

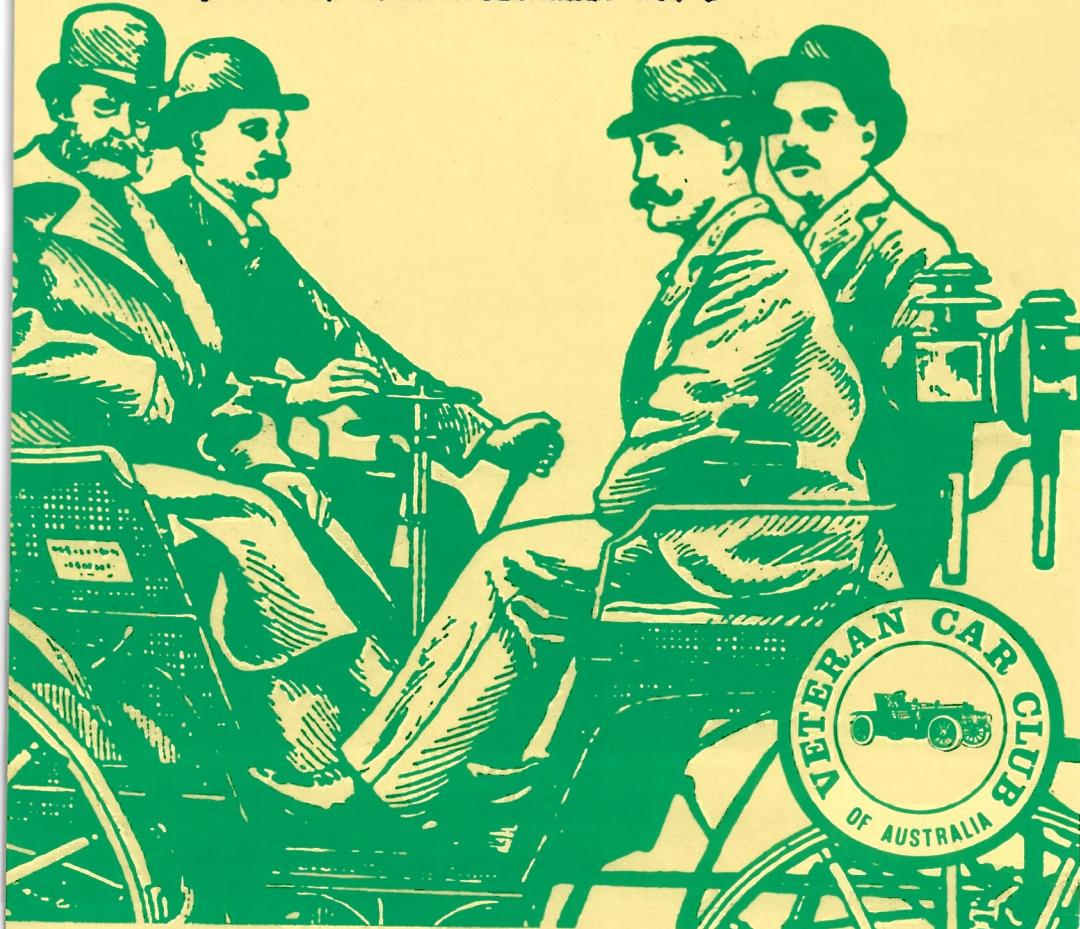
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

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September, 1982 Vol. XXIV No. 3





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 XXIV No. 3

September 1982

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Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the V.C.C.A. (N.S.W.) will be held in the Clubrooms at 8.00 p.m. on THURSDAY, 23RD SEPTEMBER, 1982.

Editorial Comment

All those who attended our last meeting could not fail to be impressed at the progress of our new building. It was flood-lit for the benefit of members to view the progress. Most walls are now waist high, and the vision of a new clubhouse is fast becoming a reality. Members can be very proud of this achievement. (How many vintage or veteran car clubs in Australia have their own clubhouse?)

So far all this has been achieved by help of members in many and various ways and without borrowing funds. However we are in the order of \$10,000 short to get the roof fixed. Please support your club by selling guessing competition tickets and 1 & 2 Cyl. Rally Wine etc.

