

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

SPIT AND POLISH

June 1978. Vol. XIX. No. 12.

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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 (N.S.W.)

Volume XIX No. 12

June 1978.

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Other Veteran Car Clubs have permission to copy.

The 24th Annual General Meeting of the Veteran Car Club of Australia (N.S.W.) will be held on THURSDAY, 22ND JUNE, 1978 at the Veteran Car Club Hall, 134 Queens Road, Five Dock, commencing at 9.00 p.m. All members are requested to attend to elect the Management Committee for the year 1978/1979.

PLEASE NOTE THE DATE AS THERE ARE FIVE THURSDAYS IN JUNE THIS YEAR.

The Monthly Meeting of the Veteran Car Club (N.S.W.) will be held prior to the Annual General Meeting commencing at 8.00 p.m. SHARP.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



OPINION

Many members were no doubt startlingly reminded that time does indeed fly when the postbox disgorged notice of the impending Annual General Meeting and the very businesslike notice regarding Annual Subscriptions which are now about due.

Yes, it is that time again to consider election of officers who will continue to strengthen this Club and it would be editorially remiss not to exhort you to think about the matter and attend the meeting to record your vote.

Because of other commitments, I shall not be nominating for Committee this year and trust that the magazine affairs are being handed on in sound condition just as they were received by me two years ago.

Production of SPIT AND POLISH has entailed not only the editor's work. The magazine has been pushed on its way by the many willing and cajoled contributors as well as other helpers. At the risk of omission, I would like to name Len Sheen, Jim Simpson, Fred Rossiter, Warren Irish and Gwen Dunn and her family for their help and to thank them and all others, not mentioned by name, for their valuable individual efforts.

A constructive comment for the deliberations of the incoming executive seems in order. Observations over two years on Committee and discussion with members indicate that considerable untapped talent (e.g. for organising clubroom maintenance) exist in the membership - people who could be readily co-opted to work on specific tasks but whom are not prepared to attend Committee Meetings which have the reputation of being protracted sittings.

I deem it a privilege to have served under such an able and dedicated President as Len Sheen and thank all for your appreciation of SPIT AND POLISH and for your forbearance when it did not come up to standard.

Max Chapman.

* * * * *

MINUTES OF THE MONTHLY GENERAL MEETING OF THE VCCA (NSW) HELD ON THURSDAY, 25TH MAY, 1978 AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK.

PRESENT: 78 members and 17 visitors.
The meeting was declared open by the Chairman (L. Sheen) at 8.15 p.m. and a welcome to all visitors and to those present from New Zealand was extended.

APOLOGIES: B. East, J. Dance, D. Tunbridge, G. Green, L. Baxter, J. King.
The passing of Valda Heath and G. McLennan was reported with regret and condolences were extended to both families and one minute's silence in respect was held.

MINUTES: The Minutes of the Monthly General Meeting of 23rd March, 1978 were read and moved B. Thew and seconded J. Gorton. CARRIED.

MATTERS
ARISING:

Nil.

TREASURER'S
REPORT: The Treasurer's Report was read and accepted and moved B. Petersen, seconded B. McCarthy. CARRIED.

CORRESPOND-
ENCE: L. Kathage 22.5.78
B. Churchill
Jeff Wolfgang 12.5.78
Green's Motorcade Museum Park Pty. Ltd.
P. Holroyd 23.5.78

Moved R. Jones, seconded J. Wards.

MATTERS
ARISING:

Nil.

INVESTIG-
ATION AND
DATING:

G. Roberts reports inspecting A. Maunsell's Itala.

Dating certificates presented to:

P. Wards	1916 Hupmobile
K. Harding	1918 Buick
B. McCarthy	1916 Dodge
F. Rossiter	1915 Calthorpe

NEW
MEMBERS:

Full Membership:

Alan K. Maunsell,
18 Burton Avenue,
CHESTER HILL: 2162 1911 Itala Roadster

Associate Membership:

Fay Mountford, 1 Lavender Street, BEXLEY. 2207
Moved G. King, seconded M. Roberts.

Minutes 25/5/78 (Cont'd.)

