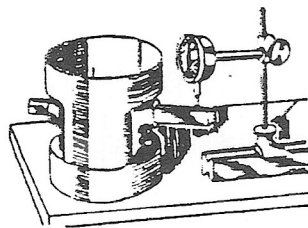


Measure flatness of top of block with steel straightedge and feeler gage.
Desirable003-.005
Serviceable007
Repair or replace010

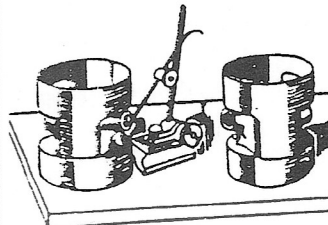


Measure clearance of piston in cylinder with feeler gage (clearance per inch of piston diameter).

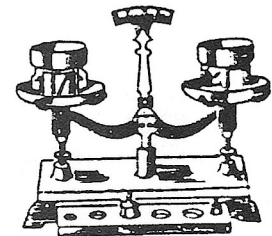
	IRON	ALUMINUM
Desirable	.001	.001-.0015
Serviceable	.0015	.0015-.002
Replace	.0025	.003



Measure piston pin boss bore for parallelism with head, using surface plate and dial gage.
Desirable001
Serviceable002
Repair or replace003



Measure variation in compression height with surface plate and dial gage.
Desirable003-.005
Serviceable010
Repair or replace020



Measure difference in weight between pistons with balance scale.
Desirable 1/16 oz.
Serviceable 1/8 oz.
Repair or replace 1/4 oz.

V E T E R A N O F T H E M O N T H

1912 ZENITH GRADUA MOTOR CYCLE

ZENITH MOTOR CYCLES COMMENCED MANUFACTURE IN 1903 WITH A VERY UNUSUAL MACHINE CALLED THE BI-CAR. THIS CYCLE HAD A EXTREMELY LONG WHEEL BASE WITH HUB CENTRE STEERING AS WELL AS A SPRUNG FRAME. THE NEXT MODEL WAS THE ZENETTE, ONCE AGAIN AN UNUSUAL DESIGN, BUT MORE TOWARDS THE CONVENTIONAL MOTOR CYCLE OF THE DAY.

AS MOST MOTOR CYCLES OF THIS PERIOD WERE SINGLE SPEED DIRECT DRIVE MODELS WITH NO GEAR BOX OR CLUTCH, ZENITHS DESIGNED A GRADUA GEAR, GIVING VARIABLE RATIOS BY MEANS OF AN EXPANDING PULLEY.

THIS, ACCORDING TO INFORMATION I HAVE RECEIVED FROM ENGLAND WRITTEN BY THE FIRST APPRENTICE AT THE ZENITH WORKS, WAS INTRODUCED AS EARLY AS 1903 AND GRADUALLY IMPROVED UNTIL BY 1910 IT WAS OPERATED BY A "COFFEE GRINDER" HANDLE PROTUDING ABOVE THE PETROL TANK.

THE PRINCIPLE OF THIS MECHANISM IS THAT UPON TURNING THE HANDLE THE DRIVE PULLEY IS OPEN OR CLOSED AND AT THE SAME TIME THE BACK WHEEL MOVES BACKWARDS OR FORWARDS ON WORMED RODS KEEPING CONSTANT TENSION ON THE DRIVE BELT. THIS GIVES RATIOS OF APPROXIMATELY 4 TO 1 TO 10 TO 1.

WHEN THE MACHINE IS BROUGHT TO A HALT, THE HANDLE IS TURNED SO THAT THE PULLEY OPENS RIGHT UP AND THE BELT THEN FREE WHEELS ON A BALL RACE LOCATED AT THE BOTTOM OF THE PULLEY. THIS DOES AWAY WITH THE NECESSITY TO RE-START THE BIKE EVERY TIME IT IS STOPPED, AS WAS COMMON WITH MOST MACHINES OF THE DAY.

SO SUCSESFUL WAS THE GRADUA GEAR THAT BY 1912 SIXTEEN CLUBS HAD SPECIAL CLASSES IN THEIR EVENTS FROM WHICH ZENITH WERE BARRED. THE FIRM DECIDED TO CAPITALISE ON THIS MEASURE AND FROM 1912 ONWARDS USED A GATE WITH "BARRED" UNDERNEATH AS THEIR TRADEMARK.

SURVIVORS OF THIS MARQUE ARE FAIRLY RARE AND IN PARTICULAR THE SINGLE CYLINDER MODELS. THIS PARTICULAR MACHINE WAS PURCHASED FROM REG CHALLINGER SOME TEN YEARS AGO IN FAIRLY COMPLETE FORM.

UPON RESTORING IT, A CHECK WAS MADE AS TO CORRECT COLOUR SCHEME, AND IT WAS DISCOVERED THAT UP TO 1915 THE MACHINES WERE PAINTED IN ANY COLOUR REQUESTED BY THE PURCHASER. IT WAS THEN DECIDED TO USE PALE GREY WITH MAROON TEIM FOR THE RESTORATION.

