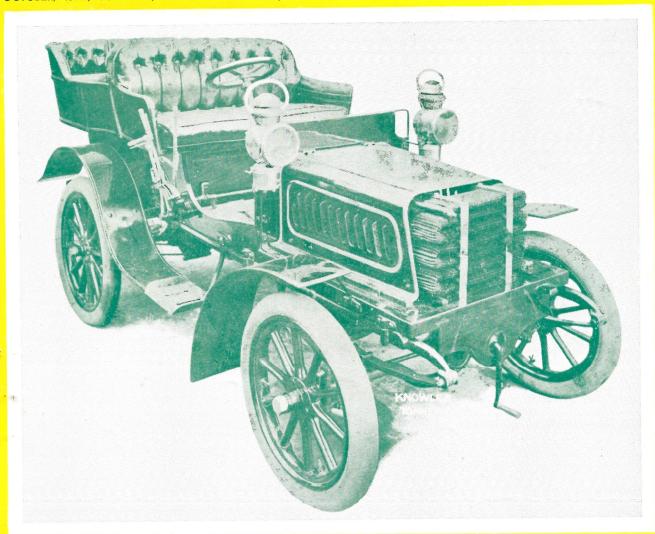
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPITAND POLISI-

* OCTOBER, 1976, VOL. XVIII, No. 4

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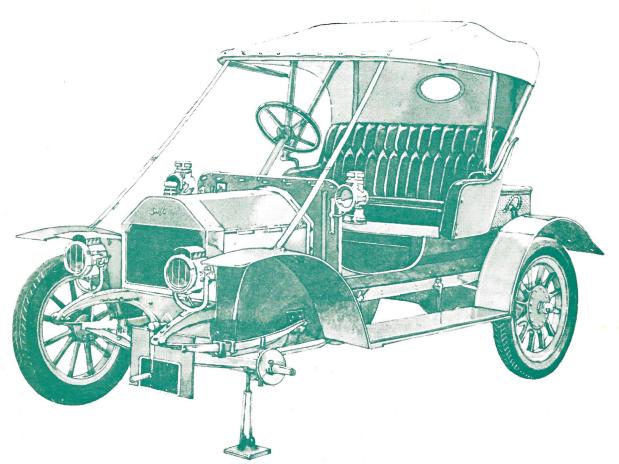


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Corner of Castlereagh and Hunter Streets, Sydney

A Branch was opened in 1903-4 at 102-104 Spencer St., Melbourne



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Just call into Dunlop Annandale. They are the Sydney specialists in vintage car tyres.

Annandale carry a wide range of obscure sizes. And what they haven't got – they'll do everything possible to get through the Dunlop organisation.

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PATRON:

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

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

Vol. XVIII, No. 4

September, 1976

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The next General Meeting of the Club will be held at 8.00 p.m. in our Clubrooms on THURSDAY, 21ST OCTOBER, 1976. Cyril Stanbridge is to show his movies of the 1970 International Rally and other Club Events.

OIL PAINTING RAFFLE.

Tickets are still available - see Treasurer, Bill McCarthy.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD, FIVE DOCK.

2046.



With the 1976 Newcastle Tour concluded, one may reflect on what makes a successful long weekend event, prompted too by last month's letter to these columns.

The Tour seemed to have all the desirable attributes - whether one deemed self to be the full quid or only part thereof.

There was the run to and return from Morpeth; fast roads, traffic jams, by-ways for meandering if one chose, all providing variety plus the opportunity to test the endurance of our cars' original and modified components over a hundred miles or so.

Accommodation wasn't Ritzy, but neither was the cost and we were fed to capacity in a pleasant family atmosphere in striking contrast to that which we had to tolerate for some years up in the mountains.

Sunday's run had everything. An observation competition which most thought must refer to the section would follow the morning tea stop - didn't - as we discovered when the question sheets were whipped away at that stop. No time for arguments to develop, and back to sheer enjoyment of the drive. (No pun intended.)

Our route was through delightful countryside, again with variety of both terrain and road surface, some of which could imaginably have stirred memories in the old cars' suspensions. There were sub-events of simple nature to be enjoyed by both drivers and passengers as we travelled to the lunch stop.

What a spot for the picnic lunch! An imposing Georgian style house, partly completed, overlooking a series of terraces of land sloping to the river. The rugs were out, and there was ample time for yarning. Another simple sub-event for the drivers entertained the company and didn't penalise any type of vehicle so long as helical cut gears had not been fitted in its gear box.

Unique mementos of the Tour were presented to all entrants, plus worthwhile prizes to some who caught the judges' eyes.

So, congratulations, Newcastle Branch members, for so ably organising the event. The participants experienced most of the expressed desires of our correspondent.

(Continued on Page 3......

This issue, you will have observed, is contained in a complete cover. To John Thomson must go the credit for negotiating most of the advertisements, the proceeds from these to enable your magazine panel to provide more yet remain in the black side of the budget ledger. The explicit and practical support of our advertisers by members is the most desirable way of thanking them so we urge you to do just this.

Editor.

Oil Painting Raffle. Treasurer Bill McCarthy is still anxious to do business with people - don't miss your chance to win this collector's item.

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.) HELD ON THURSDAY, 23RD SEPTEMBER, 1976 AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK.

PRESENT: 61 members, 5 visitors.

Meeting delcared open by Chairman L. Sheen at 8.20 p.m. and visitors welcomed.

APOLOGIES: F. Craze, W. East, Glad King, D. Pearce, M. Chapman, J. Burke, W. Spraggon, W. Hemming, R. McCarthy, R. Hill.

