

SPIT AND POLISH

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

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EDITORIAL:

This is the third issue of 'Spit and Polish' and the changes made are with quite a degree of regret of your Editor. The issues of the previous year were produced by a photographic process. This involved the need to exactly produce each page with photographic copying. Such a process can produce beautiful results, but the process is too expensive and also too time-consuming to be practical for a club of such small numbers. Even a normal printing process, simple to produce, has to be rejected for economic reasons. So this issue is a reversion to the Roneo-duplication type of newsletter as was used by Larry Leresche. Secondly, I am particularly keen to make postal distribution possible. I hope 'Spit and Polish' will reach you with your usual Meeting notices.

Next, I would like to spend a few lines on the question of what might be called 'Policy'. I think I should stress 'Spit and Polish' is the magazine of the Veteran Car Club of Australia (New South Wales). It is the main printed communication between the central Executives and the members, so, as such, it should contain some official declarations, notices, reports and so on. As it is the magazine of the Club, it should contain correspondence from members, enquiries, comments, suggestions and criticisms should form a part of each issue, if the Club is alive.

As the paper of the Club, I would like to invite you to use it as an advertising medium for those wanted parts and for things you wish to sell. They may be of vital interest to someone else. As a Club magazine, personal anecdotes should be included as seen appropriate - they may appear trivial in some ways, but they foster personal contact between members, and this is a vital function of any Club. 'Spit and Polish' will attempt to make its members feel their personal importance in what might be called the 'Club Club-Family'. At this stage, I would like to invite all new members to see me. 'Spit and Polish' can do much to help them integrate themselves into the Club.

Your President said recently that veteran motoring should be a family affair. 'Spit and Polish' will make a very definite appeal to all members of a family and make them all feel that the Club has something to offer them. I am hoping that there will be regular contributions from women members and the wives of members, and I am hoping also that 'Spit and Polish' will be able to strengthen this aspect of Club life.

One wonders what length an editorial should be. I would like to close this with one comment, and that is regarding what might be called 'controversial issues'. I feel that these should be faced - if they are avoided, this magazine will be a fruitless endeavour, so I am hoping the newer members will be prepared to express their wishes and opinions. I am inviting both applause and criticism, and I hope you always have a sense of humour that can suit a point if you are wrong. I have been told that Veteran Car enthusiasts are renowned for these characteristics. As your Editor, I am optimistic that we will have a successful and enjoyable year as a Veteran Car Club.

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P R E S I D E N T ' S A D D R E S S :

Mr. George Green delivered the following address at the Annual General Meeting held on 30th May, 1962:

"Tonight the Veteran Car Club of Australia (N.S.W.) celebrates its 8th birthday, we have come a long way since the Club was founded. It has been my privilege and honour to have been your President over the past year. I wish to express my thanks to Club members for the loyal support you have given me.

I feel the success of the Club lies in the fact that the Management Committee is answerable to you, the Club members, for its actions. Any directions from the Committee have to be ratified by Club members at our monthly Meetings, also we do not allow any commercialism, exhibitionism or dressing-up at any of our outings; it is the Veteran cars themselves and not the drivers that really matter.

We can thank the wisdom of our founder members in insisting on a full member of the Club being the owner of a Veteran car. Whilst speaking of founder members, I am sure you all join me in expressing the Club's deepest sympathy to Mrs. Myers, her daughter and son in their tragic loss, by the death on the race track of Mr. Jack Myers, one of our founder members and the Club's first Secretary.

Turning to our Executive Officers who all act in an honorary capacity, I often wonder if members realise how much time and effort they put into their jobs to make the Club what it is.

Jack Dance, our Secretary, has given me wonderful support and has spent many hours a week on Club affairs. Unfortunately, over the past few months, he has been indisposed, but assures me he is well on the road to good health again.

During his illness and my visit to the East for two months, our Vice-President, Allan Rose-Bray filled the breach and did a wonderful job under very difficult conditions.

Our Treasurer, Mr. Jack Garwood, who has held this position for the past seven years, now tells me he is unable to stand for re-election. The Club owes Jack a great debt; he has always kept the Club's cash position well in hand, and I know he has had to put his hand in his own pocket on many occasions. Our Auditors speak very highly of his work. He retires from office leaving the Club in a sound financial position with £1000 on fixed deposit and adequate money in hand for the Club to function. We all appreciate Jack's financial statement and Balance Sheet which he prepared for us at the end of each fiscal year. On behalf of the Club I would like to say thanks Jack for a job well done, and I am sure we will continue to see plenty of him and his Renaults in the future.