I can't say I have been overwhelmed with articles regarding your restorations. I feel it is an important part of our club and need your support. You must have spent hundreds of hours restoring your car and feel justly proud of your restoration, so why not spend one more hour and write an article?

I assure you the comments I have had so far indicate your fellow members want this type of article. How and where you found it - how you overcame various problems re missing or damaged parts. Yes, do it now.

- NORM WAKEHAM

* * * * *

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

SPIT & POLISH, 134 QUEENS ROAD, FIVE DOCK. 2046

* * * * *

EVENTS CALENDAR

1982

Sep. 11) National Rally Queensland
 18)
 18 ORANGE BLOSSOM PROCESSION - Baulkham Hills to Castle Hill
 19 CARNIVALE - FIVE DOCK TO DRUMMOYNE. Cars to assemble at Regatta Road at 10.30 a.m. opposite clubrooms for Procession and Static Display.

Oct. 2/3/4 VETERAN CAR CLUB OF AUST. (NEWCASTLE BRANCH)
 31 GYMKHANA CONCOURSE DAY. Venue to be advised.

Nov. 7 ANNUAL INSPECTION DAY - Len Sheen's Garage
 13 " " " Arthur Garthon's Garage
 13/14 Bendigo Swap Meet
 14 FISHERS GHOST RUN
 28 (Sunday) VIC JACOBS' LIONS CLUB CHARITY DAY

Dec. 1 (Wednesday) ADULTS CHRISTMAS PARTY
 5 (Sunday) CHILDREN'S CHRISTMAS PARTY

1983

Jan. 29/30/31 CAMP OUT AT CATTAI

Feb. 26/27 BLUE MOUNTAINS TOUR
 21)
 Mar. 4) National Rally, Tasmania, Around the Apple Isle.

Apr. 1,2,3,4 M.I.A. Veteran Vintage & Classic Car Tour, Griffith

May Rally "T" (Hub Rally) Parkes, N.S.W.

May 7 VETERAN CAR CLUB (NEWCASTLE BRANCH) AUTUMN TOUR

1984

Mar. Early March Vet. Car Club of S.A. Hub Rally

Mar. 31)

Apr. 8) A.C.M.C. 25th Anniversary Hub Rally - 871.1900

1985

To be advised - Hub Rally Christchurch N.Z.

NAVIGATORS TOUR, SUNDAY, 29TH AUGUST 1982

Attending were:	Jack & Merryl Godfrey	1914 T Ford
	Ron & Edna Cox	Vintage Ford
	Bob & Elizabeth Hobson	1912 T Ford
	Jeff Vanstone	1908 Metallurgique
	Peter & Robyn Wards	1916 Hupmobile
	Neil & Lyn Martin	1913 Fiat
	Mike & Denise Bendeich	Modern
	Roly & Jan Coulcher	Modern

After leaving start in fine weather, morning tea stop was at Dobroyd Head Reserve overlooking North Head and Watsons Bay, then through Manly and north side beaches to lunch at Narrabeen Lakes.

An enjoyable day was had by all who attended.

* * * * *

1983 BLUE MOUNTAINS TOUR26TH/27TH FEBRUARY, 1983

Accommodation for next year's tour has been booked at the Carrington Hotel, Katoomba, which is under new management since our last visit. A degree of restoration has been carried out, but is restricted to a degree by Heritage Council requirements.

The start will be at Auburn Municipal Gardens. Saturday lunch is the responsibility of entrants but all other meals are covered by the tariff.

Entry forms are enclosed with this copy of SPIT AND POLISH.

Entries close 1st December, 1982.

* * * * *

"Dear Members and Friends
of The Veteran Car Club of Australia, N.S.W. Branch.

The wife and family of the late George Wilkinson Green of Castlecrag sincerely thank you for your comforting expressions of sympathy and acts of kindness in their recent sad bereavement.

DOROTHY GREEN.

28th August, 1982."

UPDATE OF MEMBERS' ADDRESSES:

GEOFF SIM (38) 332 Stanmore Road, Petersham.

JIM SIMPSON (24) 2/164 Stewart Street, Bathurst. 2795

NORMAN JOHNSON (712) Lot 11, Saunders Road, Oakville.