VISITORS: Brian Hill.

MINUTES: The minutes of the General Meeting of 26th August 1976, having been circularised in SPIT AND POLISH, were confirmed as a true record on the motion of A. Blevins, seconded by A. Rose-Bray.

CARRIED.

ARISING: Matter of valuation for insurance purposes - no action yet.

TREASURER: Reminder to members that annual subscriptions are now due.

Raffle progressing satisfactorily.

Letter to be written to J. Dillan in U.S.A. thanking him for the posters.

Posters of 1970 Rally on sale at 50¢.

Letter from Vintage Motor Cycle Club.

Treasurer's Report accepted on motion of A. Rose-Bray, seconded E. Lang.

CARRIED.

CORRESPONDENCE:

Letter from Antique and Classic Motor Club, inviting us to their Annual Spring Tour.

Letter from Mrs. S.E. Miles of Bondi Junction, requesting information for friend in South Africa.

Minutes 23/9/1976 Continued:

Agenda and Balance Sheet for year from C.V.V.T.M.C.

Moved R. Jones, seconded D. Rose-Bray, that correspondence as read be received.

CARRIED.

INVESTIGATION AND DATING: No report.

NEW MEMBERS:

Brian Arthur Hill, 27 Kyle Parade, Kyle Bay. 2221.
Application for associate membership. Moved L. Baxter, seconded
J. Wilson, that nomination for new membership be accepted. CARRIED.

Chairman welcomed new member and introduced him to the meeting.

EVENTS:

A total of 17 veteran cars attended the Macquarie Town's outing. Security was severely lacking at Richmond Park.

October 2nd, 3rd, 4th - Newcastle Rally.

Camping weekend, 23rd and 24th October.

14th November - Inspection Day.

16th October - Gymea Lily Procession.

Scout Association Display - 10th October - A. Foy, M. Chapman, D. Steer, J. Dance.

13th November - Fisher's Ghost Procession - 10 cars required. Letter respectfully declining invitation to be sent.

Letter received from Lions Club requesting cars to publicise "Carols by Candlelight" - V. Jacobs, R. Baxter.

30th January - Rocks Area Australia Day Celebrations - 20 cars required.

31st January - First Festival of Sydney.

Vic Jacobs Lions Club outing on 28th November to again take out Deaf and Blind children.

A booking is to be made for Robertson at Easter. 25 cars required, tariff is likely to be \$40 for room with shower, \$35 for room with hot and cold water. This includes dinner, bed and breakfast, Friday, Saturday, Sunday. Children under 16, half price.
Lord Montagu Trophy now back in Sydney, at meeting.

The meeting stood for 30 seconds in silence as a sign of respect for the late Murdoch McDonald who passed away whilst rallying in Queensland.

Report on Queensland National Tour by J. Dance.

MAGAZINE: Delay in SPIT AND POLISH not caused by Mrs. Dunn but by postal department. Next issue to have advertising included.

R. Paddle reported that poster from J. Dillan is being framed.

SOCIAL SECRETARY: 26th November, Christmas outing at Drummoyne Bowling Club. \$5 per head, plus drinks. 8th October, Burning Log - Dural, \$10.50 per head, sherry and red and white wine included.

49645 704CL

Minutes 23/9/76 Continued:

REGISTRAR: No report.

REGISTRATIONS: 14th November, Inspection Day at Sheens Smash Repairs, Lane
Cove and A. Garthon's, Hurstville. Also at the end of North Rocks
Display. Money must be paid by 30th November.

CLUBROOMS: Fence erected at house, 136 Queens Road and some cleaning up done in yard. Working bee Saturday, 9th October.

LIBRARIAN: No report.

C.V.V.T.M.C. Next meeting deferred till 18th October.

PUBLIC RELATIONS: The entertainment for this meeting was a film of the 1973

London-Brighton Run. For next meeting, Cyril Stanbridge is to bring

8mm Movie covering 1970 International Rally and some other segments.

Car Show Posters have been prepared.

Discussion about North Rocks Show.

PHOTOGRAPHER: Pictures from Motor Show were on display.

INSURANCE OFFICER: No report.

GENERAL BUSINESS: Suggestion from R. Baxter that C.B. Radio could be an advantage for rallies.

J. Wilson requested permission to attend T Ford Club outing.

- J. Dance spoke of telephone call from lady with Texas number plates for sale.
- A. Foy announced that he has grease available.
- R. Newman reminded meeting of Newcastle Tour over October long weekend.

President reported that Federal Meeting was very successful but report was deferred until other delegates were present.

D. Berthon asked about C.V.V.T.M.C. Annual Cabaret Evening. This is to be re-presented to the Council.

Discussion re concourse judging at Warwick Farm and in general. Judging at Warwick Farm done by C.V.T.M.C. judging pool. Raffle (kitchen set) won by R. Newman.

As there was no further general business, the meeting closed at 10.10 p.m.

NEW SPORT: Charlie: 'So you have bought a car at last?'

Tom: 'You bet I have. I saw seven of them chasing one pedestrian and I wanted to get into the sport.'

EVENTS

Sunday 14th November 1976

Inspection Day at North Rocks Motor Show. Sheens Smash Repairs. Arthur Garthon's.

Sunday 28th November 1976

Vic Jacob's Charity Day. See Vic's letter below for all necessary detail regarding this day. It is always a very enjoyable and rewarding rally so would like to see as many cars as possible.

