

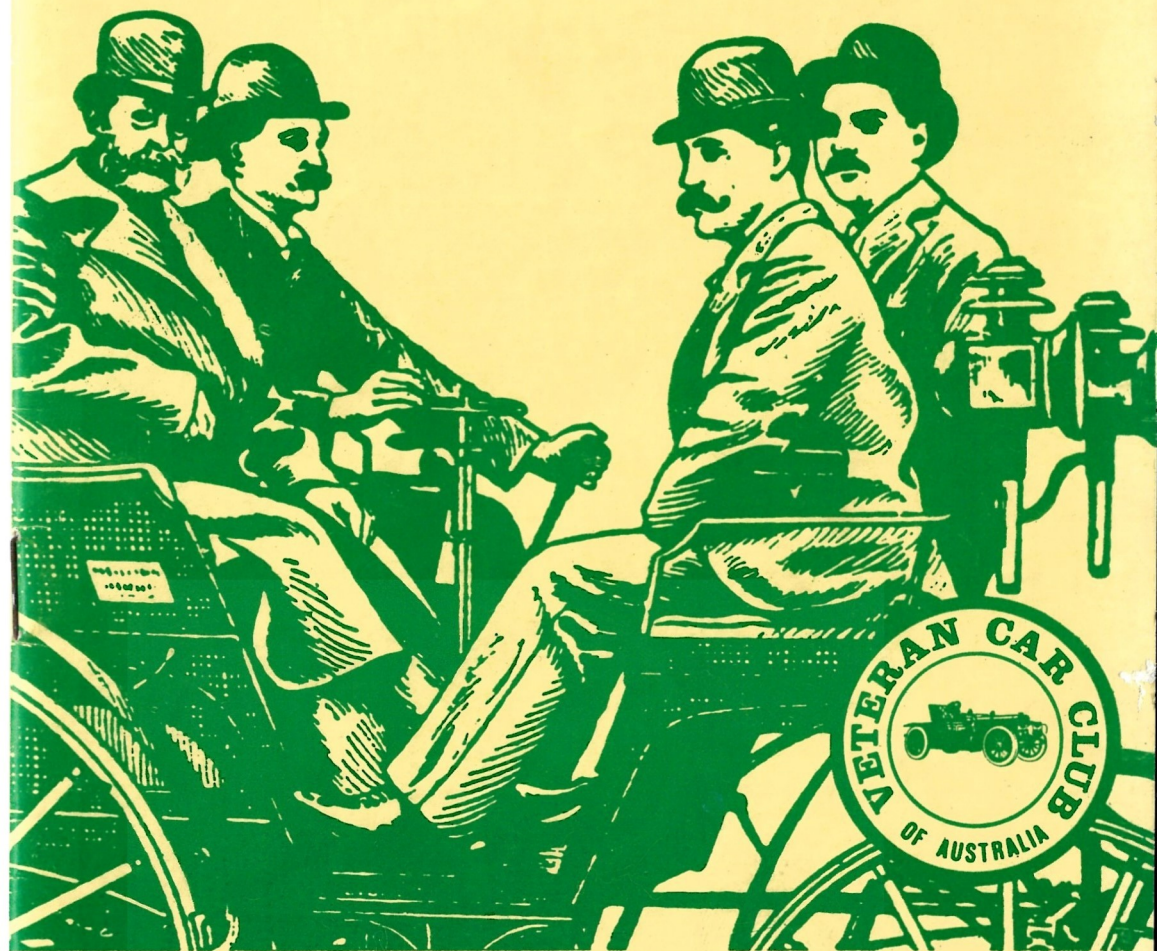
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

Registered by Australia Post,
Publication No. NBH 1442

• PRICE 70 Cents

November, 1984 Vol. XXVI No. 5





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 XXVI No. 5

November 1984

TABLE OF CONTENTS

Editorial Comment	Page 2
President's Message	3
Calendar of Events	4
Children's Christmas Party 2/12/84	5
Christmas Dinner 7/12/84	6
Next Event: Rotary/Lions Charity Day 25/11/84	6
Coming Event: V.S. Car Club's All Historic Amaroo Park Day 27/1/85	7
Note from Events Committee	7
Vehicle Registration for 1985	8
Membership Update	9
Office-Bearers VCCA (Vic)	9
Club Christmas Cards/Raffle Tickets	10
VACATION VILLAGE ADVERTISEMENT	10
Old Timers' Film Festival 28/10/84	11
Letter to the Editor	12
Dating & Investigation	13
Michael Sedgwick Trust	17
M - I - N - D - S - T - R - E - T - C - H - E - R	18
Voice from the Plains	18
Extract from 'The Lady's Realm' 1904	19
Advertisements	20

