

SPITE & POLISH

Registered at the G.P.O. Sydney, for transmission by post as a periodical — Category B.

● JUNE, 1973, VOL. XIV, No. 12

● PRICE 40 CENTS





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

134 QUEENS ROAD, FIVE DOCK, 2046

OFFICE BEARERS 1972-73

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HON. SECRETARY: J. Dance, Ph. 86-1432 (Home) HON. TREASURER: W. McCarthy, Ph. 798-6941 (Home)

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J. Dance	R. A. Hill	W. McCarthy	L. K. Sheen	J. C. Wilson

EVENTS COMMITTEE:

L. K. Sheen (Chairman)	J. Bourke	E. Lang	J. Wilson
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INVESTIGATIONS: G. A. Roberts, D. M. Roberts

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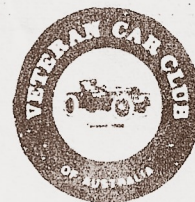
AUDITORS: W. V. King & Associates

PUBLIC RELATIONS: R. Baxter

CLUB MEETING DATES 1972-73

1972			1973		
AUGUST	Thursday	24th	FEBRUARY	Thursday	22nd
SEPTEMBER	"	28th	MARCH	"	22nd
OCTOBER	"	26th	APRIL	"	26th
NOVEMBER	"	23rd	MAY	"	24th
1973			JUNE	"	28th
JANUARY	"	25th	JULY	"	26th

SPIT & POLISH



PATRON:

His Excellency,
The Governor of NSW
Sir Roden Cutler
VC, KCMG, KCVO, CBE

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

Vol. XIV, No. 12

JUNE 1973

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COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH 114 QUEENS RD FIVE DOCK 2046



OPINION

The year in retrospect saw the consolidation of our new clubrooms. The purchase of the old "Sunnyside" Congregational Church Hall by the club has proved to be the most outstanding event in the club's history. The efforts of a large number of members has culminated in the completion of a very comfortable club complex which is the envy of many other clubs.

Our library has a permanent home and is regaining its former popularity. It is satisfying to know that our fellow clubs are making the clubrooms a central venue for all car clubs.

It is our opinion that we should arrange a permanent display of photographs of veteran cars on one of the walls of the clubroom. There are many members who would gladly pin up a picture of their own car or others that they have within their collection if there was a suitable display board available.

The mind boggles when thought is given to the vast variety of classes of photographs that are languishing in boxes, attics and back rooms waiting for an outlet to be shown to an appreciative audience. Here is the perfect opportunity, only waiting for your suggestions as to how we can best display them.

SPIT AND POLISH will publish all the letters containing suggestions, so here is an opportunity to get your prose in print.

The annual task of electing a new committee is with us again and careful thought should be given to electing the right men to the executive posts within the club. It is these men who manage the affairs of the club and it is through them that the image of the club is projected to the public, subsequently your choice is very important - choose carefully.

* * * * *

REPORT OF MAY MEETING

The meeting was opened with President Allan Foy in the chair and an attendance in excess of 75 members. The minutes and financial report were read by Jack Dance and Bill McCarthy respectively.

Correspondence was received from Fred Thomson, Stroud Brick-Throwing Committee re festival, A.R.D.C. thanks for attending Warwick Farm, R. Usserman, Broken Hill, re value of car, Vic. Jacobs re Bowral, J.H. Davis re photo of 1913 Brazier Car.

(Continued on Page 3.....)

The secretary, Jack Dance, notified the members of his new address, which is No. 1, Purser Ave., Castle Hill. 2154.

Events. Trophies not presented on 5th May were presented to those members present. Len Sheen notified the members of the Gymkhana Day to be held at Cabarita Park, 20th May 1973 and a display of cars at Roselands on 5th August, 1973 from 10.30 to 4.30 in aid of the Foundation for the Disabled.

Cars were asked to attend at Wiley Park on 20th October 1973 for Ashfield Bankstown Scouts Association and a parade for Auburn Hospital on 3rd November 1973.

George Roberts, the Investigations and Dating Officer, reported correspondence with Bryce Craze, Frank Craze re date of T Ford engine and Gary Cunningham of Canberra with a car that proved to be a 1921 Swift. Dating plates were issued to Stan Cox, Bob Peterson, Bill Burrows, Laurie Sykes and Michael Bendeich.

New Members. Falmia McGowen was nominated and accepted as an associate member with some comment from Jock that he thought that he was being robbed!

Our Social Secretary Glad King said she was arranging parties for "The Legend of King O'Malley" and for "The Leningrad Ballet".

It was reported that the new rosters were to be posted within the month. The Librarian reported the donation of some magazines from Arthur Garthon.

General Business. George Green requested that any recommendations that our special committee should make after their investigation of signalling devices be sent to the C.V.V.T.M.C. George Roberts gave a comprehensive report on the V.S.S.C.C. Southern Tour saying it was the best event that he has ever entered.

George Roberts moved that wives of members be made associate members for a nominal sum and it was seconded by George Green. It was agreed that this matter be held over until it had been discussed by the Committee and a report placed before the next meeting.

David Berthon suggested that this club should request that a Transport Museum be set up by the Museum of Applied Arts and Sciences as soon as possible. President Allan was wished Bon Voyage and success in his trip overseas.

* * * * *

C O R R E S P O N D E N C E

"Dear All:

The enclosed photographic plate came into our shop with an assortment of things and we thought it may be of interest to members for the Library. Such modern form of transport! Licenced to carry 23 passengers too, I see - surely they must have been packed onto the running boards!

Thank you for the 'plug' for the Treasure Trove in March's issue of SPIT AND POLISH. Mum passes on all issues to us and so they are very well read up this way.

Our young family are fast growing up - a bigger family of hoarders it would be hard to find - can't imagine where they get it from!

Anytime any of you are near Ettalong, do please call in - we are on the 'phone at the shop only at present - 043 (STD) 413379, but live only a few streets from the shop so can easily be found.

Best regards,

ANN & NICK BUBICI

(nee Leresche)"

The glass negative will be processed and the photo will appear in a later issue of SPIT AND POLISH.

#

"To SPIT AND POLISH:

O.K. - 'OPINION' threw the bait and I have taken it. I am the owner of one of the so-called small slower two-cylinder cars. Yes, in the last few years I have ventured out about three times a year only, to rallies.

I have four sons. Quite a few years ago I decided to use a little foresight and acquire a car for each of them, which I did. Today three of my sons are old enough to drive, but alas, the cars I restored for them are out. No fat tyres, wide wheels, discs or dual webbers, so consequently Dad has been left with them.

I put two of them on full rego. with no avail, so I began to drive them myself. Vintage Cars became more popular, Country Clubs were being formed, who in turn put on rallies and invited their city cousins to come along.

