

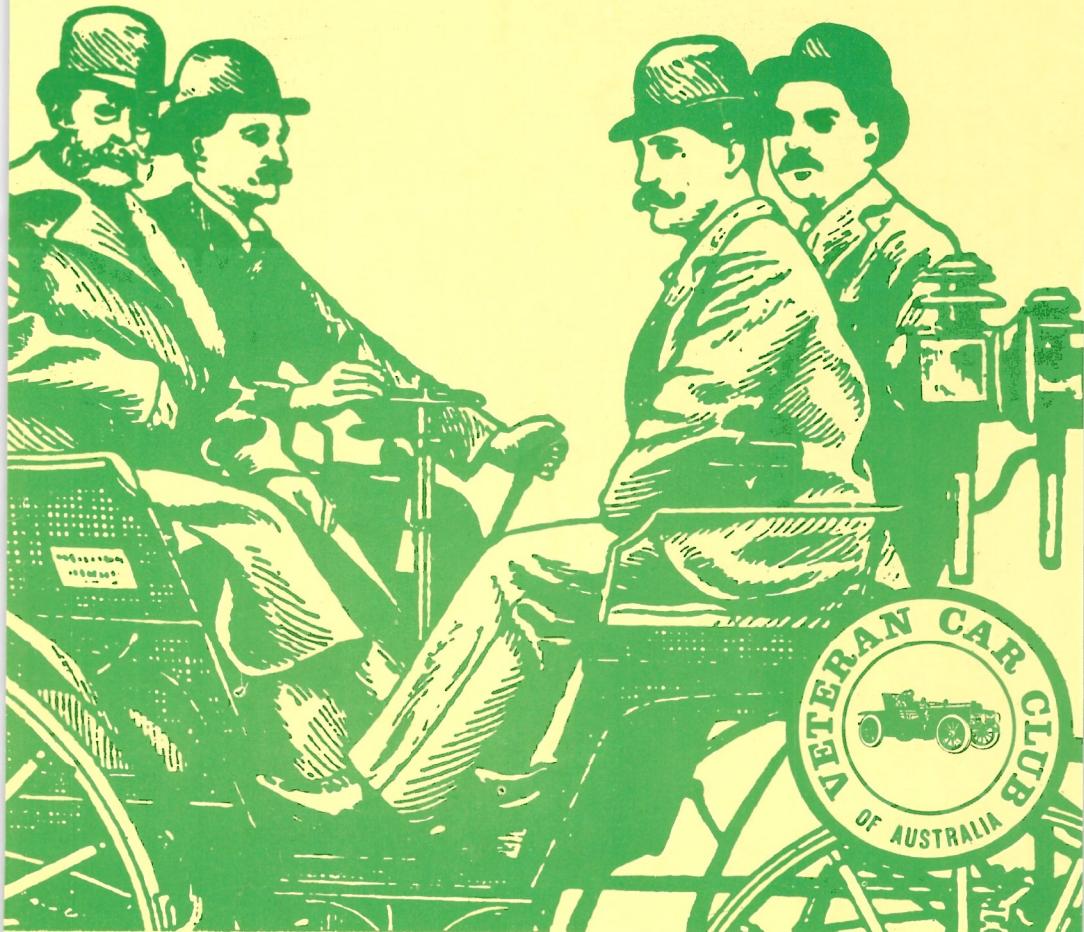
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

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July, 1983 Vol. XXV 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 XXV No. 1

July 1983

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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,
28TH JULY, 1983.

Editorial Comment

Hearty congratulations to those re-elected to office. As you can see from the list on page 6, most of the committee have been re-elected unopposed. To the newly-elected, welcome and congratulations also.

Were you one of the few remaining people who haven't returned their roster information ??? If you do it today (better still, do it now) you may still be able to have it listed.

1 & 2 Cyl. Hub Rally at Port Macquarie, September 16-22. Already a lot of interest has been shown in the rally. Preliminary application forms are available now and quite a number have been completed and returned.

The last 1 & 2 cylinder was a wonderful success, being designed for 1 & 2 cyl. cars, drivers and passengers enjoyed their lunch and time for a chit chat because there was plenty of time allowed for them to get back before dark as the runs were relatively short.

Lots of cars attended from other states, including W.A. One S.A. entrant drove from Adelaide and back. The rally was conducted in a very friendly atmosphere and the 1984 rally promises to be as good, so get your entry in now.

