

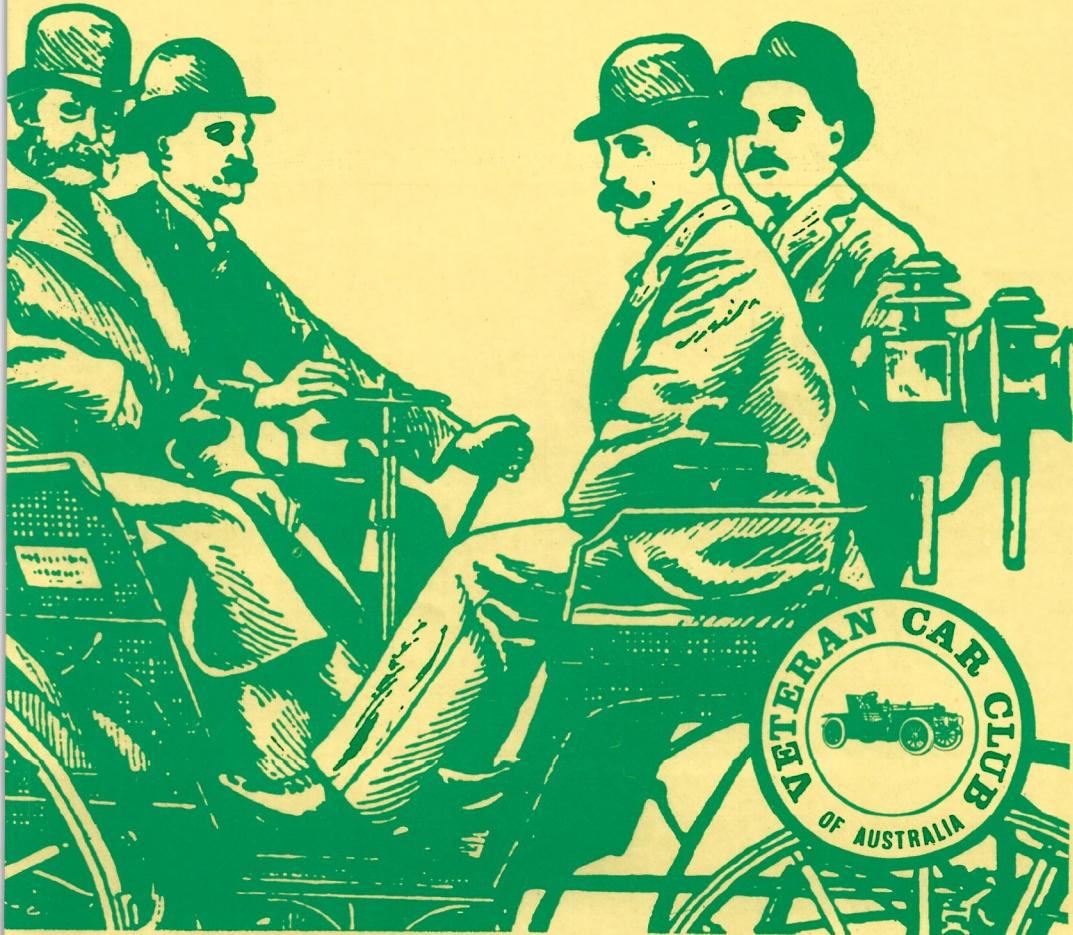
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

# SPIT AND POLISH

Registered by Australia Post,  
Publication No. NBH 1442

\* PRICE 70 Cents

October, 1986 Vol. XXVIII No. 4





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 XXVIII No. 4

October 1986

## TABLE OF CONTENTS

	Page
Editorial	2
President's Message	3
Vehicle Inspection Days	4
Calendar of Events	5
Fisher's Ghost Run - 9/11/86	6
M - I - N - D - S - T - R - E - T - C - H - E - R	6
Christmas Dinner - 6/12/86	7
Children's Xmas Party - 23/11/86	8
Annual Tour at Morpeth - 1986	9
The Third National 1 & 2-Cyl. Rally, Wangaratta	10
Ladies' Day Tour - 28/9/86	16
Camp Out - (January Long Weekend 1987)	18
Dating & Investigation	19
Letter to the Editor	22
Editor's Reply	23
FOR SALE & WANTED	23

Other Veteran Car Clubs have permission to copy.

