



# Spit and Polish

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

Hon. Editor and Editorial Address—

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## EDITORIAL

Members' attention is drawn to the Meeting Notice. You are also reminded to return immediately the nomination form, should you desire to do so. In this month's issue, the National Tour has taken up a considerable amount of room and this will necessitate some restriction in other items.

I wish to thank all members who have co-operated with me in this last year.

- GEOFFREY LEHMANN

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## MEETING NOTICE

The Annual General Meeting will be held in the Amenities Room, H.C. Sleigh Ltd., 190 Clarence Street, Sydney, on THURSDAY, 24TH JUNE, commencing at 8 p.m. The main business of the evening will be the Election of Officers for the ensuing year, together with the President's Annual Report.

You are requested to make every endeavour to be present.

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From Overseas:

Sun & Sand Motel,  
Santa Rosa,  
Route 66.  
19th May, 1965.

"Dear Geoff.

Well Geoff., here I am, sorry I have not had time to write more often.

But here is what we have been up to since the last letter. We have driven just on a 1,000 miles - we drove to Phoenix via Palm Springs, across the desert, it was 107 degrees so we used our share of water. We did the 390 miles to Phoenix in a day and a half quite O.K. On arrival in Phoenix we were met by Horseless Carriage Club, Cadillac La Salle Club, Ford Model A and Classic Car Club members with parcels of food and offers of modern Cadillacs to use.

This we did. We drove a 1953 9-Passenger Cad. to Grand Canyon and even had our accommodation paid for by the Classic Car Club - the hospitality is just fantastic and the Grand Canyon is truly a wonderful sight. We even dined with film stars Joseph Cotten and Pat Conway, which thrilled Mumma and the girls no end. We visited an Indian Village called Montezuma Castle, 650 years old and quite a sight.

We left Phoenix last Monday morning, and climbed 6,000 ft. in 4 hours in 2nd gear - what a climb; what a sight!

We ran over two rattle snakes crossing the desert and I remarked to Joan that if Vanstone has run over them at his 12 m.p.h. average, they would have climbed up the spoke of his wheel and hissed all over him.

I nearly stepped on a rattle snake, whilst looking behind a barn at what I thought might be a 1-cylinder Cad. engine, but turned out to be an old stationary engine.

We are getting terrific service from Texaco Service Stations.

I have not had to add oil to the differential yet; topped up the gear box twice.

Tell Allen Foy that two of the four batteries I had made have collapsed already. Dunlop make good tyres, but I can write a sermon on their batteries - I am really catching up on my profanity.

The last two days we have been crossing more desert, much higher and much cooler - only 80 degrees, then this afternoon we had strong head winds and rain and tonight here in Santa Rosa it is quite cold.

The trailer I am pulling is much too big and heavy and the girls have far too many clothes, which makes the Caddie a very busy car, but so far is running well, around 35 m.p.h., sometimes I hit 40, then I see George Green frowning at me, and I slow down.

Reg. Jones lent me his Boyce Motor Meter and it is the best thing on the car; it certainly has been a big help.

Well Geoff., I am off to bed now, a 1,000 mile of veteran motoring makes one really sleep. Give my regards to all the boys.

Kindest regards,

KEN."

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#### DATES TO REMEMBER -

June 27th. Economy Tour to Simpsons Jetty and Park, Bundeena, National Park. Those who wish to meet may do so at Sylvania Motel Parking area at 10 a.m., others proceed to Simpsons Jetty for your lunch (picnic). Economy Test starts at 1.30 p.m. - good prizes.

Some officials are needed to run this event - please ring Len Sheen if you are able to help.

#### ----- Cars attending Epping Primary School Fete, May 1st:

J. Dance	1908 Talbot
L. Leresche	1909 Renault
J. Pickup	1910 Overland
G. Daley	1908 F.N.

#### Invitation Two-lap Display at Warwick Farm, May 16th.

W. Spraggon	1908 Renault
J. Dance	1908 Talbot
J. Cooper	1909 Renault
J.R. Cooper	1913 Renault
R. Sheen	1912 Humber
G. Daley	1908 F.N.
J. Godfrey	1912 Ford
P. McKeown	1910 Rolls Royce
G. Green	Austro Daimler
W. East	1915 Studebaker
L. Sykes	1913 Humberette
R. Marshall	Rolls Royce

#### Events Committee -

Len Sheen  
Roy Farrell  
Ken Moss

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#### BACKLASH FROM THE ADELAIDE TOUR.

