

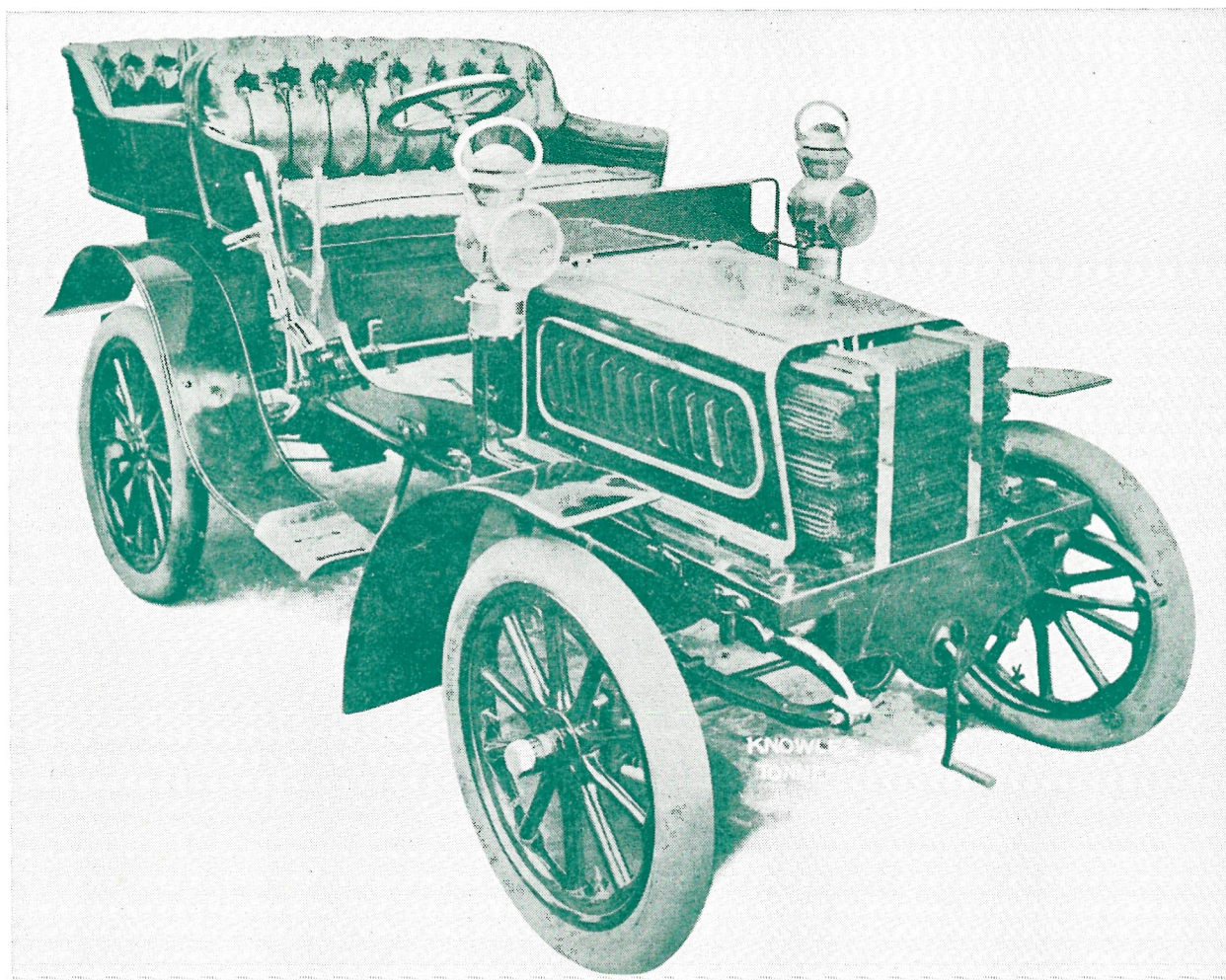
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