While on the question of finance, members may well ask why do we need to build a cash reserve in the Club. I would like to point out that the day may come some time in the future when the Club will need money to take care of such contingencies as the possibility of having to rent new Club Rooms or build premises of our own. Over the past thirty years, I have seen many Car Clubs come and go and, in most cases, lack of funds to see them over difficult times has been their problem. At present, the Veteran Car Club of Great Britain is finding their expenditure in excess of their income, but they have cash reserves and are taking steps to straighten out their difficulties, so my advice to the Club is, let us continue to strengthen our cash position while we are able.

Our Events Committee - Albie Frost, Ken Moss and George Burton, supported by Club members who have acted as Officials - have done a wonderful job putting on a good variety of events, but I am sorry to say that members have not given them the support their efforts deserve. I would like to see better roll-ups at our events next year, particularly the Club Social Outings. While on events, I would like to say a word of thanks to Mr. Eric Barlow and the Newcastle boys for the wonderful week-end they put on during the past year. Also Phil Gregory of Gosford, who arranged a most enjoyable week-end for members.

Allan Foy, our Registrar, has put in many hours looking after the Club's car registrations and number plates, also editing the Club's roster of members. A revised edition is in the making, and if any members are not correctly listed, would they please contact Allan.

Our Investigating Committee: George Roberts, Len Masser and Wal. Baker, who was co-opted to act in Newcastle. These gentlemen have one of the most difficult and thankless tasks in the Club. They put in a lot of time on research and they visit prospective new members, inspecting their cars in their own time and, on many occasions, when quite inconvenient for them to do so. They are the butt of many an argument on dating, but they are doing an excellent job and I hope members will return them to the Committee for a further term of office. We are also indebted to Len and Jean Masser for providing the supper at our monthly Meetings."

The President went on to pay tribute to Mrs. Paula Bryson, and he mentioned the fact that the International Federation of Veteran Car Associations have recognised the Veteran Car Club of Australia with Mr. C. Morrisett as the appointed President and Secretary for the ensuing year. This, although ambiguous, is quite a logical state of affairs (it will take only half a page to explain why and, if necessary, we will do so in a later issue), as it is necessary for the Secretary of the State of the President to occupy the position of Secretary.

The President also mentioned he felt the Club Rooms and the Library could be used more and, in some cases, the rate of restoration was somewhat tardy. Also, there had not been a great deal of enthusiasm towards filling in Dating Forms. He concluded his address expressing appreciation and thanks to Messrs. H.C. Sleigh Ltd. for making their amenity rooms available for our Meetings.

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REPORTS ON EVENTS

Owing to the absence of 'Spit and Polish' for some months, reports on Club events will be somewhat constricted. Probably the main events in the last six months have been the Central Coast run, the second Camden run, the Wollongong Rally and, lastly and more recently, the Commonwealth Bank Rally.

Central Coast Run:

On Anniversary week-end, the Veteran Car Club had a good attendance on its run to Gosford, where the Lions' Club arranged a very satisfactory programme. On the Sunday they went via Terrigal along the various beaches to The Entrance and back to Gosford. This was ably managed by Phil. Gregory. The cars returned to Sydney on the following day. A. Rowe was the winner on this occasion.

Camden Run - February:

The second run was held to Camden in February and although there were supposed to be twenty-four starters, only eight appeared at the Starting Point near the Lion Tile Company. Perhaps the very hot weather at the time may have had some degree of influence. For those who braved the heat, a barbecued lunch was held at Ingleburn, and the party proceeded to Camden where they expected to be escorted into the township by the Police. After a lengthy wait, the company decided to proceed unescorted. They found the Police busily engaged at a Tyre Factory fire that was quite spectacular. The accommodation was at two Hotels, and Clinton Motors took care of the cars. The local Rotary Club had organised a hall and entertainment, and there was plenty of refreshment to make the evening a most enjoyable one. On Sunday, the cars took part in an air and motor display, other Clubs were present and the slow race was won by Geoff. Vanstone. There were parachute jumps, aerobatics and quite a variety of aerial displays. In all, it was quite an eventful day, though somewhat marred by the extreme heat.

Wollongong Rally - March 24th/25th:

This was the main Club event of the year, as usual sponsored by H.C. Sleigh Limited. The two-day run was held in good weather for the most part, in marked contrast to last year. The general organisation of the Rally and the overnight entertainment delighted the participants, and their appreciation has frequently been expressed towards Mr. Les Jones of H.C. Sleigh for his able management of the important matter of creature comforts.