NEXT "SPIT & POLISH" JANUARY 1985. NEXT MEETING: 24/1/85

Editorial

Comment



I believe that SPIT AND POLISH has returned to the suburb where the first editions were produced. Larry Ceresche lived in Hunters Hill and Max and I moved to Hunters Hill last week-end - yes, you can check your new Roster for our address and telephone number.

We are still settling in to our new old home just before the veteran era - 1893 - but we have unpacked the addressograph machine and SPIT AND POLISH keeps going.

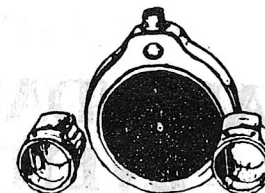
November issue is the last one for 1984 as there is no December meeting. In January you will receive your next edition.

Things to note in this issue are the dates for coming festive events and an amusing point of view on seat belts from a Voice from the Plains.

I wish all my readers a Merry Christmas and a Happy New Year.

- SANDY ROBERTS

President's Message



The Film Evening organised by our very active Social Secretary was an outstanding success. All of those who attended had an enjoyable night at the movies, and the Building Fund was increased by four hundred dollars.

Thank you very much Merry! and Jack, and your helpers for your efforts.

The annual roadworthy inspections went smoothly, with nearly sixty cars being inspected. Our team undertaking this onerous task were careful to maintain a high standard and if your vehicle had a defect, please correct it quickly for your own safety.

Entries for the Blue Mountains Rally close on 1st December, so if you are intending to go to Katoomba, then you will have to move immediately. Events Chairman Terry Cook also informed me that the quota of entries from N.S.W. for the 1988 Bi-Centennial Rally has been filled and future entries will be held on a waiting list, or you may have to start from interstate.

The installation of the windows and roof on the new club-rooms has been delayed by continual rain and will be installed as soon as possible.

This being the last issue of SPIT AND POLISH before Christmas, may Anne and I wish all Members and their Families a Happy Christmas and a Prosperous New Year. Better than that, it would be nice to see you at one of our functions before Christmas and be able to pass on my greetings personally.

- BOB BAXTER

CALENDAR OF EVENTS



1984

- Nov. 25 LIONS/ROTARY CHARITY DAY
(See Page 6)
- Dec. 2 CHILDREN'S CHRISTMAS PARTY
(See Page 5)
- Dec. 7 CHRISTMAS DINNER - OATLANDS HOUSE
(See Page 6)

1985

- Jan. 26 Festival Sydney Parade
- Jan. 27 Amaroo Display
(See Page 7)
- Feb. 2-3 BLUE MOUNTAINS TOUR



CHILDREN'S CHRISTMAS PARTY

SUNDAY, DECEMBER 2, 1984 - 10.30 A.M.



PLACE: Putney Park overlooking the Parramatta River.

Fun and games for all, with a magician to entertain the children and Santa arriving after lunch.

COST: Appetising picnic lunch for \$6.00 per adult. Children are free.

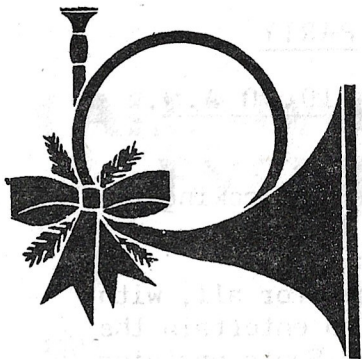
Adults please bring folding chairs and own drinks.

BOOKINGS: Ring Merryl or Jack Godfrey on 85.6924 with children's names and ages.

Book now.

HOPE TO SEE MANY FAMILIES ON THIS FESTIVE DAY.