The next meeting of the Veteran Car Club of Australia (N.S.W.) will be held at 134 Queens Rd, Five Dock, at 7.45 pm on Thursday 23rd October, 1986.

## EDITORIAL

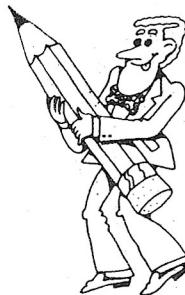
I believe that envy is one of the Seven Deadly Sins, but I will have to risk that as I can't help but envy those members who set off this month for England to compete in the London to Brighton Run. I'm sure all

members wish them the best of luck in the rally and a safe return. Perhaps it is too much to hope for fine weather in England but it's worth a try. The stories resulting from the Run should keep Spit & Polish pretty full for most of next year!

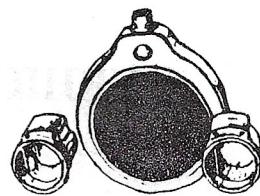
The weather has not been kind to us recently, has it. The Ladies Day run was something of a wash-out, despite all the efforts of Jim Wilson to have EVERYTHING organised. Hail during the previous week caused havoc in the southern suburbs of Sydney. I managed to get caught well away from shelter in my 1951 Rover. I could hear the roar of the storm as it approached but could do nothing to stop the cricket balls of ice hitting like bricks and doing considerable damage to my boot lid and bonnet. Arthur Garthon, along with several car dealers, suffered badly, even to the extent of smashed windscreens on the Range Rovers in his yard and physical damage to customers.

So much for the bad news. I hope you will find the tone of the rest of this (rather fat) issue a little brighter.

Jim Moule  
EDITOR



## PRESIDENT'S MESSAGE



The London-to-Brighton Rally will be held on Sunday, November 2 and the V.C.C.A. (N.S.W.) will have its biggest representation ever.

The entries from our club are Max and Sandy Roberts driving their 1904 Vauxhall, Malcolm and Debbie Johns driving their 1904 Speedwell, John and Ann Simmons in their 1903 Napoleon, Brian and Kay Inder have entered their 1903 Oldsmobile and Keith and Kerry Wherry will drive their 1903 Oldsmobile. Vice-President George Roberts will be there to cheer them as they complete the course. Add to his, entrants from Western Australia, South Australia, Victoria and Queensland and Australia will have a total of twelve entries.

It has been a major exercise on the part of our club's entrants to ship all the cars to England, and we hope all goes smoothly for them. Of course we will expect a full report for SPIT AND POLISH when they return.

Next time you are in the clubrooms you will undoubtedly notice a series of new signs around the building and for these we must thank Jack Godfrey. It has been individual efforts like this that have allowed us to build the clubrooms to this stage. Thanks Jack!

Jim Redman continues to come up with arrangements whereby we are able to raise good sums of money for our building project. In November we will have to supply three open cars for Japan Week Parade, and then early in December we will required thirty or more cars (Vintage, Classic, Veteran) on two separate occasions, to transport American tourists to the Opera House. Your support for these operations is paramount as it will help the Building Fund immediately.

## VEHICLE INSPECTION DAYS

Members holding Club registration must present their cars to the Club inspection officers on one of the following days or make arrangements with Neil Martin, Arthur Garthon or Reg Jones for an inspection to take place at another time.

### SOUTH SIDE

Saturday, November 29, 1986 at ARTHUR GARTHON MOTORS

Cnr Forest Road &  
Cambridge Street, Penshurst

From 12.30 p.m. to 4.00 p.m.

### NORTH SIDE

Sunday, November 30 at a VENUE TO BE ADVISED

# CALENDAR OF EVENTS



## 1986

Nov.	9	(SUNDAY) FISHERS GHOST TOUR
	23	(SUNDAY) CHILDREN'S XMAS PARTY
	29-30	(SAT.SUN.) VEHICLE INSPECTION DAYS (See Page 4)
Dec.	6	(SATURDAY) CLUB CHRISTMAS DINNER - Nth Sydney
	12	(FRIDAY) ] FUND-RAISER - to take American ] tourists from Regent Hotel to
	16	(TUESDAY) ] Opera House.

