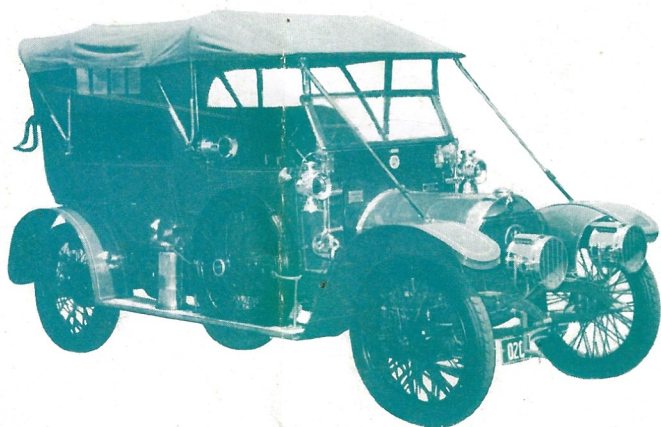
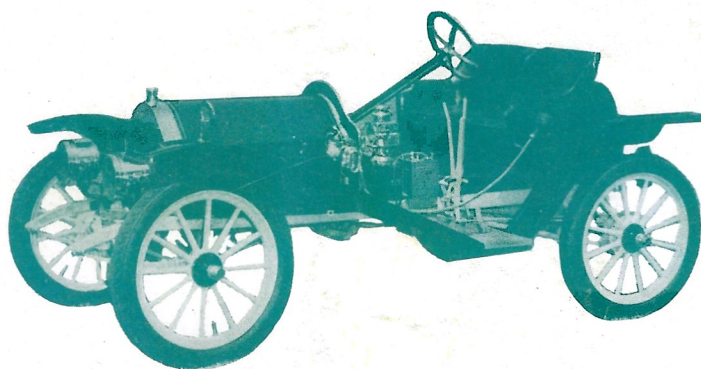


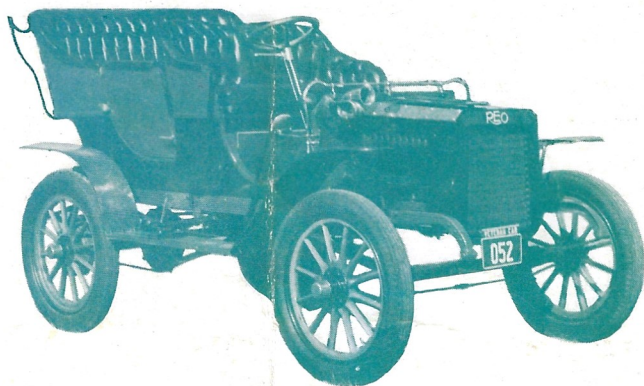
SPLIT AND POLISH



1910
ARMSTRONG WHITWORTH



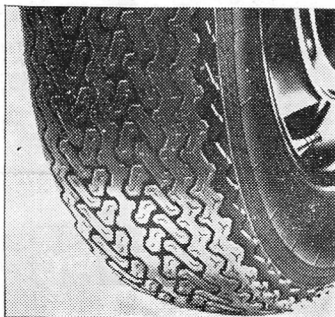
1909 HUPMOBILE



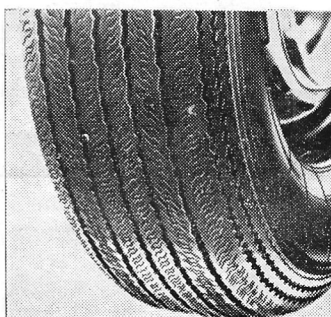
1906 REO

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S P I T A N D P O L I S H

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

Registered at the G.P.O. Sydney for transmission by post
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EDITOR: J.B. Simpson,
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'Phone 869-1350.

Vol. X No. 7

Price 12 Cents

January, 1969

E D I T O R I A L

We launch out into 1969 with the Breathalyser an established part of our daily scene.

Like many a new idea, it will have its adherents and its enemies. In the beginning there seemed to be a general feeling that the motoring public was to be subjected, apparently, to a humiliating intrusion into its private life. This is not to be so, of course. However, it will be admitted readily that almost any measure, within reason, which reduces the road toll, must surely be worth it. It is impossible to lay down a hard and fast rule which will fit every case, but it does seem to be a bit unfair to clamp down on a normally respectable citizen with a clean record, and many years of driving experience, on the pretext that he could be a "potential killer", simply for the reason that it has been shown that the average driver is affected to an appreciable extent by having some alcohol in his blood stream. That same citizen could well be affected in the same way - unknowingly - by extreme tiredness after a long day, extending well into the night, simply in keeping his business on an even keel.