EVENTS: His and Hers Day organised by J. and D. Wilson, 4/6/78 cancelled - postponed to 25/6/78 to Model Park.
Festival of Sydney request cars.
Silver Anniversary Tour.

MAGAZINE: M. Chapman advises nothing to report. Discussed proposed plan for a tour from 28/8/78 to 1/9/78.

SOCIAL Saturday 27/5/78 Presentation Night, 7.00 p.m.

CO-ORDINATOR:

PERMITS TO Application from J. Corby.
MOVE:

REGISTRAR: Nothing to report.

CLUB ROOMS: G. Roberts suggests a working bee to repaint exterior to building.

LIBRARIAN: Nothing to report.

CVVTMC: Nothing to report.

INTER- M. Roberts presented report on Rally.

NATIONAL

RALLY:

PUBLIC D. Berthon advises request from Sydney Motor Show for a vehicle
RELATIONS: for publicity for opening.

PHOTO- J. Thorpe reports photographing cars on International Rally.
GRAPHER:

INSURANCE: Nothing to report.

GENERAL G. Roberts advises L. Masser offering for sale 1911 Hupmobile.

BUSINESS: A. Foy reported on reciprocal recognition in relation to permits to move.

Question of whether L. Sheen to continue his efforts to obtain a State Government Grant for Club was put to the meeting and confirmed that he should continue.

Raffle won by P. Buckingham.

As there was no further business the meeting closed at 10.50 p.m.



Bob Newman was in vocal form at the last meeting. To Jim Simpson who had discussed some matter of the Club and the Law: "Trouble can easily be had with in-laws, never mind the Law."

Arthur Garthon had the last word on Bob's chirruping. The Rover lover had seen Bob emerge from a vitamin pill shop on the Gold Coast.

#####

From the International Rally. (Sorry but this one wasn't told me in time for the main story printed last month.) A little boy: "Why is that man trying to burn his car?" The car was the flamboyant Likey Ikey Serpollet and if you've seen it steamed up you'll appreciate the boy's words.

#####

What has Don Steer been doing all these years prior to arrival home at about 11.30 a.m. worn out (allegedly from working on the milk run)? He told the meeting that in retirement he's disconcerted to discover that it's daylight at 8.30 a.m.

#####

Have heard unofficially that Len Masser is considering selling his beaut. little Hupmobile.

#####

VALE GEOFF MC LENNAN

Regretfully we record the untimely death in Western Australia of Newcastle member, Geoff, husband of Sue who is George and Beatrice Adams' daughter. To all of the family we extend our heartfelt sympathy.

PRESENTATION NIGHT REPORT

The Presentation Night at Drummoyne Bowling Club, organised by Social Director David Berthon and good wife Diana, was attended by over 90 people, including some 10 couples from the Vintage Motor Cycle Club.

This year was the inaugural presentation of the VCCA of NSW Trophy for the winner of the motor cycle section of the Annual Blue Mountains Tour. The recipients of trophies are as listed below and I thank those who attended.

Elsewhere in the magazine is a point score sheet showing how all competitors fared in the Tour. All entrants attending received their Competitor's Plaque.

BARRY THEW,
Events Chairman.

Trophies

Navigator's Trophy
Outright Len Masser Trophy
Runner-up W.T. Coggins Trophy
1 cyl. W. Sandy Holmes "
2 cyl. Frank Klien "
4 cyl. G.W. Green "
6 cyl. Broadway Motors "
8 cyl. VCCA of NSW "
Len Sheen Junior Concourse Trophy
VCCA of NSW Senior Concourse "
Rose-Bray Shield - Concourse D'etat
Alan Rose-Bray Hard Luck Trophy
VCCA of NSW Motor Cycle "

Sue Wards
Bob Newman
Nev. Preston
John Thomson
Bill Spraggon
Bob Newman
Bill East
Frank Nissen
Peter Wards
Bill McCarthy
Bill East
Bob Baxter
Bill Sewart

EVENTS REPORT

Firstly I would like to thank the members and families who attended the numerous events during the year and trust that they enjoyed their Veteran motoring, also thanks to those members who assisted in many and various ways to make the events go according to plans, a special thanks to John Gorton and Barry Garth for their close assistance and to David Berthon for raising the additional funds when required to make the events easier on the Club's funds.