# SPIT AND POLISH

\* AUGUST, 1977, VOL. XIX No. 2

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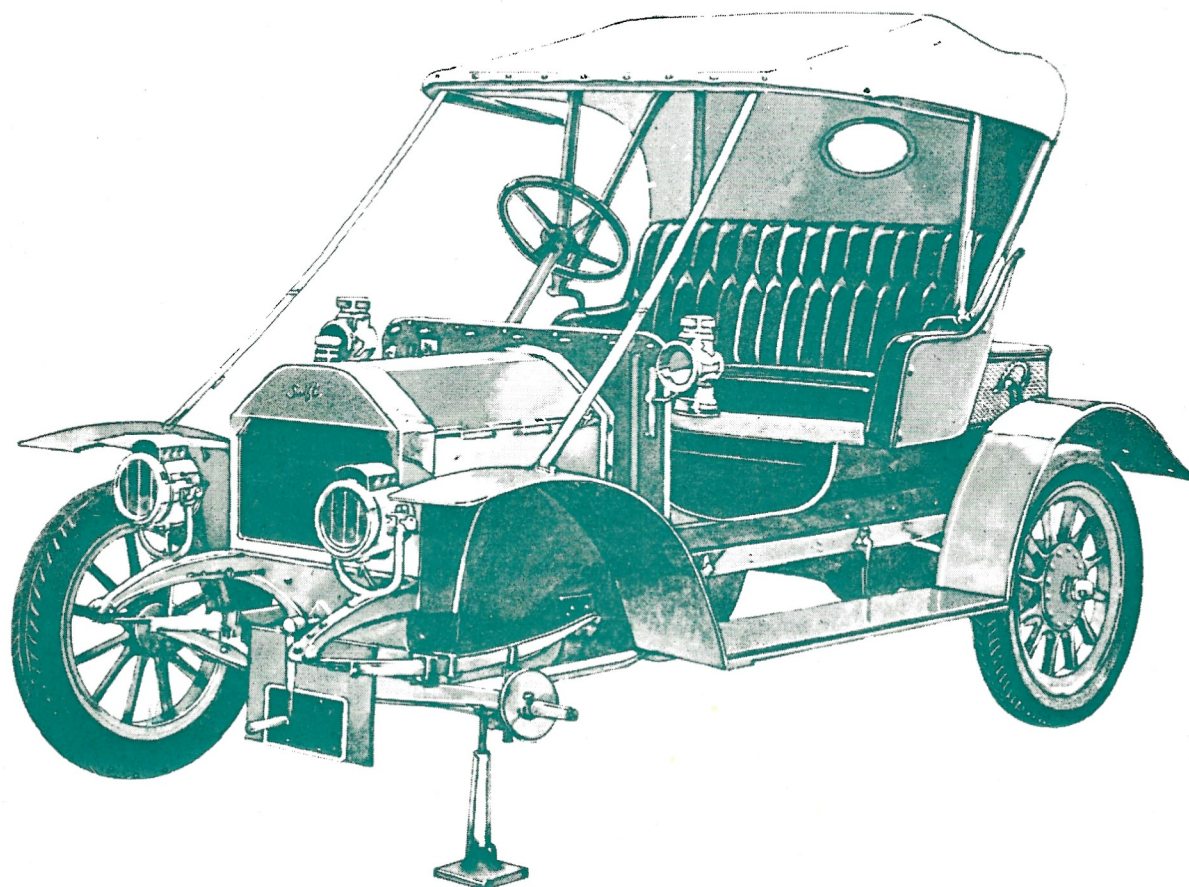
## *1903 KNOWLES*

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





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# SPIT & POLISH



PATRON:

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

## NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA. (NSW)

Volume XIX No. 2

August 1977

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*Have you paid your 1977-78 Annual Subscription?*

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The next General Meeting of the V.C.C.A. (N.S.W.) will be held in the Clubrooms on THURSDAY, 25TH AUGUST, 1977 at 8.00 p.m.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



# 

*Senior Constable Harvey Juergens' remarks at the July meeting on the average driver's knowledge of traffic regulations may have instigated some soul searching.*