Apart from the election, the most important event this past month was the combined Veteran and Vintage Display Day at Greens. This was an OUTSTANDING SUCCESS, with 185 vehicles, including some bikes, in attendance. Some cars had travelled several hundred miles. You may recall it was postponed earlier in the year because of rain; on Sunday July 3rd the rain held off, except for one very light shower in the afternoon. Let's hope this is the first of many such memorable days.

Last, but not least, I apologise, firstly to Mr. Les Johnson for listing him in the Restoration Run on 17th July and secondly to members for any inconvenience

experienced due to the publishing of incorrect information. (Regarding Les Johnson, as it turned out he would be absent from Sydney on July 17th but I understand he has offered his help for another restoration later.)

- NORM WAKEHAM

President's Message

In last month's report I asked members to give thought to the Management Committee and its officers. Well, the same thing has happened --- we were put in the situation of coercing someone into a position --- that's the bad news. The good news is we have a "couple" who have had previous committee experience, both with our club and journalistic experience with another.

Another item of good news that failed to get the support at the meeting which it deserves, a member from Newcastle (Peter Adams) is looking into our tyre problems and considering the number of people who constantly are talking about this problem, I would have thought a lot more would have given us the figures required for investigation. See details set out on Page 10, and loose questionnaire, and if you can give Peter some indication then do so. It is for your benefit that this investigation is being carried out.

Another bright note was the success of our Veteran and Vintage Display Day and the overwhelming comments of the "good day" to be had. Our thanks to the Vintage Vehicle Club who assisted with the organisation and to the members of both clubs who helped to man it on the day. Our thanks also to the members of our club and the clubs who supported the day. Many thanks must go to Mr. Frank Illich for his support and contributions; the trophies presented on the day were first-class.

It is hoped that next year will be bigger and better; this will depend on you the members speaking to other enthusiasts from other clubs to attend.

All in all a successful event.

I would also like to welcome our new Committee members and thank those who have taken up their positions this year.

BARRY T. THEW

President.

* * * * *

Events

PICNIC DAY

Port Erringhi Camping Ground

SUNDAY 21ST AUGUST 1983

Start 9.30 a.m. Bull & Bush Hotel
Baulkham Hills

(Intersection Windsor Rd., Old Northern Rd. and Seven Hills Rd.)

Entry to Camping Ground: \$1.00 per adult
.50¢ " child

which includes use of B.B.Q. and toilet facilities.

* * * * *

It is with sadness that we learn
of the recent passing of Jean
Carden's father.

The club members and committee
extend their sincere sympathy.

* * * * *

EVENTS CALENDAR1983

July 17 RESTORATION RUN

Aug. 21 RUN TO EBENEZER
9.30 a.m. start at Bull & Bush

Oct. 1,2,3 VETERAN CAR CLUB OF AUSTRALIA, Newcastle
Branch Tour. Details repeated on P.20.

Nov. 5,6 INSPECTION DAY - FIVE DOCK
Saturday: 1-5; Sunday 8-12.30

Dec. 16 XMAS DINNER PARTY - Mischa's Seafood
Restaurant - \$15 per head plus drinks

1984

BLUE MOUNTAINS TOUR - date to be fixed

Mar. 18-25 Veteran Car Club of S.A. National Hub Rally

Mar. 31 to Apr. 8 Veteran & Vintage Silver Anniversary Hub
Rally, organised by the Antique & Classic
Motor Club

Sep. 16-22 1 & 2 CYL. HUB RALLY - PORT MACQUARIE

* * * * *

COMBINED DISPLAY DAY FOR VETERAN & VINTAGE CARS
AT GREENS:

RAFFLE RESULT

244 Tickets sold.

1st Prize - beautiful watch donated by Jeff Vanstone
WINNER: PETER MC GRATH

2nd Prize - chess set
WINNER: RAY HILL

Office-bearers for 1983-1984:MANAGEMENT COMMITTEE:

		<u>Home</u>	<u>Work</u>
President	Barry Thew	638.1155	
Vice-President	George Roberts	371.8626	
Vice-President	Peter Wards		
Treasurer	Ben Bronk	624.8224	
Secretary	John Wards	86.3430	
Public Relations	Jim Redman	46.4254	
Registration Officer	Keith Carden		
Editor Magazine	Sandy Roberts	449.1722	
Events Organiser	Max Roberts	449.1722	74.0226
Librarian/Club Night Entertainment	Mike Bendeich		

FINANCE COMMITTEE CHAIRMAN:

Peter Wards	871.3871	807.1622
-------------	----------	----------

LADIES SOCIAL COMMITTEE:

Sandy Roberts	449.1722
Merryl Godfrey	85.6924

BUILDING COMMITTEE:

	(046)
Neil Johnston	25.5964
B. Bronk	624.8224
G. Roberts (Chairman)	371.8626
W. Burrows	44.5860
	92.4082
Honorary Builder	(046)
Honorary Legal Adviser	25.5964
Honorary Architect	Bill Burrows
	44.5860
	92.4082

Auditor	A.B. Forsyth
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DATING & INVESTIGATING COMMITTEE CHAIRMAN:

George Roberts	371.8626
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RESEACH HISTORIAN:

"	"
---	---

NATIONAL TECHNICAL COMMITTEE CHAIRMAN:

George Roberts	"
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CLUB PHOTOGRAPHER: Arthur Porter 603.5965
CLUB HISTORIAN: Alan Rose-Bray 587.6547
INSURANCE OFFICER: Victor Jacobs 922.1535 699.6666

* * * * *

THE NEW CLUBHOUSE BUILDING PROJECT

Despite incessant rains over the past two months which each weekend have prevented a concrete pour of floor areas in the new building, and despite also the limitations voluntary labour places on any project, construction of our new clubhouse since the 1982 A.G.M. has progressed satisfactorily.

Twelve months ago, "as our photographic record depicts", levelling of the area had been completed and trenches were being dug to accept the concrete foundations, only to discover the existence of an ancient well, measuring 9 feet in diameter and 14 feet deep, directly across our path, thus restricting further progress until its contents of mud and slush were removed and the hole pierced and beamed. A messy business, to say the least, plus the pile of soil and rubble from these diggings in such a restricted space appeared mountainous, but did serve as an elevated photographic platform.

Smiling faces emerging from water-filled ditches; attempting to locate a small flat area from which sitings may be taken with a dumpy-level; legs buried in fresh concrete and a voice of one of the fairer sex calling "coffee boys", were all part of the scene. At one stage we thought Neil Johnston had reached his final resting place as the walls of the well subsided and descended upon him. The presence of strong arms and bodies standing on a rapidly-submerging platform of timber pieces thrown hurriedly on the muddy ooze extracted him in time. Perhaps, in other circumstances, the builders' labourers would have left him to sink into oblivion but, you see, we knew he was essential to the project.

By September our late and respected member, Jack Hill, to whom the responsibility for manufacture of the main steelwork had been entrusted, had completed the columns and portal-frames and their erection, following painting, was made possible by the use of Allan Clothiers mobile crane, from Green's Motorcade Museum Park and driven by Dave Short. Kevin Sharp had accepted the responsibility for delivery to the site, but not before George King had removed the mountain of rubble.

Visits to numerous brickyards by the Honorary Treasurer and the writer procured, "in agreement with our Hon. Architect", the desirable colour and texture of face-bricks for both the outer and inner walls, at the price of commons; a sign of the state of the economy.

New Year 1983 dawned with the site showing a new dimension, the building walls had climbed to their full height, windows (thanks to the generosity of Mike Micos) inserted, but ahead lay the necessity to cut through our existing kitchen, after repositioning of fittings etc. This action encased the present committee room within the new structure and somewhat restricted access, but still provided the space previously available to our tenants and ourselves, while enabling members and tenants alike the first opportunity to fully appreciate the capacity, layout and potential of the building when completed.

Tragically, on the eve of commencing manufacture of the remaining steel structure, our esteemed member and benefactor in this capacity, Jack Hill, died suddenly, presenting your Building Committee with the necessity to find an alternate source.

As previously announced, Will Trollope accepted this challenge and expects to complete the structure, ready for delivery to the site, this coming weekend.

The erection of this framework will require the services of a high-lift crane to bridge the brick walls, plus the necessity to cut through the roof of the existing committee room and finally to seal up this opening to prevent rain intrusion.

Subject to a break in the weather pattern, concreting of the floor areas, already filled and levelled, will proceed.

In making this report I do not omit, nor do I forget, those members who have given of their practical assistance on the site, weekend after weekend, or those "seeking financial help for the project", who have maintained their drive to keep the monies flowing in and the unseen who, by their belief in the project, have contributed willingly, either in the form of donations or through the debentures scheme.

Finally I pay tribute to Dorothy Johnston who has given the wink, if not the nod, to Neil's massive contribution in time, physical effort and knowledge, that has brought our building project to its present status.