Gradually I found myself enjoying wind-up windows, windscreen wipers and cars with "long legs". There are not enough weekends in the year to attend all the rallies that are on these days, plus doing the outstanding maintenance on the home that got behind during the restoration years, so I find myself picking the eyes out of the outings and taking that car most suitable. Consequently the "Brass" car seems to have drifted to the bottom of the pack.

I still consider myself an enthusiast and travel many more miles than a lot of people in antique cars. I don't wait for a rally day to go out, but go when and where it suits me.

If a member attends three outings a year in his veteran car, I don't feel that he should be criticised, as there are many members who have been enjoying full membership for ten years or more and who own numerous veterans which they have never put a spanner on. Maybe a little effort from these members would hearten the Events Committee and make the movement stronger.

The Veteran Car is like the Corner Shop - bigger, brighter and more comfortable shops are taking their place and people are drifting away from them. As yet nobody has the answer to this problem; maybe it will take a generation to work it out.

In any case, I'll be at Katoomba again next year, Newcastle in October and a couple more outings probably if the weather suits. In any case, I have a gallon tin of "Brasso" I don't want to waste.

BILL SPRAGGON."

* * * * *

It has been suggested that we have a permanent display of photographs on one of the walls of our clubroom. There are many members, along with the SPIT AND POLISH panel, who have lots of photographs, both old and new, of various veteran cars waiting for a suitable display board.

We are looking for suggestions or ideas as to how we could set up such a permanent display. (Irrespective of the large volume of replies expected on this suggestion, we are committed to publish each and every one.)

* * * * *

AS ONE OF THE HARDEST ITEMS TO ACQUIRE IN RESTORATIONS WORK IS BEADED EDGE RIMS, MEMBERS MAY FIND THE FOLLOWING ANNOUNCEMENT FROM VETERAN AND VINTAGE MAGAZINE THE ANSWER:

Following the success of the 820 x 120 beaded edge rims, Normanton Engineers of Rockdale are now producing a batch of 895 x 135 beaded-edge rims (Silver Ghost size) for the Vintage Sports Car Clubs (Eng.). These have been tested and passed by Dunlops and are priced at £21 (Twenty one pounds) to V.S.C.C. members only. Anyone interested should write to Peter Hull at the V.S.C.C. office, Arnham Road, Newbury, Berks.

* * * * *

The new roster is out and various changes have been made, but one in particular is a bit funny - Peter and Robyn Wards, 14 Devon Street, Epping. We bet Jack Godfrey gets a shock when he sees that, as he thinks they're not betting married till the end of the year. Just goes to show you, Jack, the parents are always the last to know these things.

S O C I A L

Congratulations to Sandra and David Kay on the arrival of a baby daughter, Joanne.

Good to hear Olive Burton is well again after her stay in hospital.

To Sue and John Wards who were married on Friday, 1st June, congratulations and best wishes for your future together.

Away on overseas trips: Allan Foy, who has gone to England, and Denise and Michael Bendeich, to England and the Continent.

I only have fourteen people interested in the Leningrad Ballet - six more are needed to make the booking. Are you going to be one of them?

Congratulations to Fay and Bill Sinclair on the birth of a baby girl, Fiona Jane, and also to grandparents Eileen and Ron Craze.

Hope Lionel Jones is on the mend again and cheerio to Sally Kable who had a brief stay in hospital.

GLAD KING

* * * * *

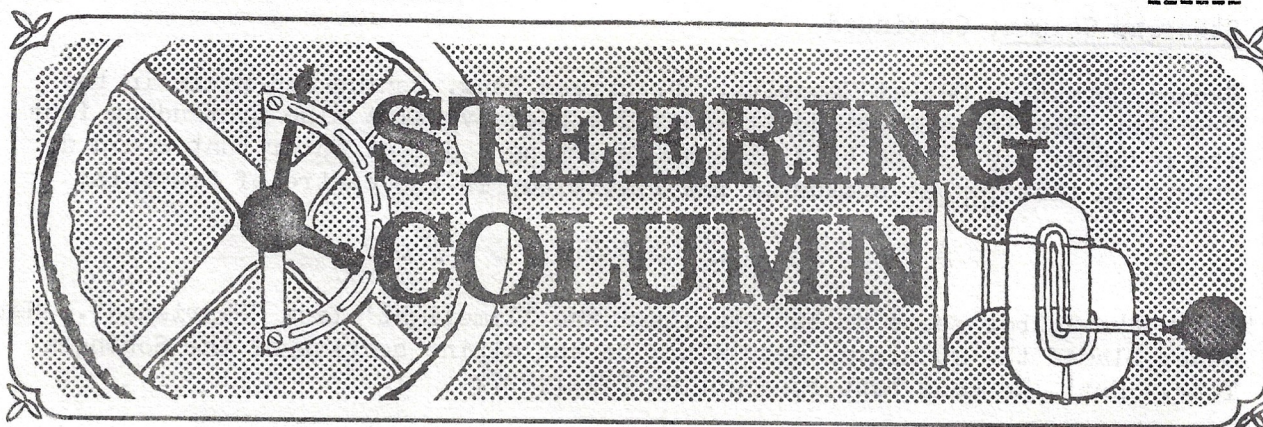
E V E N T SDates to Remember

Sunday	June 24th	Historic Sydney Tour
	July	Restoration Month
Sunday	August 5th	Roselands - Foundation for Disabled
Sunday	August 19th	Navigation Day

Events Committee:

L. SHEEN
J. WILSON
J. BURKE

* * * * *



"Pars" re the V.C.C.A. Tour:

It is denied that -

Max Roberts is going to embark his children on a sales career.

That the Boardman-King family are making a takeover bid for the Bathurst Wrecking Yard.

Albert Michel, in the "A" Model, is joining up with the Abrams-Repco Team.

The Bentley with George Green at the wheel built up so many "G's" that the petrol in the tank couldn't catch up with the Vac Tank.

"Tilly the Talbot" took fright at the thought of the big hills to come, and that Adams' Studebaker had a heart attack after climbing them.

George "Paderewski" Roberts is appearing at the opening of the Opera House.

The owner of a Red Rolls, who wishes to remain anonymous, said the boat trip was a touch. He only said he received value for the amount paid - he didn't pay!

##

Understatement of the Year Dept.: Geo. Green was giving forth about Motor Museums at the last club meeting, in midst of his discourse, quote: "Some of us are faced with the problem of storage of our cars!!" How many is it now, George, 70 or 80???

##

And how about Barry Garth, streaks away from the 'T' Fords at Oran Park on nationwide T.V. and as he crosses the finish line gives flagman Jack Brabham (Ford Dealer) the 'Hey Charger!' sign. What cheek!!!