All these types of risky driving were all right many years ago, when the population, both human and vehicular, and the average cruising speed, were all lower. But all man's life has been subjected, for centuries, to exhortations against this, that, or something else. For nearly 2000 years we have been advised, through ten standard exhortations, how to live our lives, and it would seem that the eleventh of these, very seldom quoted, could be the most important to many people, namely, "Thou shalt not be found out."

NOTICE OF MEETING: The next General Meeting of the Club will be on
TUESDAY, 28TH JANUARY, at the Rugby Union Club,
169 Victoria Rd., Drummoyne, commencing at 8.0 p.m.

QUIZ - HIDDEN CAR NAMES

Avoid - Dodge;
Bird and an exclamation - Renault;
Wanderer - Rover;
A crossing - Ford;
Ancient, a letter, moveable - Oldsmobile;
Famous violinist - Chrysler;
For a cross-country run - Overland;
South American River - Reo;
Redhead - Auburn;
Grind your teeth - Nash;
English Folk Dance - Morris;
Assassinated United States President - Lincoln;
Famous English Gardens - Vauxhall;
Banner - Standard;
Quick - Swift;
Found in Pyjamas - Cord;
Canned in Australia - Austin;
Motorised Vegetable - Bean;
Angry Shelter - Crossley;
Precious Stone - Opel.

* * * * *

The odd and interesting bits about motor cars are as varied as the mini skirt. But there is a difference. The skirt, as such, was originally designed to cover, whereas nowadays, like information, they are designed to reveal things - such as figures, and facts!

We consider that one of our members is in possession of an appreciable number of vehicles, including a few Rolls Royces, but he has not yet caught up to the Nizam of Hyderabad, allegedly the owner of upwards of 50 Rolls Royces! Just imagine it! Most of us, if the owner of one of these vehicles, would have one for life! The Nizam had one for almost every week of the year!

Power assisted brakes are a relatively late refinement. But are they? Surprisingly, they appeared originally on the 1909 Hispano Suiza.

And on the subject of brakes, it is interesting to learn that brakes appeared on all four wheels as early as 1909, on the Spyker. A further attempt was made in England in 1912, but due to the state of the roads and to the general low operating speeds of vehicles in those days, they proved quite unnecessary, and fell into disuse.

Apart from seeing an occasional Messerschmitt nowadays one is inclined to be unaware of the early use of the minimum number of points required to ensure stable equilibrium, i.e., three wheels. It may surprise some members to realise that in the forty years following 1911, about 40,000 Morgan three-wheelers were produced. And these do not need to be classed as semi-toys. Starting with J.A.P. engines, and working through to 4-cylinder Vauxhall, and even a four-cylinder Rover, at least one model was capable of 110 m.p.h.

Heath Robinson, deceased a fair time now, was a qualified engineer who used his engineering talent in drawing the most ridiculous-looking contraptions designed to achieve varying ends. His name is in use a lot, therefore, to give the right atmosphere when detailing mechanical achievement in an awkward, roundabout way. One such device was thought out, in all seriousness many years ago, by some genius who made it possible to keep an eye to the condition of the battery. He linked up some tubing to it, which he ran round near the dashboard, and which contained at least sufficient glass to carry a small hydrometer, which remained in view at all times, and thus told its own story. We believe that the millionth such device has yet to be reached!

The Morgan has not been the only name in the three-wheel field. A well known company, having been very successful in the manufacturing of four-wheeled vehicles (we know the whereabouts of an excellent one, right now) turned their resourcefulness to three wheels for a few years. We refer to B.S.A.! Personally, we last saw one during 1938 and 1939.

* * * * *

SOME NOTES ON STEAM POWERED VEHICLES.

With acknowledgement to
"Veteran and Edwardian Motor Cars"
by D. Scott-Moncrieff.