## 1987

Jan.	Long W'end	PROPOSED CAMP-OUT
Feb.	21-22	31ST ANNUAL BLUE MOUNTAINS TOUR
Mar.	15	(SUNDAY) ANNUAL VETERAN & VINTAGE DISPLAY DAY - GLEDSWOOD, NARELLAN
	29	(SUNDAY) HURSTVILLE COUNCIL CENTENARY DISPLAY, PENSURST PARK (Date to be confirmed)
Apr.	5	VIC JACOBS/ARTHUR GARTHON CHARITY DAY
May	15-16-17	'HAVACHAT' WEEKEND AT RANELAGH HOUSE, ROBERTSON



**FISHER'S  
GHOST  
RUN**

**Sunday 9th November**

Assemble at 9 a.m. at Seddon Park,  
Glenfield, for scones and cream.

Then take part in a short run to Wallacia.

Joint event with Vintage Vehicle Club.

-----

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

Solution to No. 55

BAD TIMING

The correct time is 7 o'clock.

No. 56

DAY OFF

The day before the day after yesterday was a Wednesday.  
The boss has promised me a day off, the day before the day  
after tomorrow. What day of the week is that?

## CHRISTMAS DINNER



**DATE :** Saturday 6th December

**TIME :** Pre-dinner drinks 7pm  
for 7.30p.m. start.

**PLACE :** Australian Institute of  
Management Building

1st Floor,  
215 Pacific Hwy,  
North Sydney  
(Enter from Pacific Hwy;  
parking available in  
Angelo St - rear of  
building)

**COST :** \$22 per person

(To keep costs down, BYO drinks)

**BOOKINGS :** Limited numbers so book now.  
Lyn Martin 632 5047  
Noelene Thomson 651 2247

## ***CHILDRENS' XMAS PARTY***

*Small Club Room, 134 Queens Rd, Five Dock*

**DATE:** Sunday 23rd November, 1986

**TIME:** 1.30p.m. - 3p.m.

Tea & coffee provided for adults.

Entertainment provided for children

**BOOKINGS:** Lyn Martin 632 5047  
Noelene Thomson 651 2247



ANNUAL TOUR AT MORPETH - 1986LIST OF ENTRANTS

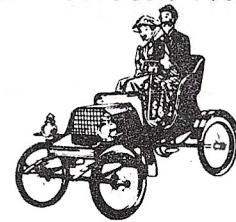
Bill Spraggon	1908 Renault
Don Moffat	1918 Studebaker
Ray Thomas	1913 Renault
Martin Sorenson	1915 Oakland
George Adams	1918 Studebaker
Bob Newman	1914 Talbot
Max Chapman	1913 Wolseley
Santo Pennisi	1914 Ford
Michael Bendeich	1913 Chalmers
John Corby	1918 Cadillac
Graeme Newman	1914 Talbot
Peter Adam	1912 FN
John Wards	1916 Benz
John Riley	1912 Austro-Daimler
Rod Jackson	1911 Napier
Neville Preston	1913 Talbot

1st Place	Peter Adams
2nd "	Neville Preston
3rd "	Graeme Newman

SPOTTO PRIZE won by Sandy Jackson



THE THIRD NATIONAL  
 1 & 2 CYLINDER RALLY  
 WANGARATTA  
 SEPTEMBER 14-19, 1986



Nestled in the Ovens Valley, built around a Ford where explorers Hume and Hovell made the first crossing of the Ovens River, Wangaratta was a pleasant hub for the 1 & 2 Cylinder Rally,

On Sunday afternoon, the streets of this Victorian city suddenly became alive with nostalgia as the veterans wheeled their way to the check-in point, 'Detnor Motors' in Chisholm Street. Here, entrants received their rally packs and a welcome afternoon tea provided by the local car club.

Monday morning dawned bright and sunny and cars made their way to the H.P. Barr Reserve in town. All cars parked and after a brief welcome from Rally Director Barry Vinen, concours judging got under way. This was the time to see who was here and inspect their cars. Judging completed, lunch was served in a nearby pavilion in the reserve. Then the driving tests were held. First, one revolution of the front near side wheel, then garaging - gauging the width of the flags and finally judging the lock of your vehicle. These completed, the rest of the afternoon and evening were free to explore Wangaratta.