I parked at a small shopping centre and ran in to buy something while my wife remained in the car. When I returned my wife told me about a woman who had driven up and aimed for the large space next to ours. Although a semi-trailer could have sprawled in the spot, she encountered great difficulty.

After banging our bumper for the third time, she rolled her window down and asked my wife if she could move our car. "I'm sorry, I can't," my wife replied politely, "I don't know how to drive either."

- JIM WILSON

NOBODY IS SICKER THAN THE MAN WHO IS SICK ON HIS DAY OFF.

Brief but Important

On International Brick-Throwing Day six Veteran cars were seen making towards Stroud from the south. Weather fine and cold enough to test the strongest bladders. We met over the bridge at Hexham where Ray adjusted his Ford by placing pliers on top of the head - halving the horse-power.

On arrival at Stroud all in for procession at a slow pace but fortunately for heavy clutches, most of it downhill. The ground underfoot at showground was mostly floating - at least where we were parked - so we moved over the road to picnic tables leaving the cars to settle in.

After a wander around left for afternoon tea in a drier spot. To the credit of the drivers no one became bogged down. Quote of the day: "Can't stop for tea - kids have no shoes on." Was this due to mud, or a by-product from a bull?

The Family Marr are now in "Pommy Land". After all the stories told to Chrissy about bunyips, hoop snakes and child-carrying-off eagles, I hope she is making the most of it now that she has Doug on her own grounds. Just before leaving the kids were practising their OYWERGOIN MATE and CHEERIO COBBERS.

We took the Hup to Raymond Terrace to have lunch with our people who were rallying to Nelson Bay area with Central Coast Antique and Classic. Went on a little run to Seaham with them but half of the mad devils were going the wrong way, which made it interesting for us as we had no instructions. We followed Wrong Way George but even he lost us so we headed out to the highway and on to lunch stop, after which we made our way home into the sun and they went the other way into the rain.

For a few years now we in Newcastle have been working on a cheats' plan to have the ballot boxes rigged at the Annual Club Election in Sydney. Just as we have the plan perfected and ready to put into effect next year, our man goes and gets himself elected "SUPREMO" on his own bat -

now that's gratitude for you! Whichever way you did it - WELL DONE BARRY, you can have the first shot with Peter's bow and arrows, that is if Neryl ever gives them back to him.

We are all getting ready for the run to Cameron's Orchard. I am told the oranges and mandarins are at their best so care must be taken and equipment in good order - blowouts can be embarrassing. If I can kid John into riding motor bike I may get to learn how to drive Hup again.

Regards to all,

- BELT DRIVE BURKE

* * * * *

History Corner

AFTER THE BEGINNING - CONSOLIDATION

HISTORY CORNER, over the last six issues of SPIT AND POLISH, traced the development of the Veteran and Edwardian Car Owners' Club of Australia (VECOCA) to the point where it was operating as a separate body, although many of its members still enjoyed membership of the VSCC.

Conscious of its popular appeal and its ability to organise very successful rallies without VSCC assistance, the new Club commenced planning for the future. The era of Club meetings being somewhat informal gatherings held in the homes of the founder members was drawing to a close, due mainly to the increase in membership and, to a lesser extent, the inconvenient locations of various venues.

As a consequence, at a meeting held at Jack Myer's home at 73 Rothschild Avenue, Rosebery on 12th July, 1954 it was resolved, on the motion of John McLean, seconded by the President, Ron Grant, that the Secretary be authorised "to make arrangements to secure a permanent Club room". Grant's support of this motion was his last action as President, as he resigned immediately after this,

following the fracas with Frank Klein (HISTORY CORNER for September refers). Klein, it might be recalled, had merely suggested that the President hadn't opened the meeting "in the correct manner". It would appear fair to presume, however, that Klein must have drawn attention to irregularities in the conduct of meetings from time to time, although there is no mention in the minutes, since Grant was, again, incorrect in seconding, from the Chair, McLean's motion to secure a permanent Club room. It was also resolved at this meeting to adopt the first Thursday in the month as a regular meeting night.