CHRISTMAS DINNER

DATE: FRIDAY, 7TH DECEMBER, 1984
 TIME: 7.00 P.M. SHARP
 PLACE: OATLANDS HOUSE, DUNDAS
 COST: \$20 A HEAD, PLUS DRINKS

A delightful room has been booked just for V.C.C.A. (N.S.W.) members and a smorgasbord dinner arranged to celebrate the festive season.

Please confirm your bookings by payment now, as there are only a few places left:

MERRYL GODFREY
 30 RYEDALE ROAD, DENISTONE. 2114
 'Phon.: 85.6924

NEXT EVENT :ROTARY/LIONS CHARITY DAY - 25TH NOVEMBER, 1984

This year's annual charity day involves 100 blind children from North Rocks and 40 deaf and mute people from Stanmore.

Conveyed in 45 Veteran and Vintage Cars to Kellyville Recreation Club via HMAS "NIRIMBA" at Schofields Airport.

Vehicles from the Veteran Car Club, supported by members of the Vintage Vehicle Club and T Model Ford Club must total 45 cars. Interested drivers please contact Arthur Garthon on 579.4105 (B) or 57.2740 (H). Drivers who have already indicated will be contacted with individual details.

(Cont'd. on Page 7....

B.B.Q. lunch will be provided by Vacluse Lions Club and Hurstville Rotary Club for drivers, crew and passengers.

COME ALONG AND SUPPORT THIS IMPORTANT ANNUAL EVENT AND HELP EVERYONE ENJOY A GREAT DAY'S MOTORING AND A GOOD LUNCH.

* * * * *

COMING EVENT :

We have been invited by V.S. Car Club to participate in the All Historic Amaroo Park Day on 27th January 1985.

An area will be set aside where the cars will be on display.

Also, members can enter one regularity event (approx. entry fee \$15.00). For further information contact Entry Secretary R.J. Winley, (045) 72.8567 after 9.00 p.m.

* * * * *

NOTE FROM EVENTS COMMITTEE :

- (1) Katoomba Rally entries close 1st December - so hurry along and put your entry in!!
- (2) 1988 Bi-Centennial Rally quota for N.S.W. is full and any further entries will be placed on a waiting list.



VEHICLE REGISTRATION FOR 1985

All club registrations fall due 31st December. It is desirable that re-registration of your vehicle is carried out in bulk with all other club vehicles during December.

If you were unable to attend Inspection Day and will require registration during 1985, please make your payment now.

\$56.50 for registration with 3rd Party Property Cover
 \$48.00 " " if you quote Comprehensive Policy number
 \$81.50 " new registration during 1985

Your vehicle can then be inspected by the club's authorised inspectors:

Reg Jones
 Arthur Garthon
 Dick Tunbridge

at their workshop during business hours by appointment at the normal inspection charge.

Members not wishing to re-register for 1985 must hand in their plates during January - the best way is in an "Australia Post" padded bag - these can then be held for re-issue in your name or issued to another member as required.

Plates can be delivered to Registration Officer Max Roberts at 25 Regatta Road, Five Dock, 2046 (they will fit in my letterbox).

- MAX ROBERTS

* * * * *

ROSTERS - COPIES OF THE ROSTER HAVE BEEN POSTED TO ALL MEMBERS.

SECOND COPIES ARE AVAILABLE AT \$1.00 EACH FROM TERRY COOK.

MEMBERSHIP UPDATE:NEW MEMBERS

CRONE, Donald John Membership No. 789 (F)
 'Windemere', 25 Ernest Street, Hunters Hill. 2110
 (H) 817.2043; (B) 29.7171
 1909 Daimler

VORMISTER, Max Membership No. 790
 70 Langson Avenue, Figtree. 2525
 (H) (042) 288970; (B) (042) 282243
 1914 Fiat Tourer, 1918 Dodge Roadster

CHANGE OF ADDRESS

WORBOYS, Richard
 500 Parramatta Road, Ashfield. 2131

OFFICE-BEARERS VCCA (VIC)

President:
 Gordon Griffiths
 338 Blackshaws Road,
 Altona North. 3025
 (03) 391.6664

Treasurer:
 Alan Collis
 31 Donald Road,
 Wheelers Hill. 3170
 (03) 560.8649

Secretary:
 Mrs. Pat Blashki
 P.O. Box 465,
 Mt. Waverley. 3149
 (03) 546.9154





Australia's finest holiday resort

Vacation Village **at Port Macquarie**

**LUXURY HOLIDAYS FOR THOSE CAR MEMBERS
WHO WANT SOMETHING SPECIAL**
(Ideal for 4 or 6 people)

Spacious 11 square apartments, 2 air-conditioned bedrooms, 2 bathrooms, 2 colour televisions, piped music, a superb kitchen with dishwasher, microwave, 14 c.f. fridge and complete with appliances, dinnerware, linen, etc.