By an On-the-Spot Reporter.

The Adelaide Tour would be one of the longest Veteran Tours in the world and as the first National run it was an outstanding success and full marks must go to George Green for his organising, co-ordinating of other States, accommodation and other features - truly a job well done.

Heard from one of my spies that a well-known member who boasts he drives a high class English car was seen collecting T Model Ford accessories - seems like Jock McGowen has strong visions of elevating himself from the elegant English Cars to at last driving one of the best makes in the world!

Dick Heher had the companionship of a sweet young lass on the road from Mount Gambier to Keith in South Australia. To while away the time she did some knitting while the driver spoke at length about his favourite subject - Dick Heher - a burst of wind got the ball of wool, carried it in a slipstream around the car fair into Dick's gob - that's the way to shut 'em up!

Driving along to Harden in New South Wales, Vic Jacobs had a puncture. With no other Veteran cars behind he set about pulling the tyre and tube out with only the aid of his wife and daughter. Modern cars passed both ways at 60 m.p.h. tooting horns and waving greetings but no help for poor Vic. After struggling for 30 minutes in the hot afternoon sun he started the arduous job of pumping 60 lbs. of pressure into the tyre. After puffing, sweating and swearing for a further period, a V.W. pulled over in front and 2 strong healthy young Australians got out. Vic looked up and said to himself, "thank goodness, help at last", but as they drew nearer all he heard was, "Mister, would you mind standing near the car so we can take a picture!"

There's no doubt about Ron Craze - he's renowned for saying what he thinks. He went up to a well-known English woman driver who had brought her magnificent 1925 Bentley to Australia for the Tour and said: "How's the Pommy Bomb going?" Owing to censorship we cannot print the reply. However, at the night of the celebration dinner when members were exchanging autographs in friendly fashion, Crazy Craze asked her for her signature. Looking up, she said - "Oh, not you again!" --- Methinks Crazy has never read the book.

Couldn't help noticing the sad faces of Bob Newman and his wife as they farewelled the rest of the boys proceeding on from Albury. Unfortunately, owing to pressure of business Bob had to turn back and we certainly missed him and Alma on the rest of the tour.

Ian Beauzville celebrated his 21st birthday (with that flowing beard of his he looks a 121) whilst on the tour at Shepparton, Victoria. All the boys gave him a slap-up party with Autographed Key and all - for one who doesn't drink he had one hell of a hangover the next day!

Got a peep at Terry Cook's private log - it said:

Expenses for the tour - motels, meals etc.	£41. 15. Od.
Liquid refreshments	£139. 18. Od.

(Looks like it's cheaper for him to strap the bar at home in future.)

You may have heard innuendoes about the slight trouble the T Fords had on tour - Vic. Jacobs did a pinion, Malcolm Grant from Victoria a front bearing, and Reg Jamieson from Adelaide a crankshaft. Since heard on very good authority the T Ford drivers organised these mishaps at the start to show the rest of the drivers just how versatile, simple and easily fixed T Fords are and that you can't keep a good car down!

Jeff Vanstone and Bill Dudley battled through the long tour in their Metallurgique but evidently Jeff tired of Bill's company because at Geelong there were two bookings for him, one for Mr. and Mrs. Vanstone and one for Mr. Vanstone and friend. Didn't think Bill was a guy like that!

There's no doubt that when you let women at the wheel all hell is let loose - Alvie Marshall, wife of "Casanova" Ross drove some of the fastest sports cars through Victoria and South Australia and started darting in and out of the field at 65 m.p.h. Was it the thrill of speeding, or the fact that she just wanted to get a hell of a way from Ross!

When you're driving a Veteran Car on these tours, gee its good to pass those signs -

"End of 35 m.p.h. speed limit" - then you can really belt her along and let her out to 36 m.p.h.!

Returning from Adelaide, Melba Rowe decided to have a break from Alan's A Ford and hop in with Craze's B.S.A. (I wouldn't trust him with my wife, even if he had handcuffs on.)

On arriving at dusk in a pretty South Australian town Crazy pulled up outside the most modern-looking building in town, rushed in and said -

"I want a room for a friend please."