A good event was organised by the Newcastle Branch for the long weekend. Everyone enjoyed themselves with some very good sub-events on the Sunday.

Last month's raffle - a kitchen utensil set - was won by Bob Newman.

The Motor Show Trophy for the car travelling the furthest distance was awarded to Bob Newman.

NOVEMBER OUTING FOR FAR WEST CHILDREN

28th November, 1976 has been the new date set for the Far West Children's outing in co-operation with the Lions Club of Vaucluse.

Vic. Jacobs needs about 30 cars, preferably 4-seaters as there are over 80 children involved. The children are from the far west areas of New South Wales such as Wilcannia, Broken Hill, Bourke and as close as Katoomba, and are generally hospitalized during their stay in Sydney. They normally come for about three months for eye, ear, foot and other remedial problems and are then returned to their homes.

Please make the organisation much easier and telephone Vic or his secretary at 69.6666 right now and book your car in for this run.

The children will be picked up from the Far West Children's Home in Wentworth Street, Manly and the drive will take in the Manly Warringah area and lunch arrangements at the Narrabeen Fitness Camp grounds.

You may be interested to know that this is about the first rally that we have ever had in the Manly-Warringah area, so its about time you guys come over to my area for a change.

0.K. fellows - how about getting on the telephone now and ring Vic. at 69.6666 and enter your car for this great charitable day?

Editor.

alivertised throughout Ma



However you like to see it, it seems to be an inescapable fact of life that women do have a diminishing value. If you have read your August copy of SPIT AND POLISH right through (and we trust sincerely that you have) you will have read - but may not have realised - that a Junior Member (probably too young to carry a driver's licence) is rated at \$2, while a Wife Associate Member, who could have even started her "count down", is rated at only \$1, that is, a bit better than two schooners.

George Roberts has hit on a brilliant thought for some social entertainment. Why not run a show similar to the one that he witnessed in Melbourne? We know all about George and backdrops! However, a practical thought would be to issue patrons of such a show with a medium range optical device to assist them in enjoying their observation of the 'front drops' - if you know what we mean! (Or is it 'droops'?)

Newmans deserve cheers for their recent bout of prizewinning and in spite of what may be thought because one their family drew the name from the hat at Richmond, witnesses are able to testify that all was completely fair and legal.

########################

Did you see a news item which stated that Victoria has enacted a regulation under which owners of "excessively noisy" vehicles will be liable to a fine of up to \$400? When you look into it there is an ominous 'note'. The words are not "noisy exhaust" but "noisy vehicle". Quite a difference! Hope it does not jump the border. Ever heard the comment: "O.K. for sound"? (Watch those noisy tappets! Ed.)

##########################

MEMORIES OF THE NEWCASTLE WEEKEND.

Consternation of some at the possibility that the bathrooms were unisex and disappointment of others when the rumour was laid. (Cont'd. Page 8.....

Memories of the Newcastle Weekend (Cont'd.)

The story of the poor deprived child whose father was angered just because she chewed the upholstery of his tall bow.

Early morning women's sessions about who did or did not receive good morning kisses from their spouses.

Delightful country roads with next to nothing in the way of other traffic.

Receipt of the sad news that Gladys Broadbent, wife of former member Chris., had died on the return journey from the Peregian Beach National Tour.

Frequent meals of good but plain food - and appetites worthy of the fare - able to cope with seconds which always seemed to be available, either as children's untouched servings or extras.

A "Spotto" competition on Sunday's run at which Jan Petersen excelled though most of us barely managed to complete one or two questions.

One broken windscreen due to the driver running on the verge to let the traffic overtake on the way to Newcastle. Sorry, Don, that your courtesy caused the damage when you ran into an unseen hole.

Overheard when a child was receiving admonition: "There's a mother drunk with

A family who spread themselves all round a 16-bed dormitory - no two adjacent beds occupied.

The \$5 refund at the presentation ceremony because the canny Novocastrians ran such a trim ship and wanted the rally participants to benefit.

Amazed expressions when some drivers in the distance judging event removed their blindfolds and realised that in fact their car had not left the starting line. (Their gearboxes must be full of the proverbial sawdust or banana skins of used car dealers, so buyers, beware!)

BENDIGO

(Australia's Answer to Hershey') TWO-DAY NATIONAL SWAP MEETING

20th-21st November, 1976

This will be Australia's largest swap meet and is being organised by the Federation of Vintage Car Clubs of Australia (Vic.Div.) and supported by its 24 member clubs. It will be on the scale of the famous 'Hershey Meet' in the U.S.A. and has been advertised throughout Australia.

PLACE

Bendigo Showgrounds, Vic.

TIME

Sat. 20th 9 am to 6 pm, Sun. 21st 10 am to 4 pm

CAR & PARTS AUCTION Sunday 21st at 1 p.m.

(Cont'd. Page 9.....

ALS GROTE WAT TO GINGRO EXST OF GATGES

BENDIGO 2-DAY NATIONAL SWAP MEETING (CONT'D.)

FEES FREE TO VINTAGE CARS & OCCUPANTS

or 50¢ a head. Children free (Free car parking for 5,000)

cui) al inservioral Isaccined bas villulia

VENDOR STALLS 20' x 20' - Open Air \$2

Under cover \$10

COME ALONG - THERE'S FUN FOR EVERYONE. ATTRACTIONS INCLUDE: Fun Carnival, Antque Fair, Stationary and Steam Display. Dance on Saturday night.