##

(Continued on P.8.....)

Steering Column, Continued

Scene: Gymkhana Day at Cabarita. Up drives Doug. Pearce and Mavis in the Trumble, sporting a novel double-looped copper overflow pipe protruding from its radiator cap. From this pipe was spurting a jet of water that would do credit to that famous statue of the little boy in the centre of Brussels.

##

"Tilly the Talbot" seems to be 'stealing' the 'limelight' from 'Henrietta'. Her owner blamed the 90 m.p.h. head winds on the alpine section of the Southern Tour. But! We know better, don't we "Tilly"???

##

Some people have all the luck!! Not Ron Ferguson, though, faced with a massive move to larger premises Ron was unfortunate enough to be struck in the face by a piece of disintegrating emery wheel, but, in his usual cheerful manner, kept on smiling. We believe he is now on the mend and is looking forward to meeting you all at his new place of business.

##

Letter from Koichi Yano, Japan:

"Mr. Robert C. Baxter:

Thank you very much for your letter of March. I would be very grateful if these details of 'Arrow' would be useful for publication in your magazine.

A design of my little motor car was completed in spring, 1914. It was named 'Arrow'. The engine, chassis and the great part of a car were made by myself. But, I had to buy some foreign-made parts. They were 4 tyres, 4 rims, 2 plugs and magnetos.

In August 1915, chassis of 'Arrow' was completed. I set up a seat on the frame of the bare chassis, and then I made a trial run. But, the engine was by no means out of order. It was originated in my carburettor. So, it was replaced with a carburettor of England-make. I continued to make a trial until the next spring. I began to make a body in May, 1916. I spent three months to complete the body. Finally, 'Arrow' was completed on 24th August, 1916 when I was 24 years old.

The cost to make 'Arrow' was ¥1,225 yen. If it will be converted into the existing value, it will be millions yen or more. My pretty 'Arrow' is well, and it goes without saying that 'Arrow' can run still now. 'Arrow' is in a garage of my home.

Details of 'Arrow':EngineType

Bore x Stroke

Water-cooled, 4 strokes, V-2 cylinders
3½ x 3½" (88.9 x 88.9 mm)

(Cont'd. on P.9.....

Letter from Koichi Yano, Continued

<u>Engine (Cont'd.)</u>	
Exhausts	1,054 cc
Compression-contrast	5.5 : 1
Output	10 h.p.
<u>Body & Chassis</u>	
Body	Build in aluminium plate
Suspension	Hooded and 4 seats
Tyre	Leaf Spring
	700 x 80
<u>Size & Weight</u>	
Wheel base	350 kg (about)
Tread front/rear	6'0" (1,829 mm)
Full length	3'3/4" (997 mm)/3'2" (965 mm)
Full width	8'6" (2,591 mm)
Height	3'10" (1,168 mm)
Capacity	5'0" (1,524 mm)
	4 persons
<u>Ability</u>	
Maximum speed	35 mph (56 km/h)
Climbing ability	
Minimum turning radius	6'8" (2.03 m)

I enclosed a photograph which I took with you in Australia. It gives me a great pleasure to read your new magazine if you will publish in the near future.

Yours sincerely,

KOICHI YANO"

Following is some of the information Koichi Yano has sent us of the Japanese Car Industry.

"HISTORY OF THE JAPANESE AUTOMOBILE INDUSTRY

BEGINNING OF THE AUTOMOTIVE ENTERPRISE

The First Automotive Vehicles Seen in Japan

Japan saw its first automobile in the year 1899. The car, a three-wheeler named "Progress", was privately owned by the manager of a foreign trading firm in Yokohama.

The following year the first electrically driven four-wheeler was donated to the Imperial Household of Japan by the Japanese Association of San Francisco, California, on the occasion of an Imperial event, the marriage of Crown Prince Harunomiya Yoshihito (the late Emperor Taisho) to Princess Kujo Sadako.

Coincidentally these two vehicles came to a similar early end. The "Progress" plunged into Yokohama Bay soon after its arrival, while the Imperial car was permanently disabled by an accidental bath in the moat surrounding the Imperial Palace in Tokyo.

(Continued on P.10.....)

History of the Japanese Automobile Industry (Cont'd.)

Around this time foreign traders in the ports of Yokohama and Kobe began to import automobiles as samples from European countries and the United States. The only record in this regard is the following note:

In November, 1901, in the heart of the Ginza, Tokyo, a motor car store was opened by Tamijiro Matsui at the instance of a foreign firm in Yokohama. There an imported car, "The Orient", and later a three-wheeler called "Thomas" was displayed for sale. The public, however, regarded this venture as purely an exhibit and the shop closed without making a sale.

The public was startled into attention in the spring of 1903 when, at the Fifth National Industrial Exposition in Osaka, Andrews & George Co., with other foreign firms, displayed six units. One car was demonstrated on the Exposition Grounds, and one other car was used as a passenger bus between the Osaka Railway Station and the Grounds.

In September, following this display, in Kyoto, a bus transportation system with the purchase of two cars was initiated. Kyoto's example was soon followed by Osaka, Hiroshima, Okayama, Kobe, and other municipalities one after another.

For the upper classes, the automobile began to replace the horse and carriage and the man-pulled Rickisha, and, little by little, it came into commercial use for transport of goods and freight. At this time most autos were still of foreign origin.

Beginning of Domestic Production

In 1902, Japan's automobile pioneers, Shintaro Yoshida and Komanosuke Uchiyama, successfully built the first domestic passenger car; it had a horizontal type 2 cylinder 12 h.p. gasoline engine that Yoshida had brought from America. Lacking an educated public and thus commercial value, the first car was soon dismantled. The same year Yoshida and Uchiyama built a 12-seat bus with a similar engine of 18 h.p., also brought from the States by Yoshida. This successful bus operated as a passenger transport outside Hiroshima City.

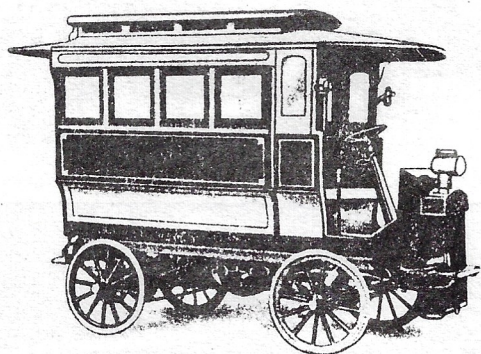
It is interesting to note that the incentive to use these first vehicles as buses came from the Osaka Industrial Exposition. The clients' requirements were satisfied except for one thing - the shortage of tires.