*Not only has the time sped by since our licence-testing but regulations have changed. Metrication of the vital dimensions has only recently been legislated and the amendments given only cursive mention in the press.*

*For most of us a re-test of our road rules' knowledge would yield a poor score yet we seem to stay out of trouble by combining cunning and adherence to group practice. As well, we have to cope with the proliferation of signs (many with "small print" provisos), both when driving or when contemplating stopping our vehicle.*

*Considering these factors in conjunction with the many years of incident-free veteran motoring enjoyed by VCCA members, a degree of self-righteous pride seems justified. It is deplorable that the underwriters seem to ignore this record when assessing premiums for such limited-use vehicles.*

*Perhaps it is fortunate that drivers do not have to submit to up-to-date traffic regulation tests. Contemplate the situation if both drivers and law enforcers adhered strictly to the rules - any comments?*

Editor.

\* \* \* \* \*

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.) HELD ON THURSDAY, 28TH JULY, 1977 AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK.

PRESENT: 51 members and 7 visitors.  
The meeting was declared open by the Chairman (L. Sheen) and the visitors were welcomed.

VISITORS: G. Pickering, E. Bronk, R. Arnold, M. Carden, P. Carden, D. Lloyd, F. Thornhill and Sen. Constable H. Jurgens.

APOLOGIES: P. Wards, B. Garth, B. East, R. Biddledell, R. Craze, D. Steer, L. Baxter, C. Sultana, J. Dance, B. McCarthy.

MINUTES: The minutes of the Monthly General Meeting of 23rd June, 1977, having been circularised in SPIT AND POLISH were confirmed as a true record on the motion of B. Baxter, Sec. G. King. CARRIED.



Minutes 28/7/77 (Continued)

TREASURER: The Treasurer's Report was accepted on the motion of B. McCarthy, seconded by R. Jones. CARRIED.

CORRESPONDENCE:

Letter from G. Wolfgang enclosing subscriptions and advising chassis for sale.  
Letter from T.J. Maloney advising a 1946 Hudson Super 6 for sale.  
Letter from Illawarra Vintage Car Club extending invitation to picnic outing on 20.11.77.  
Letter from Sporting Car Club of South Australia advising election of committee for 1977-78.  
Letter from J. Marie advising availability of accommodation in the Shoal Bay, Port Stephens areas.  
Letter from Humber Car Club of Australia.  
Letter from CVVTMC re Sydney Motor Show.

INVESTIGATION & DATING:

G. Roberts reports investigation B. Hill's F.N. - approximately 1910-1911.

NEW MEMBERS:

Application for full membership received from:

Brian Hill,  
27 Kyle Parade,  
KYLE BAY. 2221 F.N. Roadster  
Russell K. Arnold,  
61 Lower Washington Drive,  
BONNET BAY. 2226 Oakland Tourer

It was moved by G. King, seconded by G. Roberts, that these applicants be accepted as members of the club in the appropriate category. CARRIED.

The new members were welcomed to the club.

EVENTS:

Navigators Tour to commence at Concord.

Club BBQ also to be available at Parramatta Park.

Invitation from Vintage Sports Car Club for 3.9.77 for an event to Mt. Wilson and then to the Zig Zag Railway.

Orange Blossom Festival 10.9.77.

Warwick Farm 11.9.77.

Newcastle Rally 1-3 October, 1977.



Minutes 28/7/77 (Continued)

Trophy for Official of the Year presented to W. Irish.

S. Holmes reports on the 1977 Newcastle Rally to be held from 1-3 October, 1977 to be more fully detailed in SPIT AND POLISH.

MAGAZINE: M. Chapman nothing to report. Requests further copy. Advises Club trailer almost completed.

SOCIAL SECRETARY: D. Berthon reports volunteering to organise ladies to hold social functions throughout the year and a full year's calendar of social events will be published.

First social to be held at the 680 Club at 680 Pacific Highway, Killara on Saturday, 27th August, 1977 - \$8.00 per head includes supper.

PERMITS TO MOVE: K. Cardin reports one application.

