

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

SPIT AND POLISH

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February, 1984 Vol. XXV No. 7



PATRON:

His Excellency,
The Governor of N.S.W.,
Air Marshal

Sir James Anthony Rowland,
KBE, DFC, AFC, K.St.J.



Spit & Polish

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

Volume XXV No. 7

February 1984

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Other Veteran Car Clubs have permission to copy.

*The next Monthly General Meeting of the V.C.C.A. (N.S.W.)
will be held in the Clubrooms at 8.00 p.m. on THURSDAY,
23RD FEBRUARY, 1984.*

Editorial

Comment

February has 29 days this year - leap year - so all you gals can ask your guys to take you to the Square Dance. Details on page 4.

Interesting reports on activities in January and February, including City of Sydney Procession by Jim Wilson (Jack Dance gave me a short account of this outing also), Michael Bendeich tells us about the camping weekend, and Terry Cook tells us the answers to some of those questions he set on the Blue Mountains Rally.

Last meeting was well attended and many members gave me copies of interesting information they had acquired and these will appear over the next issues. The slides that Bob McCarthy showed on Transport over 20 years with a bias to Veteran Motoring were of a high standard and his commentary most informative - hidden talent there - hope you write an article for SPIT AND POLISH soon, Bob.

Hope you enjoy this issue. See you at the February meeting.

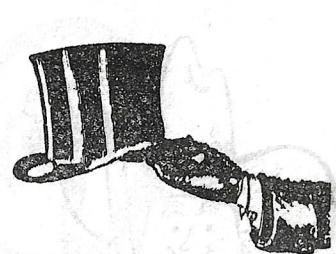
- SANDY ROBERTS

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD., FIVE DOCK. 2046

President's Message



Following discussions at the last monthly meeting, I feel the need to express a belief on the value of membership.

One becomes a member of a club to join others with the same or similar interest. Where the club has the same interest as those in other states and/or territories, then they join together and form a Federal or National Body where the individual clubs become members, throughout the world the the National or Federal Clubs join together to form an International Club of which the individual clubs become members.

From the Oxford Dictionary:

MEMBER - a part or organ of a "body"

and as we all know, if you remove a part or an organ from that body it is possible that that body could die and should this happen, then it would affect the entire body (club) right down to the grass roots, you the member. In other words, just because we have an interest in and/or own cars from the past, we have no need to live in the past, if we did we would probably be sitting at home on our own with a lot of bent and rusty parts not knowing what it is/was; where it came from; who else has one; who can help - and when it is all assembled, what can you do with it? Sit, watch and polish? No - you join a club and become a member for your own benefit and for what you can get out of it, and for what you can give in return. At no stage should we consider we are in or under CONTROL - we are all there to help assist, formulate rules and regulations, exchange information and ideas, and in this way we are all to benefit. We joined and became members in what is our common interest, Locally, Federally or Internationally.

- BARRY T. THEW

SQUARE DANCE - BASKET SUPPERSATURDAY 24TH MARCHEASTWOOD TOWN HALL, AGINCOURT RD.,
MARSFIELD : 7 P.M. - 11 P.M.

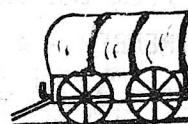
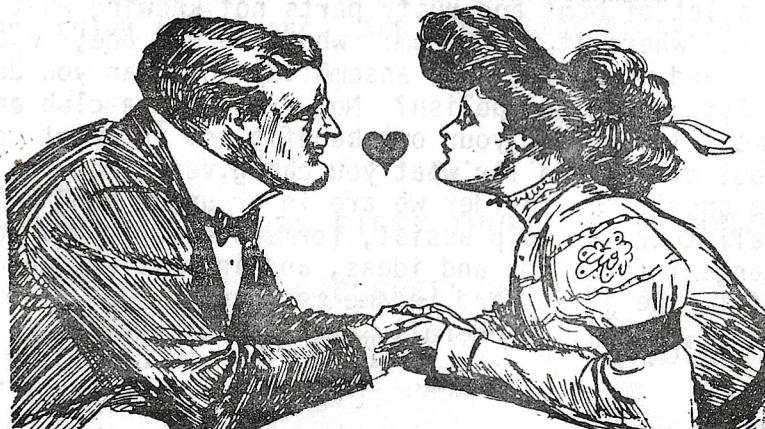
Come dressed in country/western gear -
prizes for best costumes.

