

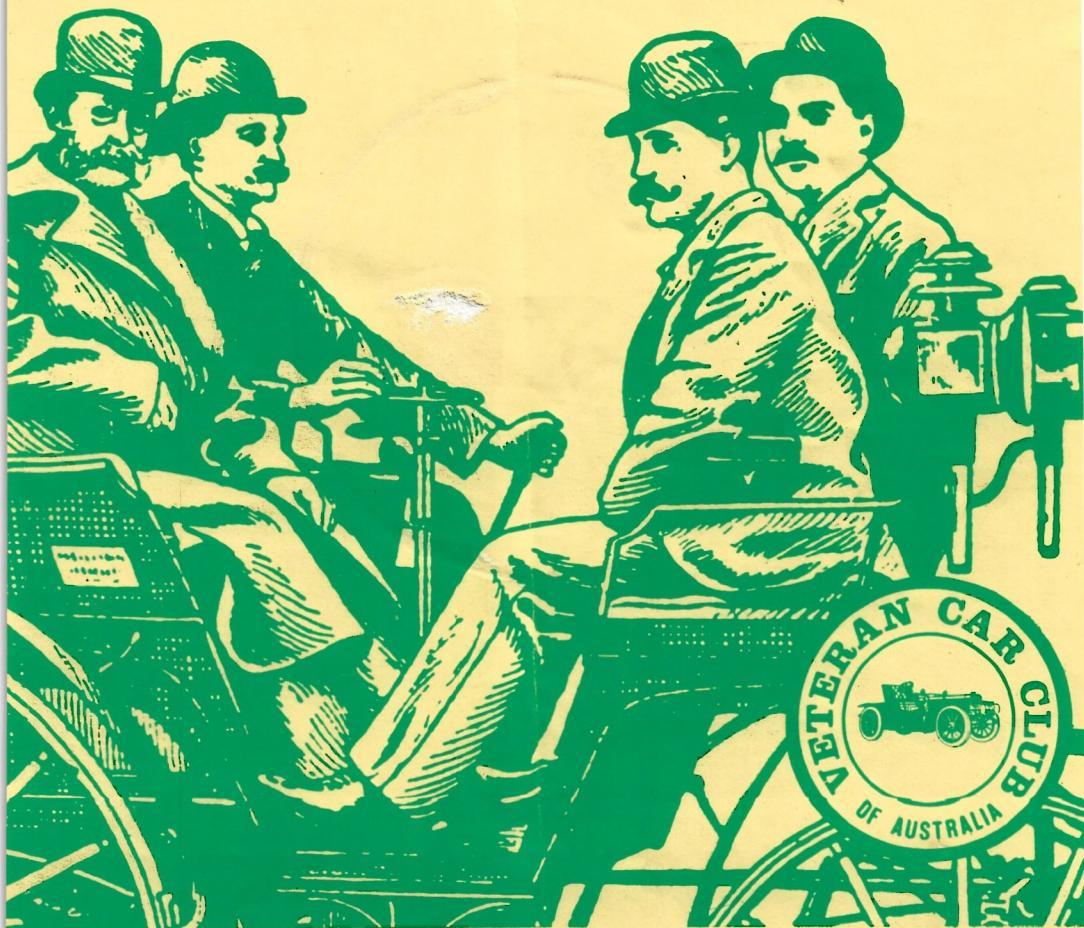
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

Registered for posting
as a publication — Category B

* PRICE 70 Cents

October 1981. Vol.XXIII.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 XXIII No. 4

October 1981

TABLE OF CONTENTS

	Page
Editorial Comment	2
President's Message	3
Extract of Minutes of Monthly Gen. Mtg. 24/9/81	4
" " Newcastle Mtg. 8/9/81	5
Events	6
Registration Days	7
History Corner	8
Brief But Important	10
M - I - N - D - S - T - R - E - T - C - H - E - R	11
Pressure Systems (Part Two)	11
Bits and Pieces	12
Not One Word About Veterans	13
Advertisements	16
Enclosures	20

Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the V.C.C.A. (NSW)
will be held in the Clubrooms at 8.00 p.m. on THURSDAY,
22ND OCTOBER, 1981.

Editorial Comment

I fell to wondering, the other day, what is our new clubhouse finally going to look like and how long before completion?

At first I was one of those who disagreed with the purchase of the land at Five Dock and then came to agree in principle with the clubhouse, as long as somehow, maybe win Lotto, the money came out of thin air to pay for it. Finally, I have come to earth and realise that although a lot of foundation work has been done by a few, more has to be done to make the building a reality.

Final clearances are due at any time from Council and hopefully the concrete slab laid before Christmas. From there on, the slog will really start to raise finance and volunteer workers. One can only hope that this chore does not fall to a minority in the club when the benefits in the long run are for ALL members.

Then I came to wondering what the library will be like, with - hopefully - the donation of books which can benefit anyone restoring old cars. The possible purchase of a photocopy machine to remain in the library so that members may have the information required, but the books stay in the library in good condition, and don't get lost.

At this stage, a lot of this is still only wondering, but one can always hope that the majority of members work towards making it reality soon.

- JAN C.