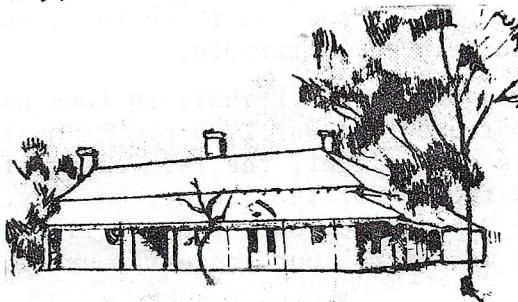


A brisk Tuesday morning saw entrants well rugged up at the start for a 49 km day trip to Eldorado. In delightful rural scenery and on a flat road, most made good time to

the old Gold Dredge where some inquisitive members ventured onto the enormous, now inactive, dredge, while other inspected from a safe distance. An informative talk on the Dredge and area was given and then into Eldorado where hot soup and lunch were most welcome as the winds were now cold.

The local museum was specially opened so we could learn more about the area and the earlier mining days. The return trip via Tarrawingee was made through rain and all were pleased to reach their motels to get warm and dry before contemplating the next day's run.

Lovely weather for ducks on Wednesday, but not for veteran motoring. However, most cars turned up at the starting point - drivers and passengers in wet weather gear (I believe the disposal stores in town had record sales on Tuesday afternoon). An addition to the rally group for the day was blind member, Doug Clarkson, in his I.H.C. Buggy which he restored. The destination for lunch was historic Byrne House and Gallery, furnished with antiques from the 1800s.



## BYRNE HOUSE

Needless to say, the enormous log fire at the house was a popular spot and wet weather gear was removed and we all thawed out over a cup of tea. The house was certainly furnished with fine examples of furniture and china and some members succumbed to some of the paintings and copper plaques. Lunch was served buffet style in the main family room around the open fire. Then back to brave the elements to visit Drage Airworld. Another log fire greeted us in the foyer and when all assembled, Joe Drage gave an excellent guided tour on Australian Aviation history, with even engines started.

Not only airplanes were on show but also a fine collection of early bicycles and small group of road transport vehicles, all housed in a spotless new hangar.



Then back to the rain and soon to the motels, feeling one had completed only on 50 km but a truly challenging day for the cars and the occupants.

Thursday morning was fine, but everyone came prepared for the rain anyway. Now we know why hoods and windscreens and later saloon cars became so popular. Delightful run to Beechworth.

The uphill climb tested a few vehicles and progress was not always speedy but we all arrived in plenty of time to explore this historic former mining town, the many granite buildings, over 30 restored and classified by the National Trust, also the numerous craft and antique shops. Amazing what veteran car enthusiasts can discover in these towns and several cars took back 'finds' in the afternoon.

Lunch was served in the R.S.L. hall in town and then it rained!!! Departure time was 2.00 p.m. - most left a little earlier but, to our delight, the rain eased off after about 20 minutes and the rest of the journey was dry. We took about half the time to get back - downhill makes a difference! The round trip was 76 km, our longest journey.

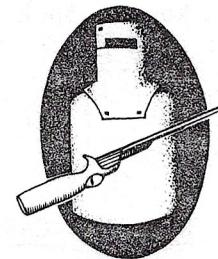


In the evening, many of us went to a film showing of the First One & Two Cylinder Rally held in Albury in 1982. Geoff Swift had compiled an imaginative story around Henry and Eliza and the old poem "There's a hole in the bucket" to lead up to fixing his Renault for the Rally, instead of mending Eliza's bucket. If you had been to the Rally, it brought back happy memories and - if not - it helped to understand who was there and what happened. We also

saw another film on local cars at Bright and the Steam Rally at Eucha. Geoff lives in Bright. A pleasant interlude enjoyed by all present.

Sunshine at last on our final day's run of 46 kms to Glenrowan and return. The route out was through delightful green countryside via Greta and West Greta. The breeze was chilly but all soon warmed up with "a cuppa" at Glenrowan.

Then we saw the re-anactment of the Kelly Gang's last stand at Glenrowan. This superb computerised live animation relates, in vivid detail, the story of the Kelly Gang's final battle with the law. The participants of this historical battle are brought back to life to retell the facts leading up to the inevitable conclusion of 100 years ago.



Lunch was served in the local hall, also we learned a 'last stand' as the wooden structure was to meet the fate of our N.S.W. old club hall and be pulled down in 2 days' time! Francis Ransley from Tasmania spoke on behalf of the entrants and thanked the Lions Group who had provided our lunches each day, endorsed by acclamation.

Those who had not seen the Kelly show went to a viewing after lunch. Some visited a nearby winery and then all headed back to Wangaratta, put cars onto trailers and awaited the dinner that night.