The hall will be suitably decorated and
our caller - RAY ETHERINGTON - ready to
teach you the steps.

You bring a basket supper - tea and
coffee provided - \$5.00 a head.

COME ALONG AND JOIN THE FUN.

BOOKINGS: Sandy Roberts - 449.1722, or
book and pay at the meeting.

B E M Y V A L E N T I N E

"Love me, love my veteran car"

Events Calendar

1984

Mar. 18	Sunday - GYMKHANA - St. Ives SHOWGROUND - 11 a.m. Details page 6
Mar. 18-25	Veteran Car Club of S.A. - National Hub Rally
Mar. 24	Saturday - SQUARE DANCE/BASKET SUPPER - Eastwood Town Hall. Details page 4
Mar. 31 to Apr. 8	Rally organised by Antique and Classic Motor Club
Apr. 22	Sunday - VETERAN CAR PROGRESSIVE PICNIC LUNCH
May 19	Saturday - PRESENTATION DINNER - PRIVATE ROOM AT LENNY'S RESTAURANT, ST. LEONARDS. Book early. Limited 80 people. \$15 a head
July 1	Sunday - VETERAN & VINTAGE DISPLAY DAY - GREEN'S MOTOR MUSEUM PARK, LEPPINGTON
Sept. 16-22	1 & 2 CYL. HUB RALLY - PORT MACQUARIE
Dec. 2	CHILDREN'S CHRISTMAS PARTY

N E X T E V E N T :

SUNDAY, 18TH MARCH - GYMKHANA. St. Ives Showground, Mona Vale Road. Picnic area No. 7 will be the location for this club's next gymkhana. An ideal area to show your skill at the wheel and give others a turn in your veteran. ACTION STARTS 11.A.M. - small entry fee charged to cover trophy. PACK A PICNIC LUNCH - BRING YOUR VETERAN & HAVE SOME FUN.

FESTIVAL OF SYDNEY PARADE - 28TH JANUARY 1984

A fine day and 11 cars, as listed, participated:

Don Steer	1914 Wolseley
Barry Tulloch	1911 Armstrong Whitworth
Jim Wilson	1913 Oakland
Max Chapman	1913 Wolseley
Bruce Knight	1915 Ford
Bill McCarthy	1913 Vinot Deguingand
Jack Dance	1911 Talbot
Reg Jones	1908 Clement Bayard
Carl Blim	1918 F.W.D.
Ian Steer	1915 Ford
Dick Donnelly	1913 Ford

There were one or two other Veteran Cars who chose to travel with the General Motors Contingent, and were a great sight.

Whilst awaiting the start, we were entertained by one or two eccentric personalities, one of which turned out to become a T.V. star later on in the day.

Incidentally, it was amusing to hear some Japanese tourists trying to pronounce the name of Bill McCarthy's Vinot.

May I also mention the Talbot was driven by Jack Dance, whose absence has been conspicuous lately owing to a health problem which seems to have been solved. We welcome Jack back to Veteran Motoring.

It was a pleasant day and gratifying to be appreciated by some many onlookers on the route in a festive mood. It was very well arranged and was a great success, with the ultimate reward of seeing it all on the television news at night.

- JIM WILSON

* * * * *

CAMPING WEEKEND -LONG WEEKEND '84

Once again this year's camping weekend was a pleasant affair. Four families: Coulchers - Kables - Wards (John and Sue) - Bendeichs attended and Reg Jones and family visited us on Sunday. Also there was a good gathering of people who were not in the car club and came up for a ski.

Sally and Peter can both get up on one ski now and their two children are doing well too.

The rain kept away until Sunday night and then proceeded to come down in buckets, postponing our second slide night - we had a viewing of the Kables' overseas trip and very interesting they were too - on the previous night.

The weather on Monday was by far the best and we had a few good skis while the river was nice and calm.

