

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. 20

October 1989

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Other Veteran Car Clubs have permission to copy

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

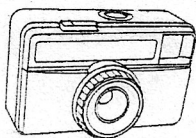
THURSDAY	OCTOBER	26	1989
THURSDAY	NOVEMBER	23	1989
THURSDAY	JANUARY	25	1990

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 is another MYSTERY PHOTO. Can anybody tell us when, where, what?

EDITORIAL

THE SUB-COMMITTEE POSITIONS HAVE NOW ALMOST BEEN FILLED, AND YOU WILL FIND THEIR NAMES PUBLISHED ON THE BACK COVER. YOU WILL NOTICE, HOWEVER, THAT WE STILL NEED TO APPOINT A LEGAL OFFICER, AND IN VIEW OF CURRENT EVENTS AT THE MOMENT REGARDING THE FEDERAL BODY, WE HOPE TO APPOINT ONE AS SOON AS POSSIBLE.

FURTHER TO THIS, IN THIS MONTH'S ISSUE OF SPIT & POLISH, WE HAVE PUBLISHED THE FEDERAL TREASURER'S REPORT AND TERRY COOK'S REPORT ON THE N.S.W. BI-CENTENNIAL RALLY.

ANY MEMBER WHO WAS PRESENT AT THE LAST MONTHLY MEETING, WILL ALSO HAVE RECEIVED A COPY OF THE PROPOSED NEW CONSTITUTION - PLEASE READ IT - AND GIVE US YOUR VIEWS. IF ANY COUNTRY MEMBERS WOULD LIKE A COPY, LET US KNOW.

ON A LIGHTER NOTE, IT IS GOOD TO HAVE AN ARTICLE FROM OUR "NORTHERN ENTHUSIASTS" AND WARREN IRISH HAS SUBMITTED AN ARTICLE ON THE "JUNIOR ENCOURAGEMENT DAY" WHICH BY ALL ACCOUNTS EVERYBODY ENJOYED. (WE HAVE NOT HEARD ANYTHING TO THE CONTRARY)

THE NEXT DEADLINE FOR SPIT & POLISH IS THE 7TH NOVEMBER, AND I REMIND MEMBERS THAT NOVEMBER'S ISSUE IS THE LAST ONE FOR THE YEAR.

BYE FOR NOW,
ANNA.

REGISTRATION INSPECTION 1990

SATURDAY NOVEMBER 4TH -12.30 TO 4.00PM AT ARTHUR GARTHON MOTORS, 71
FOREST ROAD, HURSTVILLE (ENTER FROM DURHAM ST)
SUNDAY NOVEMBER 5TH -8.30 TO 11.30AM AT ST.IVES BUS DEPOT, 5 WEST
STREET, PYMBLE.

TO SAVE YOUR HONARARY INSPECTORS TIME PLEASE TRY TO ATTEND EITHER DAY.

<u>EXPECTED COSTS</u>	-R.T.A.	\$59.00
	CLUB LEVY	\$ 4.00
		<hr/>
		\$63.00

BRING YOUR MONEY OR CHEQUE BOOK AND BRING YOUR CURRENT 3RD PARTY INSURANCE COVER.

NEIL WOULD LIKE TO JOIN MEMBERS IN EXPRESSING THEIR THANKS TO ARTHUR GARTHON AND GEORGE GILLOT FOR THE USE OF THEIR PREMISES.

NEIL MARTIN
REGISTRATIONS.



PRESIDENT'S MESSAGE

My first major duty as President has been to attend as delegate to the Annual General Meeting of the Federal Body held in Melbourne on September 9.

The only way to describe this meeting was unbelievable. Those members at our September meeting were given a run down of the proceedings, so for members not in attendance here are a few of my observations.

- 1. All states including NSW requested the meeting be postponed - this was not done.*
- 2. The meeting was run by the Federal Secretary, not the President.*
- 3. An attempt was made to force through a new constitution without 3 months notice as required in the existing constitution. WHY?*
- 4. Still no audited Castrol Rally accounts tabled for 87-88 and no Federal accounts for 88-89.*
- 5. Election of Federal President did not follow the constitution i.e. by rotation. Two nominations were received, one for QLD and one for ACT. The ACT nomination was from a non-delegate and should not have been accepted.*
- 6. Strong inference was made that the NSW club 'ripped off' federal funds. Our club has received NO cash from the federal rally account and will be sending all other states full details in due course.*

There were many other anomalies in the proceedings but it would take too much space to list them all.

On a more pleasant note, I have just returned from a very enjoyable few days at Morpeth. Once again the Newcastle members did an outstanding job and I would like to thank them on behalf of all who attended.

John Wards

MINUTES OF A SPECIAL EXECUTIVE MEETING OF THE V.C.C.A. INC
HELD ON 26th SEPTEMBER 1989 AT 7.30 p.m.

PRESENT JOHN WARDS
 SANDRA ROBERTS
 KEITH EDWARDS
 BOB LAMOND
 TERRY COOK (BY INVITATION)

APOLOGIES MICHAEL LOWE

A REVIEW OF THE PROCEEDINGS AT THE FEDERAL MEETING WAS GIVEN. THE MATTER OF N.S.W. BEING SINGLED OUT FOR REVIEW BY WEARNE & CO WAS NOTED.

THE EXECUTIVE AGREED THAT AS WE HAVE NOTHING TO HIDE, NOR HAVE EVER SOUGHT TO DO SO WE SHOULD SUPPLY ANY COPIES OF DOCUMENTS RELATING TO THE BI-CENTENNIAL RALLY. ORIGINALS SHOULD BE KEPT IN OUR HANDS.

TERRY COOK GAVE US AN OUTLINE OF THE PROCEDURES HE UNDERTOOK DURING THE LEAD UP TO THE RALLY AND AS THESE ACCOUNTS HAD BEEN AUDITED, THOSE PRESENT AGREED THAT HE HAD DONE AN EXCEPTIONAL JOB OF CONTROL OF EXPENDITURE AND HAD SENSIBLY HANDLED THE FUNDS.

IAN IRWIN HAD BEEN ADVISED OF TAX RETURN LODGMENTS BY TERRY, 5 IN ALL. 1984-1988 LODGED IN 1988.

WEARNE AND COMPANY SAID THAT IT WAS THEIR UNDERSTANDING THAT EACH STATE WOULD LODGE ITS OWN TAX RETURN.

THE N.S.W. TREASURER ASKED THAT IAN IRWIN BE ASKED FOR A COPY OF THE LETTER WHICH WAS READ AT THE NATIONAL A.G.M. FROM WEARNE & CO WHICH REFERRED TO A LETTER WRITTEN BY BOB LAMOND ON 4/8/89 WHICH WAS SENT TO ATTENTION OF JIM ROBERTSON.

IT WAS RESOLVED THAT ALL STATES SHOULD BE GIVEN THE FACTS OF THE MATTER BY SENDING COPIES OF CORRESPONDENCE TO THEM AND THE FEDERAL BODY.

TERRY COOK TO WRITE A STATEMENT OF EXPENDITURE INCURRED BY N.S.W. IN ADDITION TO THE ALREADY SUPPLIED ACCOUNTS, TO ENSURE THAT THERE COULD BE NO MISUNDERSTANDING ABOUT THE MONEYS PAID OUT.

BOB LAMOND TO ANALYSE ALL THE FINANCIAL AND CONSTITUTIONAL IMPLICATIONS OF THE FEDERAL MEETING.

THE MEETING AGREED THAT IT WAS IMPERATIVE THAT WE APPOINT A LEGAL OFFICER AS SOON AS POSSIBLE TO ENSURE THAT THE AIMS AND OBLIGATIONS OF THE N.S.W. CLUB AND THOSE OF THE NATIONAL EXECUTIVE CAN BE DISCUSSED AND BROUGHT INTO LINE WITH THE NEEDS OF THE MOVEMENT, FOR THE GOOD OF THE MOVEMENT AND ITS INDIVIDUAL MEMBERS.

IT WAS AGREED THAT A COPY OF THE PROPOSED NEW CONSTITUTION SHOULD BE CIRCULATED TO MEMBERS OF THE V.C.C.A. N.S.W TO ENABLE THEM TO ASSESS AGAINST THE CURRENT CONSTITUTION THE NEED FOR, AND ANY ADDITIONS OR MODIFICATIONS.

THE EXECUTIVE FULLY ENDORSED THE STAND MADE BY PRESIDENT JOHN WARDS, NOT TO ADOPT THE PROPOSED CONSTITUTION AT THE FEDERAL MEETING WITHOUT ENOUGH DISCUSSION AND INPUT BY OUR MEMBERS OR THEIR ELECTED COMMITTEES ENDORSEMENT.

THE MEETING CLOSED AT 10.40 p.m.

PRECIS OF THE MINUTES OF THE MEMBERS MEETING HELD ON 28/9/89.

VISITORS: LEON SMITH & KAREN GOYNE FROM PERTH.

TREASURERS REPORT: \$14000 IN THE BANK.

INWARDS AND OUTWARDS CORRESPONDENCE READ. (LIST TOO LONG TO DETAIL.)

EVENTS REPORT: IAN STREATFIELD REPORTED ON THE SUCCESS OF THE ENCOURAGEMENT DAY. NEXT EVENT , GOVERNMENT HOUSE ON 14/10/89.

BUILDING: IT WAS NOTED THAT THE BUILDING WAS STILL STANDING!.

REGISTRATIONS: 1914 OAKLAND, LAURIE SCHNEIDER WAS REGISTERED DURING SEPTEMBER. DARRYL CAWTHORNES 1915 T FORD IN PIPELINE.

INSPECTION DAYS 4/11/89.... ARTHUR GARTHON MOTORS

5/11/89.... ST. IVES BUS DEPOT, (BEHIND 3M GORDON).

LIBRARY: BOB LAMOND DONATION OF A SET OF 1914-17 BOOKS OF THE NOTES, MINUTES AND PAPERS OF THE SOCIETY OF AUTO ENGINEERS (U.S.A.) DONATION FROM WARREN IRISH OF BOOK ON HUDSON CARS. RON COX ALSO BOUGHT A SET OF MAGAZINES ON BEHALF OF THE CLUB.