Murdock House in Wangaratta was the venue for the final dinner and presentations. Gordon Griffiths, President of the V.C.C.A. Victoria, and Federal President this year, had come up from Melbourne for the day and, after a speech by Barry Vinen, Gordon presented the awards.

BEST CAR	David Vinall	1904 De Dion Bouton
BEST MOTOR CYCLE	Noel Gavenlock	1912 BSA
DRIVING TESTS	Graeme Jarrett	1912 Little Midland
MOST PATIENT		
COMPETITOR	Jeff Wolfgang	1906 Darracq
RED FLAG AWARD	Kevin Cadzow	1902 Oldsmobile

The evening was drawing to a close and Barry Vinen, ably assisted by Don Reid, had organised a very successful Third 1 & 2 Cylinder Rally.

Even though the weather had not always been favourable, direction markers and flags were always out on our routes and all ran smoothly and informally. Well done.

Now we look forward to the Fourth 1 & 2 Cylinder Rally.

- SANDY ROBERTS

ENTRANTS

<u>REG. NO.</u>	<u>CAR</u>	<u>ENTRANT</u>	<u>STATE</u>
026	1913 Alldays & Onions	Betty & Neil Ferguson	VIC
057	1912 Little Midland	Graeme Jarrett	VIC
053	1903 De Dion Bouton	John Simmons	NSW
056	1914 Perry	Yolanda & Barry Vinen	VIC
141	1908 De Dion Bouton	Barry Johnston	VIC
101	1909 Delage	Geoffrey & Anna Simmons	NSW
080	1903 De Dion Bouton	Bill & Alan Maunsell	NSW
030	1908 Renault	Max & Sandy Roberts	NSW
013	1913 Renault	June & Maurie McKenzie	NSW
049	1911 Swift	Helen & Colin Drake	VIC
25	1909 Humber	Clova & Duncan Scott	SA
	1904 De Dion Bouton	John Wien-Smith	SA
	1903 Oldsmobile	David Martin	SA
4564	1914 Humber	Claire & Stuart MacDonald	SA
	1909 Sizaire Naudin	Pamela & David Lipsham	SA
16	1909 Renault	Diana & Donald Tamblyn	SA
068	1908 Renault	Bill Spraggon	NSW
VC1904	1904 Cadillac	Elayne & Francis Ransley	TAS
089	1904 De Dion Bouton	Olive & Ben Scudds	VIC

<u>REG. NO.</u>	<u>CAR</u>	<u>ENTRANT</u>	<u>STATE</u>
005	1903 De Dion Bouton	Don & Alex Reid	VIC
VC0367	1906 Swift	Robert Smith	TAS
	1903 Carlton	Beryl & Eric Rainsford	SA
088	1904 Ford	Moira & Jim Eisenhauer	NSW
	1906 Jackson	Graham Knott	SA
	1906 Reo	Don & Colleen Liddle	NSW
070	1912 BSA M/C	Noel Gavenlock	NSW
068	1912 Kerry Abigdon M/C	Adrian Schuck	NSW
006	1906 Cadillac	Beth & George Cowie	NSW
034	1912 Renault	Kori & Ken Rhodes	VIC
H634	1914 Humberette	F.D. Jones	SA
077	1905 Reo	Marge & Stan Rumble	NSW
154	1904 De Dion Bouton	Mavis & Ron Hobbs	VIC
	1911 Valveless	M. Price	SA
231	1910 Brush	Bob Lamond	NSW
	1904 De Dion Bouton	David Vinall	SA
130	1914 Humberette	Lois & John White	VIC
168	1906 Darracq	Jeff Wolfgang	NSW
	1902 Oldsmobile	Kevin Cadzow	VIC
MONDAY ONLY	1906 Holsman	Colin Daniels	
TUESDAY/ THURSDAY	1909 Renault	Geoff Swift	
WEDNESDAY	I.H.C. Buggy	Doug Clarkson	

LADIES DAY TOURSUNDAY, SEPTEMBER 28, 1986

We awoke to a cloudy overcast morning. Steven had cleaned the T Ford the day before (we take turns with the cars) but as the sky became increasingly blacker, we made a change of plans and decided to take the Benz - it's much more waterproof.

As we approached the start we could see 9 or 10 cars assembled (what a good roll-up we thought) but as we neared them realised that they were Vintage, from the Vintage Vehicle Club.