The worst part of the weekend is drying out and cleaning up the mess but I suppose this is all part of the exercise. How the old Hillman pulls the boat and all the associated gear I will never know - but it does and well too! Good Pommie car!

Pity more families don't attend these camping weekends as we all have a great time on one of the most beautiful rivers in the world and I mean that!

- MICHAEL BENDEICH

* * * * *

FUND-RAISING On the Blue Mountains Tour a guessing competition was held, with a restored magneto as first prize, kindly donated by Max Chapman. This was won by Keith Carden who has a bruised arm to prove he needed it.

Second prize, a chess set, was won by Dick Donnelly.

Thanks to all members who supported this fund-raiser which made \$200. All the jam is now sold, thanks to the last 18 jars being sold by Hayden Christie.

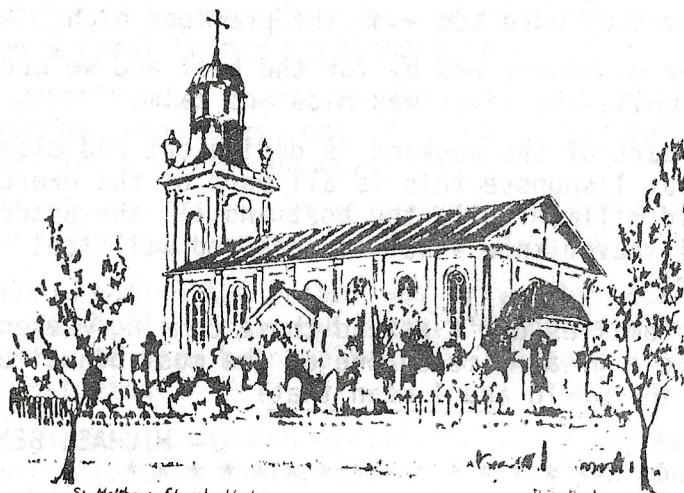
- PETER WARDS

P.S. Nett profit from jam sales - \$338.

28TH BLUE MOUNTAINS RALLY

Last Saturday the car park at Auburn Botanic Gardens was busy with Veteran Cars checking in, putting on rally numbers and then clocking out with the official starter George Sevenoaks.

The route was winding and different to our morning tea check point, traffic heavy and OH! those questions!! Morning tea was served outside in the shade of St. Matthews Church, Windsor, by the church's Ladies Guild - and a welcome rest and cuppa it was, as by this time the temperature was climbing.



St. Matthews Church - Windsor

However, it was not only the weather that got warmer, but also many cars as they made the ascent up the Old Bathurst Road to the lunch stop (George and Jim's Roadside Diner) at Blaxland Park. Here we handed in our morning question sheet - picnicked then check out with Warren and Ann Irish - new sheets - more questions and route instructions to Leura, where Jim Weir manned the last control for the day.

Next morning everyone refreshed after overnight stay, some photographs taken for the local paper, George Sevenoaks again started the cars for the second day's run. Much easier going down hill - more questions - and finally checked in by Len Baxter who had a \$64.00 question, which apparently no one could answer correctly. Then the cars parked, a lovely basket chicken lunch served out by Terry and Lois Cook and Denise and Michael Bendeich, and I noticed John and Sue Wards lending a hand too.

Another successful Blue Mountains Rally and congratulations to our Events Committee.

- EDITOR

* * * * *

FROM YOUR EVENTS COMMITTEE

The 28th Blue Mountains Tour has been run, with the weather ideal for veteran motoring.

It is encouraging for the Events Committee to see the number of completed rally sheets handed in. The effort by the entrants in completing the questions and running to time was extremely good, with two-thirds of the vehicles showing full sheets. The results have been completed and it only requires you to be at the Presentation Night to find out the winners. The results will be published in the May edition of SPIT AND POLISH.

Your committee has noted constructive comment regard the start point of questions on Saturday morning, also regarding varying nominated speeds for different sections of the route for the 12 mph cars.

Incidentally, most of you are terrible judges of distance (perhaps because it was in metres). Only one team nominated 850 metres for the dirt road (Max and Jean Chapman) - never rely on signposts! The number of times you traversed the railway was 29 (nobody got it right!).