In 1907, Yoshida and Uchiyama finished the first completely Japanese car. They were aided in this project by Prince Arisugawa, to whom the car was delivered. The Prince had observed foreign automobile industry in 1905, while in Europe to attend the wedding of the German Crown Prince. He brought back, and drove himself, a French "Darracq". In his effort to replace certain parts and to solve other problems, the Prince early advanced the idea of building a car better suited to the physique of the Japanese people.

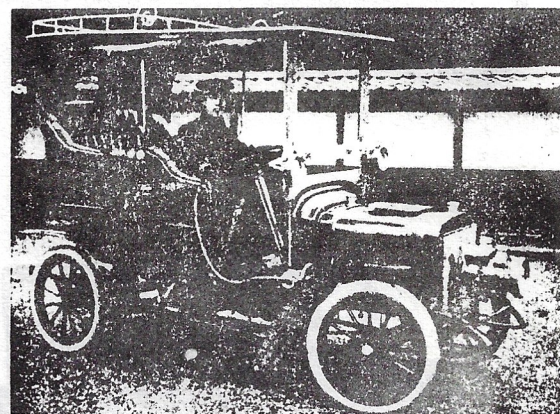
In the same year, 1907, Uchiyama gained recognition by producing some ten identical cars. The automobile, commonly called "Takuri", was privately owned by members of the upper classes. Uchiyama became chief engineer of a plant (Tokyo Automobile Works) headed by Yoshida, but lack of capital forced them to abandon production.

Pictorial Review of the Japanese Automobiles before 1945

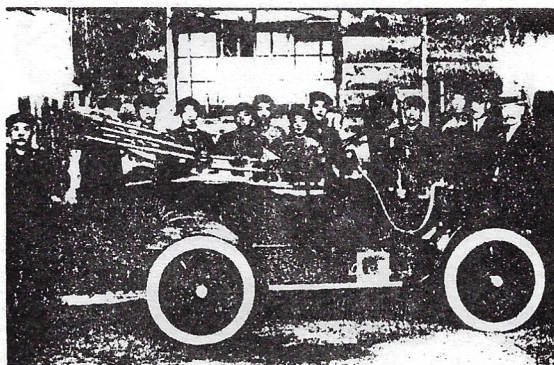
The progress of the Japanese automobile manufacturing may be traced through the pictures herein reproduced. They have been selected to record the different stages of its development during a period of past fifty years.



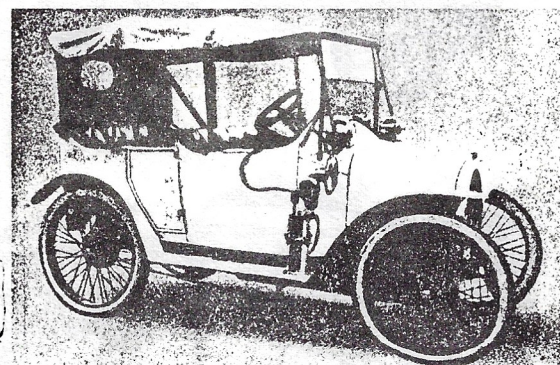
◀ In 1902 - Gasoline powered bus built by Shintaro Yoshida and Komanosuke Uchiyama, an American-made engine mounted.



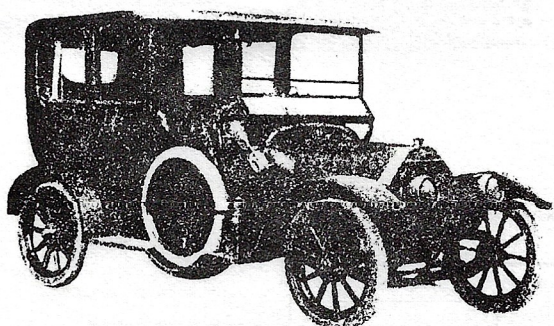
In 1907 - The first domestically produced gasoline powered car commonly called "Takuri". ▶



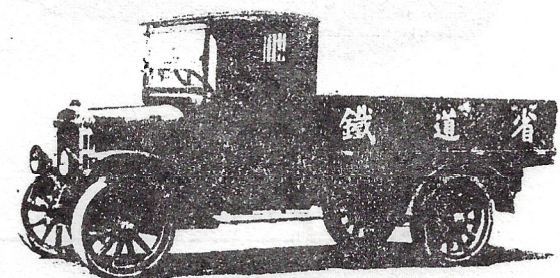
◀ In 1912 - "DAT" car built by Kwaishinsha Motor Car Works.



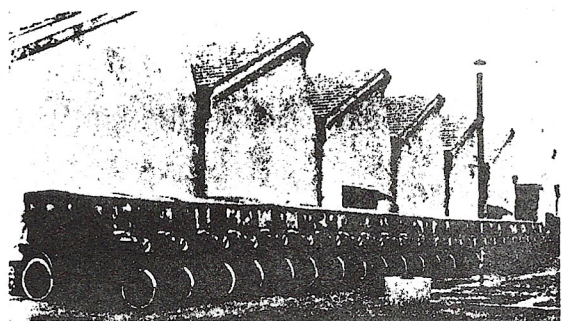
In 1915 - "Arrow" 4-seater ▶
car built by Koichi Yano.



◀ In 1917 - "Mitsubishi" Sedan model A produced by Mitsubishi Shipbuilding & Engineering Co., Ltd.

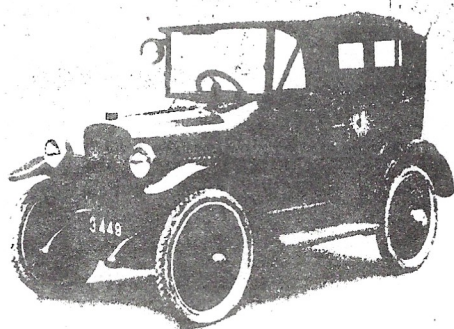


In 1918 - "T.G.E." truck for military use produced by Tokyo Gas & Electric Engineering Co., Ltd. ▶



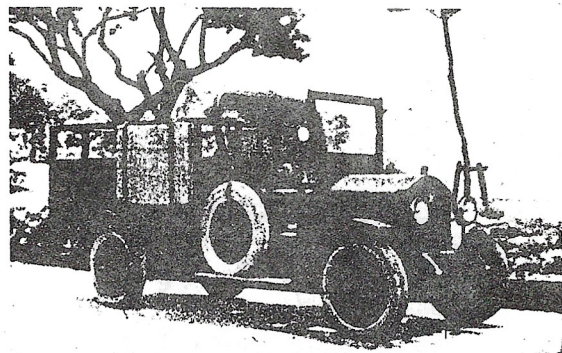
◀ In 1921—"Gorham" 3-wheeled car produced by Jitsuyo Jidosha Seizo Co., Ltd.