It is surprising to realise that as far back as 1833, steam hackney coaches were in use in England. ("Hackney" is simply a term which was applied to vehicles, at a stand or otherwise, let out for hire). The name Hancock appears, as also does Macerone and Squire. Some astonishing details come out, including the fact that Sir Charles Dance (No! he did not own a Talbot!) was running a regular coach service from Gloucester (wrong, Arthur! Not Gloucester Rd.) to Cheltenham, with a short wheelbase omnibus. Keeping in mind that the usual surface for streets in those days was cobble stones, it is very surprising to learn that these old steam coaches, these mechanical Frankensteins, made average speeds of 15 or 16 m.p.h. To keep to such an average, they would have been doing 20 plus m.p.h., and that was with up to 9 passengers, in addition to the driver and fireman. And pneumatic tyres were not in use in those days - not even the solid rubber tyre! Passengers would have been bumped into midair over every tenth cobblestone. Perhaps passengers would have been airborne within the confines of the bodywork, only going down to the seat occasionally for a push-off. It had a vertical firetube boiler, which ran at a pressure as high as 150 psi.! In those days!!

While on the subject of pressures, it is astonishing to learn that in 1873 a "steam drag", with up to 450 p.s.i. was shown at the International Exhibition. "Up to", yes! But we would give a lot to have been able to see the ulcers of the fireman as he shovelled the coal and watched the gauge!

What brilliant techniques they had in those days. The engine and boiler (of the Dance coach) were mounted, unsprung, on the single front wheel.

Also in 1873 Leon Bollee were turning out steam carriages.

These included a steam victoria which was chain driven, and had its front wheels "dished" by having the pivots set at an angle.

Steam coaches and 'buses were built by the Leon Bollee company in 1880. They made an open carriage, powered by a two-cylinder steam engine. This was way out in front, outside the wheelbase, we imagine somewhat like one of the Dennis of the 1930's. It also sported a sort of bonnet. To show how "streamlined" the layout was, the boiler, a vertical type about 30" diameter, was hung out aft, behind the rear axle. The steam was fed to the engine then transmitted its power by a tailshaft, to a countershaft, differential, and chain. The power to weight ratio would have been comical, but the vehicle achieved 18 m.p.h. The coal consumption turned out at 3.6 lbs. per mile, which was reasonable, but she was thirsty! A minimum of 60 gallons per hour! A gallon a minute.

* * * * *

S O C I A L

Happy New Year to you all from Len and myself.

After three lovely weeks I feel I can start and get some social functions going again.

Do hope our sick folk are feeling well again. I hear John Tulloch is home again; hope things are going O.K. with all your physio. people, John.

Bon Voyage to Jack and Billie Dance; should be on the high seas by this.

We had a few nice cards from Geoff. Lehmann and Esme Lewis. Hope they enjoy their trips.

I do hope you are getting your baby sitters ready for the Presentation Dance on 19th April at Kogarah Progress Hall. Supper and liquor as other years. I will give you another reminder in our next month's SPIT AND POLISH.

Sorry to hear Helen Hardman has been ill. Brought home an extra passenger - a wog of some sort. Hope she is on the mend again.

Lovely to see a nice team of families at Pratten Park having picnic lunches.

- HILDA SHEEN

* * * * *

V.C.C.A. (N.S.W.) CHILDREN'S XMAS PARTY HELD ON 14TH DECEMBER, 1968.

It was a nice fine day with lots of good Australian sunshine.

George Williams was there doing a sterling job writing out name tags for the kids as they arrived. This was most helpful to me in keeping a record of the winners of each race. Each kiddie was given a soft drink and a "Paddle Pop" to keep them quiet when they arrived - it didn't work - they just asked for more. I noticed Arthur Garthon pinching his kid's drink at one stage.

The presents were excellent and I am sure very much appreciated by the Mums and Dads (as well as the children). I can't name all the members who arranged the party so I won't try for fear of missing out on someone, but I would like to say thank you for your tremendous efforts; I am sure I speak for everyone.

There were gift bags which held lots of goodies, there were pony rides and races and there was SANTA.

SANTA arrived in Jim Lewis's Buick and of course was a great hit with the children. I heard him promise one little lad everything he wanted for Xmas, providing he didn't give Mr. Moss any lip.

The Dads had a race for a bottle of beer which was won by Reg (Teetotaller) Jones. Just goes to show that a man who doesn't drink is always fit.