REGISTRAR: M. Roberts nothing to report.

INTERNATIONAL RALLY: M. Roberts requests extra officials for rally and advises that Bush Council Rally to be held at Albury next year.

CVVTMC: Election of Office-bearers: B. Ross, President; L. Sheen, Vice-President; B. Wilson, Secretary; A. Scott, Treasurer.

CLUB ROOMS: A. Blevins advises nothing further to report.  
L. Sheen reports having received a letter from Drummoyne Council advising proposed re-zoning of Club premises. Proposed zoning (Home Units) to include Hall only and not 136 Queens Road, Five Dock, and has requested Council to now extend zoning to include the other property.

LIBRARIAN: J. Simpson nothing to report.

PUBLIC RELATIONS: D. Berthon advises B. Paddle donated film splicer and a vote of thanks was extended to B. Paddle.  
August Meeting, film "The Blue Max" has been arranged.  
Film purchased from Shell Australia will be available in approximately six weeks.  
D. Berthon has approached 2CH to print Events Calendar and 2CH has agreed that such calendar shall include social calendar (400 to be supplied.)

PHOTOGRAPHER: J. Thorpe advises prints of run to Thirlmere available and has taken photos for cars entering International Rally. Also advises having heard from F. Craze in London, who wishes to be remembered to Club members.

GENERAL BUSINESS: M. Chapman advises D. Steer in hospital.  
A. Foy advises water pump grease available \$1-\$4 (small and large)



Minutes 28/7/77 (Continued)GENERAL  
BUSINESS  
(CONT'D.)

and Caltex have range of oils and greases available for Veteran cars.

M. Roberts reports that identification cards are available for Warwick Farm event.

J. Simpson reports that the Mitchell owned by D. South is for sale.

D. Berthon advises re Westfield Rally that 700 gallons of petrol have been obtained at no charge but is experiencing difficulty in getting any extra and feels that Rally may be reduced in size. Raffle was won by Mrs. E. Bronk.

D. Berthon then introduced Sen. Const. H. Jurgens who gave an informative lecture on Police Radar and the Motor Traffic Act. A vote of thanks was extended to Sen. Const. Jurgens.

As there was no further business the meeting closed at 10.45 p.m.

\*\*\*\*\*

E V E N T S

SUNDAY, 28TH AUGUST Navigators Rally 10.00 a.m. start  
Addison Ave., Concord, from the north.

SUNDAY, 11TH SEPTEMBER CVVTMC, Warwick Farm 9.00 a.m.

SATURDAY 1-2-3 OCTOBER Newcastle Tour

SUNDAY 23RD OCTOBER Picnic Gymkhana

It is expected that a combined events and social activities calendar will be included with the September magazine, thanks to 2CH for sponsoring and David Berthon for influencing them to do so.

\*\*\*\*\*

EXTRACT OF REPORT IN 'LA NATURE' 1899:

CARS AT THE CAR CLUB EXHIBITION. De Dion and Bouton Les Voiturettes. There were several small cars at the Car Club Exhibition this year; we will discuss the most interesting ones.

DE DION AND BOUTON. One of the innovations shown at the Exhibition, the De Dion and Bouton is, without exception, the most successful car and the one which attracted the most attention. The public has long been waiting for the two seater, moderately priced safe car; the Deion Bouton firm has just introduced it and it is a little marvel. At first glance it does not look like a motor car; no control other than the tiller is visible, and it runs silently. If you lift the driver's seat you can clearly see all the parts of the motor.

It is a four horse power motor, and has water cooling, and an electric starter.



EXTRACT OF REPORT IN 'LA NATURE' 1899 (Cont'd.)

At the driver's right is a starting lever which starts the motor from the driver's seat.

On hand are: the steering which is of absolute simplicity and safety, the clutch and the release, as well as the motor regulating controls.

The clutch works by simple friction, which gives a sure and smooth start, avoiding any unpleasant jolts.

Finally, on the floor are two pedals which act on two powerfully winding brakes.