In 1921—"Ohta" OS Sedan ▶ produced by Ohta Automobile Manufacturing Co., Ltd.



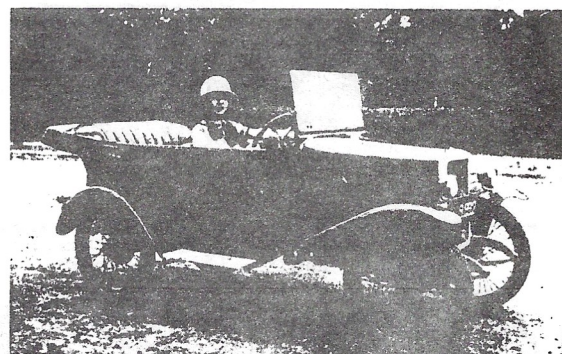
◀ In 1923—"Lila" Roadstar produced by Jitsuyo Jidosha Seizo Co., Ltd.

In 1924—"Wolseley" model CP Military truck produced by Tokyo Ishikawajima Shipbuilding & Engineering Co., Ltd.



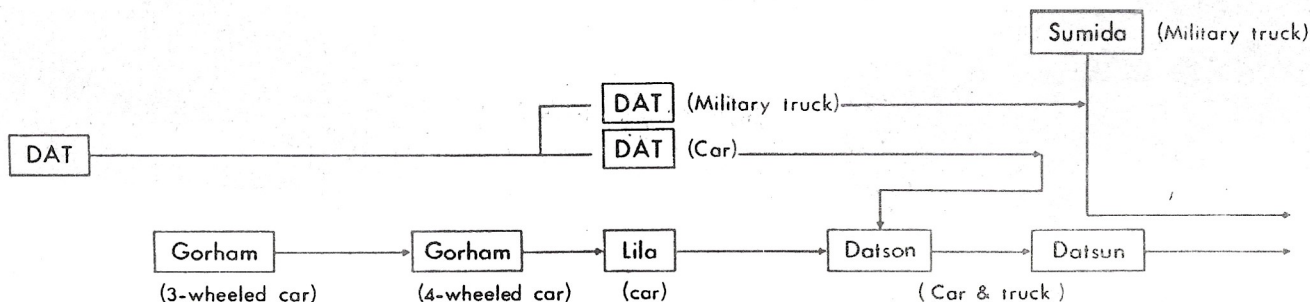
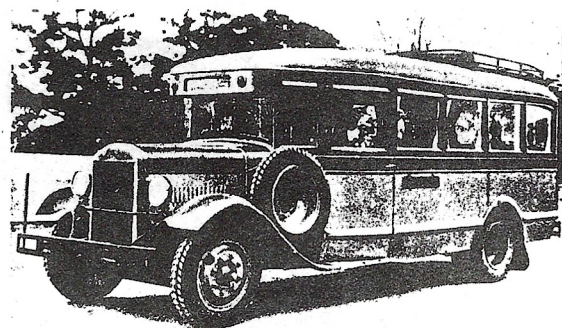
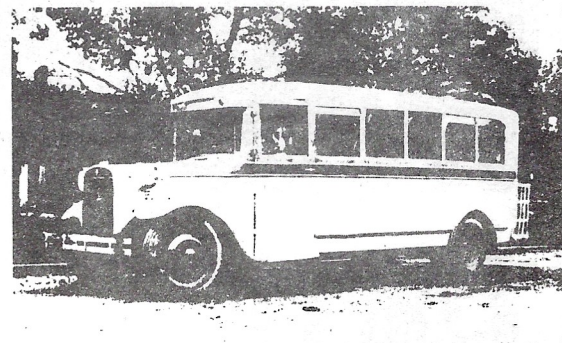
◀ In 1924—"Entaro" bus with a Ford chassis appeared.

In 1925—"Otomo" air-cooled car manufactured by Hakuyosha & Co.



◀ In 1930—"Sumida" model LB low-floored bus, produced by Ishikawajima Automobile Mfg. Co., Ltd.

In 1932—"Chiyoda" model S ▶ for bus lines of Ministry of Railways produced by Tokyo Gas & Electric Engineering Co., Ltd.



History of the Japanese Automobile Industry (Cont'd.)

They turned their attention to importing foreign cars and reorganized the firm to handle their sales. This organization was succeeded by the present Nippon Jidosha Company.

Only two cars were built in the next few years: in 1908 a single cylinder 8 h.p. gasoline car by Rinosuke Yoneyama, and a passenger car in 1909 produced by a bicycle manufacturer, Miyata Works, Ltd. The latter progressed no further than a mere trial model.

Then, in 1912, the Kwaishinsha Motor Works, organized and operated by U.S.-trained Masurjiro Hashimoto, produced a gasoline engine passenger car. Hashimoto, who was ambitious, hard-working, and well-trained in engineering, called his car "DAT". A few more units were built before the plant discontinued the line because of insufficient funds.

In the same year, 1912, a 2-seater covered passenger car was built at Fukuoka City on Kyushu (Southern Island) by Koichi Yano, a 4th grade technical school student. The car was built from parts of a damaged French auto called "Dedion". Its front wheel drive was converted to rear wheel drive. Four years later, when he was 24, Yano produced a four-seater covered car which he called "Arrow". Its engine and all parts were made by him alone. Yano later tried to establish an automobile plant but his plans had to be abandoned under the pressure of his other work in body manufacture for special vehicles.

These pioneering stories are revealing. Though few in numbers, the early automobiles show clearly the ingenuity and inventiveness of the Japanese people. It is said that, despite the pioneers' efforts, none of these ventures were crowned with commercial success.

The time was not ripe for the development of the automobile. Machine tool, chemical, rubber, and allied industries had not yet reached the stage of promoting the young industry. Moreover, the nation, and its economy, was slow to wake from its long secluded sleep under the Tokugawa regime. There was sudden over-emphasis on imported goods, and the absorption of everything Western in civilization was indiscriminately practiced. Domestic automobiles thus failed to gain public respect. The industry was considered risky and financial support was not forthcoming.

The First World War supplied the breakthrough. As a result of the war, Japan's industry and economy grew, and the automobile industry made a fresh start.

In 1917, Junya Toyokawa returned to Japan from two years of stay in the States. By 1921 he had built an aircooled engine model, a water-cooled model, and ten units of a car he called "Ales". In 1923, he built an air-cooled "Otomo" model, completing 300 units before the venture absorbed his personal fortune and closed down. Toyokawa's company, Hakuyosha & Co., employed a large number of men, and although it operated in the red, and consequently failed, the plan served as a technical school for many automobile engineers who later made names for themselves in the industry.