The sweet young lass said: "When's she expected?"

To which Ron replied - "Right now!"



"Then rush her in - the maternity ward is free now," said the nurse of the Berry Maternity Hospital.

(Didn't I say I wouldn't trust that guy!)

Out from Moss Vale Perc Wien-Smith from South Australia driving a 1904 1-cylinder, 8 horsepower De Dion Bouton ran out of juice and so hailed Vic. Jacobs in his 1912 T Ford, whilst Vic. busied himself with syphoning petrol from a drum in his tank Perc went up to Vic's wife Stella and introduced himself, he said -

"We've come all the way from Adelaide - we have no hood, no windscreen - we're wet through, cold, miserable and now we've run out of petrol - these hills are tough," he said, "and of course we only have 1 cylinder, you know."

Feeling sorry for him, Stella quickly replied -

"Oh what a shame, why don't you speak to my husband, he's carrying a lot of odds and ends in the back of the car, I'm sure he'll lend you a spare cylinder!"

How naive can you be!

Daily maintenance was a necessity, particularly for the veterans. One very old local in a small country town, seeing one of the members checking his T Model Ford, said - "That's just what FORD stands for." Fix Or Repair Daily!

Well, a calamity has occurred in a certain member's household. After giving 375,609 wolf whistles bringing laughs to young and old, it has finally collapsed under sheer exhaustion and the little Wolfie whistle won't whistle any more. Are there any wolf restorers in the club??

Some blokes, especially the young ones, just can't rough it on these long tours and delight in making a spectacle of themselves to the detriment of others. Saw Tony Lee driving Len Southwood's 1912 Buick up Macquarie Pass - yes, driving it up - backwards! Couldn't you push the petrol thru', Tony?

What some guys will do to get a free feed! Understand that Allen Rowe, wife and daughter, Alison - and Ronnie Craze invited themselves to a certain member's Posh Hotel for dinner - after eating an 8-course meal (boy, what that fresh air does for you) and their ample fill of grog they said - "You fix up the bill and we'll pay you in the morning" - at 5.30 a.m. next morning they were on their way to Mildura, 100 miles away and all the poor host member saw of them was the dust of the B.S.A. and A Ford in the distance from his Hotel window - they call themselves members too!

What a line Reggie Jones must have given wifey to get a pass for 2½ weeks to travel on his own. Whilst Olive was back home worrying about her poor husband pioneering his way to Adelaide, my spies caught a glimpse of Reggie at Albury with a slashing "line" sitting in the front seat of the Oakland. She was cuddled awfully close to Reggie posing for the Camera Man! You'll never get away again Reg - (original prints can be procured from this reporter by payment of 2 brass lamps, 1 brass speedo, 4 brass kick plates and 2 horns!)

That old soak Len Sheen got into Blayney - the coldest town in N.S.W., knocked over a dozen rums and went to bed. At 3 a.m. in the morning Hilda woke up in a wet bed and next morning there was a large pool in the centre of the floor - poor Hilda spent ½ an hour explaining the truth to the Hotel Maid - that her hot water bag had got a "blowout" during the night.

With the tremendous fire hazard about in the drought-stricken country towns nothing would rouse the residents from their easy-going lazy habits - except a fire - and at midday in one small village, when everyone was enjoying his siesta, along comes Arthur Garthorn at 40 m.p.h. blowing his siren right down the main street - within 30 seconds the road was like Pitt Street on Friday night, people running everywhere - churches clanging their bells to warn the local population and horse squeaking like mad - then Arthur was through the town and gone, the locals are still wondering what hit 'em! I suggest that no Veteran Car should drive thru' that town for another 10 years.

Heard that at Wagga Wal Barker put a sign on his car: "Wanted a Crown Wheel and Pinion." He had to turn back at Albury as his car was loaded down at the back with all the goodies he collected! (What about a few scraps from the rich man's table, Wal?)

The boys all gave Bill Dudley a new name on Tour - "The Rock of Gibraltar!!!" (Just ask him what this means.)

It was not an enviable task that Terry Cook and Reg. Jones had of driving the round journey of 3,000 miles solo - even the toughest of men can go

"around the bend" with miles and miles of solitude. It is not unusual in circumstances such as these for people to start talking to themselves to while away the lonely hours. However, one often noticed when driving past Jonesy that he would be laughing heartily to himself. Heard on very good authority that at that stage he was "well and truly around the bend" and had resorted to the next step of telling himself jokes - hearty laughs were for the funny jokes that he had not told himself before!!