The Club's next meeting, on 5th August, 1954 was held on the first floor of No. 1 Regent Street, Redfern, the home of the Australian Sporting Car Club (since defunct). Whilst this meeting place had a certain rapport being situated above a service station and being the home of another car club, it did suffer from much less esoteric failings in that one toilet only was provided for both sexes and supper had to be prepared in a ridiculously small space. Nevertheless, these rooms served the Club well until July 1959 when meetings commenced at 115 York Street, Sydney. The old building at No. 1 Regent Street, Redfern (actually on the corner of Regent Street and Cleveland Street) is still standing, although now in a rundown and dilapidated state. This was the Club's first "home" and very many happy, yet sometimes stormy, evenings were held there.

This desire for a permanent meeting place, quite apart from its practical benefits, was symptomatic of the enthusiasm displayed by members at this stage of the Club's development. This enthusiasm was both intense and infective, resulting in strong support for, or against, proposals submitted at meetings. Hence decisions of a basic nature, ranging over a wide field, were made quite rapidly.

At the first meeting at No. 1 Regent Street, it was resolved that "in all events organised by the Club dress shall be modern or, if period dress is desired, the driver shall wear a dustcoat and/or the following accessories, i.e. - cap, gloves, goggles. The dress of the

occupants of a member's car shall, at all times, be subject to the approval of the organising officer." It was further resolved that "members submit to the President their ideas for a badge design." At this juncture, also, letters were being written by the Club's Secretary, (Myers) to the Veteran Car Club of Great Britain as follows:

- (a) advising that club of the establishment of the Veteran and Edwardian Car Owners' Club of Australia;
- (b) seeking copies of that club's constitution to help frame the VECOCA's constitution;
- (c) forwarding an application by Myers for his membership;
- (d) seeking that club's hospitality for Bob Shepherd's (HISTORY CORNER for August 1982 refers) pending visit to England.

On receipt of the British club's constitution, not only did the VECOCA proceed to develop its own constitution, but took the initiative to write to the Sporting Car Club of South Australia Incorporated (Veteran Car Section) seeking that club's views on the formation of a Veteran Car Club of Australia, embracing all States. Surely a most prophetic letter! However, one can only cogitate on the feelings of the South Australian Club, which was formed in 1934, on the receipt of such a letter from a club that had been in existence a mere seven months!

At this time, too, the Club not only resolved to change its name to the Veteran Car Club of Australia, but to register the name and seek from the Confederation of Australian Motor Sport (CAMS) "recognition in Australian motor sport as a minority Club of a very exclusive nature", together with the right to have a representative of that body. Additionally, correspondence was addressed to the authorities organising the Annual Motor Show in Sydney and to appropriate exhibitors at that Show with a view to taking part in the Show activities.

It was a period of intense enthusiasm, reflecting itself not only in the administration of the Club and the rapidly increasing membership, but in the display of individual initiative in tracing vehicles for restoration and, in some instances, undertaking long and arduous journeys in

restored veteran vehicles. The first Club member, as such, to essay an interstate journey successfully was Brian Marsland* in a 1910 Napier. Actually, Marsland and Club Secretary Jack Myers (1912 Argyll) each proposed to attend the Adelaide Rally held on 30th October 1954, organised by the Sporting Car Club of South Australia Incorporated. Of the 53 veterans listed in the programme, only two failed to start - a 1904 Rover and the 1912 Argyll of Club member Jack Myers which had crown wheel and pinion trouble at Dimboola (Victoria) approximately 100 kilometres from the South Australian border. Marsland, however, had a trouble-free run (1834 kilometres each way) leaving Martin Place opposite the G.P.O., Sydney, where quite a crowd had gathered, at 10.30 a.m. Sunday, 24th October, 1954, stopping overnight at Gundagai.

Melbourne was reached at 7.30 p.m. on Monday, 25th. The 26th was spent as a rest day in Melbourne, the Napier heading West for Bordertown on Wednesday 27th and arriving at Adelaide at 3.30 p.m. on 28th. The trip from Sydney to Adelaide took thirty three hours' running time, giving an average speed of 55 kilometres per hour. No trouble of any kind was experienced for the entire Sydney to Sydney journey, not even a puncture. As crew, Marsland had the brothers Ray and Don Hope, both Club members.