MAGAZINE: ANNA NOT ABLE TO BE PRESENT BUT GEOFF REPORTED THAT SHE HAD NOT BEEN EDITOR LONG ENOUGH TO "GET INTO A MESS".

INVESTIGATING AND DATING: SAME SYSTEM & MEMBERS OF SUB COMMITTEE
GENERAL BUSINESS: AS LAST YEAR.

PRESIDENT JOHN READ 2 LETTERS NOMINATING HONORARY LIFE MEMBERSHIP FOR BOB BAXTER FOR OUTSTANDING SERVICE TO THE CLUB FOR THE BUILDING, AND AFTER A FEW WELL CHOSEN WORDS IN SUPPORT , CONFERRED THE HONOR.

VETERAN OF THE MONTH: 1909 DELAGE OF GEOFF SIMMONS... GEOFF POINTED OUT THE MANY ADVANTAGES (?) OF DRIVING AN OPEN ONE CYLINDER CAR. THERE WAS MUCH GOOD NATURED EXCHANGES FROM MEMBERS ABLY PARRIED BY GEOFF... GOOD FUN ALL ROUND (NICE TO HAVE IT BACK!)

WINDOW WINDERS AND A NEW FENCE WERE DISCUSSED AND REFERRED TO THE COMMITTEE FOR DECISION.

ARTHUR GARTHON ADVISED OF CHARITY DISPLAY DAY AT CHERRYWOOD ON 4/3/90 NAD MORTDALE SCHOOL DISPLAY ON 28/10/89.

WARREN IRISH REPORTED THAT A 14 YEAR OLD HAD WON THE COMPETITIVE SECTION OF THE ENCOURAGEMENT DAY.

JOHN WARDS REPORTED ON ATTENDANCE WITH SANDY ROBERTS AT THE FEDERAL MEETING SEE SEPERATE NOTES ON PAGE. 6 .

ON THE SAME SUBJECT TERRY COOK READ A REPORT THAT HE HAD PREPARED ON THE N.S.W. BI-CENTENIAL RALLY ACCOUNTS, THIS TOO IS PUBLISHED ON PAGE. 10 FOR MEMBERS INFORMATION.

OUR THANKS GO TO JAN COULCHER FOR THE DIFFICULT JOB, SO WELL DONE, RECORDING MINUTES OF OUR GENERAL MEETINGS TO ENABLE THOSE UNABLE TO ATTEND TO BE KEPT INFORMED AND MORE UP TO DATE THAN HAS BEEN POSSIBLE PREVIOUSLY.....ED.

REPORT OF THE FEDERAL AGM (as discussed at the monthly meeting)

REPORT OF FEDERAL AGM - 9/9/89. - THIS WAS HELD IN MELBOURNE, NOT TAS. DUE TO THE PILOT'S STRIKE. W.A. DELEGATES TRAVELLED 2 DAYS ON BUS TO ATTEND MEETING, - ALL STATES HAD WANTED TO POSTPONE THIS MEETING, BUT FEDERAL PRESIDENT HAD ORDERED IT HELD.

THE FEDERAL SECRETARY'S REPORT WAS READ TO THE MEETING AND TABLED FOR MEMBERS. THIS REPORT WAS HIGHLY CRITICAL OF EVENTS WITHIN THE VETERAN CLUB MOVEMENT DURING THE LAST 12 MONTHS. ONE POINT MADE BY THE SECRETARY REFERRED TO A "MOUNTAIN" OF CORRESPONDENCE, BOB LAMOND ASKED IF THE THREE LETTERS WRITTEN BY NSW, IN THE PERIOD, COULD BE CONSTRUED AS A "MOUNTAIN".

THE TREASURER'S REPORT WAS THEN READ AND TABLED. (SEE PAGE 7). THIS REPORT WAS SEEN AS HIGHLY CRITICAL OF NSW IN PARTICULAR WITH REGARD THE HANDLING OF THE CASTROL WORLD RALLY ACCOUNTS. TERRY COOK THEN READ A SUBMISSION (SEE PAGE 10) IN REPLY TO THIS REPORT.

IT WAS SUGGESTED FROM THE FLOOR, THAT AS THE PHOTOCOPIER AND THE APPLE COMPUTER USED BY NSW WERE CONSIDERED TO BE A LARGE PART OF THE PROBLEM, THEY BE HANDED OVER TO THE FEDERAL BODY AND VCCA NSW INC. WITHDRAW FROM THE FEDERAL BODY ALTOGETHER. THERE WAS A GENERAL AGREEMENT WITH THIS SUGGESTION, BUT SEVERAL MEMBERS SAID THAT AS THIS IN ITSELF WOULD BE A VERY LARGE STEP TO TAKE, NUMBERS AT THIS MEETING WERE LOW, AND SOME MEMBERS WERE FEELING HIGHLY EMOTIONAL, THEY WOULD BE BEST TO GO HOME, CALM DOWN AND THINK THE WHOLE THING OVER LOGICALLY AND EXPRESS THEIR FEELINGS AT THE NEXT MONTHLY MEETING.

JOHN WARDS THEN GAVE A RESUME (SEE PAGE 3) OF THE MEETING. HE POINTED OUT THAT HE HAD ALMOST GOT TO THE STAGE OF WALKING OUT OF THE MEETING AFTER BEING PUT UNDER TREMENDOUS PRESSURE FROM OTHER STATE(S). THE COMMENT MADE BY SOME OF THOSE ATTENDING THE FEDERAL MEETING WAS THAT NSW WAS BEING BLAMED FOR A LOT OF PROBLEMS WHICH WERE IN FACT BEING CAUSED BY OTHER STATES.

THE PRES. THEN WENT ON TO COMMENT ABOUT THE PRESENTATION OF A REVISED CONSTITUTION TO FEDERAL MEETING. HE POINTED OUT THAT THE ORIGINAL FEDERAL CONSTITUTION REQUIRES A UNANIMOUS VOTE TO MAKE ANY CHANGES AND AS NSW WAS THE ONLY DISSENTING VOTE, THIS AGAIN CAUSED UPEHAVAL AT THE MEETING. JOHN WAS ASKED WHEN WAS THE NEW CONSTITUTION PROPOSED - ANSWER - 3 YEARS AGO, BUT HE POINTED OUT THAT IT WAS ONLY TABLED FOR THE FIRST TIME, HALF-WAY THROUGH THIS AGM, GIVING NO REAL TIME FOR STUDY.

IT WAS PROPOSED AT THE AGM THAT THE FEDERAL BODY BE AUTONOMOUS IN DATING VEHICLES, NOT THE INDIVIDUAL STATES AS HAS BEEN THE CASE FOR THE PAST 20 ODD YEARS.

THE AGM WAS ADVISED THAT FIVA WANTED A BIGGER REPRESENTATION OF CLUBS IN EACH COUNTRY AND WERE ADVISED THAT THIS WOULD MEAN MORE THAN JUST THE VCCA IN AUSTRALIA. VINTAGE CAR CLUBS WERE FORMING THEIR OWN AUSTRALIAN ASSOC., PROBABLY WITH THIS IN MIND. A LARGE CONSORTIUM HAS ALREADY BEEN FORMED IN GREAT BRITAIN FOR THIS PURPOSE, MEMBERSHIP ESTIMATED AT APPROX. 250,000. - AGAIN THE QUESTION WAS ASKED WHAT DO WE GET OUT OF BELONGING TO FIVA.

AFTER FURTHER DISCUSSION OF THE AGM, THE MEETING WAS CLOSED AT 10.45PM



The VETERAN CAR CLUB of AUSTRALIA

Representing Federation Internationale des Vehicules
Anciens (F.I.V.A.) in Australia



DEMENTIA PRODEST

TREASURER'S REPORT.

The 1988-89 year of the V.C.C.A. has been most successful financially, due to the investment backing now possessed and largely accrued from the Australian Bicentennial Castrol World Rally.

The presentation of a comprehensive report, and any possibility of a distribution of the 1988 determination to the States, has been inhibited however, by a number of factors.

The books of account, all receipts and documents at the national level from the Castrol World Rally, and the independent State Castrol Rally statements for the past four years have been with Wearne & Co since this time last year. They are a complex set of documents in that they were required to be blended for taxation purposes.

I am pleased to report that the national taxation returns have been submitted some weeks ago, and that the Taxation Assessment has now been received and paid. This sum totalled \$36,033.17, and was paid before the due date, September 4th, 1989.

Provisional Tax is also payable, and the amount is being determined at present, to be based on an appealed figure, with the 1988-89 tax being substantially less than might have been assessed on 1987-88 income/interest. An instalment of \$3159.00 Provisional Tax has been paid very recently.

The task of our accountants has been frustrated in recent weeks by the disclosure that the V.C.C.A. N.S.W. Inc, had submitted a Taxation Return which involved some of the funds of the Castrol World Rally. I most strongly reject the statement, in a letter from the V.C.C.A. N.S.W. Inc, to Wearne & Co, that N.S.W.-prepared tax returns for 1987-88 were supplied to me in 1988. I definitely did not receive any such documentation, until August, 1989.

The seven state and territory Castrol World Rally accounts were known by the respective state Rally Directors / Co-ordinators, to be accounts of the exclusive property of the Veteran Car Club of Australia. There was constant reminder at Rally Director Meetings of this from the outset. Each State presented annual audited returns to the Castrol World Rally Treasurer, Wayne Aberdeen and these were incorporated in reports to the V.C.C.A. The Directors were each appointed by the states and totally answerable to the V.C.C.A. -appointed Executive Director.

The payment of funds from each Castrol Rally A/c was of course subject to the normal invoicing procedures. No state Director was authorised by the Rally Executive or the V.C.C.A., to exercise any financial initiatives on behalf of his /her state club.

After the 1988 V.C.C.A. A.G.M. in Brisbane, when each State affiliate of the V.C.C.A. was duly asked to complete a summary of appropriations from the Castrol Rally property, in cash or kind, I did not receive any statement from the V.C.C.A. N.S.W.

(Each State Rally Director had been asked to establish if his/her state would wish to retain the photocopier, computer or other hardware which had been acquired by the Castrol Rally account in his/her state or territory.)

The following information was received:

a) Hardware appropriations.