Although Toyokawa is considered the true founder of the automobile industry, another company, the Jitsuyo Jidosha Seizo Co. Ltd., established in Osaka in 1919 by a group of industrialists, was also making great strides. A resident American, William R. Gorham, who contributed greatly to Japan's advance in machine tools, engine manufacture, and other machinery, had built a three-wheeler for a physically-handicapped Japanese friend, and it was to make this car commercially that the Jitsuyo Co. was begun. In the scale of its capital composition, plant, equipment, and labor

History of the Japanese Automobile Industry (Cont'd.)

force, this new organization far exceeded its predecessors. It was also the first automobile plant, so designed, to operate on a mass production basis.

In 1921, the company produced 250 units of the three-wheeler "Gorham". In 1922, the "Gorham" was improved as a four-wheeler and its production continued. In 1926, the company, absorbing the Kwaishinsha Motor Car Works, changed its name to DAT Jidosha Seizo Co. Ltd., and began the production of "DAT" light cars and trucks, and military vehicles. The latter line was eventually turned over to Automotive Industry Co. Ltd., while the light cars were taken over by the original of the present Nissan Motor Co. Ltd. Descriptions of the "Datsun" will follow later.

It should be mentioned here that the early builders seemed to have fixed their attention on the passenger car. Considering the competition from well-made foreign cars, this attitude was fatal to their efforts to develop the industry. Under such difficult conditions, the Jitsuyo (DAT) Jidosha Seizo Co. achieved considerable success.

Military Vehicles Incentive to Automobile Industry

Realizing the importance of motor vehicles in the theatre of conflict, military circles had studied automotive production in Western countries as early as 1907. In 1911, two units of Army trucks each were built at Osaka and Toko arsenals. Then, in 1918, the whole industry received a boost when a law entitled the Aid to Automotive Vehicle Production for Military Use was enacted. The new law was modeled on current European laws with provisions for subsidizing manufacturers and car owners, with a view to maintaining production capacity even in times of peace.

The trucks produced for Army use were classified in five categories, all of which were adaptable for civilian use. As the first outside help the manufacturers had received, the incentive was great. One of the first to respond was Masujiro Hashimoto of the Kwaishinsha Motor Works, who built a successful "DAT" Army truck in 1924 at the DAT Jidosha Seizo Co. on Osaka.

The Tokyo Ishikawajima Shipbuilding & Engineering Co. Ltd., which had been researching the automobile industry abroad since 1916, entered the field on the heels of the new Aid Law by obtaining an exclusive agency in the Far East for the sales and manufacture of an English car, the "Wolseley". In 1924, they completed an Army truck "Wolseley" type CP, which qualified under this law, and which developed into a domestic vehicle, "Sumida", in 1928. The Ishikawajima firm was the original of the present Isuzu Motor Co. Ltd.

The Tokyo Gas & Electric Engineering Co. Ltd. entered the lists in 1917 with an Army truck type A model called "T.G.E." that was later renamed "Chiyoda". The present Hino Motors Ltd. took over the production of the "Chiyoda" and has made progress ever since.

Ishikawajima and Tokyo G. & E., both well-equipped and financially backed, also produced passenger cars and buses, but kept their main line in military trucks.

Nevertheless, the purpose of the new law for military vehicle development was not fulfilled to the intended degree, since the number of units requested was limited. As a result, the builders were barely able to maintain their plants.

Once the industry was under way the emphasis was mainly on the production of trucks and buses, whereas in Europe and the U.S. the passenger car

History of the Japanese Automobile Industry (Cont'd.)

came first, following a natural course of development.

The 1923 Earthquake and Advent of American Automobiles

Fires devastated the Kanto district of Japan in one of the greatest natural calamities in history, the earthquake of 1923. The destruction centered in the cities of Tokyo and Yokohama. It covered an area of some 32,000 square kilometers and casualties numbered hundreds of thousands.

The disaster caused the complete stoppage of public transportation - railways, and city and suburban electric cars. The remaining trucks, buses and taxis were immediately mobilized for the conveying of refugees, rescuers and freight. The automobile's possibilities in times of disaster awakened public interest and respect.

As the rebuilding of city electric car lines made no progress, the municipal Electricity Bureau ordered 1,000 chassis from Ford in the U.S. The new buses, whose bodies were Japan-built, appeared in Tokyo in early 1924. It was called "Entaro".

Enterprising people forthwith started commercial bus lines and automotive transport companies. Meanwhile, importers of foreign cars slowly shifted their source of supply to the States because of short term delivery.

A year after the earthquake, in September of 1924, a team of Ford men arrived in Japan to survey the success of the Ford buses and to study market conditions. The Ford Motor Company of Japan was established within four months, and by March, 1925, a modern assembly plant with conveyor system was in full operation.

General Motors followed swiftly and by the end of 1926 was building Chevrolets in Osaka. With their rich experience and ample fund, Ford and G.M. expanded rapidly until 1939 when the Foreign Exchange Control Law was passed whereby the import of auto parts became impracticable. Both plants closed down.

The Chrysler Motor Corporation, U.S.A., had attempted a similar venture without success. But in 1927 an American-Japanese joint corporation, Kyoritsu Automotive Mfg. Works, Ltd. in Tsurumi, succeeded in assembling the "Chrysler", "Plymouth" and "Dodge" cars of the Chrysler group.

During these years American cars made such inroads in the Japanese market that, while the local industry was undoubtedly stimulated, domestic cars were no match for the imports."

* * * * *

FOLLOWING ARE TWO ACCOUNTS OF THE VINTAGE SPORTS CAR CLUB BI-ANNUAL TOUR:

From George Adams -

This Tour, which commenced at Liverpool on 5th May, and ended at Bathurst on 17th, must rank as one of the most enjoyable ever held.

The run was well-organised, with entertainment at most stopovers. Hartley Holyoake is to be congratulated and thanked for the work he put into the organising of the Tour, for whilst he had able assistance it was due to his efforts that the Tour was such a success.

We left Liverpool accompanied by a number of R.R.'s, Bentleys etc. etc., and had a smart run to Camden where we had a welcome

"cuppa", and then to Marulan where lunch awaited us. This gave us a taste of things to come - "cuppas", lunches, barbecues and dinners.

At Canberra, after a "free" night, went for a picnic to Cotter Dam, and then to Hall to see a display by local car club.

Leaving Canberra about 10 a.m., we had an uneventful trip to Cooma, and with the cars on display we had lunch at the Showground, and heading for Adaminaby, we called at the Pioneer Museum on the way, and then ran into the tail of the big blow that flattened quite a bit of Jindabyne. Some drivers said that they had to drop to second gear to drive downhill against the wind. Luckily it wasn't cold, though the drive was not the most pleasant.

However, at Adaminaby the cars were put on display at the Bowling Club where we had a luscious barbecue, and were then shown some good films. Sad to say the one-armed bandits did a roaring but brief trade, turning out to be the winners as usual.