The answers to the most incorrectly answered questions were:

- Q. SIMPLE
- A. GROW
- Q. When were they electrified (at Riverstone Railway Station)?
- A. 22nd May, 1975.

Q. What was the year of the big wet?

A. 1867.

Q. It's called "The Siding".

A. Emu Plains Station.

Q. There are no bars in this fence. What's it made of?

A. Tyres.

Q. What type of tree commemorates the Prime Ministers?

A. Oaks.

Q. They are South American Indians.

A. Aztecs.

Q. It carries water on the right.

A. Aquaduct.

Some other gems of answers were as follows:

How far is it to Sydney? (TOO FAR)

Who helps people? (GREAT MINDS)

This farm produces (PAVOLVA AND LAMINGTONS)

What type of tree commemorates the Prime Ministers?
(DEADWOODS)

When were they electrified (1983 IN THE CHAIR)

What was the year of the big wet? (WHEN NOAH BUILT THE
ARK)

What is the Bush Fire centre built of? (BRICKS LIKE THE
3RD LITTLE PIG'S HOUSE)

It's a bit of steaming beef (various answers: HAMBURGER
and BEEFBURGER were quite popular, as was STABLE COMPOST,
A BROTHEL and MILK)

(The real answer was BUFFALO PITTS STEAM ENGINE)

- MAX ROBERTS
- MIKE BENDEICH
- TERRY COOK

* * * * *

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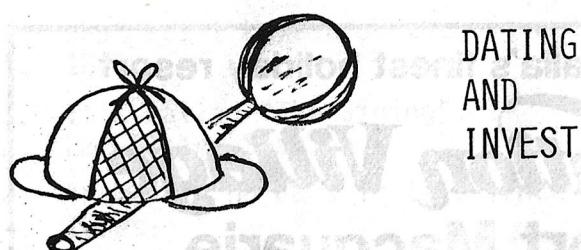
WANTED:

WANTED: HONORARY SECRETARY

For those of you who may be interested in becoming Secretary of this club, a short job description may be of interest:

The Secretary has to take the minutes of both the Committee and General Monthly Meetings and enter them in the Minute Book. He or she has to write to new members and answer correspondence. For somebody who has two nights per month to spare and access to a typewriter (and typist if necessary) the work is quite enjoyable. Unfortunately I cannot guarantee being available on meeting nights because of a change of employer, so please give some thought to taking on this position.

- JOHN WARDS



DATING AND INVESTIGATION

Dating Certificates announced at the January 1984 meeting were issued in respect to the following vehicles and presented to the owners.

1. 1918 Studebaker, Model SH, Series 19, 4 cylinder tourer. Owner: Francis Ransley, Wynyard, Tasmania.

Factory records disclose that the Studebaker, Model SH, Series 19, 4 cyl. vehicle was first produced in the company's Detroit factory in February 1918, the production for the month, then being only one vehicle and again a further one off in March. Thereafter manufacture increased and it is probable that this tourer-bodied car, Serial No. 134,292, left the assembly line in July 1918. In the same year, identical vehicles were rolling out of Studebaker's second plant at Walkerville, but the initial output of 68 vehicles was delayed until May.

Total output of this model from the joint Studebaker plants for 1918 was 5,000 vehicles, while the absolute production for 1918/1919 inclusive was 8,874 vehicles. The marque was to be the last four cylinder model built by Studebaker.

The Motor Trade Directory of Australia, 1925 edition, corroborates factory records and further established the opinion of the Dating Committee that this vehicle was manufactured in 1918.

The Studebaker Corporation of America issued this announcement on January 3, 1918, signed by Al. Eassure, President: The new Studebaker cars in three models embody our long experience, together with the latest and greatest achievements of some of the ablest and most experienced engineers and production experts in the automotive industry. These cars are new throughout, with improved motors, intermediate

transmission, new axles, bodies, tops, windshields, radiators, hoods, fenders etc. They are beautiful in design, thoroughly modern and mechanically right.