V.C.C.A. Queensland Inc	Photocopier.	Value	\$2,500
V.C.C.A. A.C.T. Inc	Photocopier.	Value	\$2,750.
V.C.C.A. Tasmania Inc	Photocopier.	Value	\$1,500
V.C.C. of W.A. Inc.	Photocopier.	Value	\$1,000
V.C.C.A. Victoria Inc	Nil property.		
S.C.C. of S.A. Inc.	Nil property.		
V.C.C.A. N.S.W. Inc	No information provided on first request.		

b) Cash Transfers

S.C.C. of S.A. Inc	Hall Hire/ refresh ments	\$954.00
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Having received no information on hardware or cash transfers from the Castrol World Rally A/c (N.S.W.) I wrote seeking this information so that an equal split could be effected as soon as possible. The reply was less than satisfactory, and did not provide any figures, but did identify that interest on the account had been taken by the state club. At this time, this response was necessarily referred to Mr Malcolm Johns, the V.C.C.A. Legal Advisor.

The actions of the Committee of the V.C.C.A. N.S.W. Inc require a full explanation to the V.C.C.A. at this meeting. The subsequent revelation that the V.C.C.A. N.S.W. Inc has obtained a substantial sum of money from V.C.C.A. Castrol World Rally funds, which has been declared as the interest on the N.S.W. Rally account requires further explanation. I have, to this date, not received any indication as to hardware of the Castrol World Rally (NSW) now accepted by the V.C.C.A. N.S.W. Inc. Furthermore I still, to this date, have not received any advice on cash / kind appropriated by the V.C.C.A. N.S.W. Inc.

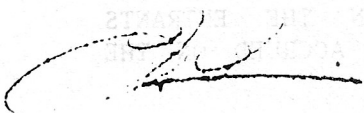
The accounts of the V.C.C.A. and the Castrol World Rally cannot accordingly be finalised for 1988-89, and Wearne & Co have been asked to seek an extension of the submission deadline for the V.C.C.A. until all Rally account books are available. A part report has been prepared, but is not in a format for presentation to the V.C.C.A. As soon as it is possible to complete the statement of the affairs of the V.C.C.A. for 1988-89, this material will be provided to all affiliated clubs.

The Traditional Accounts

The Adelaide 1986 A.G.M., when discussing the then Treasurer's Report, focussed upon the Constitution which provided that the funds of the V.C.C.A. were held in trust for the association by the President and Secretary of the V.C.C.A. When it was acknowledged that this was the case, and that former motions for the appointment of trustees were invalid, the treasurer was asked to reinvest the funds, in consultation with the incoming president (See 1986 A.G.M. Minutes, Item 5, Page 3.) and this I believe was duly done. The investment instruction however was that the funds not be invested with a finance company. This instruction however, was not followed.

When the investments matured recently, as Secretary-Treasurer, I was not advised by the former treasurer. I was not aware of what actions with respect to the funds had taken place until the funds were re-invested, and this advice came to me from our Legal Advisor inadvertently, who obviously presumed that I was aware of the developments. I was, furthermore, not provided with any information at all by the former treasurer until I wrote seeking the details some weeks after the event, (15/7/1989) when the facts had become known to me. Information was mailed, dated 30/7/1989, and has been incorporated now in the preparation of a comprehensive Treasurer's report.

The role of Treasurer in 1988-89 has been made unnecessarily difficult and extraordinarily time-consuming by persons failing to fully co-operate for the efficient management of the organisation.



Ian Irwin
Secretary-Treasurer.

CASTROL RALLY (NSW) ACCOUNTS

I WISH TO AQUAINT MEMBERS WITH CERTAIN FACTS AND IN DOING SO QUESTION SOME STATEMENTS MADE IN THE ANNUAL REPORT BY THE TREASURER FO THE V.C.C.A.

1. COPIES OF TAXATION RETURNS FOR N.S.W. INCLUDING THE AUDITORS STATEMENT AND NSW RALLY STATEMENTS WERE FORWARDED TO THE THEN RALLY TREASURER AS SOON AS THEY WERE RECEIVED BY ME FROM OUR AUDITOR/TAX AGENT. THIS WAS IN EARLY AUGUST 1988. THIS WAS THE SECOND TIME THAT CANBERRA HAD ALLEGEDLY NOT RECEIVED OUR AUDITED ACCOUNTS. IT IS INTERESTING TO NOTE THAT THE FEDERAL BODY DID HOWEVER RECEIVE THE NSW RALLY ACCOUNTS AS STATED IN THE THIRD PARAGRAPH OF THE TREASURERS REPORT, THIS BEGS THE QUESTION - AS ALL THIS INFORMATION WAS IN THE SAME ENVELOPE WAT DID HAPPEN TO THE REST OF THIS PAPERWORK? I TAKE OFFENCE AT WHAT APPEARS TO BE ATTACK ON THE PROFESSIONAL INTEGRITY AND COMPETANCE OF THE AUDITOR/TAX AGENT WHO EXAMINED THE NSW ACCOUNTS.

2. ALL PAYMENTS FROM NSW RALLY ACCOUNTS ARE FULLY DOCUMENTS.

3. NO FINANCIAL INVITATIONS WERE EXERCISED ON BEHALF OF THIS CLUB. HOWEVER FINANCIAL INITIATIVES WERE EXERCISED THESE BEING THE INVESTMENT OF ENTRANTS ACCOMMODATION DEPOSITS ON FIXED DEPOSIT AS SEEN FIT BY ME. THIS WAS DONE FOR A NUMBER OF REASONS AMONGST THEM BEING

(a) THE EVENT UP UNTIL 1987 DID NOT HAVE A SPONSOR - THESE INVESTMENTS ENSURED THAT THE NSW LEG COULD BE RUN REGARDLESS OF THE FINANCIAL POSITION OF THE FEDERAL BODY.

(b) THE EXTRA FUNDS SO ACCRUED MADE THE RUNNING OF THE NSW SECTION VIABLE - I NEVER ACCEPTED THAT THE AMOUNT ALLOCATED TO THIS STATE WAS ADEQUATE ENOUGH TO SUCCESSFULLY RUN THE SECTION. THE TOTAL AMOUNT WAS \$14,500 - \$10,500 EXPENSES, \$4,000 FOR ROUTE PLANNING. THE AMOUNT IN INTEREST ON THE ENTRANTS ACCOMMODATION DEPOSITS WAS APPROXIMATELY \$12,500. INTEREST ACCRUED ON THE FEDERAL RALLY FUND WAS APPROX \$750.

(c) IT IS SOUND BUSINESS PRACTICE TO INVEST UNUSED FUNDS.

4. THE FEDERAL TREASURER/EX EXECUTIVE DIRECTOR OF THE RALLY STATES THAT HE WAS NOT AWARE OF ANY HARDWARE THAT THE NSW CLUB HAD APPROPRIATED FROM THE RALLY - THIS IS BLATANTLY UNTRUE AS THE FEDERAL RALLY ACCOUNTS HAD PARTLY FINANCED THE PURCHASE OF THIS EQUIPMENT AND THE RALLY DIRECTOR HAD SEEN IT AT MY HOUSE ON NUMEROUS OCCASIONS - IT WAS STATED BY ME MANY TIME THAT IT SHOULD BE ABSORBED INTO THIS CLUB - HE DID NOT DISAGREE WITH THIS PROPOSAL AT ANY TIME. THE NSW SECTION OF THE EVENT HAD TWO PHOTOCOPIES FROM CANON - ON HELD BY THE NSW ORGANISATION THE OTHER ON LOAN TO BARRY THEW TO RUN THE DARWIN ROUTE. THE ONE FOR THE DARWIN ROUTE WAS EVENTUALLY PURCHASED BY ME FOR THIS CLUB OUT OF INTEREST ACCRUED. I ADVISED THE CANBERRA ORGANISATION OF THIS ACTION AND THE TRANSACTION HAS ALWAYS SHOWN IN THE AUDITED ACCOUNTS OF THE NSW SECTION.

5. I WOULD LIKE TO KNOW WHERE THE ACCOUNTS SHOW THE TAKING OF INTEREST MONIES INTO THIS CLUB.

6. I WOULD LIKE TO KNOW WHO MADE THE SUBMISSION - QUOTE "SUBSEQUENT REVELATION THAT THE VCCA (NSW) INC HAS OBTAINED A SUBSTANTIAL SUM OF MONEY FROM VCCA CASTROL WORLD RALLY FUNDS WHICH HAS BEEN DECLARED AS INTEREST ON NSW RALLY ACCOUNT" - THE STATEMENT IS NOT TRUE AND IS LIBELLOUS TO ME IN THE EXTREME. THE NSW CLUB RECEIVED THE FOLLOWING ITEMS OR INCOME IN THE COURSE OF RUNNING THE EVENT OR SUBSEQUENT TO IT:-

(a) APPLE COMPUTER	VALUE \$4000 BEFORE DEPRECIATION
(b) CANON PHOTOCOPIER	" \$3000 " "
(c) HIRE OF LARGE HALL (45 DAYS @ \$70 PER DAY)	" \$3150 " "

IT NEEDS TO BE NOTED THAT THE HALL WAS UNFINISHED AND WAS USED FOR STORAGE OF RALLY PACKS AND VEHICLES. THIS FIGURE IS LESS THAN WHAT COULD HAVE NORMALLY BEEN ASKED BY THE CLUB.