FACILITIES TO MAKE EVERY HOLIDAY COMPLETE

• 2 Tennis courts	• Squash court	• Swimming pool
• Sauna	• Hot spa	• Children's play area
• Chip n' putt golf green	• Gymnasium	• Fleet of Bicycles
• Golf and Cricket nets	• Billiards	• Table tennis

Even a full size all-weather, bowling rink!

Telephone for more information on how you can Own or Rent.
Enquiries: Sydney Office — (02) 699 6666

CLUB CHRISTMAS CARDS - are available from RON COX.
\$3.00 for packet of 10. Buy them from Ron at the
next meeting or contact him on 642.2855.

PROCEEDS TO THE CLUB BUILDING FUND.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

RAFFLE TICKETS - are now available in books of 10 for a 'Week at Vacation Village, Port Macquarie' - to be drawn on the Katoomba Rally.

Tickets \$1.00 each - see RON COX for a book and
sell tickets to your friends and family over
Christmas vacation. PROCEEDS TO THE BUILDING FUND.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

OLD TIMERS' FILM FESTIVAL

SUNDAY, 28TH OCTOBER 1984

Members laughed until the tears ran down their faces at Abbott and Costello and other comic capers at the Film Night at P.G. Price Theatrette. Also the feature movie 'Now and Forever' brought back cries of 'why don't they make nice movies like that any more?'

Merryl Godfrey, assisted by her husband Jack and family, is to be congratulated on organising a truly delightful family club evening. Thank you to all the ladies who made delicious sandwiches and slices which were enjoyed at interval in a nearby anteroom with tea or coffee.

The raffle prize, kindly donated by George and Glad King, was won by Michael Godfrey.

Ron Cox (who printed and donated the tickets for the night) sold club Christmas cards to members, also at interval. However, we were keen to return to see the second half of the feature film, to 'know what happens'.

Terry Cook organised a projectionist who donated his skills for the evening and so the Building Fund received a profit of \$400.00.

- S.R.

THE LATEST CAR HAD EVERYTHING IN THE WAY OF GADGETS.....THE EAGER SALESMAN TOLD A GROUP OF VETERAN CAR PEOPLE THAT AT ITS TOP SPEED OF 200 KM/HR IT CAN STOP WITHIN ONE METRE!

AT THIS A VETERAN ENTHUSIAST WITH EVER SO MANY BADGES IN HIS CAP SAID: "I SUPPOSE IT HAS INTERNAL WINDSCREEN WASHERS AND WIPERS, TOO?"

"WELL NO...WHY SHOULD IT?" ASKED THE SALESMAN.

"TO WASH THE DRIVER OFF THE WINDSCREEN AFTER HE'S STOPPED." SAID THE ENTHUSIAST.

Letter to the Editor

Dear Madam:

On one of my rare visits to Australia I am on the lookout for any information of G.W.K. cars in Australia. It is known that several were registered in N.S.W., Victoria and South Australia between 1913 and about 1922 possibly, but I only know of one, now in St. Arnaud, Vic. - a 1913 2-cyl. model.

The fact that Coventry Simples Engines referred to a G.W.K. competing successfully in a Melbourne-Sydney run in their advertising prior to 1914 suggests that G.W.K.'s made some sort of showing in this part of the world in those days. Is there anywhere I could track down records? Does the V.C.C. here have a library like the V.C.C. in England (of which I am a member)?

My interest in the G.W.K. arises simply from the fact that I worked for the firm for a short period after leaving school nearly 50 years ago!

I have a secondary query. Does any book and magazine store in Sydney stock and sell the monthly journal published in England called "THE AUTOMOBILE"? I have enquired without success so far. In view of the very large number of old car enthusiasts here in Australia I would have thought "THE AUTOMOBILE" would have been in demand.