In the Veteran Section of the Rally, Marsland won the following categories: Car Travelling the Longest Distance to the Rally (1100 miles) and was second in the Slow Running Event over 30 yards, being beaten by L. Vigor's 1911 Dixi (4 cylinder). In the Veteran and Vintage Section Rolling Test (down a slight incline onto a flat surface) Marsland was joint winner with Burnett-Reid's 30/98 E Type Vauxhall. Also, in the Veteran and Vintage Section he won the Veteran Section in what was probably the most popular even (from the public's point of view anyway) - the Blind-fold Reversing Test - made more difficult by a U-turn before entering the "garage" marked out on the grass. Finally, in the Overall Results (Veteran Section) Marsland won with 130 points, the runner-up receiving 83 points (Reid in a 1911 Talbot). Thus ended not only the Adelaide

Rally for 1954 and the Gymkhana at Modbury Oval, but a splendid effort by Club members.

See you at the next meeting,

THE HISTORIAN

- * Relinquished membership on sale of his Napier - now an avid collector of magnificently restored Porsches.

DATING AND INVESTIGATION

This month Dating Certificates were issued for two cars and presented to the respective owners:

- Ford Model 'T' Roadster, Engine No. C129502 (1917). Owner: Dick Tunbridge
- Stanley Steamer, Serial No. 16318, Model 725 (1916). Owner: Jim Eisenhauer

A brass dating plate was also issued for installation on the Ford 'T', which was released from the production line in late October 1917.

It may be of interest to note that until 1915, Stanley cars operated on a total-loss water system, this Model 725 being only the second production year following modifications incorporating a condenser, which, mounted in front took the appearance of a conventional radiator.

From 1906 through 1914 Stanley design featured a coffin-shaped bonnet, covering the front mounted boiler, these vehicles having a range of approximately 50 miles.

The Stanley twins, initials F.E. and F.O., produced their first car in 1897 and sold 200 in the ensuing 12 months. Two of their customers,

A.L. Barker and J.B. Walker, purchased the manufacturing rights and in 1899 produced the car as the Locomobile and Mobile respectively, while the company was re-acquired by the Stanley Bros. in 1902, when the Locomobile Co. of America converted to petrol driven motor vehicles.

Frank Marriott, in a Stanley Steamer, the streamlined "Woggle Bug", attained a speed of 127.66 m.p.h. on Daytona Beach, Florida in 1906, but the following year disaster struck when the car became air-borne and crashed into the ocean at 150 m.p.h. Marriott lived on to a ripe old age, having survived the crash with minor injuries.

Production ceased in 1925.

- GEORGE A. ROBERTS

* * * * *

CHILDREN'S CHRISTMAS PARTY

TIME: 10.00 A.M.

DATE: SUNDAY, 5TH DECEMBER, 1982

PLACE: No. 5 PICNIC GROUND
CABARITA PARK, CABARITA RD., CONCORD

THIS WILL BE A B.Y.O. PICNIC DAY WITH ICE CREAMS, SWEETS AND PRESENTS PROVIDED FOR THE CHILDREN. THERE IS AN OLYMPIC POOL ADJACENT TO THE AREA FOR THOSE WHO WISH TO USE IT. CLUB B.B.Q. TRAILER WILL BE AVAILABLE FOR COOKING - TEA AND COFFEE.

Please advise name, age and sex of the children you will be bringing.

<u>CONTACT:</u>	MIKE BENDEICH	639.5897
	ROLY COULCHER	546.4791

BUILDING FINANCE REPORT

Wine Sales have been encouraging. Since last month's report a further 7 dozen have been sold. If you would like a few bottles for your wine rack please see me at next meeting.

The "Guessing Competition" tickets have been successful so far but a lot of tickets still to be returned, so get them in the mail as soon as possible. Send tickets and cheques made out to V.C.C.A., to:

Peter Wards,
27 Ashley Avenue,
WEST PENNANT HILLS. N.S.W. 2120

- PETER WARDS

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

Solution to No. 12 WHY'S UP

1. The lady was on foot (who would dare suggest that a lady in a car would behave that way?)
2. 1,982 dollar bills are worth \$1,982 and 1,981 dollar bills are worth only \$1,981.