Fifty-seven Veteran Cars, including two from Antique and Classic Car Club, as well as twelve veteran motor cycles from the Vintage Motor Cycle Club, took part. There were only a couple of non-starters, and all completed the course except A. Rowe. He was unfortunate enough to break a crankshaft. This is a shattering experience in any language.

Some events were arranged, mostly to test the navigators. Some of the results were astounding. Progress of the course was watched from legal, illegal and secret controls. Results of these observations were reflected in the point scores.

The outright winner was Geoff Vanstone in his delightful Matalurgique, whilst a concourse d'etat and the concourse d'élégance went to Jock McGowan in his well-known and very much admired Armstrong Whitworth.

Commonwealth Bank Rally - May 20th:

This event was held on a date a week later than originally intended. Any veteran who attended on the previous date will be required to register as a Power Boat owner in accordance with the new ordinance of the Maritime Service Board. I believe that an Oldsmobile and a Ford braved the elements. It certainly reflects both courage and willpower on the owners.

This Rally again started from four points on the periphery of the city. The participants stopped at various Commonwealth Banks en route, and finally converged on Martin Place. An excellent lunch was enjoyed and the final parade of thirty-seven entrants has been considered one of the most impressive yet.

The winner of this Rally was Bruce Roberts in his 1910 Ford. We have learned that the final result created an illusion of a nightmare for Bruce, and that is a small price for success in this coveted event.

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REPORT ON MEETINGS

Throughout the year, there have been the usual monthly Meetings, and two important matters have arisen that deserve special mention. At this stage, now, the Veteran Car Club of Australia has become recognised as the Australian Club by the International Federation of Veteran Car Clubs. In other words, your Club has reached international status. Internally, this infers a greater degree of alignment with the various State Clubs and, no doubt, it will lead to greater co-operation, better communications, more interesting events and personal relationships for us in the future. The other important development during last year was the constitutional change first introduced with Newcastle members, permitting the formation of a sub-group within the Club. It appears likely that Newcastle members will now form their sub-group and this will greatly enhance their enjoyment in the Newcastle district. It is likely that ultimately other sub-groups will be formed in country areas. Many members feel that Sydney itself is too large, quite apart from the whole of New South Wales.

However, it is important that the growth of sub-groups do not rob the main central group of vitality.

ANNUAL GENERAL MEETING:

The Annual General Meeting was held this year on Wednesday, May 30th. This, I believe, is one of the shortest annual meetings on record. Nominations were rather sparse, and a diluted form of conscription was required to form the Management Committee. On this Committee is seen quite a few new faces as well

as some old ones. It should give the Committee both continuity in purpose and method, as well as fresh ideas. The Office Bearers for 1962/63 are as follows:-

OFFICE BEARERS 1962-63

PRESIDENT:	G.W. Green	VICE-PRESIDENTS:	L.F. Masser G.A. Roberts
HON. SECRETARY:	J. Dance	HON. TREASURER:	L.P. Jones
COMMITTEE:	R.A. Foy J. Smith L.K. Sheen R.M. Farrell R. Craze	EVENTS COMMITTEE:	R. Craze (Chairman) L.K. Sheen R.M. Farrell
INVESTIGATION & DATING:	L.F. Masser G.A. Roberts	REGISTRAR:	A. Foy
LEGAL OFFICER:	E.L.S. Hall	MAGAZINE EDITOR:	G.M. Lehmann
HISTORIAN:	A. Rose-Bray	SOCIAL SECRETARY:	Mrs. J. Masser
AUDITORS:	V. King & Associates	PUBLIC RELATIONS:	J. Smith
		LIBRARIAN:	N. McCarthy
		C.A.M.S. REPRESENTATIVE:	Bill Daly

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NOTICES

'Spit and Polish' will be issued as a newsletter monthly. Subsequent issues should have a printed letterhead.

Information from Country correspondents, particularly Newcastle and the A.C.T., would be appreciated. It is estimated that the closing date for each issue will be approximately 14th of each month. At this stage I have no WANTED AND FOR SALE notices, apart from my own - a steering wheel suitable for a 1911 Austin.

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PERSONAL ITEMS

1. Club members will be pleased to learn that Jack Dance is again feeling well and ready to appear as Secretary for his second term in this office.

2. Alby Frost has asked to express his sincerest thanks to all members and officials that helped at Rallies and Outings during the last year.

3. 'Spit and Polish' also wishes to endorse this sentiment. In general, the Events Committee has a most difficult task, and we wish to say Thank You, Alby, and Thank You, Chaps.

4. The Management Committee and all Club members express their thanks to Mrs. Paula Bryson for her wonderful help in the last year as Social and Minute Secretary. She will be greatly missed.

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