Before finally approving these cars for production, experimental models of each car were driven thousands of miles, under the severest conditions, through the mountains and country roads of the United States and Canada. And finally, to make assurance doubly sure, they were driven for days and weeks over the Chicago Speedway. Never were we better satisfied with the performance of any cars in power, speed, endurance and riding comfort. These cars are masterpieces of the Studebaker organization.

2. 1905 Wolseley, Bee-Hive Model, 2 cylinder, two-seater. Owner: L.K. Sheen, Lane Cove, N.S.W.

The Wolseley Motors Ltd., Card Record No. 1092, confirms that this car was supplied in chassis form to Agent: D. White, Grant Street, Melbourne, while the Order Specifications show that the date of order was 5th December, 1904. Although an actual delivery date is not specified for Car No. 1092, Car No. 1052, which has identical specifications, other than wheelbase, is recorded as having been delivered 24th February, 1905 and all other cars around these numbers have 1905 delivery dates.

The history of the Wolseley organization has been well documented and as most will know, had its origins in Sydney, Australia, in the Wolseley Sheep-Shearing Machine Co. Ltd., address, 19 Phillip Street; it was here also that Herbert Austin, the designer of this car, supplied accurately-made shearing-heads from a small engineering company, to the satisfaction of the larger organization.

In 1889 Wolseley transferred their operations to London, but did not lose contact with Austin, whose name first appeared in the official records of the company in 1892.

During 1895 a move was made to Sydney Works, Alma Street, Aston, Birmingham and in this year also the first Wolseley, a 2-cylinder, 2 hp., flat-twin, air-cooled, tricycle was produced. Bore and Stroke dimensions were $3\frac{1}{2}$ " x 5" respectively. Tube ignition was employed; the gearbox had three speeds and the final drive was by chain.

3. 1916 Benz, Type DS 2, 6 cylinder tourer.
Owner: John Wards, Epping, N.S.W.

As a direct result of my attendance, as your delegate, on behalf of the V.C.C.A. to the FIVA General Assembly, held in Palma-Majorca, November last and through the goodwill of the West German delegate, Berthold E. Rockwarth, who obtained from Daimler-Benz, Stuttgart and forwarded production figures on the Type DS 2, 6 cylinder Benz, we have authenticated the date of manufacture as 1916.

Previously this car had been considered 'vintage', approximately 1920, by its owner who nevertheless lodged a Dating and Vehicle Record Form for investigation.

The Type DS 2 was first marketed in 1915 and continued in production with similar engine specifications through 1926, but with the progression of years, from 1917 onwards, was later identified as the DS 3, through to DS 12 and as the DSS Sport.

John is to be congratulated for his foresight in having raised the query, which has added yet another veteran to the field.

- GEORGE A. ROBERTS
Chairman Dating Committee

* * * * *

GERMAN SILVER

On a number of veteran and vintage cars is found a mysterious metal called GERMAN SILVER.

Radiator shells and other exposed surfaces were made from this material which only required polishing to give a high sheen.

GERMAN SILVER is an alloy of 50% copper, 20% zinc and 30% nickel.

Modern day sheet metal tradesmen have not heard of it. Can any member advise if it is available? If so - where from?

- MARTIN MC CARTHY

'Phone: (02) 634.1360

BEWARE EPOXY RESINS

The following extract points a lesson to all who use: TOLUOL, YXLOL-N-PROPYL ACETATE or any other type of epoxy resin or paints which use: CYANOACRYLATES including ACRAN, U-DD and ENAMEL ADD.

One morning I entered my garage to paint the fuselage of a model glider. It was recommended it be sprayed with epoxy and I did just that. I applied a tack coat and stepped out of the garage. Some 25 minutes later I applied the finish coat, then went in to empty the spray gun and clean it. Total time in the spray area was less than 4 minutes of the original 25 minutes required to do the job.

About half an hour later I stepped inside and noticed a strong smell associated with rivers and large bodies of water. It seemed this was apparent only to me. About 2 hours later I began to get pains in my lower chest cavity and three hours later was in a coronary unit!

Even though I suspected a possible poisoning from the epoxy and took the can to the hospital with me, I found there is no anti-toxin, as in the case of snake-bite, or any reversing chemical to render the epoxy harmless. If you're going to live, you live; if not, all they can do is watch you die.