On the other side of the park we found Jan and Roley (Ah! This was more like it.) We parked the Benz (the only Veteran car at this stage) and strolled over to the Vintage Vehicle people. They made us most welcome with cups of tea and fresh damper. They were going on a run to Church Point and invited us to come along. With the lack of vehicles from our club the offer was very tempting. In the meantime, Veteran stalwarts Reg and Olive Jones had arrived, plus Len and Hilda Sheen and Ron and Edna Cox in moderns.

By this time the heavens had opened up and it was bucketing down. Ron and Edna decided to call it quits and went home, so that left 5 cars - 2 Veterans and 2 Moderns - plus Jim and Dorothy Wilson in their Vintage car. Jan and Roley also had a couple of passengers, Max Vormister and his wife.

We motored off and had a trouble-free run through to Prospect Dam. We ate our lunch and Jim got our brains working with a quiz for the ladies: how many three-lettered male names could we think of?

The weather and the attendance must have been a disappointment to Jim Wilson, who not only set out the route, but donated the prizes.

The first prize was a Sunbeam Selectronic Spray and Shot of Steam Iron, which I won, and second prize was a lovely flower arrangement in a basket, made by Dorothy and won by Jan Coulcher.

We enjoyed the day, even if it was a bit damp.

*Thank you, Jim and Dorothy.*

- SUE WARDS



## CAMP OUT

January  
Long weekend



Venue - Bundeela Picnic Grounds,  
Kangaroo Valley  
(No more than 2 hours drive from Sydney)

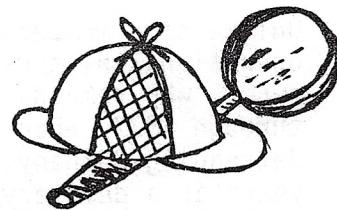
All welcome for a relaxed weekend.

Enquiries - Ring Roley Coulcher

(02) 546 4791

DATING & INVESTIGATION

The Dating Certificate issued for the following veteran vehicle was announced at the October 1986 meeting:



1903 OLDSMOBILE, Model 'F', 1 cylinder, 5 hp, Engine No. 15845.

Owner: Keith Wherry, Hunters Hill. N.S.W.

The Curved Dash Oldsmobile had it's heyday at the beginning of the century when, in 1901, RANSOM ELI OLDS first presented his tiller-steered Runabout to an inquisitive public. In veteran circles it still attracts much attention, but will probably always be best remembered in that classic musical, "My Merry Oldsmobile".

From a production total of some 43,000 chassis, the Oldsmobile (the world's first mass-production automobile) some bodied in designs other than the famous "Curved Dash Runabouts", e.g. the Straight Dash Runabout, Touring Runabout, Light Touring Car and Inspection Car, the OLDS MOTOR WORKS of Lansing and Detroit, Michigan, U.S.A., had their own sales slogans for this popular machine: "YOU SEE THEM WHEREVER YOU GO - THEY GO WHEREVER YOU SEE THEM", and "CARRIAGES WITHOUT HORSES SHALL GO", also some practical tips (extracts from the original handbook), viz:

- a. "Don't do anything to your motor without good reason, or knowing what you are doing."
- b. "Don't imagine that your motor runs well on equal parts of water and gasoline. It's a mistake."
- c. "Don't make improvements without writing to the factory."
- d. "Don't drive your Oldsmobile a hundred miles the first day. You wouldn't drive a green horse 10 miles till you were acquainted with him. Do you know more about a gasoline motor than you do about a horse?"

Unlike some members' vehicles, this car has a long operational history, traceable (not from it's original owner, who remains unknown) but at least from 1910, through 1937, when owned by the Oxford Street, Tyre Retreading Company, Paddington, N.S.W., and used for six years as a delivery vehicle for their tyres and as a general purpose runabout, before being relegated to the rear of their premises and virtually covered by a pile of old tyres and tubes.

Discovered in 1937 by Mr. W.H. Lober, the car was purchased for the sum of Fifty pounds (\$100) and until acquired recently, in 1986 by member Keith Wherry, it had remained in the possession of the Lober family.

W.H. Lober and Company, as Oldsmobile, Cadillac and La Salle distributors, used the car (then painted a bright pillar box red) as an advertising medium and for a period of two years Mr. Dave Venters drove the car each day from their McElhone Street, Woolloomooloo premises, and William Street showrooms, to and from the G.P.O., to pick up and distribute the company mail.