Results of Races

Boys - Under 12 Handicap - won by Boyd Williams.
Toddlers - 3 and Under - won by Greg. Pearce.
Mixed - Handicap Race - won by Gavin McCormack,
2nd Julie Godfrey.
Boys - 9 and Under Handicap - won by Malcolm Baxter.
Girls - 7 and Under Handicap - won by Jennifer Williams.
Girls - 9 and Under Handicap - won by Jenny Garthon.
Boys - 11 and Under Handicap - won by Roger Spraggon.
Girls - 12 and Under Handicap - won by Sandra Godfrey) Tie.
Vicki Corby)

- MAX WELCH

* * * * *

K.R.I.T.

We are indebted to Auto Antics (Dubbo) for some interesting facts concerning this make.

The most important fact, probably, is the source of the name. It was adapted from the name of the virtual maker, one Kenneth Crittenden.

...Cont'd. P.6

The K.R.I.T. Car Company was launched in 1909, and failed in 1916. A possible 6,000 vehicles were manufactured in that time, over half of which were exported to England, where, apparently, they were widely advertised in the Autocar Magazine. At this stage there are only 18 known to exist in the world, of which Australia would seem to have 3, and New Zealand 1.

The president of the company was W.S. Piggins (of Practical Piggins Truck fame), and presumably a member of the board was Claude S. Briggs, later to become the manufacturer of the Briggs Detroiter.

* * * * *

THE HISTORY OF THE HORSELESS CARRIAGE - A continuation of a very interesting article supplied by Vic. Jacobs

- 1901 Francis and Freelan Stanley produced their first steam car.
- 1902 By this time in the U.S.A. many makes were reaching the market, including Winton, Oldsmobile, Pope, Marmon, Franklin, Auburn, Locomobile, Packard, Stanley Steamer, Gasmobile, Pierce (later Pierce Great Arrow, then Pierce Arrow), Rambler, Cadillac and Ford. Some "outsiders" had also crept in (or was it "driven" in?), such as Panhard, Napier, de Dion.
- 1903 Henry Ford had already gone into liquidation once, and had withdrawn from another company, of which he was the principal. He now formed the Ford Motor Company, with a handful of shareholders. David Buick, born in Scotland, designed and built his first car. Right from the beginning he used the slogan: "When better cars are built, Buick will build them." He left the company in 1906 and though the car that bears his name is one of the best on modern day roads, he died a poorly paid clerk, in the early part of the century. In England at this time, an English engineer just turned 40 years of age bought his first motor car. He pulled it to pieces, and decided that he could build a better one. This act constituted his entry into the motor industry. His name was Henry Royce. His partner, the Hon. C.S. Rolls, met his death in a ballooning accident. The letters "RR" on the radiator were always picked out in red. Following the death of Henry Royce in 1934, the letters were picked out in black, as a mark of bereavement, and have since remained so.
- 1904 Ransom Eli Olds, who earlier had formed the Oldsmobile Company, started a new company to manufacture the car which he called Reo, using his own initials. By this time George B. Selden was sitting back earning a lot of money. A very clever man, this George B. Selden. Henry Ford, who was now manufacturing a lot of motor cars, was the only manufacturer who would not fall into line, so Selden filed a suit against the Ford Motor Company, and this was the first shot in what ended as an eight year battle. At this stage royalties were imposed on the basis of 5% of the selling price. In order to establish his product, Henry Ford set a world record of 93 m.p.h. in a racing car dubbed "999". The Marmon car commenced production.

History of the Horseless Carriage, Cont'd.

1904 Cont'd.

The Ford Motor Company of Canada was formed by Gordon McGregor to market vehicles for the British dominions. The Ford Motor Company held 51% of the shares.

In England, the American Motor Company started to import the Ford A, B and C models but got into difficulties. A young keen salesman named Percival Perry visited Henry Ford, and several years later established a branch of the Ford Motor Company in England. Hitherto, the English market was confined to local and European makes only. Perry became the president of Ford, England. For his outstanding efforts during the last war he was raised to the Peerage, and held the title of "Lord Perry".

At this stage in the motor trade, the birthrate of new companies was outstanding, but the deathrate was tremendous.

* * * * *

A D V E R T I S E M E N T S

FOR SALE. Two vintage Model T Motors and gearboxes (probably working) plus coils, front axles etc. \$40 the lot.

- LANCE DWIGHT,
Feed Merchant,
Mulgrave, (near Windsor), 2756.

WANTED. Headlights - 1 pair Gray and Davis
Side Lights; Radiator
Carburettor - Schebler Up-draught)
Magneto - D.U.4)
Suit Studebaker 1914, 4, S.C.