ENQUIRIES & VENDOR STALL RESERVATIONS TO:

National Swap Meeting, P.O. Box 2, EAGLEHAWK, VIC. 3556.

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SOCIAL CORNERS DE CONTRE LA CONTRE DE CONTRE D

With great sadness we report the death of Enid Blevins in hospital. To Alan and family go the sincerest sympathy of club members. Enid will be remembered with affection by many members.

Christmas "do", Drummoyne Bowling Club. Names and money (\$5.00 per head) at the next meeting please.

The word is that a group of members and friends had a very enjoyable evening at the Burning Log. (No report to hand from Social Secretary. Ed.)

Good wishes to Eileen and Ron Craze who have moved from Blakehurst to their new home at Port Macquarie. Invitation has been extended to all Club members to "pop in for a cuppa" anytime (ANY TIME!) to 87 Pacific Drive. Port Macquarie.

ody Restorations and Repairs Body Restorations and Repairs

Casualty of a slippery bath, Jim Cooper is nursing some broken ribs.

A snippet about David Manhart - a very brief service call for a bit of alignment and he is once more to be seen rounding up students at the Tech.

How about the Eisenhauers? Last month Moira was wished a speedy recovery from a leg problem and now it seems that Jim wants some limelight and has broken his leg. Hope you will both soon be over your troubles. ro equipolist reservators. This value is the control of the superior was to a local popular

her tefone this week who know we are going out one reiding and you perty

VALE MURDOCH MC DONALD

"Mac" died in Queensaldn, having attended the National Tour at Peregian Beach. He was one of the staunchest V.C.C.A. members, generous with help by way of "bits", advice on car matters, hospitality and personal involvement in Club affairs. We will all miss him and to Aileen and family go our sincerest sympathy.

BOYD EDKINS - The man and his cars.

Born at Mt. Cornish Station near Longreach in 1884, Boyd Edkins attended Kings School, Parramatta from the age of 13 to 16 after which he returned to Mt. Cornish to take charge of the store and book-keeping.

At 17 he took over the management of a sheep station between Winton and Hughenden for a period of 3 years. He was then occupied some months with a cattle droving contract involving a mob of five thousand head which he moved from Longton to Mt. Cornish, a distance of 250 odd miles.

His next venture as a stock and station agent in the Flinders District lasted until 1910 when he took over the Vauxhall agency in Queensland. In 1912 he started the Vauxhall agency in Sydney and then introduced Mercer cars in 1917, followed by Oldsmobile in 1921.

Boyd Edkins' interstate driving feats are legend and include the 1916 Melbourne-Sydney and 1917 Brisbane-Sydney records. Sandy Holmes owns "Fifty-bob", named from her engine number A210 corrupted to Two pounds ten shillings (2/10/-) thence to slang for the equivalent shillings. This car established many records in the hands of Boyd Edkins and subsequent owners and Sandy is currently making her roadworthy again.

Vauxhall Motors so appreciated Boyd Edkins' marvellous performances that they presented him with a Wensom 30/98 which is now owned by Geoff Collins.

With Boyd Edkins' demise in 1930 ended a respected career in the motor trade and we can be thankful that the cars mentioned survive as monuments to both the man and the company who manufactured them.

The President's Wife writes:

Dear Ladies:

Every month we receive our SPIT AND POLISH and hear about so an so got his carby working and so and so's valves were missing so thought I would add my say and tell you how I got my tune up attended to in between V.C.C. meetings, Melbourne trips, cleanup days etc. etc. When I learnt I had to have a tune up the remark was "not before this week you know we are going out on Friday and you can't go Monday so put off for a few days more."

The President's Wife writes (Cont'd.)

A few cross words and the remark, "I hope they put you in tomorrow." When the visit arrived, "Oh don't go in till after the weekend you know I am going to Melbourne. Will have enough to worry about." So the day was arranged to enter the garage on Tuesday only to find the greasing took place none other than Bowls Day but afraid he did give up his Bowls.

Next day along came daughter. Dad had to go out so an afternoon visit instead. Along came Saturday, another afternoon visit to be greeted with: "I've got a busy day Sunday - Warwick Farm - so daughter again.

Sunday night $\frac{1}{2}$ hour late, tired, no tea, didn't get home till late, expect he picked all the litter up from Warwick Farm.

Monday, came early, left early - another night out. More stand ins till Thursday Meeting starts at 6 p.m. so we can get home early.

Heard that story before, ladies? Came the day to leave the garage. "Oh not tomorrow, we have a clean up and you will be on your own so who cares if I pay \$69 a day while he cleans up someone's back yard. Anyway the day came and I finally left my lovely surroundings and I must say loved every moment after the first few days.

Boy! can he wash and clean my house. He reckons a woman's work is never done - took him 40 years to find out and "how you manage with that tub in the laundry!" So I now have a nice set of stainless steel tubs and can't think of any more jobs that call for replacements so guess I will have to have another oil change in a couple of years.

So ladies, don't go to the garage too often if you are in any way connected with a committee man. They are hard to find, God love 'em so treat them well and some day things may change.

I would like to thank you all for the cards, 'phone calls and flowers while I was in hospital, also the visits and will soon be in the kitchen again.

You may not have a President's Wife after next month's SPIT AND POLISH bu I'm sure someone like Leah Foy, Joan Moss or maybe Jean Chapman will help him out if only to find his toilet gear on these Melbourne trips.

Regards,

ads no ergod largevas sof moretrices emos Hilda. bisco one statuta vas

Tender-Hearted

"Your chauffeur seems very respectful," said the guest.
"That air of deferential solicitude," replied his host, "is not respect. It is sympathy."