The maximum speed is 30km per hour; its simplicity and reasonable price (3,900 francs to 4,500 francs - according to the suspension) make it a popular little car; the fact that the manufacturers have already sold hundreds of cars illustrates the success of this charming vehicle which is one of the marvels of the Exhibition.

\*\*\*\*\*

CAR RACING ATTITUDES

Today's racing drivers present a picture quite different to that of the early exponents of high speed driving. In those days everthing seemed heavy and brutal, both the drivers and the vehicles.

Here is a word description of the scene just prior to the arrival of Marc Birkigt with his marvellous Hispano-Suiza:

"The Grand Prix cars were, amongst other things, splendid expressions of eccentricity in the organisers, the designers, and the drivers themselves. Just look at photographs of the drivers, lean and quite unexcitable, or fierce and huge, with demonlike expressions on their faces, extravagant moustaches on their upper lips, the light of fanatical courage in their eyes, and - surely - a litre of Mumm's Extra Dry in their bellies. Then look at the cars. Look at a 1908 Lion-Peugeot with a towering bonnet concealing a single cylinder with a stroke of 250 mm. and a bore of 100 mm., and behind it, peering hopefully over the top, one of those crazed supermen, like Goux or Giuppone. Was not the dust along enough to contend with? Into this roaring arena of incredible Sizaire-Naudius, Delages, and Lion-Peugeots there steps the modest yet self-assured figure of Marc Birkigt, timing his arrival with Swiss precision to put a stop to this frivolity."

What a description of machines and men!

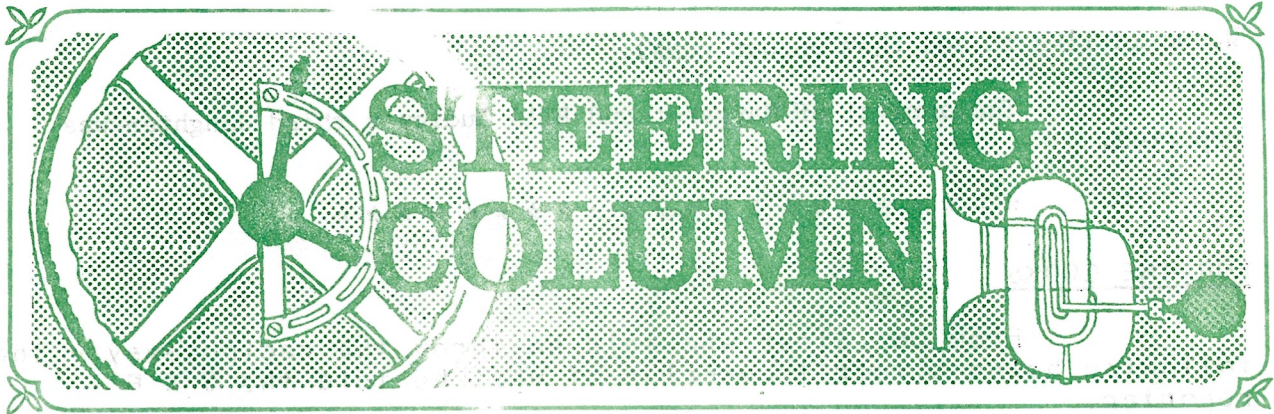
\*\*\*\*\*

She: *'Be an angel and let me drive.'*

He did - and he is.

\*\*\*\*\*





If you missed the July meeting you also missed an interesting and frank talk on the operation of radar for speed detection and other aspects of motor vehicle law enforcement. From the avid interest and questions one could see our members as potential rule benders. Long John Thomson nodded wisely when pressed for a legal view.

Guess which committee man didn't profit from the talk - picked up for speeding about a week later - tried name-dropping (like Juergens) too, it seems.

Out Epping way the Fire Brigade narrowly missed a call when smoke poured from a BSA on its first post hospital start. Oil was put in the pots when it was assembled and then more oil before start up just in case.

Heard that one of the Clubs had an event where attendance literally was "done exactly to a T".

There's a small ohv veteran which will reappear soon sporting four where there used to be three.