This journal deals exclusively with old car matters and is way ahead of the former publications "OLD CAR" and "VETERAN AND VINTAGE MAGAZINE" which served us well in their time. Incidentally, the September issue of "THE AUTOMOBILE" carries a detailed article with illustrations on the Australian Lincoln - a Sydney-produced car around 1920.

I am not in any way a 'rep.' for the publishers, but hope they build up a circulation large enough to keep it going on the right lines as at present. A friend here in Miranda has perused my copy and is definitely becoming a subscriber.

Back to G.W.K.! A fully-restored G.W.K. is known to exist in New Zealand - a picture of it taking part in a rally appeared in "RESTORED CARS" a few years ago. Can anyone help trace the owners? (Thought to be a Mr. and Mrs. Quarrie). Letters sent to the address supplied were returned to sender marked "Not known at this address".

I hope I am not being too troublesome.

Yours sincerely,

LESLIE C. STEAD

Rev. L.C. Stead,
C/- St. Luke's Rectory,
P.O. Box 26,
MIRANDA. 2228

DATING & INVESTIGATION

Dating Certificates announced at the October meeting and presented to vehicle owners were issued in respect to the following veteran cars:

1. 1917 CHEVROLET, Model 490, 4-cylinder, 20 hp, Roadster
Car No. H72973
Owner: Stanley Cox, Dubbo, N.S.W.



When the model 490 Chevrolet was first marketed in 1916, many of its major components bore close design relationships with respective equivalents of its predecessors, the models H2 and H4 of 1914-15 and in some instances the reference numbers stamped thereon were prefixed with the letter 'H'.

From its inception, the 490 was identified with a new series of serial numbers, e.g. 1/8,972 to 1/37,468, then 2/22,507 to 2/36,488 etc. etc., inscribed on a brass plate attached to the dashboard, while the first numeral of the aforementioned component reference numbers indicated the source of manufacture. Chevrolet then operated manufacturing plants, enumerated and

located, 1-Flint, Michigan; 2-Tarrytown, New York; 3-St. Louis, Missouri; 6-Oakland, California; 7-Fort Worth, Texas; and 9-Oshawa, Ontario, Canada.

The component reference and only identifying number remaining on this car, No. H72973, relates to the previous models and reveals that the car was a product of the Fort Worth, Texas, factory, thus to define the year of manufacture, necessitated research into modifications incorporated through the period 1916-1918, as follows:

- 1916 - $\frac{1}{4}$ elliptic "duplex" front spring suspension was adopted, i.e. two springs per side, mounted one above the other, while the axle was forged with upper and lower spring anchor pads.
- 1917 - the front suspension was modified to a single $\frac{1}{4}$ elliptic spring per side, with a corresponding single axle anchor pad on the upper surface.
- 1918 - the 1917 front suspension was retained, but a gear-type oil pump replaced the camshaft operated plunger pump; water-pump cooling was substituted for thermo-syphon and the steering-box was changed to spur and gear, mounted on the front engine support.

Stan Cox's car has single $\frac{1}{4}$ elliptic front suspension, but none of the later modifications and he makes an interesting comment and observation in one letter. I quote:

"With $\frac{1}{4}$ elliptic springs fitted both front and rear the wheel-base changes slightly in respect to loading! The farmers used to come into town to do their shopping etc. and by the time the car was loaded with their gear, the $\frac{1}{4}$ elliptic springs had straightened out, causing the brakes to drag all the way home (that's why the brake drums on my car have had it!)

- 2. 1910 F/N, Type 1500, 4 cylinder, 10/12 hp, Raceabout, Car No. 544, Date of Manufacture - 19th September 1910.
Owner: Greg Daley, Frenchs Forest, N.S.W.
- 3. 1912 F/N, Type 1600, 4 cylinder, 10/14 hp, Roadster, Car No. 1313, Date of Manufacture - 22nd February 1912.
Owner: Barry Roberts, Hughes, A.C.T.

- 4. 1912 F/N, Type 1600, 4 cylinder, 10/14 hp, Roadster, Car No. 1269, Date of Manufacture - 1st March 1912.
Owner: Simon Beeston, Brisbane, Queensland.

The dating of the F/N cars, items 2, 3 and 4, are the direct result of the VCCA's association with FIVA and the opportunity to present a personal request for assistance from the Royal Veteran Car Club of Belgium delegate to the FIVA General Assembly, held in Palm, Majorca, last year.