BULLETIN NO. 3 - FROM DAVID BERTHON, PUBLIC RELATIONS OFFICER:

"WHEELS OF YESTERYEAR" DISPLAY

Location: Westfield North Rocks Shoppingtown

ce la garage de la Ward was travée a los moitros de la la la

North Rocks Road, North Rocks

Undercover Car Park

Date: Saturday 6th to Saturday 13th November

Time: Opening 6 p.m. Saturday 6th till 10 p.m.

Sunday 7th - 10 a.m. till 8 p.m.

Monday, Tuesday, Wednesday 8th, 9th, 10th -

10 a.m. till 8 p.m.

Thursday, Friday, Saturday 11th, 12th, 13th - 10 a.m. till 10 p.m.

ADMISSION CHARGES:

Adults - \$1.00; Children - 40¢; Children Under 6 -free.

Remember, 50% of all gate takings will be donated to the N.S.W. Institute for Deaf and Blind Children, North Rocks School.

Many thanks to those members who have agreed to display their cars. All exhibitors can rest assured their cars will be well cared for during the display.

All exhibitors have the chance of winning a car air conditioner, courtesy of Radio Station 2CH, for the car voted by the public as the "PEOPLE'S CHOICE".

Rothmans are donating a trophy valued at \$150 for the car judged by the Management Committee as the "CAR OF THE SHOW 1976".

DATES TO REMEMBER:

Friday 5th November - from 8 a.m. to 10 p.m. Saturday 6th November - from 8 a.m. to 4 p.m.

Any members who could give some assistance for several hours on these days it would be appreciated, particularly Friday morning early.

Four members with modern cars will be required to take exhibitors home from the Centre on both days.

Could volunteers please call me on 639.0603 (home) after 7 p.m. so that I can finalise arrangements.

(Cont'd. on Page 13.....

On Sunday 7th November, from 12 till 3 p.m. the Events Committee will be serving steak sandwiches at \$1.00 per head and 50¢ per child so come and see the Show and live entertainment during the afternoon and enjoy lunch at a reasonable cost.

Those members whose cars are not on display are invited to attend, in their veterans, as all other clubs' members in C.V.V.T.M.C. have been invited to finish a rally at the Centre and join in the lunch. However, they must let me know approximate numbers attending 10 days beforehand.

Main Entertainment Times:

Saturday 6th - MARK HOLDEN and backing group and RORY THE LION. 8 p.m.

Sunday 7th - MARK HOLDEN and backing group and RORY THE LION.
Afternoon.

Thursday 11th MARK HOLDEN and JUDY STONE and RORY THE LION. 8 p.m.

Saturday 13th MARK HOLDEN and backing group and RORY THE LION. 8 p.m.

Please note: Re Show - the 'phone number for the week will be 872.2507.

DAVID BERTHON,

Public Relations.

ENQUIRIES: 639.0603 (home) after 7 p.m.

CAR MAKES APPROPRIATE TO CLUB MEMBERS
(with apologies for New English!!! Spellings to suit).

As I put pen to paper in the <u>TWENTIETH-CENTURY</u> I sit and think that it might be easier to remember who owns what, if their cars fitted their names or occupations.

We have in the club - Baileys, Benhams, Bradleys, Burrows and Campbells, Cardens and Collins. We could even make slight alterations to a few members. The Cooks might become Bakers, Jack Arrowsmith might like to drop the Smith and buy an Arrow. Peter Cowie would become Cowey and Allan a Foy-Steele. For some people it may be hard to find cars to suit so perhaps they could combine Robinson and Price, for instance, and the Ward boys would not have a problem - they're a natural Duo or Duplex.

Then again would it be <u>Wright</u> for a <u>King</u> to become a <u>Queen</u> being a <u>Monarch?</u> Perhaps the Roberts clan could combine and buy a <u>Roberts Six</u>. If you are a <u>Rover</u> or a <u>Rambler</u> and <u>Swift</u> enough you might <u>Steer</u> clear of an <u>English</u> <u>Mechanic</u> or <u>Council</u> Workers with Brushes and Nags.

If you Triumphed and found your name-sake you might congratulate yourself with a Martini especially if you Pickup at the Price you can afford. People with easier tables would be Douglas's Scotts and Rileys or perhaps some leeway would be allowed if you had a Rumble seat or if you Fly-about with a name like Thomas and with a name like Dunlop a suggested merger or exchange with Klieber or Goodyear might be in order. And for those with less romantic ideas, we might suggest they hire a Hall at perhaps Warwick Farm, obtain a Grant, become the Star of the evening by being a Singer, remain Nameless, become a J.P. or a Great Smith, Swallow their pride, sit Still, be Valiant to the Chalmers present (the ladies) until the Sun rises or you spot a Sunbeam.

Ending the <u>Knight</u> with a <u>Dance</u>, finding your way <u>Holme</u> with the aid of a <u>Gregory</u> road map or a <u>Marshall</u> noting that people present were perhaps <u>Howard</u> and <u>Hughes</u> and members with perhaps relations in parliament, these being <u>Johnson</u>, <u>Lewis</u> and <u>Willis</u>.

Then perhaps your Christian name or surname is <u>Dudley</u>, <u>Ellis</u>, <u>Lloyd</u>, <u>Stanley</u>, <u>Martin</u>, <u>Perry</u> or <u>Stewart</u>. If you came from <u>Kent</u> or <u>Gordon</u> or <u>are Irish</u> perhaps you do not want to keep up with the <u>Jones's</u>. In a case like Jean's she could buy a <u>Mini</u> to go with her Maxi.