How many escaped the super book salesman at the last meeting? George is going to keep his hand in by stocking up on sand which he will export to the Middle East.

Grapevineogram has it that the owner of an Italian thoroughbred has bought an aristocratic English body for use as children's cubby house. What sacrilege!

\*\*\*\*\*

### BACK ONE DECADE

From SPIT AND POLISH August 1967.

Arthur Garthon and his Events Committee decided to put on the first of the VCCA (NSW) Navigators Rallies. (Reflect upon the havoc wrought between spouses (spices?) since then - Hilda Sheen calls it grounds for divorce and Dorothy Steer refers to "the yearly row" (as in 'now').

Among the cars on which the investigators reported were Frank Johnson's 1913 Hup, George King's 1908 FL, Jim Ackland's 1917 Buick and Fords of Bob Petersen (now Ray Thomas') and John Smith. (Where are the Hup and the Buick?



Back One Decade (Continued)

We would like to see them on our runs).

The arrival of Margaret and Bill Dudley's third daughter was reported.

\*\*\*\*\*

FOR THE COOKS

From Don Steer who said he threw the recipe away - the following being a fair transcript of what he told the S & P reporter.

VETERAN POTAGE.

$\frac{1}{2}$  pkt of macaroni, salt and boil in about  $1\frac{1}{2}$  pints of water until just nice (not like old rope). Drain and put in oven-proof and husband-proof dish. Tip a large tin of tomato soup over it and mix in chopped onion. Spread with a packet of made up Deb (Don called it Fab, which you could try for a variation). Top with tomato slices and onion rings. Sprinkle with Parmesan or grated cheese (if desperate empty the mouse traps). Bake until cheese browns.

(More recipes needed please. Ed.)

\*\*\*\*\*

HOW MANY CYLINDERS?

It is common knowledge that the original internal combustion engines comprised a single cylinder. Very soon there were two, and these were in line, V, or horizontally opposed. Not long after, there were six. There has been a fuel injection three cylinder engine, as well as an aero type radial nine. And now, after all these years, we are advised of a Mercedes five cylinder! No explanation is forthcoming yet as to the reason for such a peculiar number. But there must be, surely.

There is on record the running of five cylinders air cooled, but this was of necessity. The Franklin had some trouble with number six, so a few experts got together, removed the offending sixth cylinder, tossed it into the back of the car, and returned to Sydney from Bowral (approx.) with the crankcase sealed off at the gaping hole. But, as has just been explained, there was a good reason in this case, for the use of five cylinders.

It may be assumed that this new combination has been thoroughly tried and tested in research before being marketed. But it really would be interesting to learn the reason.

\*\*\*\*\*



SCENE SOCIALLY

Frank and Cecily Craze have been heard from in London, enjoying themselves and a new Mercedes.

Denise and Michael Bendeich have a new model in their stable - a baby daughter Jeanette, born on 8th August. Red hair and both mother and baby doing well is the extent of the communique.

"I could have kicked myself" - often quoted, is being tried by Don Steer as part of the therapy following his knee operation. The cat is relieved to see him trying to kick his own behind.

\*\*\*\*\*

SOCIAL CORNER

Public Relations Officer, David Berthon, volunteered to find people who would take the responsibility for one social event each during the year. This excellent idea has been instituted already and the first outing is being organised by Diana Berthon - who probably has contacted you ere this, anyway.

The coming event is an evening at the 680 Club at Mosman, on Saturday, 27th August.

\*\*\*\*\*

CAR OF THE MONTH - BERLIET

As was usual in the early days of car manufacture, Marius Berliet set about building his cars in a small way. His workshop was small, and consequently his output was the same. He started up in 1895 and by 1899 his total units for the year were only six. His first cars had horizontal engines, which were rear mounted. They also had 4-speed gearboxes, and wheel steering. The capacity of his first engines is apparently unknown, but in 1900 it was 1.2 litres.

Whether the reason was to increase his capacity or to acquire a brokendown firm is not clear, but in 1901 he took over Audibert-Lavirotte, and produced 2 and 4 cylinder cars with vertical engines up front, side chain drive and armoured wood frames.