BARRY THEW,
Events Chairman.

NO.	ENTRANT	CAR/BIKE	TOTAL PTS. LOST	PLACE
1	J. Thomson	De Dion	446	28
2	W. Spraggon	Renault	104	21
5	K. Carden	C.Bayard	133	24
6	P. Wards	Hupmobile	327	27
7	J. Cooper	Wolseley	27	4
8	D. Pearce	Benz		
9	C. Sultana	Vulcan	70	12
10	N. Martin	Ford 'T'	82	16
11	R. Coulcher	Star	80	14
12	J. Heath	Ford 'T'	81	15
14	J. Godfrey	Ford 'T'	28	6
15	F. Rossiter	Studebaker	86	17
16	L. Sheen	Humber	92	18
17	J. Wards	Ford 'T'	158	25
18	J. Dance	Talbot	119	22
20	R. Hobson	Ford 'T'	309	26
22	M. Chapman	Wolseley	79	13
23	M. Johns	Sunbeam	845	29
24	W. McCarthy	Vinot/D.	92	18
26	G. King	Talbot	25	3
27	E. Lang	Ford 'T'	1985	34
28	J. Kay	A.Daimler	973	33
29	J. Pickup	Studebaker		
30	K. Quarmby	Hupmobile		
31	R. Baxter	Calthorpe		
32	B. Pearce	Ford 'T'	42	8
34	W. East	Studebaker	27	4
36	B. Bronk	Overland		
38	K. Moss	Cadillac	52	9
39	N. Preston	Talbot	23	2
40	R. Newman	Talbot	20	1
41	R. Jones	C.Bayard	62	11
43	F. Nissen	Cadillac	52	9
44	V. Jacobs	Ford		
45	D. Liddle	New Hudson	125	23
46	W. Sewart	H.Davidson	32	7
47	G. Biesman	A.J.S.	973	30
48	C. Weiss	N.S.U.	96	20
49	N. Lewry	Rover	973	31
50	A. Pendlebury	Yale	973	32

SILVER ANNIVERSARY TOUR

At the moment negotiations are being finalised with a major sponsor and we should be in a position to advise the members more fully in July issue of this magazine. The entry form will be available at the June club meeting.

The Steering Committee, consisting of Ben Bronk, David Berthon and myself, have made contact with some members with the view to their becoming involved in the organisation of this rally. The following is a list showing members who have accepted a task. Should a member wish to become involved, please contact a member of the Committee.

David Berthon	Public Relations and Promotion
Ben Bronk	Treasurer and Display Organiser
Frank Nissen	Accommodation Officer
Peter Nissen	" "
George Green	Clerk of the Course
George Sevenoaks	Official Starter
Peter Simm	Chief Concourse Judge
Fred Rossiter	Concourse Judge
John Wards	" "
Peter Buckingham	Baggage Controller

As well as this list, some country members have been contacted to organise items associated with the rally in country centres.

Thank you,

BARRY THEW,
Rally Chairman.

DOVER HEIGHTS FLYING PHENOMENA

A.M. FRIDAY, JUNE 2, 1978

The birds, the bees, the butterflies, the beetles and even the bats don't have their natural habitat to themselves these days, having long since been outclassed by aircraft, spacecraft, satellites, and even flying saucers, all of which have their own strange phenomena, but flying sheds that go bump in the night must surely form another category in the advancement of the science of identifiable flying objects.

When one is awakened around 0400 hours by strange noises over and above the height of the storm with wind gusts up to 176 km, and on investigation under floodlight can see a shed, later found to measure 12' x 10' heading towards one's back garden at an altitude of say 40 feet, sorry, 12.2 metres, one wonders if its elevator (door) is set for a flight path over the house or if the unseen hand will push the stick forward and the said shed will

Dover Heights Flying Phenomena (Cont'd.)

make a rapid descent and beam in through the back windows.

It so happened, fortunately, that touchdown occurred near the rotary clothes-line which in itself had taken up gyrocopter tendencies, thus the collision course set between shed and clothes-line had on impact caused the former to veer to port, thereby missing the house.