IT HAS PROVED SO FAR TO BE A GOOD RALLYING MACHINE WITH EXCELLENT HANDLING QUALITIES FOR THE PERIOD, AND CAN CLIMB THE STEEPEST HILLS WITH LITTLE EFFORT.

NORM GULLICK.

INVITATION

We would like to invite all Veteran & Vintage Motor enthusiasts to attend a wonderful evening at Darling Harbour Convention & Exhibition Centre on Thursday October 5th. 1989, between 6.00pm and 8.30pm.

The occasion is a Cocktail Party to preview the Australian International Motor Show in support of The Child Protection Unit, The Children's Hospital, Camperdown. All proceeds from that evening will go towards fund raising for The Child Protection Unit through The Cornucopia Committee Inc.

There will be the equivalent of approximately 5 football fields of vehicles on display for you to preview. Among these there will be 56 new models in amongst 350 new cars which we are sure will delight you motor car enthusiasts.

We are extending this invitation to a limited number of people which will enable you to enjoy the displays prior to the opening for the general public.

Food and beverages are inclusive in the price of \$35 per person.

To date, the evening is being sponsored by the following companies:-

York Motors (Rolls Royce & Bentley)
Ferrari (Ferrari Cars)
Volvo Aust. Pty. Ltd. (Volvo Cars & 7 Car Stack)
ATECO Industries Pty. Ltd. (Audi, Volkswagen & Suzuki)
Hyundai - Cars That Make Sense
Jaguar Australia
Michael from MICAR (Personal Donation)
BMW Sydney
Toyota Motor Corp.

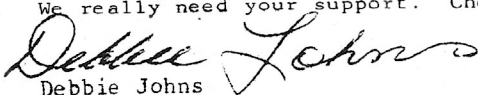
To date, other companies who are supporting us are:-

South Molle Island Resort - Flying Ansett
Endrust Aust. Pty Ltd.
Les Must de Cartier
Piranha Car Alarms
Bligh Prestige Auto Detailing & Grooming
Solartint Sun Control Industries
Carisma International (Momo)
Bambusia Chinese Restaurant
Basket of Veuve Clicquot
Tooheys Limited
de Bortoli Wines Pty. Ltd.

It should be a smashing night and I hope you are able to join me and the other members of The Cornucopia Committee Inc. in our efforts to make this opening night a great success.

Please call me for your tickets on (02)327 2600. Tickets are limited to 1200. My mailing address is P.O. Box 232, Double Bay 2028.

We really need your support. Cheers!


Debbie Johns

See Keith Edwards at next monthly meeting who has some tickets for sale for those members who are interested. It seems a worthy cause.

BITS AND PIECES

THE NEW SOUTH WALES SECTION OF HUPMOBILE REGISTER EXTENDS AN INVITATION TO ALL MEMBERS OF THE CLUB WHO OWN OR HAVE AN INTEREST IN HUPMOBILE CARS TO ATTEND A FAMILY PICNIC DAY AT WILSON PARK, SILVERWATER ON SUN. OCTOBER 29TH, START 10.00AM. CONTACT BARRY THEW (02) 638-115.

BRITISH DISPALY DAY - 9TH ANNUAL MOTORING DISPLAY, 29TH OCTOBER, 1989 PRESENTED BY THE ALL BRITISH DAY COMMITTEE IN AID OF PRINCE OF WALES HOSPITAL CANCER RESEARCH CLINIC. VENUE- PARRAMATTA SHOWGROUND/SPEEDWAY WENTWORTH STREET, CLYDE. GATES OPEN 7.00AM. SWAPPERS WELCOME. CONTACT EDITOR S&P FOR DETAILS.

CAR AND BIKE SHOW AND SWAP MEET ON SATURDAY 14TH AND SUNDAY 15TH OCTOBER AT MUSSWELLBROOK CENTRALLY LOCATED IN THE HUNTER VALLEY. SEE EDITOR OF S&P FOR FORMS OR CONTACT THE SECRETARY, THE APEX CLUB OF MUSSWELLBROOK P.O. BOX 115 MUSWELLBROOK. 2333.

SUPER SOUTHERN SWAP MEET TO BE HELD AT BALLARAT, VICTORIA IN MARCH, 1990 AT THE BALLARAT AERODROME ON MARCH 2ND, 3RD AND 4TH 1990. ADEQUATE TOILET, SHOWER AND CATERING FACILITIES AND SECURITY. FOR FURTHER DETAILS CONTACT TREVOR WOLSTENHOLME OR ALAN DARRELL ON (053) 32-7774 OR 35-6805.