It is interesting to note that the 4 cylinder design was adopted by T.C. Pullinger as the basis for the 12 h.p. Sunbeam made at Wolverhampton.

The 1901 design was scrapped in 1902, when Berliet followed the Mercedes by using mechanically operated inlet valves, honeycomb radiator and pressed steel frame, a design retained for quite a time. As time went on, the cars became bigger, reaching 8.6 litres and over 11 litres capacity, producing 60 and 80 h.p. respectively. Although the main run of motors were T head, some models, strangely, had overhead inlet valves.

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



CAR OF THE MONTH - BERLIET (CONTINUED)

A Berliet took 2nd place in the TT race in 1906.

In 1906 also, the American Locomotive Company started to build Berliets under licence, giving them the name "Alco". This led to the introduction of the locomotive emblem in 1909.

The following year (1907) was a 2.4 litre 14 h.p. plus a new 4-cylinder shaft drive taxicab chassis and a conventional 60 h.p. 6 cylinder.

An unusual Berliet-Mixte appeared in 1908, which was a 6-cylinder with compressed air starting and transmission. Shaft drive was now optional on the 2.4 litre 14 h.p. and the 3.8 litre 22 h.p. The 4-cylinder 60 h.p. now had o.h.v.

The 1909 catalogue showed a 4 cylinder TT car with pressure lubrication, and three small L head models - an 8 h.p. twin and two small 4-cylinder types of 1.5 and 2.4 litre capacity. By now the 6-cylinder models had reverted to conventional gearboxes.

The 6.3 litre 4-cylinder model had shaft drive in 1911, and the cooling was thermo syphon. A 4-speed gearbox was fitted. In addition, a new L head 4.4 litre 20/25 h.p. was now offered, and in 1912 both this and the 15 h.p. car could be supplied in either monobloc or pair-cast cylinders. The 6-cylinder cars were now available only to special order, while by 1914 only monoblock 4-cylinder models were listed. By now the range of models available was 1.5 litre 12 h.p., 2.4 litre 15 h.p., 3.6 litre 18 h.p. and the big 6.3 litre 40 h.p. A supplementary improvement was the supplying of electric lighting and starting as standard with the 25 h.p. and 40 h.p. 'de luxe' models.

\*\*\*\*\*

*Henry Ford, who believed in using his own cars, was in the suburbs of Detroit one day when he saw the driver of a Ford car trying to start the engine. Ford got out of his own car, helped the other motorist and, in a few minutes, the stalled car was ready to run again. The grateful owner pulled out half a dollar and offered it to Ford. The money was declined with the statement, 'I have more money than I can find any use for, and I was only too glad that I was able to get your car started for you.'*

*The man looked at Ford and then at Ford's car, and said with emphasis, 'You're a liar. If you had more money than you knew what to do with, you wouldn't be running a b----- Ford.'*



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

"THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) - NEWCASTLE BRANCH

15th July, 1977.

The Editor,

Dear Sir,

1977 NEWCASTLE TOUR - OCTOBER 1ST, 2ND, 3RD

The weekend's activities are, as last year, centred on Morpeth, approx. 15 miles north of Newcastle.

There at the Conference Centre we have booked modest accommodation at a modest tariff. The rooms are old but comfortable, and we have the Community Hall built in, and the food is first class, typical vintage guesthouse style.

The cost is only \$20 per adult for the whole weekend including Dinners, Suppers and Breakfasts and Lunch on Sunday. (Children under 12 years \$10.00, under three years free). Everything you need from Saturday afternoon till after breakfast on Monday.

There is plenty of private off-street parking as the centre is set in about 40 acres of parkland. (Swimming pool included.)

The Sunday Tour will cover some of the rich Hunter Valley on mainly quiet roads.

Please send your entry form in early.

Yours sincerely,

GEORGE ADAMS

Hon. Secretary."

(Entry form on back of this page, i.e. Page 12.)