Disintegration that followed caused property damage and an amount of debris strewn along the final glide path, but it was the shed contents that consumed the clean-up manhours, a collection of tins of paint, glass jars containing the handyman's nails, screws, bolts and nuts, etc. etc., distributed throughout the lawn and not forgetting a length of hose, a garden spade and those spare roofing tiles saved as replacements to follow the rainy day.

So much for the power of the elements and the flying characteristics of the modern aluminium garden tool shed.

GEO. A. ROBERTS

P.S. I returned the shed in package form to its lawful owner, two properties away. Unfortunately reassembly will be difficult, but then its dimensions were inadequate to house even the smallest example of our hobby. G.A.R.

LETTERS TO THE EDITOR

"Dear Sir,

I am just writing to let you know how much our family and myself enjoyed the 1978 International Rally. The organisation was very good. Our motels were always waiting for us with a good standard of accommodation.

The baggage truck drivers were most helpful and always on time. The rest days during the trip were very good.

We will always remember the '78 International. Please thank the people who organised the rally for us. Mapping out all the different courses must have taken quite some time.

Thank you once again,

Yours Veteranly,

JEFF WOLFGANG.

(1913 Sunbeam (Green))."

Letters to the Editor (Cont'd.)

"To the Veteran Car Club of Australia, (Printed here because there is no Federal VCCA publication. Ed.)

I am writing this letter on behalf of my crew and as a competitor in the recent 1978 International Car Rally. I would like to thank the V.C.C. of Australia for the bond of \$300.00 that they put up on my car due to a recent mail strike. I would also like to thank the N.R.M.A. for their super backing-up service on the Rally and the clearance of vehicles on both arrival and departure from Sydney.

My 1926 Chevrolet went very well and we all enjoyed ourselves. My thanks also to the R.S.L. Clubs who provided such good meals and entertainment.

My thanks also to Jim and Dot Wilson of Sydney who gave us accommodation; this was most kind of them.

Hope to see you at Rotorua in 1980 for our New Zealand Rally.

My thanks to you all,

KEVIN KANE,

Christchurch."

"Dear Max,

Our last rally was really International. Enclosed is a cutting out of the Hong Kong Daily Times printed in Hong Kong regarding the rally.

VICTOR JACOBS."

The article, headed "NZ drivers take narrow lead in veterans' rally" by Mike Kable was evidently taken from a local daily, word for word and reported on progress scores as at Coffs Harbour which is now stale news.

Interestingly, the original refers to "veteran's rally" and refers in a footnote to a feature article "It's a Vintage Year - Page 6" as does the Hong Kong article so possibly there was syndication (and correct English) in H.K.

Editor.

* * * * *

AUTOMOBILES BY MAIL ORDER

It would seem to be a natural thing to want to know a motor car pretty well before ordering one "sight unseen". It sounds incredible to dispense with showrooms and demonstrations. But it has been done - in America, of course!

Sears, Roebuck, a huge well-known American Mail Order company, in 1900 were selling the Sears, a lightly built high-wheeler of 1111 lbs. weight. The vehicles were made for five years by a firm now unknown, and in 1906 Sears Roebuck took on manufacturing for themselves. Modern works in Chicago were soon set up, run on an avowed policy of producing a simple and reliable vehicle for a wide market, and at a reasonable price. They made nine models, all on the same chassis, six having a wheelbase of six feet, and three with a 7 ft. 3 ins. wheelbase.

The engine was a horizontally opposed twin of 104.77 mm x 101.6 mm. with a capacity of 1.73 litres. It could almost be taken for granted that they were air cooled as, being highwheelers (and mail order) their appeal was directed at the fellows in the backwoods, where a dried-out or damaged radiator could mean a long walk home. Each cylinder had a belt-driven four blade fan to itself, using a common belt. The final appearance was very like the Leon Bollee or AC.

The cylinder heads were unusual to the extent that they were of the F type, in which the automatic intake valves were overhead, while the exhaust valves were at the side. This arrangement sounds simple enough till it is pointed out that the heads were detachable, but did not carry the inlet valves! Can you still picture it?

A Schebler carburettor was fitted, and a non-vibrating high tension coil with six dry cells provided the spark.