Next day some members went for a boat trip on, and others fishing in, Lake Eucumbene. Except for the fact that the boating was very brief, and the fish scarce, we had a lovely day. We inspected the new underwater observation "Boat" being constructed; this should prove quite a tourist attraction when completed.

After dinner at the Motel we were shown more films, including some of the Snowy plan.

On 9th we departed from Adaminaby, regretfully leaving Jack Dance and Bill McCarthy behind, as the Talbot stripped a timing gear. Mr. Moffit and daughter Betty also decided not to go any further as the Flint was losing oil pressure.

The journey to Kankoban (lunch) and to Corryong was quite exciting, and the roads up to, and down from, Cabramurra, suitable for second and third gear only. At Corryong the cars were again displayed, and the barbecue put on by the local Rotary Club quite impressive. Adjourning to a big shed, complete with roaring open fire, high jinks were made by most with George Roberts at the piano leading the sing-song, and also leading a lot of the other devilry.

The run next day to Bright, via Mount Beauty, where we had lunch at the Golf Club, was through some of the prettiest country I have ever seen. Bright green pastures and avenues of autumn tinted trees - really terrific. Arriving at 4 p.m. we found some of the cars had been there for a couple of hours.

A quiet evening, and then in the morning a late start to drive to Mount Buffalo Chalet. The good road is well graded, the Stude. going most of the way in top. Low-lying cloud spoilt the view from the look-out, so after lunching at the cafe, returned to Bright to put the cars on display and consume large steaks etc. done to a turn by the members of the Apex Club.

May 12th we left Bright 8 a.m. on the long run to Griffith, 220 miles. At Lockhart we had an excellent lunch catered for by the C. of E. ladies, and then headed for Narrandera. About 20 miles short of this town the magneto on the Studebaker collapsed, and on producing a spare it was smartly installed by George Green with assistance from Bob Ford, and some doubtful advice from Albert Michel. Many thanks to these fellow "Tourists" for getting us out of trouble.

After arriving at Griffith we went to a new winery for another barbecue and wine-tasting tasting.

Next day the M.I.A.V.C.C. provided lunch for us at the Showground, followed by a Gymkhana; the winner, Ron Hunter in an "A" Model Ford, received a nice trophy. This was followed by a barbecue tea - all excellent.

14th, we went on a bus tour of the district, with a first-class smorgasbord lunch at McWilliams, including a look at the Pioneer Village. Dinner at night at the Irrigana Motel gave the ladies their first chance to show off their finery. The Mayor of Griffith welcomed us to the district, and said a lot of nice things about it and us.

The following morning we set sail for Temora, pausing at Ardlethan where the local Progress Association made us welcome with a hot cuppa. This was the only cold day we had experienced throughout the tour.

Lunch at Temora Showground, and then on a bus tour of this district. After dinner we attended an "Old Time Music Hall" arranged for us by the Temora Musical Society. Keeping up the tradition, we drank the wine supplied in big jugs, sang the old songs, booed the villain, and cheered the compere on to more jokes, some with a little tinge of blue. Dancing followed, and a good night was had by all.

16th - had lunch at Cowra whilst the cars were on display, and then on to Bathurst.

Last day - drove to Sofala where we wandered up and down the main street, and looked at the shopping centre (one street and one shop).

Lunch again supplied and eaten, and then back to Bathurst.

The Tour finished with a dinner dance, prize-giving and much natter.

18th - left for home after a spin around the Mount Panorama Circuit.

All in all a great tour, and I recommend that if the Host Club runs another it is well worth attending.

GEORGE ADAMS.

From George and Pam Roberts -

The best yet, this was the general consensus of opinion of those who participated in the Vintage Sports Car Club of Australia Ltd., 12-day, Bi-Annual Tour, 5th to 17th May, 1973.

Assembly at 8.30 a.m. sharp at the Cross Roads Hotel, Casula, for a 9.15 start caused those from Sydney's northern and eastern suburbs to rise early, but the effort was worth it to beat Saturday morning traffic.

Our itinerary mentioned a system of awards; that entrants would be allowed 100 points to be deducted on a percentage basis for (a) lateness in departure/arrival at check points, (b) failure to answer questionnaire adequately. Route cards were issued but to the bewilderment of trophy hunters, no official on departure either signed, stamped or even perused the cards. This, navigators agreed, was the essence of a real tour.

The route chosen for the day was by the Hume, then Federal Highway to Canberra with a morning tea break and display of cars at Camden to assist the local hospital fete, with lunch at Marulan, C.W.A. rooms.

Our Hon. Secretary, Jack Dance, with Treasurer Bill McCarthy, navigator, aboard "Tilly" the Talbot led the field from the start and were first away at Camden. Pride of place was given as the 1911 Talbot was the oldest car on tour. Next in terms of age was "Regina", Dorothy Green's 1914 Silver Ghost, and in this graceful old girl Pam and I settled down in comfort at a steady 40 m.p.h.

Canberra was reached without incident where all entrants were accommodated under one roof at the Commodore Motel for Saturday and Sunday nights. Typical Canberra weather for May - the nights were chilly but Sunday

being a free day, the Cotter Dam was mooted a pleasant place for lunch. There, on a bank overlooking the stream, we picnicked in warm sunshine. It was not the autumn leaves which so much created the sense of peace but the sight of George Harris asleep on his back with an empty champagne bottle reposing on his chest.

Monday at 9.30 a.m. was an easy start directly from our motel rooms, our destination being Adaminaby 102 miles away with a stopover at Cooma for lunch. The afternoon timetable allowed for a 45-minute stop at "Traveller's Rest, Pioneer Museum" for inspection. As we climbed towards Adaminaby the wind which had been light earlier in the day, increased to gale force. Most passengers on this stretch, particularly those in open cars, admitted to discomfort of wind and cold while drivers were busy swapping cogs and pushing the accelerator to the floor to make progress. Not so George Green, with those 8 litres under the bonnet of the Bentley, he sped by seemingly unaffected. By evening, although cold, the wind had dropped and the prearranged barbecue indoors at the bowling club, together with films and some hot toddies, brightened the mood.

Trout fishing, golf, bowls or a boat tour of Lake Eucumbene were the order of the day for Tuesday and most entrants chose the latter. We were to embark from a marina. on a launch at a point near the site of old Adaminaby, now deep beneath the lake. However, someone got their wires crossed, for the tour which was advertised as of three hours' duration, took us only to an island 20 minutes distant and return. Max Roberts and his retinue of sales personnel (family) observed (it was a take) but the remark was glossed over by a smile to himself, he only said he had received value for the amount paid.