No. 13

WRONG NUMBER
Each digit in the addition sum below is wrong - but the same wrong digit stands for the same correct digit wherever it appears, and the same correct digit is always represented by the same wrong digit. Find the correct ones, if you can!

1 6 7

1 7 1

1 6 7

9 5 9

* * * * *

REBUILDING A DE DION BOUTON

This story starts back in 1955 when a friend of Len Masser returned from Gulargambone, N.S.W., where he had gone to recover a 1908 Hupmobile and told Len there was a tube-chassised De Dion Bouton on a nearby property.

Unfortunately the car had been sitting in mud and unprotected for many years. The wooden body had disintegrated completely; the metal mudguards were full of corrosion; the motor was missing. Because it was such an interesting little car Len decided to make the trip to inspect it.

In the muddy resting ground Len found the gearbox, diff., front axle, remains of the wheels with hubs, steering and brass lamps. Len was so impressed with the car he bought it on the spot.

On getting it home he learned just how advanced the car was. The gear lever which operates the three forward gears was on the steering column; transmission was semi-automatic. The gears are in mesh all the time and selection of forward gears is by expanding clutches and drums attached to each gear. (Modern automatics have external bands.) This ingenious mechanism eliminated the clutch pedal. The famous De Dion rear end principle is used in some modern cars today, e.g. Mercedes Benz.

Len was able to find out that the motor had been sold to a local doctor many years previously. It was found that the doctor now lived at Binnaway. Len rang long distance and found the now-retired doctor had used the motor on a work bench. It was purchased from the doctor for \$10.

Now the restoration could really get underway. A Mr. Dennis Blaxland, a member of V.C.C. of Great Britain (who also has a De Dion Bouton) helped Len with information and photos of his car, which is similar.

First job was to strip all components from the chassis and then clean and inspect them. The motor was found to be in good condition. The gudgeon pin and crank pin had only .001" wear. New bushes were made for these journals and new piston rings made. A new valve was made from a blank and machined down to size.



LEN MASSER'S DE DION BOUTON - AS FOUND



LEN MASSER'S DE DION BOUTON - ORIGINAL RESTORATION

The original De Dion Bouton dry cell battery and coil had been replaced with "T" Ford coil. This was rebuilt to as near as possible to the original coil. The original De Dion Bouton carby was missing and an old Zenith, similar in action to the De Dion carby had to be substituted.

The radiator was shot blasted and soldered and found to be satisfactory. The water pump was missing, as was also the hand 3-way oil pump on the dash. A fellow member lent both these items to Len so that replacements could be cast and machined.

Next the gearbox was tackled. The flanged ball races were seized in their cages. New ones were no longer available. The ball races were replaced with roller races. It was also necessary to machine the cases to accept the new races which were of a different size. Many machining operations were performed to achieve the changeover.

Before assembly of components on the chassis, the chassis was paint stripped and inspected for cracks. Only one was found and this was welded up. The chassis was then sand-blasted and painted. New shackle plates were made for the front end and new compound shackles, pins and bushes were made for the rear end.

The road wheel hubs were re-sleeved and rebored. The wooden wheels were beyond repair and finding the correct size tyre (710 x 90) was a problem. Len finally decided on other wheels and tyres which were in keeping with the car.

Little work was needed on the rear axle. However, new king pins and bushes, thrust washers and new track rod had to be made for the front end. The steering wheel had to be retimbered. The foot brake which operated the transmission brake needed attention. New shoes had to be cast, together with new cleaver pins and yokes had to be made. The hand brake which operates external bands on the back brake drums were in good condition, including the linings.

When the rolling chassis was complete, work commenced on the wooden body and steel sections. Next came the upholstery which was done professionally from calf hides, reproducing the original pattern.

Brassware was repaired and polished. A missing foot step was made by using the remaining one as a pattern and casting another from it.