The resin and the hardeners inflame the tissues in the lungs and surrounding areas near the heart. The effects are just like a coronary but no trace can be found afterwards.

If you must use epoxy spray on resin, wear a carbon activated face mask, since the powder of dust is just as dangerous as the original wet spray.

REMEMBER - IT IS CUMULATIVE. When your limit is reached after one or a number of contacts - that's it!

(Ian Millburn, having read this article by Bill Denney of Buick Car Club, handed a copy to me for inclusion in our magazine. Ed.)

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

Solution to No. 26SUBSTITUTION

$$\begin{array}{r}
 4 \ 9 \ 7 \\
 4 \ 4 \ 7 \\
 \hline
 9 \ 4 \ 4
 \end{array}$$

No. 27NEXT PLEASE

The letters O, T, T, F, F, form the beginning of a series for which there is a simple rule to determine the following letters.

What are the next two letters in the series?

* * * * *

The following article was discovered by Bob Petersen. Ed.

USEFUL HINTS AND TIPS

(From THE AUTOCAR, June 1st, 1912)

Dirt in the Float Chamber

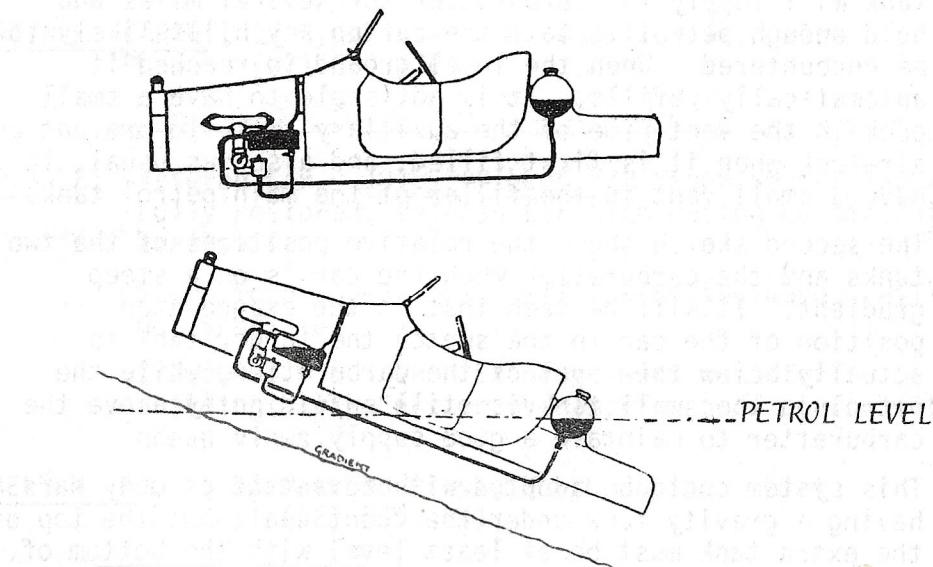
It often seems somewhat mysterious in cleaning out a carburettor (sic) to find quite a lot of dirt, mostly in the form of grit, in the float chamber. At first one is inclined to attribute this to dirt in the petrol, but this can only be the case when there are no effective filters between the tank and the float chamber. In one car we have there are two filters, both very fine, between the tank and the float, and yet quite a lot of grit accumulates in the float chamber in a thousand miles running. The only way it is able to get in is through the tiny hole of an eighth of an inch in diameter at the top of the float chamber provided to allow the petrol to run out if the chamber should flood. We were brought to make the investigation through quite a large piece of grit getting under the needle valve and causing the carburettor to flood, and we have overcome the trouble by putting a small piece of

very fine gauze over the overflow hole, the latter, incidentally, is in the front of the float chamber and, therefore, in the direct current of all the dust which comes through the radiator. We do not say that some fine grit will not penetrate to the float now, as there must be a slight amount pass down the needle guide socket, but it can only be dust of the very finest description; no large lumps of grit, such as that we recently found, could pass.

Maintaining a Head of Petrol on Hills

The sketches accompanying this show a simple yet effective means of maintaining a good flow of petrol to a carburettor when the petrol supply is by gravity from a tank placed at the rear of a two-seated car.