As we moved ashore Pam Roberts (senior) must have recalled her early teachings, i.e. before becoming entangled with a motoring husband, for as the gangplank sank under weight of numbers, she tried her utmost to walk on the waters in emulation of the good book.

A very cold night to follow was forecast and preparation made to drain radiators. Next morning the countryside was white with frost and this indirectly caused the first mishap. Jack Dance, after some difficulty in starting, had just ventured out onto the road when an ominous knock developed in "Tilly's" motor. Diagnosed initially as a big-end, he sought garage assistance but was unable to continue. After much dismantling a sheered timing idler gear was discovered and arrangement made to return the car to Sydney. "Regina" also, that morning, in her aged temperament, called for a hot drink before starting and the first three of six gallons were delivered in a one pint hot water jug, boiled in a 1st floor motel room at the top of a flight of stairs.

The 91-mile run arranged for Wednesday May 9 was one of real motoring, through the ever-changing scenery of the Snowy Mountains by way of Kiandra, Cabramurra, Tooma Ponds, Alpine Highway, then down into the picturesque valley and Khancoban for lunch. Following the river lined with poplars trimmed in their autumn tints, we entered Victoria and on to the night stop at Corryong.

The scene set that evening in a Showground building provided the venue that was to convert all rally personnel into one happy family. Light rain forced us indoors for the barbecue and this followed with a completely unrehearsed, impromptu stageshow form all and sundry. George Harris found an axe which was used for strong-arm demonstrations and a wrist

developer, then a pair of trapeze bars attached to the rafters provided the exercising equipment for those with monkey glands; while at the end of the room a piano, said to have survived from immersion under four floods, added a form of music to the atmosphere.

The colour of autumn was now showing its splendor as next day we drove along almost traffic-free, sealed roads to Tallangatta at the headwaters of Lake Hume then turned south along the Kiewa Highway to Mt. Beauty for lunch at the Golf Club. A short winding road set the descent through German-town to Bright to complete the day's 130 miles. Bright, set in depths of the Ovens Valley on the banks of a river bearing the same name, is the mecca of autumn with its festival brought about by the brilliant colours of its elms, chestnuts, poplars and scarlet-oaks at this time of the year. Many of the motels are located in picturesque settings and this, together with the restfulness provided by one-day stopovers, helped to swell the evergrowing atmosphere of contentment among the rallyists. Lunch on Friday, May 11th, was arranged at Mt. Buffalo Chalet, 17 miles distant, and that evening we attended a barbecue and display of cars under the control of Bright Apex Club, set in the heart of the town.

Saturday May 12th was to be our longest day's run, 220 miles, through Porepunkah, Myrtleford, Beechworth, Chiltern, Howlong, Brocklesby, Walbundrie, Lockhart, Narrandera, Leeton and into Griffith. For the most part level and once again virtually traffic-free roads provided for good averages and pleasant motoring.

By this stage of the tour it was evident that together with George and Beatrice Adams in the Studebaker, we in Regina were setting the slowest pace. Most often first away of a morning, we were soon bypassed by the Rolls Royces of Bruce Ross, Ray Neely, George Harris, Malcolm Johns, Max Roberts, Norm Brice in 601 and Owen Bourke, who joined the tour at Bright. Following closely, but not necessarily in this order, were the Vauxhalls of Laurie Ogle (the winner) and Wayne Butler, then Bob Pritchett, Mercedes, Simon Kelleher, Australian Six, Ron Hunter, Model 'A' Ford, The Bentleys of John Goddard and Peter Swan, the Austin Sevens of Colin Masterson and Tony Johns, Geoff Ringrose, Stutz, Ian King, Chevrolet, Peter Jones, Wolseley, Sid Richardson, Buick, David Holyoake, Alfa Romeo, and Peter Clough, De Soto. Every so often we would hear a swish alongside, then see George Green Disappearing into the distance ahead. Next would be a snarl and bark and Albert Michel 'A' Ford Speester, would go by low flying. Trailing the field and keeping an eye out for lame ducks, was Bob Ford with the luggage trailer, then our tour director Hartley Holyoake, Bentley.

During the morning the vacuum tank on George Green's Bentley could not maintain sufficient suction with the 8-litres running at full bore and after Lockhart lunch stop, George Adams sheered the distributor gear in his magneto. A true motorist, he had a spare magneto under the seat.

All reach Griffith in time for the evening's entertainment at the San Bernadino Wine Cellars, a barbeque in the cellars and wine aplenty. To welcome the tour the winery had specially printed labels attached to their Shiraz Dry Red, bearing the V.S.C.C.A. badge and the words "Bi-Annual Tour, 5th May - 17th May, 1973, bottled especially for the Vintage Sports Car Club of Australia, by San Bernadino Wines."

Next day we lunched at the Showgrounds, followed by a

gymkhana arranged by the M.I.A. Car Club, then the cars went on display and we ended the evening in the company of M.I.A. members at a barbecue.

Monday May 14, prearranged buses took us from our respective motels to McWilliams Winery for lunch on the lawns and wine-tasting then a tour of the Lakes area, Pioneer Park and Scenic Hill. That evening we assembled at the Irrigana Motel for pre-dinner sherries, once again by courtesy of McWilliams Wines and a welcome by Griffith Shire President.

Departure next morning was at 9.30 with 100 miles to cover for a 1.00 p.m. lunch at Temora and a morning tea break at Ardlethan. At Temora also our night stop, the cars were put under security and later display at the Showground while buses were arranged to tour the district to points of interest. To the enjoyment of all we attended a play in the evening by the local musical society. Above the laughter from the audience John Goddard could be heard encouraging the villain into more devilry. John was still in good spirits next morning on the road to Young when after having passed Regina he was seen to flap his arms as the flying 8 litre sped past his Bentley.

After Young and the viewing of a large group of well-preserved steam and oil engines etc., the product of a recent sale, a number of entrants deviated from course to visit the Castle at Greenthorpe. Built by George Green (no relation) in 1888 of reinforced concrete and in quite reasonable preservation it now stands on 1760 of its original 33,000 acres.

From lunch at Cowra, that evening we arrived in Bathurst, our final control. Thursday, May 17th we proceeded to the old, historic, gold mining town of Sofala for lunch then returned to our motels to prepare for the final dinner dance, prize awards and farewells. To young Scott Roberts went the prize for selling the most Souvenir Programmes, \$50.00 worth at 40 cents per copy. We were encouraged to see Tom Moffitt-Flint at the dinner after having returned home early in the tour.

I believe the only thing that marred our tour was re-entry into Sydney traffic on Friday afternoon at Parramatta and the nervous energy it consumes to get a Veteran Car that final 20 miles.

Thank you Regina, its owner and the V.S.C.C.A. for a delightful holiday.

GEORGE & PAM ROBERTS

* * * * *

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