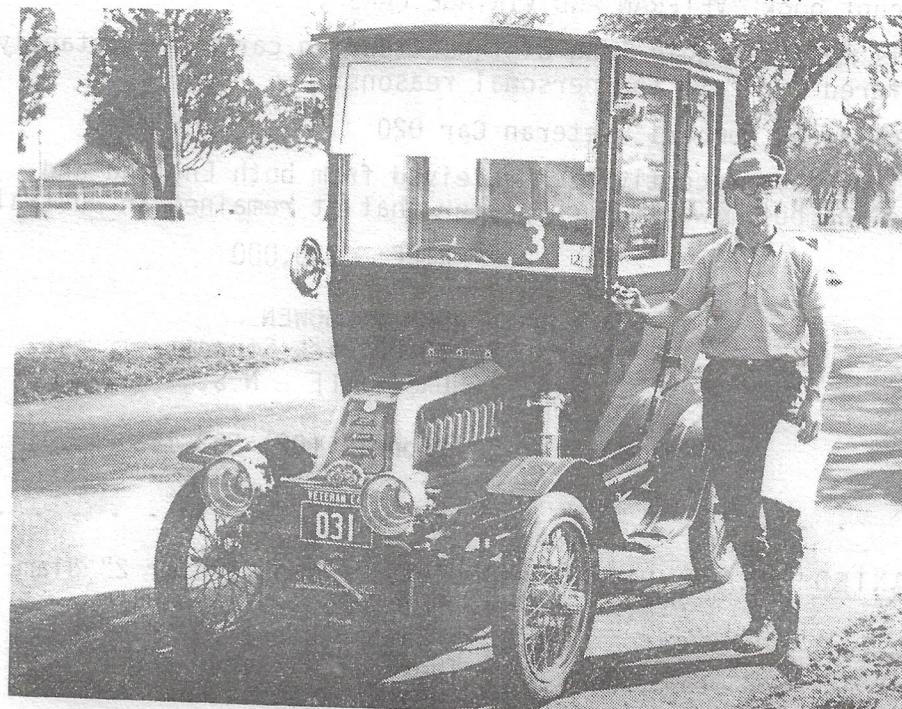
The car's first run was a Sydney-Katoomba run.

The original body fitted to the car was the typical De Dion Bouton open coupe body. Later Len put on a dark green Cabriolet body and the car became affectionately known as the "Porta Potty". Len sold the car in the mid '70's.

It was repainted cream in colour and was owned by several members of our club before going to Canberra and now, to the best of my knowledge, resides in W.A.

Congratulations Len on an excellent restoration which has stood the test of time. The restoration is 25 years old and the car nearly 80 years young.

- NORM WAKEHAM



LEN MASSER'S DE DION BOUTON - FINAL RESTORATION

Advertisements

FOR SALE (ALL STATES)

1911 ARMSTRONG WHITWORTH TOURER - a rare delightful, eye-catching Veteran with lots of brass and English character, the only known 17.9 h.p. model existing in the world, this most original car has been in my possession since 1937, having been obtained from the second owner.

It has been fully restored and has won many Concours D'Elegance and Concours D'Etat prizes during it's 26 years in the Veteran Car Club of Australia.

It comes complete with a spare engine, lots of gear box, differential and other spares and the original instruction book and some of the original tools, 2 new 815 x 105 Dunlop tyres are included and the car is illustrated in Pedr Davis's recent book "VETERAN AND VINTAGE CARS".

This most reliable long distance touring car is reluctantly offered for sale for personal reasons.

Registered Number: Veteran Car 020

Offers have recently been received from both England and America but I would much prefer that it remained in Australia.

PRICE: \$30,000

JOCK MC GOWEN
119 Patrick Street,
HURSTVILLE N.S.W. 2220

'Phone: (02) 502.1689

WANTED C.A.V. Diver's Helmet tail lamp, prefer 2" diam.

- ROLY FORSS
5 Carter Street,
Thorngate. S.A.
(08) 44.6539

FOR SALE (ALL STATES)

I wish to dispose of one of my two small Veterans.

1910 TWO-CYL. RENAULT 4-SEATER TOURER.
Just fully restored from ground up with new body.

1902 RAMBLER DOS-A-DOS ROADSTER
with buggy top. Fully restored.

Offers to:

- PETER MICHAELS
(02) 546.3672

FOR SALE:

DODGE HONEYCOMB RADIATOR and shell with Dodge Bros. on shell. EXCELLENT CONDITION.