Lubrication had an odd kink to it. It was described as a "force feed oiler", though it merely sent oil to the crankcase and dripped it onto the crankshaft and big end bearings. And to add to this unconventionality, it is surprising to learn that oil was forced to the exhaust cam case and cylinder of the near side block, while the commensurate lubrication of the off side block was attended to by splash.

Power was transmitted via a friction drive with the driven pulley faced with fibre. This driven pulley was actuated by a large and heavy flywheel.

The drive can be said to have incorporated a 'fail save' provision, in that it was necessary to maintain pressure on the actuating pedal in order to hold the driven pulley against the flywheel. Gearing was under the control of a lever by which the

Automobiles by Mail Order (Cont'd.)

driven pulley was moved along a countershaft. And here we find another 'fail safe' precaution, in that for reversing, it was possible to move the driven pulley only slightly off centre. This meant that it was impossible to drive the vehicle at the same maximum speed in reverse as it was forward, a fairly necessary precaution when steering with the then rear wheels.

A differential type of action was devised in place of the conventional differential gear. This was achieved by having a friction brake type of transmission attached to each end of the driven pulley countershaft. These permitted a steady flow of power on a straight run either forward or reverse, but when the vehicle was negotiating a curve, the outer road wheel, which moves faster than the inner one, was permitted to coast.

Incidentally, there was a chain drive from the countershaft to each rear wheel.

There was a locking foot brake. The pedal was fitted with a ratchet, which could be released by foot.

Full elliptic springs were fitted all round, each one 36" in length.

Steering was by tiller, actuated by the right hand, on the near side of the vehicle. The tiller post carried throttle and spark controls.

In those far-off days the average mail order catalogue generally ended its life (but not its sales potential), hung by a loop of string on a rusty nail behind the door of the dropout repository. Sets one to wondering was that exclusive area at all conducive to the purchase of a high wheeler. At least the 'high' part would be pretty right.

* * * * *

BACK ONE DECADE

From SPIT AND POLISH June 1968.

Gerry Stelling became an Associate Member and Brian Lewis was admitted to full member with his Darracq.

David Berthon was reported to be rushing the washing up so that he and Di could work together on the SCAT in preparation for the 1970 International Rally. The Wards boys were "dated" by an announcement in Hilda's Social Column.

Bob Baxter wrote a very thoughtful letter on the possibility of uniting veteran and vintage interests.

Newcastle "Spokes in the Wheel" reported a dearth of members at their Annual Branch Meeting for elections.