It is often found that to ensure a good supply of petrol to the carburettor, where this arrangement occurs, it is necessary to place the tank at an unsightly height at the back of the car, if the petrol supply is not to be restricted on a steep gradient.



Two views of a car with an auxiliary petrol tank under the bonnet.

As will be seen from the sketches, the system involves the use of a small additional tank, about 9" x 4" x 4", placed under the bonnet in a convenient position near the carburettor.

The bottom of this small tank must at least be level with the top of the float chamber. As shown in Figure 1, the petrol connections must then be as follows:

- (1) A pipe leading from the bottom of the large tank to the top of the small tank at the end nearest the radiator;
- (2) A pipe leading from bottom of the small tank at end nearest the dashboard to the carburetter; and
- (3) A small section vent pipe from top of the small tank.

It is advisable to place the petrol tap somewhere in the pipe between the small tank and the carburetter, in the most accessible position for general use. As will be seen, if the large tank be a few inches above the level of the small tank it will keep it filled when the car is on level ground, and also when going downhill; therefore, on a rising gradient, when the carburetter is normally starved, or receives a restricted supply from the large tank, the small tank will supply petrol while any remains in it. If it be made of reasonable dimensions the small tank will supply the carburetter for several miles and hold enough petrol to take the car up any hills likely to be encountered. When the level ground is reached it automatically refills. It is advisable to have a small cock in the vent pipe of the auxiliary tank, to prevent an air-lock when it is first filled, and also, as usual, to have a small vent in the filler of the main petrol tank.

The second sketch shows the relative positions of the two tanks and the carburetter when the car is on a steep gradient. It will be seen that in the exaggerated position of the car in the sketch the larger tank is actually below the level of the carburetter, while the petrol in the small tank is still sufficiently above the carburetter to maintain a good supply.

This system could be adopted with advantage on many cars having a gravity tank under the front seat, but the top of the extra tank must be at least level with the bottom of the large tank, while the former must be above the float chamber when the car is level. The writer concluded: I may state that I have recently carried out this idea on my own car and find it quite satisfactory in every way.

* * * * *

Advertisements



WANTED: for 1904 DE DION BOUTON 6 h.p.

Carburettor - DDB or suitable small brass carby
e.g. Longuemare or similar inlet (induction)
manifold.

Brass oil reservoir tank (2" x 8½" x 9").

Rear brake activating mechanism and brake lining bands.

Dash mounted coil box and ignition switch, DDB
spark plug, grease pump, spanners and tools.

Pair of suitable brass kero side lamps, e.g.
Ducellier, Bleriot etc.

Pair of 6 h.p. DDB crankcases with Eng. No. around
14000.

MARTIN MC CARTHY, 17 Cynthia Avenue, Castle Hill. 2154
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FOR SALE: Veteran Car - 1918 CADILLAC V/8 Seven Seater Tourer.
Fully restored, Veteran Car Club dating certificate available.

Spare motor, gear box, diff. parts included. Will not separate.

\$25,000 o.n.o. OR: Exchange with cash for building block Forster overlooking golf course with ocean views.

ALBERT W. FROST, 12 Watford Close, North Epping. 2121
'Phone: (02) 869.1391

WANTED: Volume 1, numbers 1, 3 and 4 of the "Vintage Ford" magazine.

FOR SALE: 64 surplus copies of the "Vintage Ford", between Volume 2, number 6 (1966) to Volume 17, number 2 (1982).

Some complete volumes are in "American Durheim" binders. Will separate.

ALL STATES PLEASE COPY

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FOR SALE: TOYOTA LANDCRUISER FJ55 S/WAGON

87,000 kms. - 9/84 Rego

Immaculate condition - many extras - air conditioned - P.T.O. winch - hot wire mag. wheels - bull bar etc.

\$8,200 o.n.o.

J. GORTON, 27 Anzac Road, Tuggerah.
Phone: (043) 52.1528

From 1913 Joke Book

Two fools had cars they thought perfection
They met one bright day at an intersection
They tooted their horns but made connection
Policeman came and made inspection
Ambulance came and made collection
All that is left is a recollection
And two less votes at next election.