Absence makes the heart grow fonder - Jewell Jacobs drove back from Adelaide in father's "Henrietta" at breakneck speed of 29 m.p.h. to get engaged to Dr. Michael Owen of Rose Bay - looks like "Henrietta" will be even a better car in future with a doctor in the family to diagnose all her mechanical complaints.

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# 1965 NATIONAL TOUR

SYDNEY - MELBOURNE - ADELAIDE

This event was conducted by the Veteran Car Club of Australia, the total distance being 1,432 miles and was open to Veteran and Vintage cars. The start was at Sydney on Saturday, April 24th, when the following cars faced the starter, Mr. Ken Shurey, of the Castrol Oil Company, who with Dunlop Rubber and Amoco Petrol, contributed to sponsorship of the Tour.

No. 1	1904 8 H.P. De Dion Bouton	P. Wien Smith	S.A.
4	1908 Metallurgique	J. Vanstone	NSW
9	1910 Talbot	T. McManamy	VIC.
11	1910 Schacht Buggy	F. Henty Silvester	VIC.
12	1910 Armstrong Whitworth	J. McGowen	NSW
14	1911 Ford T	W. Barker	NSW
15	1921 Rolls Royce (Owner G.Green)	R. Marshall	NSW
17	1912 Ford T	R. Jamieson	VIC.
18	1914 Alphonso Hispano Suiza (Owner G.Green)	T. Cook	NSW
19	1912 Vauxhall (Owner E.Rainsford)	R. Rainsford	S.A.
20	1912 Humber	L. Sheen	NSW
21	1912 Ford T	V. Jacobs	NSW
22	1912 Buick	L. Southward	N.Z.
23	1912 B.S.A. (Sleeve Valve)	R. Craze	NSW
24	1912 Star (Owner G.Green)	J. McLeod	NSW
27	1923 Cadillac	H. Formby	VIC.
28	1913 Ford T	M. Grant	VIC.
29	1926 Bentley 4½ Litre	Miss E. Nagle	G.B.
36	1927 Vauxhall 30/98	G. Green	NSW
38	1914 Clement Talbot	R. Newman	NSW
39	1914 Delahaye	A. Garthon	NSW
41	1916 Ford T	F. Dallimore	VIC.
44	1916 Buick	L. Hart	SA.
47	1921 Isotta Frachini	I. Parfitt	VIC.
48	1924 Rolls Royce	V. Stocks	VIC.
49	1925 Vauxhall 30/98	R. Heher	NSW
50	1925 Studebaker	D. Middleton	NSW
54	1926 Ford T	G. Cox	VIC.
57	1926 Hispano Suiza Boulogne	P. Dale	VIC.
58	1927 Ford T	I. Todhunter	S.A.
60	1928 Ford A	A. Rowe	NSW
61	1929 La Salle	J. Freeman	NSW
63	1928 Buick	H. Holey oak	NSW

Our destination on the first night was Goulburn, via KIAMA, a distance of 160 miles. Light showery weather was encountered on leaving Kiama; the climb up Macquarie Pass over the Eastern Divide, a steady rise for 5 miles, did not prove as difficult as anticipated, there being no casualties on this section. All cars checked in at Goulburn with a trouble-free run except the 1910 Schacht which had trouble with its solid rubber tyres. Cars were displayed at Geissler Motors for charity.

SUNDAY 25TH dawned a perfect day and we enjoyed this type of weather for most of the tour. Our run was an easy 60 miles to Canberra for lunch, cars having departed at 10 a.m. Commonwealth Motors housed our cars during our visit to Canberra.



MONDAY 26TH was a holiday and the V.C.C.A. (A.C.T.) organised a very enjoyable tour of the capital city.

TUESDAY 27TH 9 a.m. we were heading for Young, 110 miles away, where Mr. Howard let us house all cars. They were placed on display for charity. One of the T Fords ran a big end but the boys soon burnt a little midnight oil and repaired it ready for the road next morning.