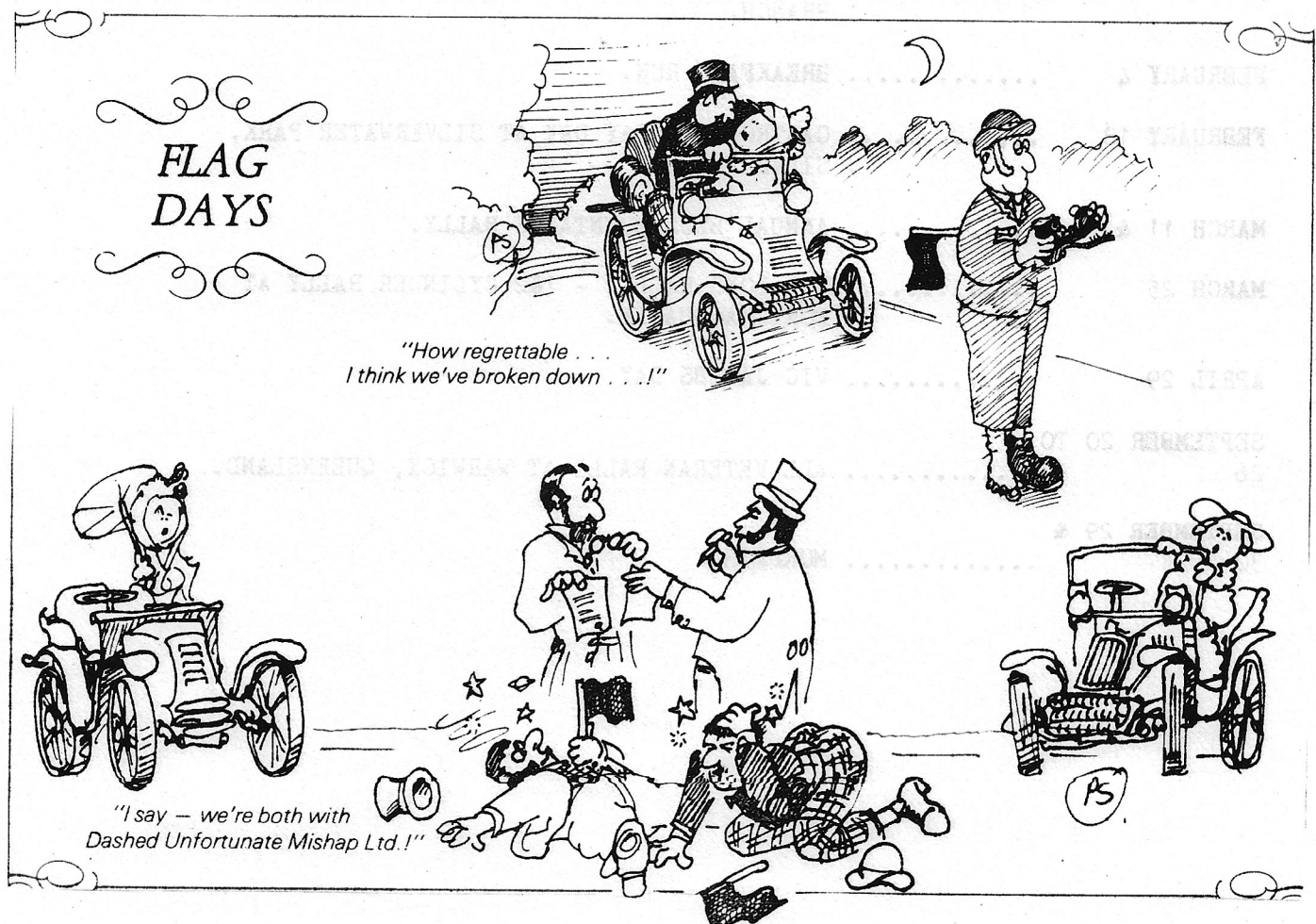
7. A NUMBER OF MEMBERS WERE REIMBURSED FOR SERVICES, FACILITIES, AND VEHICLES PROVIDED BEFORE, DURING AND AFTER THE EVENT. MOST OF THESE MEMBERS SAW FIT TO DONATE ALL OR PART OF THESE PAYMENTS TO CLUB FUNDS. ALL OF THESE AMOUNTS HAVE ALWAYS SHOWN IN THE FINANCIAL RETURNS FOR THE NSW SECTION OF THE EVENT. WHY IS ONLY NOW, SOME EIGHTEEN MONTHS AFTER THE EVENT THAT THE FEDERAL SECRETARY/TREASURER IS QUESTIONING THESE PAYMENTS.

8. I WISH TO STATE THAT AT NO TIME HAVE ANY VCCA CASTROL WORLD RALLY FUNDS BEEN APPROPRIATED BY THE NSW CLUB.

9. I QUESTION THE INABILITY OF THE FEDERAL BODY TO TABLE AUDITED ACCOUNTS FOR 1988 AND 1989 BECAUSE OF THE ALLEGED NON RECEIPT OF NSW STATEMENTS - IT IS INTERESTING THAT THE FEDERAL BODY IS CONSISTENTLY APPARENTLY QUOTING FROM THESE DOCUMENTS.

I FIND THE ATTITUDE OF SOME VCCA OFFICE HOLDERS TOWARDS THE NSW CLUB AND MYSELF INDIRECTLY, OBSSIVE VERGING ON PARANOIA AND I WISH TO MAKE IT VERY CLEAR THAT ANY PERSON SEEKING TO IMPUNE MY REPUTATION AND NAME BY DEFAMATORY, LIBELLOUS OR SLANDEROUS STATEMENTS CAN EXPECT ME TO DEFEND MYSELF BY THE DUE PROCESSES OF LAW.

TERRY COOK
MEMBER OF VCCA (NSW)
28 SEPTEMBER 1989

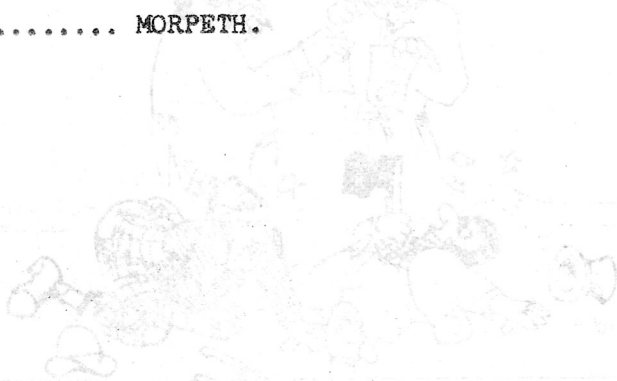
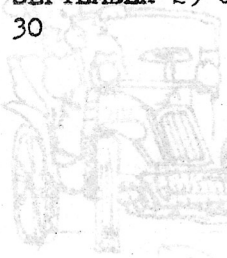


EVENTS

- OCTOBER 21 - 24 1 & 2 CYLINDER RALLY AT BATHURST.
- OCTOBER 28 & 29 INVITATION - VICTORIAN BALLARAT RALLY.
- NOVEMBER 4 & 5 REGISTRATION INSPECTION DAYS - DETAILS ON PAGE 2.
- NOVEMBER 12 FISHERS GHOST - 9.30AM START AT SEDDON PARK, GLENFIELD. MORNING TEA SUPPLIED ON ROUTE TO FINISH AT BELGENNY RESERVE, CAMDEN. BYO LUNCH. AFTER LUNCH, VIEW AIR SHOW OR VISIT STEAM MUSEUM.
- DECEMBER 3 CHILDREN'S XMAS PARTY - FURTHER DETAILS IN NEXT ISSUE OF SPIT AND POLISH.
- DECEMBER 9 ADULT'S XMAS PARTY AT THE CLUBROOMS - DETAILS AT THE NEXT MONTHLY MEETING AND NEXT ISSUE OF SPIT AND POLISH.

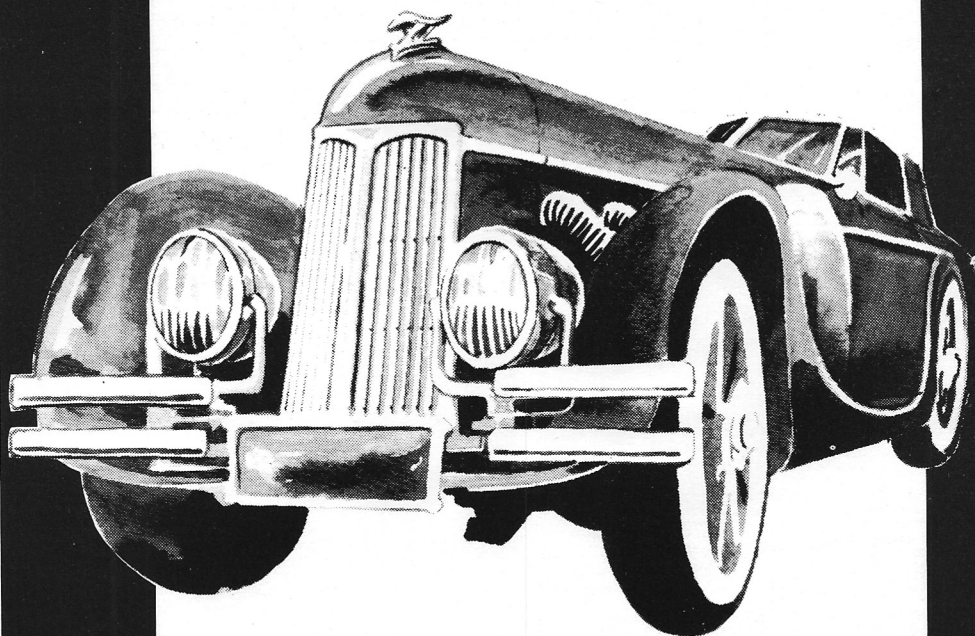
1990

- JANUARY 7 1 & 2 CYLINDER RALLY AT TASMANIA.
- JANUARY 13 SATURDAY - TBA - MEET WITH NEWCASTLE BRANCH.
- FEBRUARY 4 BREAKFAST RUN.
- FEBRUARY 18 CASTROL DISPLAY DAY AT SILVERWATER PARK, SILVERWATER.
- MARCH 11 & 12 ANNUAL BLUE MOUNTAINS RALLY.
- MARCH 25 WEEK LONG RALLY - 1&2 CYLINDER RALLY AT PORT MACQUARIE.
- APRIL 29 VIC JACOBS DAY.
- SEPTEMBER 20 TO 26 ALL VETERAN RALLY AT WARWICK, QUEENSLAND.
- SEPTEMBER 29 & 30 MORPETH.