With again apologies for omissions and mis-spellings (purely intentional).

Your C.A.R. Case Penn S.

Those underscored - look them up - they are either members or cars that existed.

Did you know that elephants mate every 8 years. The reason they need such good memories. C.P.S.

LETTERS TO THE EDITOR

"Sir,

My friend, Bob Hobson, and his wife Elizabeth and their "tribe" entered "Henrietta" n the Nambour Rally which was held early in September.

Like other members wno attended that Rally, they all said they had one fantastic time and having done the trip previously, I can well imagine that this would be true.

Bob Hobson sent me a telex from the motel saying that "Henrietta" was running beautifully - Just like a T-Ford!! Of course he did not have to tell me that - I know what FORDS are like!

I did not hear any more from Bob Hobson until the following Friday morning and what a day - harrassed and troubled by my business problems, I arrived at the office at 11 a.m. and there was a message on my talbe that Bob Hobson had rung from Ballina to say that poor dear Henrietta had a busted appendix - she had broken her crankshaft! That really made my day!

(Cont'd. on Page 15...

Letters to the Editor (Cont'd.)

Brushing all my other problems aside, I rang Bob Hobson at the garage at Ballina and he told me the sad news. But what could we do so far away from Sydney? Then we both thought of Bob Trevan who was the closest V.C.C.A. member who lived as Lismore.

I immediately got on the "blower" to Bob Trevan and after we had exchanged our friendly greetings, I said to him: "Bob, I have a problem (and Oh what a problem!) can you help me?"

Without knowing what my problem was, he said "Of course I can" and I told him exactly what had happened to Henrietta. His reply came quick, and clear, and I quote - "Victor, don't worry, just get back to your work and I will take care of everything for you."

What a relief to hear those magical words. I was then able to get back to my normal daily problem chores full of confidence that things up north were being well looked after.

Bob Hobson subsequently rang me from Port Macquarie to say that Bob Trevan had come down in his car and trailer, taken him back to the latter's office, and organised a vehicle and trailer so away Bob Hobson sailed for Sydney.

The moral to the story is this - what a member! It is people and actions like this that make the world a better place to live in. That is why I am writing this article in SPIT AND POLISH because you all know Bob Trevan and I think that deeds like this should be put to pen and paper. Bob, a very hearty thank you and I want to throw you all my praises - and if I had any money, I'd throw that too!

VICTOR JACOBS.

P.S. Just cannot understand why the Rolls Royce boys cannot stick together like we T-Ford boys! Perhaps it is because Rolls break down so often that they become a b..... nuisance to their friends."

"Sir.

Read with great interest last month's issue of SPIT AND POLISH where Denise and I had a "Fabulous' trip abroad. This set me thinking that the term best used may have been 'interesting trip'. Let me outline just some of the reasons why.

In the last few days of travelling in our '69 Commer van, lovingly called 'Old Inverted', we were heading back to London from Scotland with the intention of selling it outside Australia House. We were driving nice and carefully because the engine was using disturbing amounts of oil and we didn't want any more expense before we left for home. Pretty soon we arrived at the outskirts of Oxford and noticed that many people were looking at us pass by so I turned around and couldn't see a thing for the clouds of smoke behind us.

Realising that the van couldn't be sold like this, I decided to fit new rings, as I couldn't fit a complete engine without some help and more equipment.

(Cont'd. on Page 16.....

Letters to the Editor (Cont'd.)

We drove around Oxford until we found a Chrysler agent and parked in a nearby street near a stormwater drain. That night - Sunday - I completely stripped the engine which included removing some of the front end so as to remove the sump. About this time there was a sudden storm (the first in days) which washed me out from under the van. I then found I couldn't undo several of the sump bolts without an extension socket but a brass door handle for the Chalmers did the trick. I found all top rings in two pieces, one second ring in fifteen pieces, and one in two pieces, and two oil rings broken, so it was no wonder it smoked a little.

Anyhow I bought a new set of rings - a set of bearings - set of gaskets and a large tube of gasket goo. The price, Twelve pounds, about \$18 Australian. I had the engine assembled by 6 p.m. and after a quick check hit the starter button, but no go. Checked again and found I had broken a wire to the coil. Hit the button again and she fired up immediately. Felt really on cloud nine but zoomed to zero when the oil light failed to go out. Removed the switch but no oil came out so I became very despondent. Up until now I hadn't done the crumpet once so I really made up for it.

Denise got abused for making stupid suggestions and started bawling, the van was severely kicked and the Poms were severely criticized for making such an unworthy product. After I calmed down and started to think more clearly, I thought maybe the gauze on the oil filter had been bumped when replacing the sump so I drained the oil and poked a hole in it with a screwdriver through the drain plug. Filled the sump again but no success. Neither was removing the relief valve and bypass for cleaning.

At near despair I removed the warning light switch again and pressurised the system with a squeeze bottle. This time instant success. I then washed up, used the grate and fell into a troubled sleep where dozens of white vans were chasing me.

Yes - that was one instance. A shorter one was where we were proceeding through the St. Bernard tunnel into Italy when something crashed down directly in front of us. I couldn't stop in three feet so we just bounced over a lump of rock about three feet by four feet which had shaken off the rock ceiling! I think it would have smashed the roof and windscreen if it had hit.

Also in Switzerland we met a large semi-trailer in a cutting and as there was not room for the two of us we lost a rear vision mirror and put a black stripe right down the side. I felt it bounce off all five wheels.