WEDNESDAY 28TH at 9 a.m. we headed for Wagga, 115 miles via Temora. This was over flat country and only minor troubles were encountered with the exception of Ral. Rainsford, who on leaving Young found the rear universal on the 1912 Vauxhall was in a very sad way. This was rebuilt at Young and Ral checked in to Wagga at dusk.

THURSDAY 29TH was an easy run of 80 miles to Albury via Culcairn where a barbecue lunch was enjoyed by all. The cars on arrival at Albury were housed at Olive Street Motors and again displayed for charity.

The interest in these country towns was quite amazing and over the whole tour more than £1,500 was collected for charity.

The following cars, which could only cover the N.S.W. Section left us:-

L. Sheen, Humber - A. Garthon, Delahaye - A. McLeod, Star - R. Newman, Talbot - W. Barker, Ford T - and returned to Sydney.

The following Victorians joined the tour at Albury:-

R. Hunt, 1910 Rolls Royce - H. Markoff, 1909 Rolls Royce - I.W. Heyme, 1915 Maxwell - F. Miller Robinson, 1912 Rolls Royce - V.C.C.A. Driver K. Hall, 1913 Hotchkiss Break-down Truck.

Also: R.L. Jones, 1913 Oakland - N.S.W.

G. Button, 1926 Vauxhall 14/40 - S.A. (Owner O.G. Roberts)

FRIDAY 30TH, on leaving Albury at 9 a.m. an unscheduled stop was made at Browns Vineyard at their request. This caused some delay in the arrival time at the lunch stop at Wangaratta. As the local mayor had a reception committee waiting, he took a dim view of cooling his heels while crews were enjoying Mr. Brown's wares. All cars checked into the overnight stop at Shepparton where cars were again on display. Unfortunately they were rather badly mauled.

SATURDAY 1ST MAY, the run from Shepparton to Melbourne being some 170 miles, via Bendigo needed an early start and the first car set off at 8 a.m. All arrived at Melbourne and were garaged for the weekend at Preston Motors. Most of the car crews were booked in at the Federal Hotel. What a pub, never to be forgotten. On Saturday night a very pleasant natter and noggin was held at the Federal, attended by Victorian Veteran and Vintage Club members.

SUNDAY 2ND MAY, the V.C.C.A. Victoria and the VINTAGE DRIVERS CLUB turned out in force, called for all tour crews and drove us to a very delightful spot, where we viewed some very fine cars and enjoyed an excellent barbecue lunch. Our thanks to these two clubs for their hospitality.

MONDAY 3RD MAY, we set out for Ballarat. Miss E. Nagle, who had difficulty with the shipping of her  $4\frac{1}{2}$  Litre Bentley from New Zealand, and arrived too late for the start, joined us. Ian Parfitt with the Isotta Fraschini left us and we gained Geo. McKaige and his wife in their Bentley. On arrival at Ballarat we were welcomed by the Mayor at a luncheon, and we then left for Geelong where we stopped overnight. The weather still held, perfect days, not a cloud in the sky. Jeff Vanstone in the Metallurgique together with others, less windscreens, were finding a new complaint of frozen knees during early morning and late afternoon motoring.

TUESDAY 4TH MAY, we departed for our lunch stop at Camperdown, passing through Colac. Most crews stopped at Parkers Garage. We were surprised to find that Mr. Parker, who is usually reluctant to let anyone see his collection of cars, opened his doors and made us most welcome. He has an amazing collection of Veteran Cars and Motor Bikes, some restored, bulk unrestored, but all well housed. After lunch at Camperdown we headed for our overnight stop at Warrnambool, where their annual race meeting was being held. The Governor of Victoria, His Excellency Sir Rohan Delacombe and Lady Delacombe desired to view the cars on arrival. The field waited outside the city, just near Fletcher Jones magnificent gardens, lawns and children's playing areas. We were escorted in procession form through the town of Warrnambool by local police. Cars were then parked at two of the local garages, Messrs. Callagan's and Parkers and placed on display, crews being transported to their motels by local drivers. Owing to acute shortage of accommodation, several crews were put up for the night by local Rotarians in their homes. At 8.35 p.m. the Governor of Victoria and his wife arrived at Callagans Garage and

were received by the local mayor and wife, Mr. Rogers, President of the local Rotary Club and wife and Geo. Green and wife. Sir Rohan and Lady Delacombe were then escorted round the cars by V.C.C.A. Federal President, Geo. Green. Both were very interested and were introduced to several owners. It was expected that the inspection would take 30 minutes, however, with the keen interest of His Excellency and Lady Delacombe, their stay lasted  $1\frac{1}{2}$  hours and cars at both garages were inspected.