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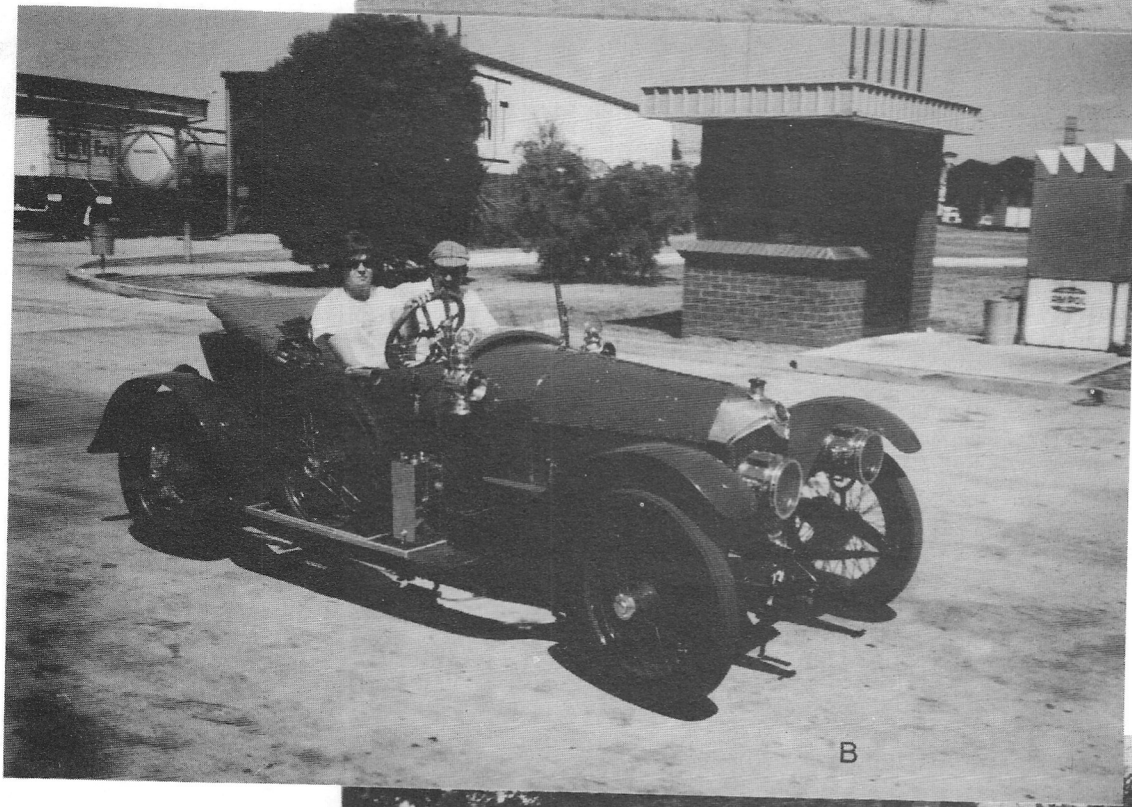
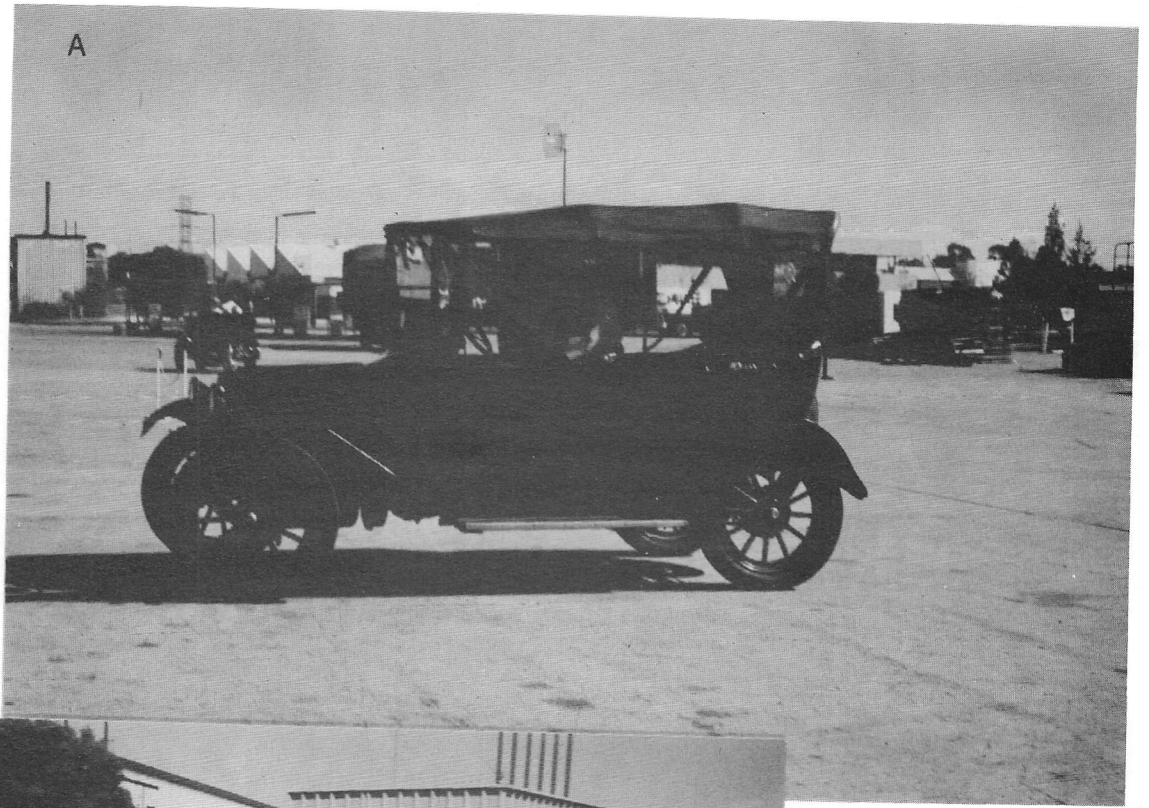


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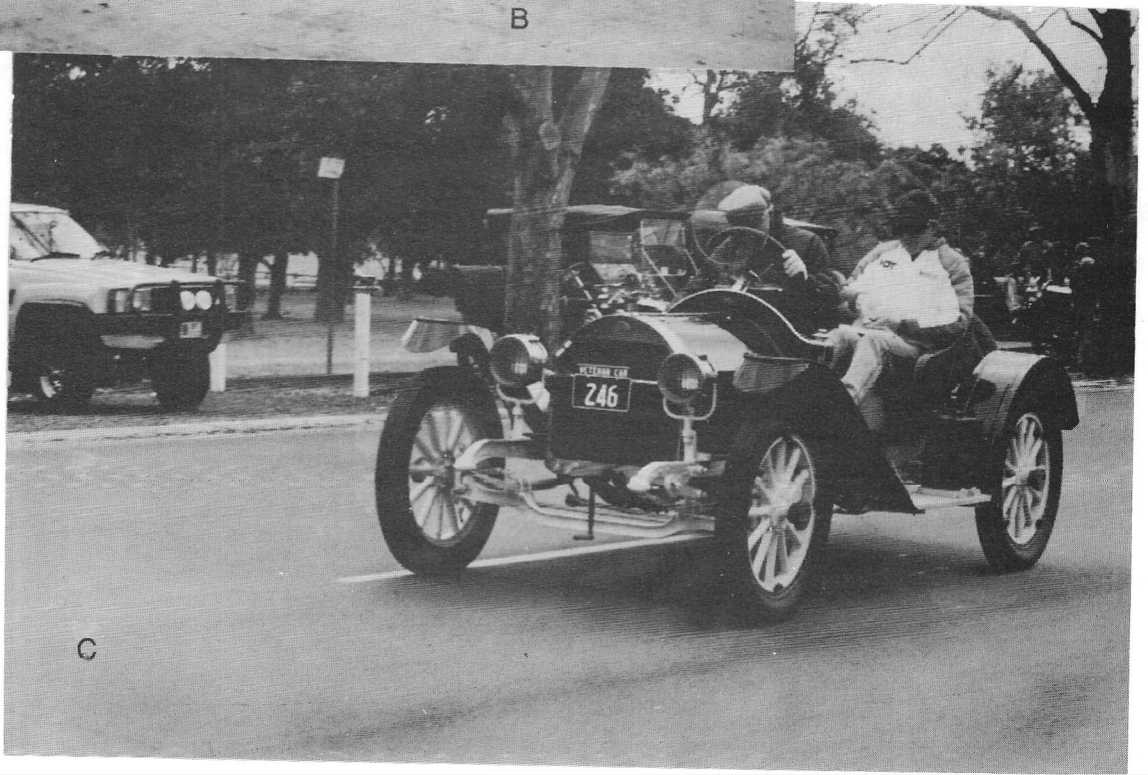
Tel: (02) 241 3411

Fax: (02) 251 5869.

A



B



C

JUNIOR ENCOURAGEMENT DAY

SUNDAY - 24TH SEPTEMBER 1989.

THREE VOLUNTARY DRIVING TESTS WERE ORGANISED FOR THE DAY AND A TOTAL OF 18 DRIVERS TOOK PART. OF THESE, 10 WERE AGED 18 OR LESS, AND IT WAS A 14 YEAR OLD WHO LOST THE LEAST NUMBER OF POINTS OVERALL - NOW THAT IS WHAT I CALL "JUNIOR ENCOURAGEMENT"!

PRIZES WERE AWARDED AS FOLLOWS:

BEST OVERALL - ANTHONY COX (14) 1915 FORD

BEST ADULT - IAN STREATHFIELD 1909 DELAGE

BRADMAN TROPHY - DENISE CHERRY 1916 CHEVROLET

THE BEST SCORE IN THE FIRST TEST, ESTIMATING ONE FULL REVOLUTION OF THE FRONT WHEEL WAS GAINED BY ANTHONY COX (A FRIEND OF PAUL IRISH) WHO WAS WITHIN ONE DEGREE - MOST PEOPLE WERE OUT BY MORE THAN NINETY DEGREES.

TEST TWO, ESTIMATING THE INSIDE TURNING CIRCLE, WAS WON BY JIM MOULE IN HIS 1912 ROVER. THIS RESULT WAS EVEN MORE MEMORABLE BECAUSE THE TOTAL DISTANCE WAS ABOUT SIX METRES AND JIM CAME TO WITHIN 80MM OF THAT.

THE THIRD TEST WAS WON BY IAN STREATHFIELD, WHO CAME WITHIN 20MM OF STOPPING WITH THE LEFT-HAND BACK WHEEL ON A DESIGNATED SPOT. DENISE CHERRY MANAGED TO GET A HIGHER SCORE THAN ANYONE ELSE, BUT ONLY JUST, AND SHE SHOULD TAKE HEART FROM THE FACT THAT THERE WERE PLENTY OF OTHER DRIVERS PRESENT WHO WEREN'T EVEN CAME TO ENOUGH TO TRY.