In 1938 it was driven to Melbourne for the Melbourne Cup by Mr. Keith Lober and Mr. Dave Venters in an advertising stunt on behalf of General Motors Ltd., when "CATALOGUE" won the Cup, but the day following it's return to Sydney suffered a broken crankshaft.

Retired during W.W.2, in 1946 Mr. W.H. Lober passed the vehicle over to his son 'Keith', after his service discharge, who then reconditioned and repainted it to it's original manufactured colours.

From then on it was a starter in the V.S.C.C.A. Sydney-to-Brighton Runs and in these post-war years in the Lober stable, became a common sight each Christmas, carrying Santa Claus and his swag around the streets of Sydney, while from the inception of the V.C.C.A. Blue Mountains Rallies it could be seen and heard climbing Boddington and other lesser hills with it's almost reluctant "chuff, chuff", but nevertheless making it over the top.

It's leisurely engine beat and gait on the flat is matched only by R.E. Olds' other marque, "the one-cylinder REO", which he designed and marketed after his departure from the Olds Motor Works.

Later, the Oldsmobile had it's second run, Sydney to Melbourne, after a lapse of 32 years, when Keith Lober took the tiller and drove it on the Captain Cook Bi-Centenary International Rally of April 1970. For Keith and his family it was a regular entrant in many V.C.C.A. (N.S.W.) events.

Now in the hands of yet another member owner, bearing the same Christian name, Keith Wherry has re-restored the car for possibly it's greatest contest with nostalgia, the London-Brighton Run of 1986, when with the largest contingent of Australian veterans yet to participate, will commence from Serpentine Road, Hyde Park, London, on November 2nd next.

For those interested in Oldsmobile technology, the Model 'R' Curved Dash Runabout is distinguishable from its later series, the Model '6C' in that its braking system consists of one transmission and one, internal, single-drum differential brake, while the latter retains the transmission brake, but has outboard or rear-hub brakes.

Bore and Stroke dimensions of the Model 'R' are  $4\frac{1}{2}$ " x 6", developing 5 hp, while from 5" x 6" the Model '6C' is rated at 7 hp.

- GEORGE A. ROBERTS  
Research Historian

## Letter to the Editor

Dear Jim,

*At this month's meeting of the Newcastle Branch VCCA, a discussion took place regarding your request for a steady flow of items from members, for publication in SPIT AND POLISH.*

*Arising from this discussion was a suggestion that information regarding veteran vehicles and bits and pieces for sale, for exchange or wanted by members in all states, would greatly assist the cause of veteran car members restoration if this information could be published on an exchange basis, in the monthly newsletters of all states.*

*We are therefore asking whether you could liaise with the Newsletter Editors of the other six states to establish whether they would agree, for the mutual benefit of all members, to swap these advertisements for sale and wanted articles of veteran car property each month so they can be included in our monthly newsletter.*

*Our SPIT AND POLISH (as well as the newsletters of the other six states) would become much more informative and of course valuable publications and help to promote the cause of restoration and preservation of veteran vehicles throughout Australia.*

*Yours sincerely,*

GEORGE ADAMS

*Editor's reply:*

*Dear George,*

It has been Editorial policy in the past to reprint from interstate and country magazines those ads. (as space allows) which are marked "ALL STATES" and which refer to veteran parts or cars.

*This policy is still current. You will note that all ads. in the September issue were from interstate.*

- JIM MOULE

## FOR SALE & WANTED

W A N T E D : Help in locating Veteran Model 'F'

### Ford Tourer.

### Other makes considered.

**CONTACT:**

P. ROLFE

(02) 602.6699 (Bus. hours)

73 Fern Avenue, Campbelltown. 2560

FOR SALE : 1910 RENAULT AX

2-Cylinder Roadster

Complete Club Reg.

Price negotiable.

- RON COX (02) 642.2885

FOR SWAP - ALL STATES :

Swap a set of 21" Hayes wire

wheels for a set of 30" x 3½"

Hayes or similar.

- TED CLIFTON

21 Merriman Crescent,

MACARTHUR. A.C.T.

(062) 91.6650

"COPY" FOR SPIT AND POLISH REQUIRED BY FIRST  
THURSDAY OF MONTH. ALL CORRESPONDENCE TO:

134 Queens Road

FIVE DOCK N.S.W. 2046