Acting in good faith the Belgium Club's approach to the F/N factory has resulted in several communications between Fabrique Nationale Herstal and the undersigned, finalizing in the receipt of Dates of Manufacture, for each of the cars quoted above, plus the equivalent information pertaining to a further three vehicles for which dating certificates were previously issued.

It is pleasing to note that the research, investigation and subsequent dating of the latter three vehicles is confirmed in each case.

A proposal by Australia, on the agenda of the forthcoming FIVA Technical Committee meeting to be held in London, Friday, November 2nd, 1984 is: "The preparation and distribution to FIVA members of a list of addresses in member countries from which technical information, pertaining to specific vehicles, may be obtained".

If my memory serves me rightly, the 1910 F/N "item 2", was found by Len Masser in a lane in Surry Hills, camouflaged with a more modern body style (a condition that did not escape the practiced eye of a gifted connoisseur) and which Len dispensed with before commencing restoration of the chassis. I can still visualize him threading the crankshaft into the crankcase, as one does with F/N engines. (Any errors, Len, please correct.)

Having later passed into George Green's hands, he had the chassis rebodied by W.S. Grice Pty. Ltd. of Summer Hill and I well remember the occasion in 1960 (locked for posterity in film) when - on taking delivery of the F/N perched on a trailer - the combination ran over me, then - to add to my already sorry state - George, "in the best tradition of

hygiene, born from his lifetime association with the woolly beasts of Australia's heritage" proceeded to dab my wounds with sheep-dip. Thereafter I was never sure which was worst, the cuts and bruises or the cure.

Since it's acquisition by Greg Daley, in the 1960's, the car has had the care it deserves; I hope he treats my remarks just as kindly.

Barry Roberts, of A.C.T., relates briefly the history of his 1912 F/N, item 3, by advising that it's original owner was a Mr. Dickson, near Boorowa, N.S.W. and that prior to his, Barry's, acquisition, it passed through the hands of Alan Higginson of A.C.T. and still later, Jim Norman of Goulburn.

Sometime (not recorded) in it's active life, it was re-engined with a motor of equivalent specifications and type.

Item 4, also a 1912 F/N, owned by Simon Beeston of Brisbane, has a fully recorded history, since it's original purchase by Shillito's Engineering and Machining Works, Ipswich, Qld, from the importers and agents "Dalgety & Co." of Brisbane. At this time it was registered (E-13) when Queensland towns and cities carried separate authority, e.g. Ipswich registration was designated and prefixed "E", Brisbane was "A", Toowoomba "C", etc. etc.

My personal knowledge of this car was derived from the fact that the Shillito premises and Roberts Coach and Motor Works, had a common boundary and in my youth operation of the vehicle was an everyday experience. After W.W. 2 it came into disuse and in 1958 was acquired from the Shillito family by my late brother "Don".

Simon Beeston purchased the car from the deceased estate in 1983.

- GEORGE A. ROBERTS
Chairman, Dating Committee

* * * * *

THE MICHAEL SEDGWICK TRUST

A trust fund, in memory of the late Michael Sedgwick, is being set up to encourage original research, writing and publishing in the field of motoring history, to make public the results of such research, and to assist in the publication of worthy manuscripts and illustrations on motoring subjects from other sources.

A group of trustees will be responsible for administering the fund in accordance with a trust deed to be drawn up to allow:

- A At the trustees' discretion, grants to be made for research into aspects of motoring not fully covered at the time. The trustees to require that the research be written up for subsequent usage. The finished manuscripts may be published or, if they were not commercially viable, to be made available for public reference in appropriate centres such as libraries and museums.
- B Financial assistance to be given to ensure the printing and issuing of motoring-book manuscripts and illustrations which, although worthy, would not normally attract commercial publishers. The consideration and selection of the work to be at the discretion of the trustees.

All research documents and publications will be linked with Michael Sedgwick's name and each will include a short biography of him. Reports on the financial situation of the fund, its projects and its publications will be communicated at regular intervals, and not less frequently than annually, to press outlets such as members of the Guild of Motoring Writers, magazines and clubs interested in the history of motoring and motor vehicles.