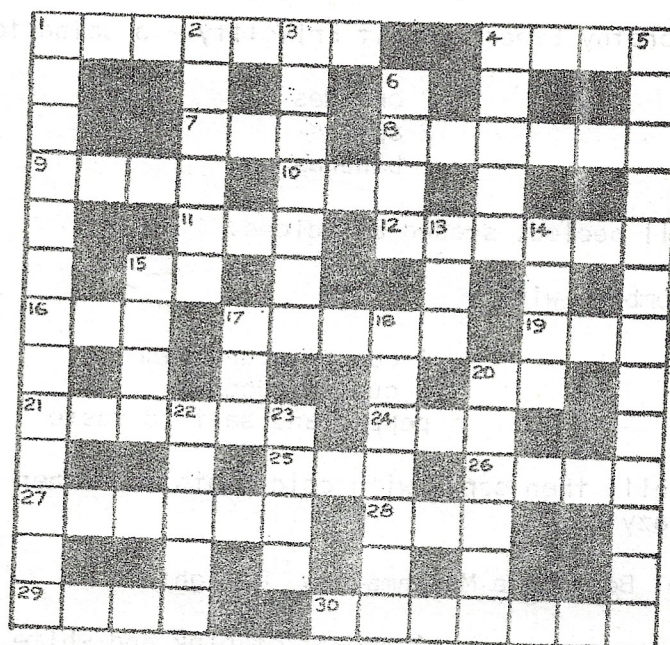
ACROSS

- 1 French car made of a cam rail. (7)
- 4 Little Alfred gets a car from Italy. (4)
- 7 Horse type is a stupid person. (3)
- 8 Why in testaments this American car belongs to little William? (6)
- 9 Italian car seen when Octavia loses American spy group. (4)
- 10 Mohammedan commander again loses in a German car. (3)
- 11 Shelter back a snake-like swimmer. (3)
- 12 Dark beer luggage carrier for an American car. (6)
- 15 English car is a little steamship. (2)
- 16 Duck gets 49 lubricant. (3)
- 17 Hair arrangers have 1,000 in the oorn centres. (5)
- 18 Not well. (3)
- 20 Tick high pressure English car. (2)
- 21 This required to change the length of a dress when me altered. (3,3)
- 24 Antelope sounds unfamiliar. (3)
- 25 Latin eggs used in pavlova. (3)
- 26 English car is a legume. (4)
- 27 Extreme fear could be a Ford mistake. (6)
- 28 Twitch found in attic. (3)
- 29 American car found in bananas has sounds like it might grind teeth. (4)
- 30 Limp sex must be Rev. W.A. Spooner's American car. (7)

DOWN

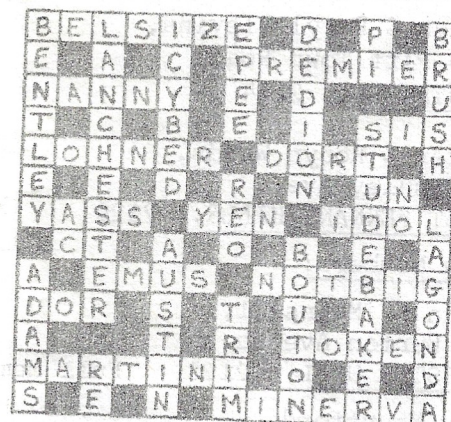
- 1 Scottish car made from a horn Ron jolts. (5,8)
- 2 Foliage departs. (6)
- 3 No salad tossed into an Italian car. (7)
- 4 A 550 gets the Queen to make a German car. (5)

CROSSWORD No. 7



- 5 Axial sun stair makes local car. (10,3)
- 6 Exchange when cat's feet climb. (4)
- 13 Short operations. (3)
- 14 Stumble over a journey. (4)
- 15 Not quick bearing not high. (4)
- 17 Snooker stick is acting signal. (3)
- 18 Tug a bit around a French car. (7)
- 20 Wheel cover. (6)
- 22 His Royal Highness mixed up with small company making a German car. (5)
- 23 Duck removed from rooms rearranged for a French car. (4)

SOLUTION No. 6.



x x x x x x x x x

F O R T H E C O O K S

Dorothy Steer's Fruit Frivolity - a salad to be eaten with cold meats.

2 oranges
2 apples
2 bananas

all peeled, seeded and diced.

Combine with -

1 cup of sour cream
½ cup of coconut
pepper and salt to taste

Chill then serve with cold meats and other favourite salads on a hot and lazy day.

DI Berthon's Marshmallow Delight

1 packet of pink and white marshmallows
1 tin of pineapple pieces
1 carton of sour cream
Nip of brandy

Method: Cut marshmallows into quarters, soak in brandy, add drained pineapple pieces. Stir in sour cream, mix well and top with cream.

#####

ROSTER ADDITIONS AND ALTERATIONS

Change of Address:

Allan & Beryl Blevins,
156 Pitt Town Road,
KENTHURST. 2154

Peter & Robyn Wards,
27 Ashley Ave.,
WEST PENNANT HILLS. 2120

New Members:

Alan K. Maunsell,
18 Burton Avenue,
CHESTER HILL. 2162 Full Member 684

Fay Mountford,
1 Lavender Street,
BEXLEY. 2207 Associate 685

SUPPLEMENT TO SPIT AND POLISH - JUNE 1978

C O M I N G E V E N T S

SUNDAY 25TH JUNE, 1978

Tour to Model Park, Luddenham
Meet: Beaurepaire Tyre Service,
Pitt Street, Merrylands
For tea and bickies at 9.30 a.m.

Leave 10.30 a.m.

Organised by Neil and Lyn Martin

SUNDAY 23RD JULY, 1978

Tour organised by George King and Bob Baxter
Final details at later date.