THE MAGAZINE COMMITTEE FOR THE BENDIGO SWAP MEET ADVISES THAT THEIR MAGAZINE WILL BE AVAILABLE ON THE 1ST NOVEMBER 1989 AT A COST OF \$5.00. SHOULD MEMBERS OF THE CLUB WANT A COPY PLEASE FORWARD CHEQUE TO BENDIGO SWAP SOUVENIR MAGAZINE, C/O MR. TONY SPURLING, R.S.D., LOCKWOOD 3551.

'MOTORSPORT VIDEO' HAVE RECENTLY ACQUIRED THE DISTRIBUTION RIGHTS FOR THE "CLASSIC CAR" RANGE OF VIDEO TAPES FROM THE UK. THE COLLECTION INCLUDES M.G., ROLLS ROYCE, ARMSTRONG SIDDELEY, DAIMLER AND BMW. THE PRICE PER VIDEO IS \$59.00, INC. POST AND PACKING. MOTORSPORT VIDEO P.O. BOX 241 GLEN WAVERLEY. 3150 OR 81 WINDSOR ROAD, NORTHMEAD. 2152.

LIVERPOOL SUPER SWAP MEET AT ORAN PARK ON THE 8TH OCTOBER, 1989. GATES OPEN AT 7.00AM. FLIERS AVAILABLE FROM EDITOR S & P.

PARRAMATTA FOUNDATION WEEK PROCESSION ON SATURDAY 28TH OCTOBER, 1989 AT 12.15PM. ENTRY FORM AND DETAILS AVAILABLE EDITOR S & P. WE UNDERSTAND SOME MEMBERS HAVE TAKEN PART IN PREVIOUS PARRAMATTA PROCESSIONS.

STOP PRESS STOP PRESS STOP PRESS

ALL STATES PLEASE COPY

WANTED: 1902/03 RENAULT 2-CYLINDER 10HP ATMOSPHERIC INLET VALVE ENGINE TYPE NC. CONTACT JOHN MILVERTON (02) 327-8436.

FOR SALE & WANTED

FOR SALE

1908 I.H.C. 2-CYLINDER; 20HP BORE & STROKE 5" x 5".
FAIRLY COMPLETE, WITH FOUR - SEATER TOURING BODY READY FOR
PAINTING AND MUCH MECHANICAL WORK DONE. PHONE - JOHN HUGHES
(049) 32 - 5692.

FOR SALE

ONE SPEEDOMETER SUITABLE FOR A 1908 CADILLAC. PHONE - TOM
WALTERS. GLADSTONE QLD. (079) 783858.

FOR SALE

HUMBER 1910 4 CYLINDER T HEAD 4.4. LITRES. COMPLETE
MECHANICALS IN VERY GOOD CONDITION. THIS WOULD RESTORE INTO
A VERY DESIRABLE AND MOTORABLE VETERAN. \$10,000.00. ALSO
MINERVA 1911 26 HP 4 CYLINDER 4.25 LITRES 90% COMPLETE
MECHANICALS WIRE WHEELS. \$5,000.00. ALSO ZEDEL 1912 4 CYLINDER
T HEAD 1.8 LITRES MOSTLY COMPLETE MECHANICALS. \$6,000.00.
CONTACT - DALE CONLON, 6 PITFURE ROAD, WAKEFIELD, NELSON, NZ.
PHONE NZ. (054) 28-010.

WANTED

LUGGAGE CARRIER AND SADDLE. ALSO BRAKE PEDAL AND SHOE FOR
1912 TRIUMPH MOTORCYCLE. PHONE - PETER MARTIN (02) 632-5047.

WANTED

RENAULT 2 CYLINDER BRAKE DRUMS AND SHORT AXLE. CAN SWAP SOME
PARTS. ALSO STRAKER SQUIRE CHASSIS GEAR BOX AND PARTS. CONTACT
D.E. WATSON, BOX 54 TOORAK. 3142. PHONE (03) 240-1538.

WANTED

LAMPS FOR 1909 RENAULT. CONTACT KEN RUSSELL, 65 BRANDON
PARK DRIVE, MULGRAVE. 3170. PHONE - (03) 560-7897.

WANTED

FLY WHEEL FOR 1904-05 ARGYLL. CONTACT IAN ISBISTER, 57
KERRIMUIR STREET, BOX HILL NTH. 3129. PHONE - (03) 898-3794.

WANTED

A SMALL VETERAN CAR, COMPLETE, RESTORED OR NOT, BEFORE 1905
TO RUN IN LONDON TO BRIGHTON RALLY IN 1990. ERN COBB, 32
XAVIER DRIVE, MULGRAVE, VIC. 3170. PHONE - (03) 560-2684.

VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.
134 QUEENS RD, FIVE DOCK 2046

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ALL MATERIAL FOR PUBLICATION IN "*SPIT & POLISH*" TO BE SENT TO

THE EDITOR
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ALL ENQUIRIES RE DISPATCH OF MAGAZINES SHOULD BE DIRECTED TO THE
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