WEDNESDAY 5TH MAY, next morning found us down a car. Geo. McKaige's Bentley suffered from a somewhat usual Bentley complaint, the skew gears passed out - result no sparks etc.

We drove to the lunch stop at Portland, an area steeped in early Victorian history. The cars were displayed at the local showground. On leaving Portland for Mt. Gambier we ran into our first rain since leaving Sydney. On arrival at Mt. Gambier we were made most welcome by members of V.C.C.A., South Australia. Cars were parked at Roberts Garage and placed on display for Charity. The South Australian Club arranged a noggin and natter at Jens Hotel, which was enjoyed by all.

THURSDAY MORNING 6TH, the weather was cool and overcast. We were joined by the following South Australian cars:

S.R. Bloyd	1908 Darracq.	E.R. Rainsford	1903 Oldsmobile
E. Rainsford	1903 De Dion Bouton	R.M. Poland	1912 Flanders
L.R. O'Neils	1913 Rolls Royce	C.L. Wagener	1916 Studebaker
H.W. Clisby	1902 Crestmobile	L.E. Vinall	1904 De Dion Bouton

Some 40 miles out of Mt. Gambier the weather cleared and at Coonawarra Winery the local Red Cross put on a par excellence luncheon. Apparently it was a little too good, with the result the Schacht's oil pump drive failed, causing onesad big end. Eric Rainsford's Oldsmobile also ran a big end and R.O. Jamieson's Ford T broke a crank shaft. He replaced it and finished. Owing to difficulties of accommodation, cars were directed to the following destinations for Thursday night: Border Town, Coonalpin, Tintinara, Tailm Bend and Keith, where a barbecue evening party was organised. It fell a little flat when it was found through a misunderstanding that the grog was delivered to the wrong town.

FRIDAY 7TH. The next morning was cool as we all set out for our final destination Adelaide. At Murray Bridge about 40 miles from the city we encountered our second lot of rain since the start. The drive through the Adelaide Hills with all the autumn tints in the trees was delightful. On arrival we were booked in at two of the leading Adelaide Motels and for those who wished, free parking was available at a leading city parking station under the care of Len Clarke, Manager, and an enthusiastic member of the S.A. Club.

SATURDAY 8TH. All tour cars supported by a large number of S.A. Veteran and Vintage cars were assembled at 10.30 a.m. at Chrysler Australia grounds at Tonsley Park. All then departed for McLaren Vale some 20 miles away where in a beautiful setting amongst trees and autumn tinted grapevines at Hardy's Wines Picnic Ground, we enjoyed a wonderful barbecue luncheon, washed down with some excellent wine. At 3.30 all returned to the city to prepare for the final dinner at the leading Adelaide Hotel. This surpassed all expectations. It was attended by some 200, starting at 7.30 p.m., finishing after midnight and even then you could not go through the menu.

Mr. C. Morrisset was M.C. Mr. L. Vinall, President of S.A. gave a brief speech followed by Geo. Green, N.S.W. and Federal President and Mr. Tom McManamny, President Victoria. Thanks were extended to the assistance rendered by Mr. George Formby and his Cadillac, always on the job as baggage car and ready to help anybody. Also the crew on V.C.C.A. Victoria Hercules who did an excellent job assisting those needing help.

Medallions were presented to those who had covered the entire route, the total number being 28 cars, 14 Veteran and 14 Vintage. Thus ended our first national tour. If the thanks expressed by all who took part are any criterion, it would seem that a repetition of this event, over a different route, would be well received, in two years' time.

SWAP - 1 Tail lamp off 1912 Buick

for 1 Electric Klaxon-type horn.

K. BUXTON, 51/6726 between 8.15 and 4.45, Monday to Thursday.

14 Farleigh St., Ashfield.

FOR SALE - 1911 Studebaker engine, running, 4 cyl. £20.

Compression whistle, 30/-.

BERT NELLIS, 104 Lord St., Cabramatta.

Phone 604/5749 after 7 p.m.

WANTED - Radiator for 1907 Darracq.

JEFF WOLFGANG, "Mayland", Derran.