While camped in the New Forest I ran into a solid post and nearly ripped the sliding door off, but armed with a handy fence post and a large hammer I soon had things straightened out; a coat of paint and it looked like new again. Well, almost!

These are just a couple of instances coupled with: buying and selling the van - changing money at each country - trying to find a place to camp - buying tucker in foreign places - driving on the wrong side of the road - getting absolutely and completely lost - being run off the road and blasted (very common occurrence). Waiting two days for the rain to clear to view the Matterhorn and two days' rain at Tropeze. Almost forgot too - there was six inches of snow at the Grand Canyon

(Cont'd. on Page 17.....

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in to comparing their will

while we were there and visibility was nil. I thought it was hot in the Grand Canyon and cold in England, but instead it was snowing in California and heat wave in England - 95°.

No - overseas travelling is very educational and interesting but it sure has a lot of unplanned adventures, but like most who have done a little travelling we would be off again tomorrow, circumstances permitting.

Michael and Denise."

BACK ONE DECADE

(From SPIT AND POLISH October 1966)

lest begans the social was a lite to beach at

Editor, Geoffrey Lehmann (where are you now?)....'The other matter I wanted to raise in some degree is the question of ownership of vintage vehicles. We all know that our club is a Veteran Car Club having Veteran and Edwardian cars; we all are fairly much in agreement about not subjecting these cars to competition against Vintage and later vehicles. However, in spite of this I think members must admit that the time is coming when very many of us own Vintage vehicles and I think as a body we should recognise this type of ownership a great deal more.'

'I think we should accept advertisements and we should definitely start accumulating a library and anything that is available pertaining to Vintage cars. After all, this is really the trend overseas and in most states. I think we should encourage Associate members towards the ownership of Vintages cars. I believe that these members would greatly enjoy privileges of this type.'

Treasurer, Helen Hardman, reported a bank credit of \$514.51 and \$5,294.00 on fixed deposit.

Meetings were being held at Bankstown - Royal Aero Club - and the September attendance was 86 total members and visitors.

The Terrigal Rally had been a success with Jim Turner at the controls of "Spokes in the Wheel", the Newcastle newsletter. (What has become of these two?)

Vic. Jacobs was advertising for hand brake bands for a 1912 Ford. (Somebody please help him so that he can leave his carpeted brick doorstop at home - besides it's not really a legal parking brake.)

Marsh: Mallow: "Bagley has gone into bankruptcy."

"That so? Automobile or boy at college?"

MACQUARIE TOWNS FESTIVAL TOUR

As befits a tour conducted in the Macquarie area, the start was at Old Government House, Parramatta.

Morning tea was partaken outside the Richmond Aerodrome, when the only air movement was caused by the incessant natter of the assembled company. Those who arrived there in a comparative cacophony of noise set to comparing that with the almost impossible silence of gliding, as gliders were observed being towed aloft by a stumpy little 'work horse' 'plane. On the ground, most effort is physical, starting the motor, pushing pedals, pulling levers, turning a wheel, while in the air most effort is mental, thinking out the thermals, watching the clouds, and keeping alive.

On the track again, and non-stop to Richmond Showground. We were spaced round there facing, but back from the cyclone wire fence, a couple of car lengths between vehicles, with a second ring behind these, but facing the spaces between the cars of the first ring.

Having been set up thus, we were looked at, gawked at, and questioned by a cross section of onlookers. Some of us experienced a similar attitude towards the banditti on the other side of the fence. In fact, one member with a small white vehicle had his concentration disrupted momentarily. But that could be another story!

The time soon passed in walking round the arena, viewing the other clubs' vehicles, sampling the stalls and partaking of a stretched out, talkative lunch.

Ray Hill managed to earn the Best Vehicle prize, a hefty unwieldy carton, while Joyce was soon gleefully clutching an etching of The Local.

Win or lose though, each of the seventeen cars received a commemorative plaque, which keeps the recipients' minds fresh to the facial appearance of Lachlan Macquarie, Esq., Governor.

THOSE FREE AND EASY 'OLD DAYS'

In 1900, one Rube DeLaunty was with the F.B. Stearns Agency, and was selling cars. A Chicago businessman wired from Florida that if a certain car would do 60 m.p.h. he would take it, otherwise no sale. In order to give himself a fairly satisfactory test course, Rube roped off several downtown blocks to prevent a stampede of horse-drawn vehicles, stationed timekeepers at each end of the 'speedway' and let the car rip. Wide open, the best speed that he could achieve was 55 m.p.h.

After some thought he advised the prospect that the car would undoubtedly "run in" to 60 m.p.h., and shipped the car to him. Since the term "run in" covered a multitude of sins in those days, the car was accepted.

He "roped off a few blocks"! Incredible!

A VETERAN CAR FIT FOR A DUKE

I have recently driven and ridden around in the 1913 model WOLSELEY from the "Cooper" stables.

It wasn't until I browsed through the various letters, press clippings and official documents that go with this car, that I fully realised the history of the vehicle that was so smoothly conveying me on such outings.

This car has spent little of its time and life in Australia, most of it being spent in Malayan territory.

Although not fully conversant with its career, perhaps some SPIT AND POLISH readers may like to read what I found out from these documents etc.

The car was brought to Australia by Mr. T.S. Wilson who purchased it from a MR. CHOO CHEENG KHAY, whilst Mr. Wilson was a branch manager for MacAlister and Co. Ltd., Ipoh.