MAGNETO for 4-cyl. car. GOOD CONDITION.

WAUKESHA MOTOR 4-Cyl. complete.

MARVEL UPDRAUGHT CARBURETTOR.

EXCELLENT CONDITION.

- F. WILKES
(044) 465070

AVAILABLE:

Veteran VERMOREL parts, 2 motors, gear box, chassis, diff. steering, front axle.

- DON ONLEY
Waitchie R.S.D., ULTIMA. V. 3544
(050) 39.2291

FOR SALE

1909 MAXWELL BRISCOE fully restored. Best offer.

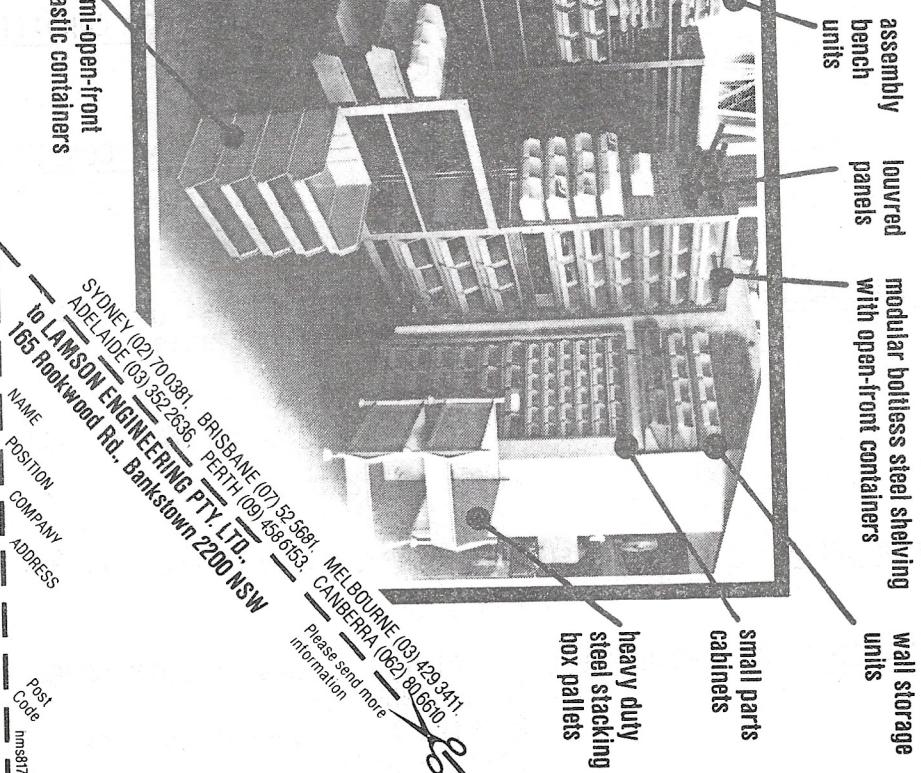
- (066) 280575

WANTED

CROWN WHEEL AND PINION - to suit 1918 DODGE
- BRIAN ANDERSON
2 Third Ave., Semaphore Park. S.A.
(08) 49.5679

LAMSON ENGINEERING

No.1 in small parts storage



Restoring a legend..



or taking out the bumps.

David McKay selected us to repair his legendary Ferrari 250 LM after the car was badly damaged in practice for a race with the Racing Maestro, Juan Manuel Fangio last year. The car was lovingly and completely rebuilt to David's satisfaction.

We take the same care and detail to all the prestige cars that arrive in our workshop.

Whether you want the bumps taken out after an accident or detailed restoration of your car, you'll be in safe hands at Graham Watson Prestige Car Repairs.

We specialise in repairing and restoring the best cars. Ferrari, Lamborghini, Rolls-Royce, Porsche, Mercedes, BMW, Jaguar, etc.

So, if your car needs special attention, give us a call. We know how to look after fine machinery.



Graham Watson Prestige Car Repairs.

49-51 Salisbury Road, ASQUITH, N.S.W. 2078.
Phone 476 4389, 476 4398.