A considerable amount of money will have to be raised to provide a sufficient capital sum and it is hoped that all who knew and admired Michael Sedgwick, and enjoyed his writings, will wish to subscribe generously.

Application will be made to obtain charity status for the fund so that it may be allowed taxation advantages on investment income. Furthermore, it is hoped that the trust fund will be lasting and will, in future years, receive donations and bequests to ensure that resources will allow its activities to expand. The trustees' responsibilities will include fund-raising.

I wish to support the Michael Sedgwick Memorial Appeal and enclose donation of £.....

Name

Address

If the donation is to be anonymous please mark X in box ☐

If you would like more appeal brochures please tick in box and indicate the number ☐

If you require a receipt, please enclose a stamped addressed envelope.

Please make cheques payable to the Michael Sedgwick Memorial Trust and send all contributions to the Michael Sedgwick Memorial Trust, Peter Hull, c/o The Vintage Sports Car Club, 121 Russell Road, Newbury, Berks. RG14 5JX.

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

Solution to No. 34WHAT PAGE?

I had just finished page 800.

No. 35GET WITH IT

Name an eight-letter word that contains ONE VOWEL and SEVEN CONSONANTS.

* * * * *

VOICE FROM THE PLAINS

We see many disadvantages attending the veteran era car bodies, including when the Hon. T.B. Cribb was "on" his Locomobile Steam Surrey (SPIT AND POLISH August 1984, Page 15). One could have been flung overboard on a bad road, but nobody had even thought of a seat belt.

Through the correspondence columns of a newspaper, readers have had a breezy but heartfelt complaint put to them by a driver, concerning seat belt difficulties. While it is easy enough to describe her thoughts, it is more convincing and descriptive to quote parts of her letter as she phrased it. Here are the essential thoughts:

"It must be obvious to all that the man who invented seat belts and the men who tell us that we must wear them, don't have size 18 (C) busts to contend with!

Surely there should be a 'his' and a 'her' style belt.

Like many other womanly-women, I nearly break an arm trying to protect 'the prides-of-my-life' from the damage male-style belts can inflict upon my mammaries, and unless we want a lot of lopsided females (or, are thinking of breeding flat-chested females from now on) may I suggest the M.C.P.'s of the motoring world come up with something a little less restrictive to the female glands, perhaps one around the waist, or under the bust.

Male drivers have constantly told me that they have never seen a woman wear a belt 'properly'! Is it any wonder?"

Her comments would seem to be justifiable! Let us male drivers be always ready to count our blessings! What's that? Don't be daft! You know what we mean!!

* * * * *

EXTRACT FROM 'THE LADY'S REALM' 1904'WOMEN DRIVERS'

One striking point about the feminine motorist - or motorina - is that she has hardly ever figured before the law courts as a speeder. Her brother driver of the era is always falling victim to the traps and wiles of the police and being summoned on a charge of speeding not wisely, but too well.

Perhaps the immunity of women drivers from surveillance is due to police chivalry.

We choose to ascribe it to a well-developed car conscience. Moreover, a very high speed, unless the car is fitted with a glass screen, not only destroys a woman's every visage of beauty and neatness, but it spoils her artistic appreciation of the points of the scenery and the many charms of roadside picturesqueness.

For her own part, the writer would as soon accept a position as engine driver as speed a car at anything beyond twenty miles an hour.

IN 1905, THE DUNLOP TYRE COMPANY SPONSORED THE FIRST CAR TRIAL FROM SYDNEY TO MELBOURNE. IT TOOK FIVE DAYS. THE ONLY WOMAN ENTRANT WAS MRS. BEN THOMPSON OF ADELAIDE, WHO FINISHED THE 920 KILOMETRE COURSE IN HER SINGLE CYLINDER WOLSELEY.

Advertisements



WANTED: "SCHEBLER" Model R or L Carburettor,
also pair "Solar" square oil side lamps
and "Solar" tail lamp.

- KEITH ROSS
"Kiamah", Gunnedah. 2380
(067) 420.478

FOR SALE: Late George Burton's:
1911 NAPIER. Looking at \$28,000.
1916 DODGE. " " \$11,000.

- OLIVE BURTON
(H) 546.4433
(B) 57.1312

*A Happy Christmas
and a
Prosperous New Year*