\*\*\*\*\*



1977 NEWCASTLE TOUR - OCTOBER 1ST, 2ND & 3RD

Address all correspondence to: 314 Warners Bay Road, MOUNT HUTTON. 2290

ENTRY FORM - CLOSING DATE 31ST AUGUST 1977

ENTRANT'S NAME: .....  
ADDRESS: .....  
MAKE OF CAR/CYCLE: ..... NO. OF CYLINDERS: .....  
H.P. .... YEAR ..... TOURING SPEED: ..... m.p.h.  
ADULT PASSENGERS: .....  
.....  
.....  
.....  
.....  
.....  
CHILDREN: ..... AGE: .....  
..... AGE: .....  
..... AGE: .....  
..... AGE: .....

ENTRY FEE:

\$5.00

ACCOMMODATION:

ADULTS - MALE: ..... FEMALE: ..... @ \$20 \$  
CHILDREN U/12 - MALE: ..... FEMALE: ..... @ \$10 \$

DAY VISITORS:

SATURDAY DINNER/SUPPER @ \$3.50 per head \$  
SUNDAY LUNCH/DINNER/SUPPER  
@ \$4.50 " " \$

Children Under Three - FREE!

CHEQUE H'WITH

(No refund will be guaranteed for cancellations made after 20/9/77)



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

Advertisers are reminded that copy which is not printed or typed may not be processed. Ed.

FOR SALE: Most mechanical parts to build up a 1912 Buick  
- JOHN CORBY 634.2177

WANTED: Chassis for veteran Metz. Have veteran Sunbeam chassis for swap.  
- JEFF WOLFGANG  
"Mayland"  
Denman. 2328  
065.47.2348

FOR SALE: Offers  
4 760 x 90 wooden felloe wheels. Perfect condition still  
sporting original paint and pin stripe. Plus five brand new  
tyres for same.  
Pre 1910 two-cylinder Renault engine. Drip feed model.

WANTED: Small tandem trailer suit De Dion.  
- PETER MICHAELS  
22 Bonds Road,  
Punchbowl. 2196  
750.8713

WANTED: 1 Radiator  
1 Rear Hub  
1 Crown Wheel  
Hubcaps  
1 Pinion  
1 Crank Handle Assembly

All the above suit 1911 4AB Talbot - B. THEW  
638.1155

FOR SALE: Jaguar EK 150 Coupe 1957 \$4,000.00 - BILL MAUNSELL  
32.2379 (H)  
929.7422 (B)

FOR SALE: Maxwell 1921-24 Model Roadster.  
Going order. Fair condition.  
Price \$2,500 or best offer.  
Phone STD. 045.79.9231 After 5.00 p.m. weekdays.

WANTED: Engine for 1912 Overland. Model 60. Bore 4 1/8"  
Also: Continental Engine, 6 cyl. Series 7W.  
- BEN BRONK  
337.4396



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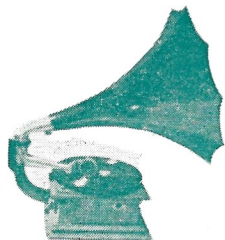
Fidelity House, 6-10 Geeves Ave., ROCKDALE. 2216 Telephone 599 2122.  
Fidelity Arcade, Shop 7, Restwell Street, BANKSTOWN. 2200 Telephone 70 1358.  
459 King Georges Road, BEVERLY HILLS. 2209 Telephone 57 3817.  
8 Pitt Street, MORTDALE. 2223 Telephone 579 4988.

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- (a) not deal or speculate in Real Estate on our own account;
- (b) confine our activity solely to Real Estate Consultancy, Management, Valuation and Agency Work;
- (c) remain independent commission agents in the strict sense of the word;
- (d) not become allied solely to any building development or investment group.

*These conditions still apply, and in fact today we are probably the largest Real Estate Company in Australia, particularly in Sydney, that is independently owned and controlled and not involved in dealing or speculative pursuits on its own account. For these reasons, we are in a unique position to offer impartial advice and a high standard of professional service to all clients.*

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