- GEORGE A. ROBERTS

Chairman Building Committee

DATING & INVESTIGATION

Dating certificates were presented at the June Meeting to:

1. JIM REDMAN - FORD 'T', 4 cyl. 22.7 h.p. Tourer, 1912
Of Detroit U.S.A. origin, Engine No. 113470, the body is typical of Ford American styling of the period, having no front doors and a flat dashboard. Ford records reveal that the vehicle left the assembly line May 1912, in which month 10,900 cars were produced.
2. NEIL COLLINS - STRAKER-SQUIRE, 4 cyl. 15 h.p. Roadster, 1910. A policy change by Straker-Squire at the end of 1909 to market one model only, a 15 h.p. 4 cyl. car, introduced an engine with B & S dimensions, 87 x 100mm and a cylinder arrangement of two blocks of two. From the beginning of October 1910, this engine was re-designed as a monobloc and the B & S specifications increased to 87 x 120mm. Commencing from No. 500, production for the ensuing 12 months was 274 cars. This car No. 519 and a further two similar vehicles in existence in the U.K., Nos. 504 and 556 are all dated 1910, the latter two by the VCC of GB. Reference to the monobloc design in issues of the AUTOCAR and THE MOTOR for October 1910, plus the 1910 Straker-Squire catalogue, qualifies the date established.

FOR VETERAN OF THE YEAR AWARD - See Page 10

- GEORGE A. ROBERTS

BEADED EDGE TYRES QUESTIONNAIRE

ALL STATES PLEASE COPY

Because of high prices of some BE tyres we may make representation to a tyre company and have our requirements made and supplied direct.

Generally, members are unhappy with:

1. High prices of some tyres

e.g. 760 x 90 approx. \$300 each, whereas a similar sized 30 x 3½ is approx \$80.

This is not the Australian dealers so much as the various people who handle the tyres overseas before they are exported to Australia.

2. Even after paying these high prices, some tyres are giving unsatisfactory service, e.g. blowing off the rims and premature wall failures etc.

WOULD YOU PLEASE FILL IN THE QUESTIONNAIRE AS SOON AS POSSIBLE.

HELP US TO HELP YOU !!!

M - I - N - D - S - T - R - E - T - C - H - E - R

Solution to No. 20 ARE YOU AWAKE?

The word is SLEEPLESSNESS

No. 21

WEIGH IT UP

If you weighed two identical balloons - one inflated and the other empty - on a sensitive set of scales, which balloon would be heavier?

六 六 六 六 六

VETERAN OF THE YEAR AWARD: Presented annually at the A.G.M., this award carries with it a cheque for \$25.00. The 1913 Overland Tourer, Reg'n No. 127, owned by REG & SHELAGH THORNTON, 9 Couche Crescent, Koolewong, N.S.W., was adjudged VETERAN OF THE YEAR FOR 1982-1983.

TREASURER'S REPORT JUNE 1983

A good financial result was achieved this past year with the combined efforts of your Committee and volunteers.

The surplus for last year is \$11,006.00 (a tremendous effort by you all!). Our main deficit is on SPIT AND POLISH and I appeal to anyone who can help to obtain some revenue from advertising.

Bill McCarthy has pulled off another miracle by letting the old cottage. Thank you Bill for all your assistance.

We are well placed financially to proceed with our new building.

Our new auditor, Mr. A.B. Forsyth, has prepared your Income and Expenditure Account and Balance Sheet, which will be printed in SPIT AND POLISH. In addition he has prepared a Trading and Revenue Account which I am sure is self-explanatory.

I recommend that fees remain at \$13.00 p.a., with a rider that we have one subscription for Full and Associate Membership of \$13.00. We still still have Associate Wife Membership for \$1.00 and Junior Membership for \$2.00 p.a.

In conclusion I thank everyone for their support and may we do as well next year.

- BEN BRONK

Honorary Treasurer.