MY THANKS TO ALL WHO TOOK PART AND TO MY BAND OF WILLING HELPERS.

CONGRATULATIONS AGAIN TO ANTHONY COX, WHO HAS NEVER DRIVEN A CAR BEFORE, LET ALONE A VETERAN.

WARREN IRISH.

← Photos:

- A. Cherrys in their 1916 Chevrolet at T.N.T.
- B. Austin Grellman in his Crossley also at T.N.T.
- C. Don Grant in his 1911 Empire on the Navigator's Run.

1909 DELAGE TYPE "F" ROADSTER

VETERAN OF THE MONTH - MONTHLY MEETING 28TH SEPTEMBER.

IN MID JUNE OF THE YEAR 1905, LOUIS DELAGE RENTED A SHOP AT 83, RUE ANATOLE-FRANCE TO START PRODUCTION OF THE DELAGE. THE FIRST TWO PROTOTYPES WERE FINISHED FOR THE PARIS MOTOR SHOW THAT DECEMBER. THE TYPE "A" WAS EQUIPPED WITH A 1059CC SINGLE CYLINDER DE DION ENGINE AND THE TYPE "B" A SMALLER CAR WITH A 496CC ENGINE. IT SOON BECAME CLEAR, THAT THESE ENGINES WERE CONSIDERED TO BE TOO BIG OR TOO SMALL AND IN 1906 THE TYPE "C" WAS BUILT WITH A 697CC DE DION ENGINE, AND WHICH TURNED OUT TO BE THE RIGHT CAR AT THE RIGHT TIME.

ALSO IN 1906, DELAGE AND AUGUSTIN LEGROS DESIGNED THE FIRST OF A LONG LINE OF RACING SINGLE CYLINDER CARS. THESE WERE POWERED BY A 9HP DE DION BOUTON ENGINE. DURING THE NEXT FOUR YEARS THEY WON MANY LIGHT RACES AGAINST SIZAIRE ET NAUDIN, RENAULT AND ALL OTHERS.

THE CAR DISPLAYED AT LAST MONTH'S MONTHLY MEETING IS A 1909 DELAGE TYPE "F". THE ENGINE IS A DE DION BOUTON, 9HP, 100MM BORE, 130MM STROKE. THE CAR HAS A THREE SPEED GEAR BOX AND A 4.3 - 1 DIFF RATIO. THE CAR BELONGS TO GEOFFREY SIMMONS.

IT WAS FOUND AT PORT MACQUARIE BY JIM EISENHAUER AND STAN RUMBLE IN 1984 AND BOUGHT BY THE OWNER IN JANUARY 1985. RESTORATION TOOK TWELVE MONTHS.

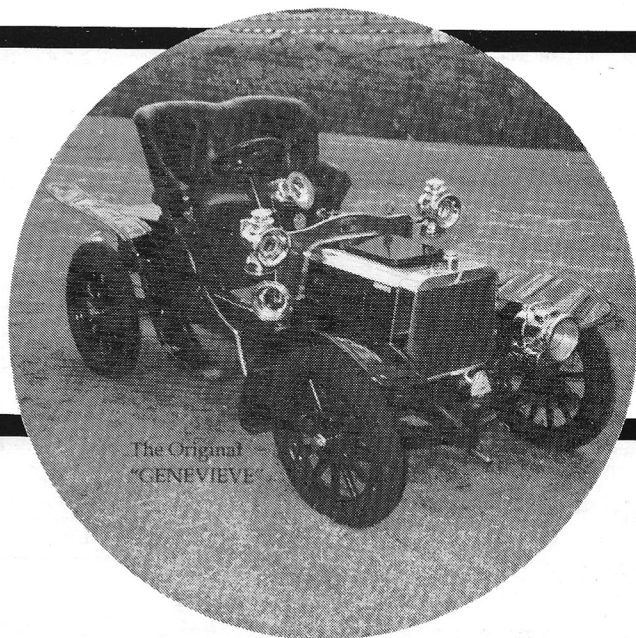
THE CAR HAS BEEN ON TWO NATIONAL RALLIES(1 & 2 CYLINDER) AND FOUR BLUE MOUNTAIN RUNS AND ALL OF THE 1 & 2 CYLINDER RALLIES RUN BY THE V.C.C. OF N.S.W. ALTHOUGH THE CAR IS SLOW BY 4 CYLINDER STANDARDS IT IS STILL A LOT OF FUN ON SHORT RUNS PROVIDED BY THE V.C.C OF N.S.W. AND SO FAR PROVED TO BE AS RELIABLE AS ANY 1 OR 2 CYLINDER CAR.



Does It Yet Again

Sold
\$580,000

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



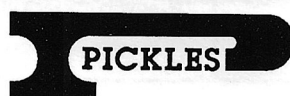
The Gilltrap Auto Museum Auction
created 14 new World, Australian
and/or Marque Records.

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

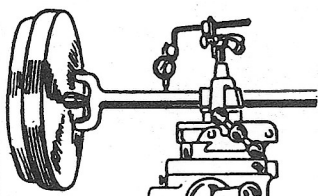


LIDCOMBE
2 Victoria St

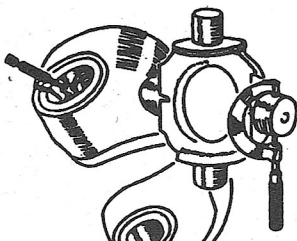
Ph: (02) 6491200

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

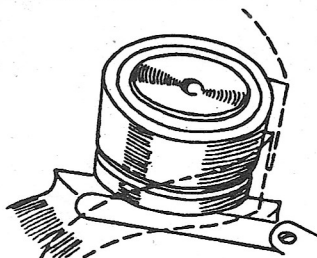
MELBOURNE
21 Camp Rd,
Ph: (03) 3573055



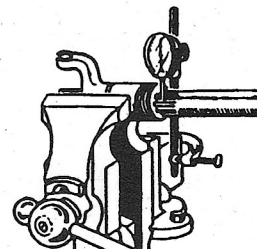
Measure straightness of propeller shaft with dial gage.
Desirable002-.004
Serviceable006
Repair010



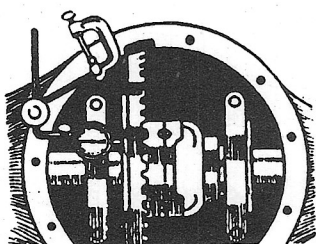
Measure clearance between universal joint pins and bushings with micrometer calipers and telescoping gage.
Desirable001-.002
Serviceable005 if quiet
Replace007 if noisy



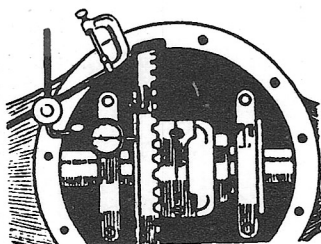
Measure end clearance of universal joint pins in bushings with feeler gage.
Desirable001-.002
Serviceable005
Repair or replace010



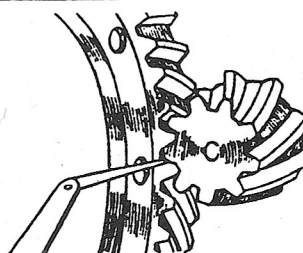
Measure fit of propeller shaft splines in universal joint yoke with dial gage.
Desirable002-.004
Serviceable005
Repair or replace010



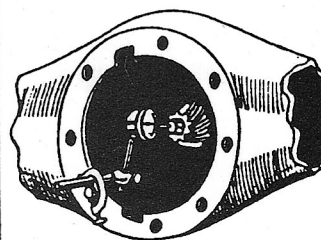
Measure lateral trueness of differential case flange with dial gage before installing ring gear.
Desirable001-.002 variation
Serviceable003 variation
Repair or replace004 variation



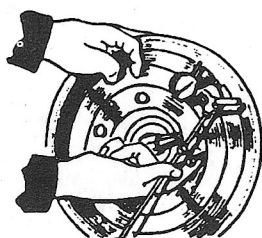
Measure lateral trueness of assembled ring gear with dial gage.
Desirable002-.003 variation
Serviceable006 variation
Replace010 variation



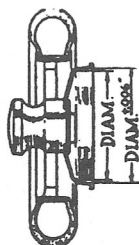
Measure clearance between pinion and ring gear teeth with feeler gage.
Desirable006-.008
Serviceable010
Repair or replace015



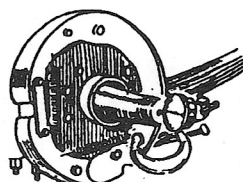
Measure endwise clearance of pinion shaft with dial gage.
Desirable001-.002
Serviceable003
Repair or replace005



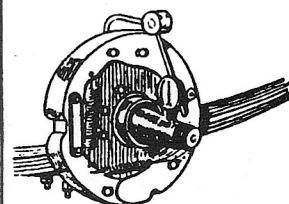
Measure brake drum for roundness and concentricity with hub, using dial gage mounted in hub.
Desirable002-.004
Serviceable008
Repair or replace010



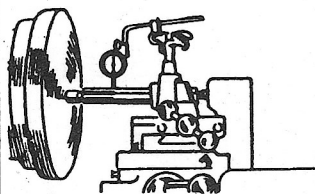
Measure brake drum for taper or bell-mouth with dial gage mounted in hub.
Desirable001-.002
Serviceable004
Replace006



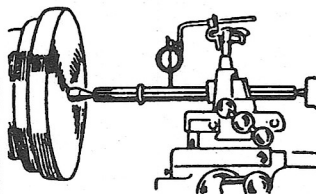
Measure endwise clearance of axle shaft with dial gage.
Desirable002-.004
Serviceable005
Repair or replace010



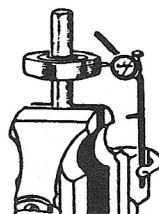
Measure wheel bearing clearance with dial gage.
Desirable001-.002
Serviceable005
Repair or replace008



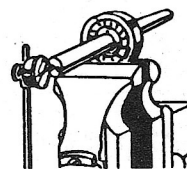
Measure all splined shafts for straightness with dial gage.
Desirable001-.0015
Serviceable002
Repair003