A letter indicates that it was purchased by Mr. Wilson approximately April 1953 and shipping details suggest it was shipped to Australia in the latter half of 1969.

It appears to have been sold in 1913 to a European and Mr. Choo Cheeng Khay became the second owner, but it was really never used a great deal and from the period of ownership it only notched up about 2,500 miles.

This mileage was mostly around the Kuala Lumpur/Penang area and it was eventually laid up in 1922.

In 1916 the car was parked under a tree which was struck by lightning. The tree did not collapse immediately but due to the delay in removing the side curtains from inside, the passengers were restricted in "bailing out". It was for this reason that one of the unfortunate occupants was killed. The car was badly damaged.

A further mention of this accident Mr. Choo Cheeng Khay was careful enough to write inside the instruction book:

"These shade trees were planted in 1912 by F.W. Hinings (Captain East York Regiment) and E. Healy (Lieutenant 8th Border Regiment). Assistants of Petaling Estate, the former was killed in action at Ypres in September 1916 and the latter at Messines in June 1917."

However, back to the car - it seems as though its use was limited and a certain amount of senile decay may have set in until Mr. T.S. Wilson got his hands on to it when once again it became fully restored to the vehicle of reliability and beauty that it is today.

Remember also in this dark period of idleness it was subject to the Japanese invasion.

(Cont'd. on Page 20...........

A Veteran Fit for a Duke (Cont'd.)

Mr. Choo's son removed several vital parts from the car to save it from being used in the "Imperial Japanese Transport Department".

According to one report, it did have a weathered label in Japanese announcing that the vehicle is solely for use by high ranking officers. It was regarded as a relic of the Japanese invasion.

Since restoration it has become a showpiece and entered several Malayan car rallies. During a Chinese New Year Celebration Mr. Wilson drove it up to the radio mast at Brinchang, one of the highest points in the Cameron Highlands - no mean achievement even for the more modern fish tailed cars as one report states.

At the Cameron Highlands Rally it also won the Concours d'Elegance.

The title of this article for SPIT AND POLISH emerged from the fact that it was offered for the use of the Duke of Edinburgh when he toured Kuala Lumpur. The Government were looking for a British-made open car but eventually settled for a Rolls Royce Convertible from Singapore.

Members of the V.C.C.A. (N.S.W.) who are familiar with this car must surely be impressed with its gadgets, clocks, gauges and veteran luxuries.

As well as the essential stirring stick it builds up its own air compressor, which makes it one of the rare air compression self-starter cars. It is almost fully electric for a 1913 model and has rows of switches.

Having pressurised petrol supply it sports a petrol pressure gauge as well as another air gauge for the starter compressor.

A beautiful and reliable performer on the road, but a little trick is required for a slick chick gear change and this takes practice. The owner is very proficient at it but the uninitiated could experience difficulty. (Even the use of improper language does not seem to assist the works.)

The Club is somewhat fortunate in having this immigrant on its register and I doubt if there are many club events in which this car does not put in its worthy appearance.

Jack Garwood.

NEWCASTLE WEEK-END

We refer to the holiday week-end as 'Newcastle', only because the Newcastle boys organised it for us. The centre of activity was Morpeth, where we were accommodated at an establishment known as the Conference Centre. It was a "no frills" set-up whereby we seemed to make our own "See Europe for \$100" happy family. This situation was intensified at meal time, as we sat 5 or 6 to a padded

(Cont'd. on Page 21.....

Newcastle Week-end (Cont'd.)

form one on each side of a longish table, making conversation between a dozen people quite easy to achieve.

Observing some of the "goings on" indulged in by visitors belonging to another fraternity, a few of us found ourselves in doubt as to whether or not we had fallen for the most desirable "pass time" by espousing the veteran movement. Perhaps we have!

We were a mixed crowd. There was one Hunter Valley squire amongst us. A Straker Squire.

John Riley certainly 'got his head down to it' on the Ducati. (No! Not Bugatti!) He and the 'bike were very much one. We did notice as he shot past once, that the seat of his pants showed no sign of wear.

Sunday lunch was partaken on the lawn of a house still being worked on - the residence of Allan Dunlop, at Vacy. Another 15 miles took us back to Morpeth.

Such are the modern conditions that in a 65 mile run we saw, and were able to exchange greetings with only one inhabitant riding a saddled horse.

All participants received a fine ash tray in glass, with V.C.C.A. moulded underneath in bold lettering. Not recommended for inclusion amongst the other plaques already on the dashboard.

Max (call me "Urnie") Chapman spoke a few words of thanks and appreciation on behalf of all invitees, after Sandy Holmes had announced the winners and Peter Adams had made the presentations.

We might add that we drove on bitumen for the whole distance, apart from 1.4 miles of gravel and another very 'chattery' 4 miles, neither of which was by d design of the organisers, but were merely awaiting improved surfacing.

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ADVERTISEMENTS (CONT'D.)

FOR SALE: 1936 Pontiac 8-cylinder, registered to 12/10/76, number BP505. Cash

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DAVID BERTHON, 639.0603

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> JEFF WOLFGANG, Mayland, Denman. 2328 'Phone: Denman 47.2348

FOR SALE: 1919 Morris Cowley. Anyone interested please call at:

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Any 1914 T-Ford parts

FOR SWAP: Owing to lack of space these items will be published in full in next

issue of SPIT AND POLISH but include dozens of items - mostly T-Ford.

Contact -ROSS PAPPALARDO, 6 Makenzie Place, Griffith. 2680

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