TRADING AND REVENUE ACCOUNT

YEAR ENDED MAY 31, 1983

SCHEDULE 1
TRADING TRANSACTIONS

	<u>STOCK & PURCHASES</u>	<u>SALES</u>	<u>CLOSING STOCK</u>	<u>SURPLUS</u>
Car Badges	208	140	87	19
Stickers	8	4	7	3
Lapel Badges	333	193	176	36
Cloth Badges	-	43	-	43
Plaques	-	50	-	50
Name Bars	5	12	-	7
Number Plates	324	174	154	4
U.B. Directories	137	126	38	27
Wine	-	1,850	-	1,850
Chocolates	528	721	-	193
Club Shop	45	-	45	-
<u>SURPLUSES TO I. & E. ACCOUNT</u>	<u>\$1,588</u>	<u>\$3,313</u>	<u>\$ 507</u>	<u>\$2,232</u>

SCHEDULE 2
COMMISSION TRANSACTIONS

	<u>PAYMENTS</u>	<u>RECEIPTS</u>	<u>INCOME</u>
Brass	612	874	262
Q Books	80	87	7
<u>INCOME TO I. & E. ACCOUNT</u>	<u>\$ 692</u>	<u>\$ 961</u>	<u>\$ 269</u>

SCHEDULE 3
OTHER TRANSACTIONS

	PAYMENTS	RECEIPTS	LOSSES	GAINS
Rallies	3,034	3,127		93
Socials	2,076	1,820	256	50
N.R.M.A.	3,345	3,395		15
Dept. of Motor Transport	2,010	2,025		
Hatton Lyne Agency	1,003	990	13	
Magazine	3,185	2,283	902	
<u>RESULTS TO I. & E. ACCOUNT</u>	<u>\$14,653</u>	<u>\$13,640</u>	<u>\$1,171</u>	<u>\$ 158</u>

SCHEDULE 4
PROPERTY TRANSACTIONS

Rents Received - 134 Queen Street	2,780		
- 136 Queen Street	<u>1,340</u>		
		4,120	
<u>Less: Direct Expenses:</u>			
Rates and Land tax	1,730		
Electricity	492		
Maintenance	203		
Caretaking	863		
		<u>3,288</u>	
<u>NET SURPLUS TRANSFERRED TO I. & E. ACCOUNT</u>		<u>\$ 832</u>	

INCOME AND EXPENDITURE ACCOUNT
FOR THE YEAR ENDED MAY 31, 1983

<u>INCOME</u>	
1,954	Annual Subscriptions
120	Entrance Fees
15,711	Club Levies
2,050	Donations
2,050	Interest Received
-	Catalogue Proceeds
-	Proceeds of Raffle (Net)
2,175	Special Raffle Proceeds (Net)
959	Surplus on Trading Transactions (Sched. 1)
-	Commission Transactions (Sched. 2)
210	Surplus on other Transactions (Sched. 3)
(869)	Less: Deficits on Other Transactions (Sched. 3) <u>1,171</u>
<u>2,224</u>	<u>158</u>
<u>24,534</u>	<u>1,171</u>
	(1,013)
	<u>832</u>
	<u>13,172</u>

<u>LESS: EXPENSES</u>		
540	Affiliation Fees	501
440	Audit Fees (W.V. King)	440
24	Bank Charges	39
236)	Postages	120
220	Printing and Stationery	63
	Honoraria	200
	Presentation	54
	Insurances	560
	Taxes on Deposits and Debits	6
	Registration Trailer & Advertising	23
353	Depreciation (Note 2)	160
180		
		<u>2,166</u>
		<u>11,006</u>
	<u>Surplus for the Year</u>	
22,561		
49,866	Accumulated Funds at May 31, 1982	72,427
	Adjustments re Prior Period (Note 1):	
	Unknown Creditors 31.5.82 written off	<u>200</u>
		<u>72,627</u>
	<u>Less: Unknown Debtors 31.5.82 written off</u>	<u>123</u>
		<u>72,504</u>
<u>\$72,427</u>	<u>ACCUMULATED FUNDS AT MAY 31, 1983</u>	<u>\$83,510</u>

BALANCE SHEET AT MAY 31, 19831982ACCUMULATED FUNDS

Balance at May 31, 1983, as per Income and
Expenditure Account attached

1982

74,427
=====

Represented by:

CURRENT ASSETS

267	State Bank of N.S.W.	28
3,780	Westpac, Baulkham Hills - Debenture A/c	814
24,835	Westpac, Savings Bank - Sinking Fund	26,197
522	Stocks on Hand, at cost	507
123	Sundry Debtors for Chocolates	54
80	Deposits	80
29,607		27,680

LESS: CURRENT LIABILITIES

475	Creditor - Drummoynes Council	<u>338</u>
29,132		27,342

FIXED ASSETS (Note 2)

3,883	Furniture Etc. at cost
2,645	<u>Less: Provision for Depreciation</u>
	<u>3,883</u>
	<u>2,805</u>