- BRYCE F. CRAZE,
Box 295, P.O.,
Griffith, 2680

FOR SALE. Harley Davidson outfit, complete.
Bulb horn, new

- REG. MAC DONALD,
35 Shirley St.,
Inverell, 2360

49 Chrysler Windsor, semi-automatic, fluid drive. Fully imported sedan 66,000 miles. Log Book. Push button radio and blinker lights (std.). No rust, duco a bit patchy, otherwise immaculate. Black and white plates. \$800.

- JOHN GORTON,
Anzac Avenue,
Tuggerah, 2259

WANTED. Hood Frame for "Chummy" Austin 7.
Wheel (belt drive) Douglas Motor Cycle.

- A. ADAMS,
6 East Street,
Dubbo, 2830.

WANTED (All States). Engine Block, Ford 1917
Engine Block, Ford 1912 T
Differential, Ford, Veteran T (pressed and rivetted type)
Hood Supports, Ford, 2 Veteran type (cast ones that were built into the body).

- G.W. SMITH,
Box 516, P.O.,
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This firm advises that they have the following authentic replica Model T parts available, all prices plus freight.

Front shackles	\$11.00	
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Lineable Brake Shoes)	
Rear Axle stabiliser brackets)	
Rear Axle wheel bearing conversion)	Prices on application
Pinion Bearing conversion)	
Rebuilt timers and rollers)	
Valve Caps)	

Enquiries concerning other veteran or vintage requirements are welcome.

Terms: Cash with order.

EXCHANGE (All States)

1. Clement Bayard motor, type AC4 No. 12337 (Clement, Paris) as per brass name plate, no magneto or carburettor.
2. Maxwell, 1918, engine and gearbox, and radiator (no shell).
3. Metallurgique clutch and brake pedals, clutch operating expander, and part of chassis.

ALL ABOVE IN EXCHANGE FOR: Pair of matched acetylene headlamps.

- TERRY PAYNE,
Box 19, P.O.,
Edenhope, Vic. 3318.

* * * * *

" S P O K E S I N T H E W H E E L "NEWCASTLE BRANCH

Our next monthly meeting will be held at Newcastle Drivers' Training Range on Wednesday, 12th February, 1969 at 8 p.m.

EDITORIAL.

The New Year has dawned bright and full of promise for the Newcastle Branch of the Veteran Car Club. This year we will have the help of three more enthusiasts to make the outings and meetings bigger and better. Two are new members, Fred Fenton from Belmont, owner and restorer of 1916 Buick, and Geoff McLennan, who is currently battling the rust gremlins for ownership of an S.P.A.

The other member, Len Masser, is a refugee from Sydney, famous for both his literary ability and his veterans.

One major setback to our Branch is the loss of Jim Turner. Jim has been, in the past, a tower of strength and willing worker and organiser for the Club. We are all grateful for his help and company, and wish him every success and happiness in his new home town.

We were off to a good start at the registration inspection, when no less than eleven cars were inspected and found to be in 1st class order.

The January Club run will be held Sunday, 19th January, and will be designed to really get the cobwebs off the crank shafts. We leave en masse from 2HD area, Sandgate, at 9.30 a.m. and head off for Chichester Dam. This could be a really fine trip, so be early and bring plenty of colour film.

- LAURIE MACEY

POINT SCORE TO DATE:

Ray Thomas	15	Max Burke	26	Chris Broadbent	20
Jim Turner	10	Peter Adams	30	George Adams	30
Doug Marr	30	Laurie Macey	30	John Riley	26
Harry Bird	20	Hunter Thomas	20	Bob Newman	20
Don Moffat	20	Norm Robinson	10	Howard Hughes	10
John Cowan	10	Greg Knodler	10		

So at this stage, it's anybody's trophy.

* * * * *

The Australia Day Procession has been deemed a Club Run, and all those wishing to attend should contact George Adams for the starting time and place.

This outing will not count on the point score sheet, but should be attended as the publicity is good for our Club's interest, and may help attract new members.

* * * * *

DID YOU KNOW? Dr. Lewess, a German, tried to drive a 40 h.p. Panhard Levassor from London around the world in 1902, but in Russia the car froze up, two cylinders cracked, and the attempt was abandoned. Can you name the actual car?

BRIEF BUT IMPORTANT

It seems a while since I put pen to paper for the Newsletter. I always seem to be going to write tonight and before I do your latest edition is in the mail box.