SUNDAY 10TH SEPTEMBER, 1978

C.V.V.T.M.C. Warwick Farm

S O C I A L

CHINESE BANQUET

SATURDAY 1ST JULY

Tai Yuen Palace Restaurant, Sussex Street, Sydney
(Canopy over entrance)

Free parking under building.

Drinks from 7 p.m. in Bar (Ground Floor)

Dinner from 8 p.m. in V.I.P. Room (First Floor)

10 courses banquet

Dancing, Floor Show till 12.30 a.m.

\$20.00 double (wine extra)

Please advise Di Berthon on 639.0603 -

No later than Thursday, 29th June.

SPACE FOR 60 PEOPLE SO PLEASE BE EARLY

SUPPLEMENT TO SPIT AND POLISH - JUNE 1978

This is the form which was used for judging on the 1978 International Rally.

VETERAN CAR CLUB OF AUSTRALIA - 1978 AUSTRALIAN INTERNATIONAL VETERAN & VINTAGE

MOTOR RALLY

GROUP

RALLY NO.

COMBINED CONCOURSE

SECTION

	<u>FINAL ELIMINATION FORM</u>	<u>APPEARANCE</u>				<u>AUTHENTICITY</u>			
		<u>Exc</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Auth</u>	<u>Semi</u>	<u>or</u>	<u>Non</u>
1	Paint - Colour Linework	0	2	5	7	0	2	5	7
2	Body - Mudguards Valances - Running Board	0	2	5	7	0	2	5	7
3	Hood - Sidecurtains (Tourers) Roof - Windows (Sedans)	0	2	5	7	0	2	5	7
4	Upholstery Floor Coverings	0	2	5	7	0	2	5	7
5	Dash - Instruments Interior Fittings	0	2	5	7	0	2	5	7
6	Lamps - Horn Plating	0	2	5	7	0	2	5	7
7	Wheels - Rims Paint	0	2	5	7	0	2	5	7
8	Accessories	0	2	5	7	0	2	5	7
9	Engine	0	2	5	7	0	2	5	7
10	Fuel System - Pump Vac. Tank - Carb-Muff	0	2	5	7	0	2	5	7
11	Electrical Ignition - Wiring	0	2	4	6	0	2	4	6
12	Radiator - Fan - Pump Hoses - Fanbelt	0	2	4	6	0	2	4	6
13	Chassis - Springs Shock Absorbers	0	2	4	6	0	2	4	6
14	Transmission Brakes	0	2	4	6	0	2	4	6
15	Front Axle Steering	0	2	4	6	0	2	4	6

DEDUCT

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

WANTED

The following back copies of SPIT AND POLISH:

1964 - June
1964 - July
1964 - November
1964 - December
1965 - July
1967 - November

- MAX CHAPMAN, 94.6402

FOR SALE

Klaxon Horns (new)

Distributors are - Walter Wadey and Co. Pty. Ltd.,
6-10 Little Regent Street,
Sydney. 2000 211.3817

(Information from an advertisement which appeared in The
Electrical Engineer, January 1978.)

WANTED

Advertisers who print their copy. If your ad. did not
appear it was because interpretation was too difficult.

WANTED

Cadillac 10 hp 1 cyl. 1903-1908.
Oldsmobile curved dash model or 2 cyl. later model.
Renault.
Panhard et Levassor 2 cyl. model.

- LAWRENCE KATHAGE,
49 Lilly Street,
Sherwood. 4075 Q'land.

FOR SALE

Some parts for the following:

1930 Austin 7
Vauxhall Wyvern
1953 FJ Holden
Ford Anglia
Wolseley
Motor Cycles including 1907 FN etc.

- J.E. DANIEL,
15 Cutler Avenue,
St. Marys. 2760

ADVERTISEMENTS (CONT'D.)

WANTED

Names of winners of past CONCOURSE D'ELEGANCE TROPHY
for compiling of Trophy Roster.

- BARRY THEW,
638.1155

FOR SALE

1922 Austin. Restoration just completed.

- LIONEL ERRATT,
27 Henry Street,
Gunnedah. 2380

WANTED

Names of car owners whose veteran cars were "found"
in the Orange, Dubbo or Mudgee areas.

- BARRY THEW,
638.1155

FOR SALE

1911 Berliet \$12,500.00. Will take vintage car in part
payment.

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