Measure all axle shafts for straightness with dial gage.
Desirable001-.002
Serviceable004
Repair005



Measure all ball bearings for radial or diametral clearance with dial gage, (clearance per inch of diameter).
Desirable0005-.001
Serviceable003
Replace005



Measure all ball bearings for endwise clearance with dial gage, (clearance per inch of diameter).
Desirable001-.002
Serviceable004
Replace006

B I T S A N D P I E C E SINVITATION RALLY AT BALLARAT

LOCK UP YARD WILL BE AVAILABLE FOR STORAGE OF TRAILERS 100 ELGIN ST., CARLTON. GATES WILL BE OPEN FOR RECEIVING AT 8.00 AM SATURDAY 28TH OCTOBER AND REOPENED 3.00PM SUNDAY FOR COLLECTION. THE RALLY WILL BE BACKED UP BY THE RACV, PROVIDING MECHANICAL ASSISTANCE WHERE NECESSARY ALSO A BREAKDOWN TRUCK.... FOR ANY FURTHER INFORMATION CONTACT GEORGE HETREL - RALLY DIRECTOR (03) 729 7188 (B) (03) 762 8014 (H)

PROCESSION 28TH OCTOBER 1989

CELEBRATE MORTDALE PUBLIC SCHOOL CENTENARY - START 11.00AM MORTDALE MEMBERS ALREADY PARTICIPATING ARE: A. GARTHON - DELAHAYE, G. KING - F.L., R. BAXTER - ARMSTRONG WHITWORTH, J. MOULE - ROVER, J. COOPER - WOLSELEY, J. WILSON - OAKLAND, A. BLYTHE - NAPIER. ANYONE WHO WISHES TO JOIN WHETHER 1 CYLINDER OR MORE IS MOST WELCOME. CONTACT A. GARTHON.

STATIC DISPLAY

A STATIC DISPLAY WILL BE HELD AT THE BANGOR SCHOOL ON THE 4TH NOVEMBER, 1989. ANYONE WISHING TO TAKE PART PLEASE CONTACT BOB MAYOR ON 580 8866.

CHERRYWOOD CAR SHOW

THE 1990 CHERRYWOOD CAR SHOW WILL BE HELD ON SUNDAY THE 4TH MARCH. THE CAR SHOW WILL BE HELD IN THE GROUNDS OF CHERRY WOOD VILLAGE, THE NORTHERN ROAD, LLANDILO (BETWEEN PENRITH AND WINDSOR). GATES WILL BE OPEN FROM 8.00AM FOR PARTICIPANTS TO SET UP THEIR DISPLAY AND OPEN TO THE PUBLIC FROM 9.00AM SITE FEES FOR THE SHOW WILL BE \$5.00 PER VEHICLE, AND AS A "DISPLAY DAY" ONLY, EACH VEHICLE OWNER WILL RECEIVE A COMMEMORATIVE BADGE. THIS IS A MAJOR FUNDRAISING EVENT FOR THE AUSTRALIAN FOUNDATION FOR THE DISABLED. ENTRIES AVAILABLE FROM EDITOR OF S & P OR CONTACT CYNTHIA OR DOREEN LEYDECKER ON (047) 774250

BATHURST ANNUAL SWAP MEET

THIS WILL BE HELD ON THE 4TH FEBRUARY, 1990 AT THE BATHURST SHOWGROUND AND HOSTED BY THE BATHURST HISTORIC CAR CLUB - GATES OPEN 6.00AM - ENTRY \$2.00 PER HEAD AMPLE PARKING.

From the Northern Enthusiasts

1989 ANNUAL NEWCASTLE TOUR AT MORPETH

From an organizers viewpoint, the recent Newcastle Tour held at Morpeth over the Labour Day Long Weekend was a complete success. Although we had fewer entrants than in '88, there was still a pleasing number of cars and people at the Conference Centre for the weekend.

The majority of people were able to travel to Morpeth on Friday, arriving throughout the afternoon in order to enjoy the full weekend. As far as I know most people enjoyed a trouble free run to Morpeth, the exception being the Irish family who had their Model T showered with rocks by a group of brain surgeons as they were travelling along the freeway.

We were fortunate this year to be blessed with great weather - a feature of the weekend for which the organizers are prepared to take full responsibility. The only possible complaint being that it was a bit too warm at times. As in past years, the entrants were left to their own devices on the Saturday morning. I think many people took the opportunity of going for a stroll about the historic buildings in Morpeth. On Saturday afternoon we travelled in a roundabout way to Largs, where we had afternoon tea at the Public School - the oldest continuous school in New South Wales.

After dinner Saturday about 15 or 16 cars took part in the gaslight tour, the only casualty being the Cherry Chev. which suffered a flat tyre a very short distance from the gate of the Conference Centre as we were leaving. Although I'm unsure of the exact details of what happened, Barry Shinfield provided a little entertainment on our return to the Conference Centre. All I could see from my vantage point was a flash of fire and the scattering of troops in the near vicinity as he apparently disposed of the surplus acetylene gas from the generator of "Tilly". I don't think there was any harm done other than a few singed hairs and an increased heart beat for a time.

27 cars and two motor cycles took part in the main tour on Sunday, which covered some 135km's. Morning tea was taken at Elderslie and the lunch stop was at Vacy. Once again there were no major mechanical problems. A few

cars experienced minor ailments such as deflated tyres and fuel blockages but nothing of a serious or lasting nature.

I believe for the first time we had an entrant from Queensland in Hugh and Patricia Kimlin who participated in their 1914 Hupmobile. We also had the Cox family from Dubbo with the KRIT and Matchless as well as John Pickup from Lue and Bill Spraggon from Port Macquarie. Lyndon and Margaret Benham and their daughter Marney also made the trek from Brisbane, even though they were unable to bring the Talbot. We also had a great roll up from Sydney including the ever faithful group of the Wards, Bendeichs, Chapmans, Steers and Sheens. Noelene Thomson was unable, for a variety of reasons, to make the start on either Saturday or Sunday. She did however make history for being either the latest or the earliest starter depending on how you look at it by fronting up on Monday morning in the Ford.

To all who attended, we thank you for your support and trust you had an enjoyable weekend. It makes it very easy to organize the weekend when the participants are all co-operative and tolerate any minor problems which may arise. It was also great to see quite a large number of young people at the rally who all seemed to enjoy the weekend. I hope we see you all again next year and at a few other events.

The rally next year may be a little different as hopefully quite a few of us will be on our way home from Warwick when we get to Morpeth.

The participants were:	John Pickup - Renault	Bill Spraggon - Renault
Len Sheen - Humber	Max Chapman - Wolseley	Ray Thomas - Chevrolet
Mike Bendeich-Chalmers	Hugh Kimlin - Hupmobile	Warren Irish - Ford T
Warrick Bird - Ford T	Barry Shinfield-Talbot	Martin Sorensen-Oakland
Graham Steer - Argyll	Stan Cox - Chevrolet	Keith Carden - Bayard
Allan Blythe - Napier	Don Moffat - Studebaker	Bob Newman - Talbot
Austin Grellman-Crossley	John Cherry - Chevrolet	John Wards - Benz
Laurie Schneider-Crossley	John Hughes-Talbot	Max Burke - Hupmobile
Doug Marr - Sunbeam	Nev Preston - Talbot	Peter Martin - Ford T
John Burke - Carbine	Terry Cox-Matchless	Graeme Newman - Talbot

The winners of the event were: 1st place - Graham Steer

2nd place Barry Shinfield

3rd place Austin Grellman

SPOTTO: Austin Grellman

LONG DISTANCE: Hugh Kimlin

LAST PLACE: John Cherry

SUB EVENTS: 1st Bob Newman

Equal 2nd - John Wards & Michael Bendeich

Graeme Newman

SOME NOTES ON A NAPIER

MAX LANE AND THE WRITER WERE LUCKY ENOUGH TO BE ABLE TO ACQUIRE THE NAPIER EARLY LAST YEAR. IT IS A REAL EDWARDIAN MONSTER - 1910, 9.85 LITRES, FIVE INCH BORE AND STROKE, THREE FORWARD SPEEDS, REAR BRAKES OPERATED BY A LEVER AND A FOOT OPERATED TRANSMISSION BRAKE. NO WE DO NOT KNOW WHAT IT WEIGHS, EXCEPT WE'RE TOLD THAT EACH OF ITS 3' CYLINDER BLOCKS WEIGHS OVER A HUNDREDWEIGHT.

A COUPLE OF CHANCE REMARKS LED US TO THE CAR WHICH HAD BEEN OWNED FOR SOME TEN YEARS BY A MAN IN WESTERN VICTORIA. HE HAD ACQUIRED IT ON A FARM IN BITS. THE FRONT FOUR FEET OF CHASSIS, SPRINGS AND FRONT AXLE WERE MISSING, AS WAS THE FIREWALL. THERE WERE SMALL PARTS SPREAD AROUND THE CAR FOR ABOUT 100 YARDS. HAVING PURCHASED THE MAJOR BITS, HE THEN FOUND THE FRONT OF THE CHASSIS, AXLE ETC. UNDERNEATH A CARAVAN AND DID A DEAL TO SWAP THEM FOR THE NEW FRAME ETC., WHICH HE MADE AND FITTED. THE FIREWALL WAS DOING DUTY AS THE DASHBOARD OF A FARM LIGHTING PLANT AND IT WAS DULY LOCATED AND BOUGHT.

FOR TEN YEARS THE OWNER REFUSED ALL OFFERS. MAX AND I WERE LUCKY - HE HAD DECIDED AT HIS AGE AND WITH A HEALTH PROBLEM HE WOULD NEVER RESTORE IT. WE WERE THE FIRST TO COME ALONG AFTER HE HAD MADE THAT DECISION, AND OFFER A REALISTIC PRICE.