Firstly I must thank you Laurie and Alva Macey for the use of your Buick during the October Tour. It is by far the longest drive I have had in a veteran and Joan and I are really appreciative.

As I think back on the tour I recall Doug. Marr and yourself giving the clutch of the Buick a dose of tonic, in this case, neatsfoot oil, to swell up the leather and bring the pedal up a bit off the floor. It worked rather well although for the first couple of changes I was lost until I learnt to knock her into neutral as I lifted the gas pedal then the gears came out easily. The first couple of tries the load on the back of the teeth was stranger than my right arm.

I have heard Hunter Thomas say it is hard to put the correct foot on the correct pedal on a T Ford when suddenly compelled to make a quick stop in traffic. I can well imagine, as when confronted with a speedy sports job on my right, I suddenly hit the clutch instead of the brake, the Buick having the gas pedal in the middle. As it happened, the road was wide and I quickly got well over. I could imagine the Newman family who were travelling behind having a grin to themselves.

Ever since the tour I can't help thinking how pleasant the right hand gear change is. I've had a run at the controls of Bob Newman's Talbot and this has only made me more envious. I suppose it all started when John Riley let me drive the D.B. across the oval at Gresford Sportsground that wet day when we were all there and I have been keen on those two long levers attached to the outer R.H. chassis rail ever since. The Hup has centre control by 1916. I suppose I shall have to look for someone wanting to give away an earlier one.

The inaugural inspection day for the Newcastle people's cars went very well, I thought. Hunter Thomas and Doug Marr, and later, Bob Newman, did a thorough job of testing eleven or so cars, leaving only a couple to be done afterwards. Doug Marr was heard to decline an offer of lunch, and no wonder. He made it quite clear that no certificate would be issued unless the application was accompanied by some contribution of food or drink. It's a wonder Hunter and he got through the job, just as well genial James A.T. wasn't there with his icebox.

Good on you, Len Masser. I hope you are as glad to be with us as we are all glad to welcome you to the Newcastle mob. Jim Simpson rather hints toward a transfer fee. I am sure this can be arranged. Of course we will be reimbursed on your membership fees now, so it seems it is us lot who will benefit in more ways than three. We were all lamenting the loss of Robbie's Metz; now we can look forward to the Up and the De Dion and of course, Len Masser.

I have just come across an interesting method of determining the cylinder misfiring. To find which cylinder is the culprit, place your hand on each exhaust manifold close to the head, or block, with the engine running. You will then get a bad burn from all but the faulty cylinder. After this amazing information I will inform you of the reason our roads are so overcrowded today. With the progress in the roads come more cars, more roads

for the cars, and more cars for the roads that had been built to accommodate more cars.

After this amazing statement may I wish you a happy new year.
After all, 1968 will soon be vintage.

- MAX BURKE.

* * * * *

THE GOOD OIL.

Ray Thomas has been observed getting around mumbling about getting a bigger family car, or was it a bigger family for the car he has?

Max Burke has had his Hupmobile running and with a lot of luck and hard work it will be mobile for the Legges Camp weekend on 15th/16th March.

John Cowan has again had his annual sojourn at Lord Howe Island. The latest despatches name John as Lord Mayor; a real dark horse is our John.

Doug. Marr is still looking for parts to complete his International Buggy. His Inter is the water-cooled model, but most of the steering and transmission parts that he needs are the same as the air-cooled jobs.

Howard Hughes had a brush with fate when his "Lightbulb" (Mazda) collided with a loaded gravel truck last week. Happily he escaped injury.

Sydneysider Jim Scott called in to see a couple of members' cars while in the area this weekend. On the hunt for Buick bits and pieces.

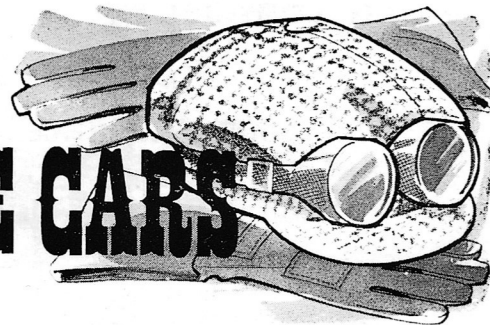
Ken Moss held everyone enthralled at our last meeting, with his stories of Canberra Bus Drivers and their experiences.

* * * * *

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" " " "	2nd vehicle — \$25 p.a.
" " " "	3rd vehicle — \$15 p.a.
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