1,238	Meeting Hall - at cost
10,444	Building - at cost
31,613	New Building - expended during year
-	

67,068	94,410
43,295	72,427

LESS: TERM LIABILITIES

Debentures, carrying Interest at 5% p.a. 10,900

NOTES TO & FORMING PART OF THE ACCOUNTS:

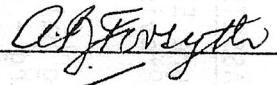
Note 1. GENERAL. The Accounts prepared by Messrs. W.V. King & Associates at May 31, 1982 contained balances for Stock, Sundry Debtors and Sundry Creditors and Accruals, for which no details have been provided, despite telephone requests and a letter to Mr. King for this information. Consequently, the inexplicable elements of Creditors and Debtors have been written off in 1983, producing a net surplus of \$77.

Note 2. DEPRECIATION & FIXED ASSETS. Similarly, no information has been provided as to the depreciable assets and their rates of depreciation, so that the depreciation charge for 1983 of \$160 is an estimate, based on charges raised in 1981 and 1982.

In addition, without the information to be provided by Mr. King, it is not possible to ascertain how the values of the "Meeting Hall" and "Building" as at May 31, 1982, have been calculated and these two items are thus shown at May 31, 1983 at the same values appearing on May 31, 1982. Expenditure during the year on the new building is shown separately until the information sought is available.

AUDIT REPORT

I have examined the records of The Veteran Car Club of Australia (New South Wales) for the year ended May 31, 1983 and report that, in my opinion, the accompanying Accounts, together with the Notes thereto, present a true and fair view of the affairs of the Club and of the results for the year then ended.



Chartered Accountant

North Sydney

Registered under the Public Accountants

June 16, 1983

Registration Act, 1945, as amended.

*Advertisements*WANTED:

4 LONG REACH 18mm spark plugs.
I became excited recently at a well-known Swap Meet. 18mm plugs? What heat range? After some digging around in a big box of plugs, Oh! just a minute, Long Reach you say? Sorry mate, hard to get, you know.

- KEITH CARDEN
70.0381 Work
871.2158 Home

FOR SALE (ALL STATES)

1918 E45 BUICK TOURER unrestored - most parts available - new tub - guards - bonnet - battery box - honeycomb radiator - completely dismantled. With 1920 Tourer parts car that could be restored. PRICE \$4,000 THE PAIR.

- E.J. HOY,
R.M.B. 764A New Winton Rd.,
Tamworth. 2340. N.S.W.

WANTED (ALL STATES)

N.O.S. or good second-hand crown wheel and pinion for 1916-22 DODGE, water pump (sump mounted) also aluminium sump or complete engine for 1916-17 DODGE. Loan of speedo surround to copy for 1915-17 DODGE.

SWAP AU4 BOSCH maggy for DU4 BOSCH maggy in good order.

- E.J. HOY,
R.M.B. 764A New Winton Rd.,
Tamworth. 2340. N.S.W.

FOR SALE

1915 MODEL T FORD ROADSTER, restored, club registered No. 070, Dating Certificate No. 19.

- DON BARKER,
12 Myall Road,
Waratah. N.S.W. 2298

WANTED: For 1909 18/24 H.P. AUSTIN
One Dietz Majestic Brass Headlight - 5"
reflector, Bosch dual magneto coil that
mounts through the dash, Exhaust gas pressure
valve for petrol feed.

For 1915 MODEL T FORD
11 tooth drive shaft pinion gear

- R. WALKER,
17 Carmen Drive,
Carlingford. 2118
(02) 871.3621

FOR SALE: 1915 DODGE ROADSTER
Very original restoration non-skid tyres
\$12,000.00

- OLIVE BURTON (MRS.)
(02) 546.4433

WANTED: Articles for your Magazine. (Particularly
on restoration projects.)

WANTED: ROSTER INFORMATION. NOW! NOW!

FOR SALE: Reproduction Veteran Ford T Brass Fan bodies.
\$25.00 casting only; \$35.00 machined.
If interested, suggest you write C/- V.C.C.A.
of W.A.

* * * * *

DETAILS OF V.C.C.A. (N.S.W.) NEWCASTLE BRANCH 1983 TOUR,
OCTOBER 1,2,3:

Closing date for entries is 31st August, 1983. For further
information, please contact:

B. ADAMS,
314 Warners Bay Road,
MT. HUTTON. 2290 (Newcastle)
(049) 24.068 (Bus.)
(049) 48.8140 (A.H.)