THE CAR WAS COMPLETELY DISMANTLED IN A SHED. WE WORKED ALL ONE DAY IN THE RAIN TO IDENTIFY AND LOAD ALL THE BITS ONTO OUR TRAILER. WITH THE CAR WE GOT SOME REAL TREASURES - THE ORIGINAL OWNERSHIP PAPERS, SHOWING THE HISTORY OF THE CAR'S FIRST 10 OR SO YEARS - A MAGNIFICENT SET OF BLERIOT SELF-GENERATING HEADLIGHTS - THE ORIGINAL BONNET, SEATS, UNDERTRAYS (WHICH ARE VERY COMPLICATED AND ESSENTIAL AS THE FLYWHEEL ACTS AS A FAN, DRAWING AIR THROUGH THE RADIATOR AND PAST THE ENGINE). WE EVEN GOT PARTS OF THE ORIGINAL UPHOLSTERY AND HORSEHAIR STUFFING. THE REST OF THE BODY WAS MISSING.

THE REBUILD WAS DONE FOR US BY STEVE FOSTER, AN EXTREMELY EXPERIENCED AND PRACTICAL MAN. AT THE OUTSET WE DECIDED TO KEEP IT AS ORIGINAL AS POSSIBLE MECHANICALLY SO AS NOT TO SPOIL THE MOTORING CHARACTER OF THE CAR. THIS HAS MEANT RETAINING THE CAST IRON PISTONS ETC. WE ALSO DECIDED THAT WE WOULD NOT ATTEMPT TO DO THE THING COSMETICALLY UNTIL WE HAD DONE SOME MOTORING ON IT AND SORTED OUT ANY BUGS. BECAUSE WE BOTH LIKE SPORTING MACHINERY AND HAVE FOR YEARS LUSTED AFTER RONALD BARKER'S RACING NAPIER, WE DECIDED ON A RACING STYLE BODY WITH TIMBER FRONT MUDGUARDS.

THERE WAS ALREADY A LOVELY FUEL TANK SO WE ELECTED NOT TO HAVE A BOLSTER TANK. HOWEVER, AS THE FUEL TANK IS QUITE SMALL AND WE FELT THE NEED TO GET AS MUCH WEIGHT AS WE COULD OVER THE REAR WHEELS (WHERE THE BRAKES ARE) WE HAD AN AUXILIARY 30 GALLON TANK MADE WHICH IS BURIED

INSIDE THE BODY AND WHICH FEEDS INTO THE MAIN TANK. THE REBUILD ITSELF WAS PRETTY STRAIGHTFORWARD. AS WE HAD SUSPECTED FROM THE ALMOST TOTAL LACK OF WEAR ON THE PEDALS THE CAR HAS DONE VERY LITTLE WORK. THE CRANK HAS NEVER BEEN GROUND AND IT HAS NEVER BEEN BORED. WE HAD TO SLEEVE TWO CYLINDERS BECAUSE OF CORROSION, BUT THE OTHERS JUST NEEDED HONING. THE ORIGINAL CAST IRON PISTONS AND RINGS LOOKED FINE SO WE USED THEM. THERE ARE LOVELY TIN PRESSINGS WHICH FIT CLOSELY AROUND THE RODS AT THE BOTTOMS OF THE BORES TO LIMIT OIL GOING UP THE BORES. EVERYTHING IN THE MOTOR IS NUMBERED, EVEN THE VALVES, AND IT'S ALL THERE AND ALL ORIGINAL.

THE CLUTCH NEEDED NO WORK APART FROM A CLEAN OUT. IT IS BEAUTIFULLY SMOOTH AND QUITE LIGHT. WE HAD TO HAVE A NEW 2ND GEAR MADE, OTHERWISE NO PROBLEMS IN THE GEARBOX. GEAR CHANGING IS INTERESTING. IT'S GOT A CLUTCH STOP WHICH MUST BE USED BEFORE ENGAGING FIRST AND ON DOWN CHANGES, BUT WHICH MUST NOT BE USED WHEN CHANGING UP. SO THE TECHNIQUE IS TO FULLY DEPRESS THE CLUTCH STOP WHEN THE CLUTCH STOP IS TO BE USED AND JUST DAB AT IT ON UPWARDS CHANGES.

THE CROWNWHEEL AND PINION WERE IN GOOD CONDITION, BUT THE PINION BEARINGS WERE GONE. UNFORTUNATELY WE COULDN'T GET THE PINION OFF ITS 4 INCH TAPER, EVEN 100 TONS WOULDN'T SHIFT IT. SO WE HAD TO BREAK IT OFF AND HAVE A NEW PINION MADE.

THE NAPIER HAS A VAST COOLING SYSTEM - ABOUT 35 LITRES. WE'RE HAVING PROBLEMS WITH COOLING WHICH ALL POINTS TO A PARTIALLY BLOCKED CORE. WE HAVE BEEN TOLD THAT THESE HONEYCOMB RADIATORS CAN'T BE SATISFACTORILY CLEANED OUT, BUT WE ARE TRYING HARD AS THE RADIATOR IS IN MAGNIFICENT CONDITION EXTERNALLY.

SO FAR WE HAVE GIVEN IT ABOUT 10 TREATMENTS ALTERNATIVELY OF DILUTE HYDROCHLORIC ACID AND CAUSTIC SODA. WE PUT THE SOLUTION IN THE RADIATOR THEN RUN THE CAR UNTIL IT BOILS. DRAIN. REFILL WITH HOT WATER. DRAIN. START AGAIN. WE HAVE GOT LOTS OF MUCK OUT OF IT AND IT IS GETTING BETTER ALL THE TIME.

THE CAR IS VERY LIGHT TO DRIVE ONCE ITS MOVING, BUT IT HAS NO SELF-CENTRING SO YOU HAVE TO KEEP MAKING TINY ADJUSTMENTS (WHICH QUICKLY BECOME AUTOMATIC). HAVING NO WINDSCREEN IS A MIXED BLESSING. IT WOULD BE HELL ON A LONG TRIP OR IN WET WEATHER. THE PROBLEM IS HOW TO FIT ONE WHICH WOULD BE SUFFICIENTLY RIGID WITHOUT HAVING TO BRING THE STAYS FORWARD, WHICH WOULD PREVENT THE BONNET BEING EASILY OPENED. THE TIMBER BODYWORK HAS BEEN BEAUTIFULLY BUILT BY THAT MASTER CRAFTSMAN, SHIPWRIGHT ROB HART, WHO SAYS ITS HIS FIRST AND LAST BODY FOR A CAR.

FINALLY A PUZZLE. IF MR. NAPIER WENT TO SUCH TROUBLE TO BUILD A PRETTY AIRTIGHT UNDERTRAY TO ASSIST THE AIRFLOW THROUGH THE RADIATOR AND BACK PAST THE ENGINE TO THE FLYWHEEL, WHY DID HE PUT LOUVRES IN THE BONNET SIDES? A FREE RIDE TO THE WINNER.

JOHN FITZPATRICK.

FOR SALE & WANTED

FOR SALE

STEEL CAR TRAILER WOODEN FLOOR, TANDEM AXLE BRAKES, WHEEL CLAMPS ETC.
SUIT ANY SIZE VETERAN OR VINTAGE CAR. NEEDS PAINTING AND A LITTLE
MAINTENANCE. \$ 300.00. PHONE (02) 776319. G. WILLIAMS

FOR SALE

ALL STATES PLEASE COPY

SET OF FIVE MATCHING STEEL SANKEY WHEELS. STRAIGHT EDGE, 3½ INCH BY 19 INCH
WHEELSHAVE FIVE STUD HOLES, 5/8 DIAMETER ON 4-3/4 PITCH CIRCLE. CORE
BORE OF WHEELS IS 3 INCH. P.O.A. TO MARTIN SORESENSEN, 49 REMBRANDT DRIVE
MEREWETHER HEIGHTS. 2291. PHONE (049) 632907.

FOR SALE

ALL STATES PLEASE COPY

ONE REAR TUB AND GUARDS TO SUIT 25-26 OVERLAND (MUDGUARDS ARE RESSED INTO
TUB)

ONE FRONT SKUTLE FOR MODEL 75 OVERLAND.

ONE 30 x 3½ DUNLOP BEADED EDGE TYRE.

THREE 30 x 3½ BEADED EDGE RIMS (OUTER)

TWO 23" INNER RIMS WITH SPOKES & HUB FRT.

ALL ABOVE ARE IN USABLE CONDITION AND WILL NOT COST MUCH. IF NOT SOLD WILL
HAVE TO GO TO THE TIP AS I HAVE NO ROOM FOR THEM. PHONE - (065) 561425
BRIAN HEMSWORTH.

FOR SALE

BRASS HOSE CLAMPS FOR VETERANS \$14.40 EACH INC. TAX.

15HP NAPIER CAM SHAFT DRIVEN AIR PUMP (NEW REPLICA) \$384.00 INC. TAX.

REPRODUCTION RUDGE WHITWORTH WHEEL SPANNERS WITH OPPOSITE END MADE TO SUIT
CUSTOMER'S SPECIFICATIONS - GREASE CAP - OR WHATEVER. \$144.00 INC. TAX.

PHONE (071) 479 254.

WANTED

PANEL WHEELING MACHINE. PHONE (02) 744 0363 (DAY) 744 0257 (FAX) OR
817 4052 (H) MAX ROBERTS 21 REGATTA ROAD, FIVE DOCK.

WANTED

1910 -1912 BRITON PARTS, ESPECIALLY FRONT AXLE, BUT ANY BRITON PARTS
APPRECIATED. OR CLUES TO WHEREABOUTS OF ANY BRITON PARTS. PHONE (057)
633 244. JIM HARRIS.

WANTED

ALL STATES PLEASE COPY

FIVE ONLY 26" WIRE WHEELS - AVAILABLE TO SWAP FIVE GOOD 23" WIRE WHEELS
AND SEVEN NEW TYRES. PHONE (03) 801 3226. JOHN MILLER, 15 AISBETT AVE.,
WANTIRNA STH. 3152.

AVAILABLE

DAIMLER AXLE TO SUIT CAR ON PAGE 15 OF SEPTEMBER ISSUE OF SPIT & POLISH.
ANYONE NEEDING ONE CONTACT STAN COX "TANTALLON" DUBBO (068) 82 1506.

WANTED

ALL STATES PLEASE COPY

FOR VINO ET DEGUINGAND - TWO ACETYLENE BRASS HEAD LAMPS AND TWO BRASS
SIDE LAMPS. CONTACT IAN WITTER (02) 8717027(H) 720631 (B).

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

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