* * * * *

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

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

* * * * *

President's Message

PRESIDENT'S RUN - RESCHEDULED

It has often been said that to repeat a success is never as appealing the second time around, but to repeat a disaster with a disaster is a calamity. So it was with the re-run of the President's Day, from a very wet day, May 31st last, to September 27th, when dawn brought with it a howling north-wester that strengthened as the day developed to a gale with a recorded intensity of 117 Km. per hour - the highest September recording for 23 years.

Notwithstanding the velocity of the wind, eleven club stalwarts, most accompanied by their families, arrived at the starting point, "the site of the Flying Boat Base at Rose Bay", at the appointed time and departed on schedule.

To the credit of all participants, all completed the run, among them three 'one-bangers', Peter Michaels and family (Rambler), John and Ann Simmons (Napoleon) and Stan Rumble (Reo), the latter two making their first appearance.

Crossing the Harbour Bridge John Wards in the Model 'T', exposed to the full blast of the wind, found it necessary to turn up the wick substantially to make headway, and John Simmons was reduced to 1st gear on the flat in Gardners Road, when returning home, while Jim Simpson and Ron Cox were forced to detour in Coogee, when confronted with a roof detached by the wind, suspended on electrical cables above them.

Blake Street, Dover Heights, recognised as among the steepest of Sydney's hills, was no match for the power of the Oakland with a following wind and Jim Wilson at the wheel (his navigator had been blown off course) while Fred Rossiter remembered the adage "don't expose the roof to the pressure of the gale by opening a door or window". Fred and Laurel looked snug behind those side-curtains.

As disappointed as I felt that the rain experienced in May should be surplanted with a howling gale, I was indeed encouraged and gratified to be met by those who braved the elements in such appalling conditions.

Ironically, near perfect weather conditions prevailed for days preceding and after the event; just the luck of the draw!

- GEORGE A. ROBERTS

* * * * *

EXTRACT OF MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.) HELD AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK, ON THURSDAY, 24TH SEPTEMBER, 1981.

Meeting opened at 8.15 p.m.

PRESENT: 54 members and 4 visitors.

INVESTIGATING AND DATING:

Peter Michaels received his dating certificate for the 1902 Rambler.

Bob Walker received his dating certificate for his 1909 Austin.

BUILDING PLANNING AND DEVELOPMENT COMMITTEE:

Neil Johnson has toilets complete, except for drainage.

PUBLIC AFFAIRS:

Jim Redman outlined coming events.

"Kitty and the Bagman" film - Jim advised of which cars will be participating.

MAGAZINE "SPIT AND POLISH":

Everything is proceeding smoothly, however more articles would be of assistance.

LIBRARIAN:

Lionel Jones and Bill and Reta East presented books to library.

CLUB HISTORIAN:

We need to contact K.A. Daley.
Peter Kable sent in photographs.
George Roberts also gave photographs.

GENERAL BUSINESS:

One and Two Cylinder Rally now has over 50 entries.

Meeting closed at 9.45 p.m.

* * * * *

EXTRACT OF MINUTES OF NEWCASTLE BRANCH MEETING 8/9/81:FORTHCOMING EVENTS:

3rd, 4th & 5th October - Annual Tour based at Morpeth.

13th October - Meeting at John and Evelyn Gorton's,
Tuggerah, at 8.00 p.m.

31st October - Outing to Dharug National Park near
Wiseman's Ferry. Meet at John Gorton's at 9.00 a.m.

10th November - Meeting at Peter and Neryl Adams' -
actual venue to be advised.

20th, 21st & 22nd November - Outing to Y.M.C.A.
Crangan Bay Camp - Xmas Party.

* * * * *

The wealthy old man lay dying. By his bedside was his son, tears streaming down his cheeks. The old man patted his son's hand reassuringly. "Don't carry on and grieve so my boy," he said. "I want you to know that my will leaves you everything - my country place, the cars, the yacht, and all my money. You get everything I own."

"Thanks Dad. You've always been so good to me. Oh, if there was only something I could do for you to make you a little happier or more comfortable!"

The old man boosted himself up on his elbow as the son bent close to be sure he didn't miss a word. "There is one thing you can do for me son," gasped the old man. "Take your bl--dy foot off the oxygen hose!!"

*Events*25TH OCTOBER, 1981 - GOVERNMENT HOUSE

Details to be advised at October Meeting, or ring John Wards, 86.3430.

31ST OCTOBER, 1981 - SATURDAY

Picnic Run to Dharug National Park, to meet up with Newcastle Club. There is no set event to the park, just drive up for picnic lunch. Over Wiseman's Ferry approx. 5 miles on left to picnic area from about 10.30 a.m.

15TH NOVEMBER, 1981 - FISHERS GHOST FESTIVAL

Start Seddon Park, Glenfield. UBD 94A

Time: 9.00 a.m. Morning tea provided.

Approx. 35 miles local run, finishing Menangle Park Raceway. Members will be admitted free. BBQ facilities will be available. BYO meat etc.

Names for run will be needed by Ken Quarmby by October Meeting, or ring (046) 25.0693.

29TH NOVEMBER, 1981 - VICTOR JACOB'S DAY

Details next issue of SPIT AND POLISH.

#

ADULTS CHRISTMAS PARTY

DATE: FRIDAY, 27TH NOVEMBER, 1981

PLACE: FONGS RESTAURANT - 411 King Georges Road, Beverly Hills. N.S.W.

TIME: 7.30 p.m.

COST: \$10.00 per head.

We have it on very good authority that the food is excellent and a good night is assured.

PLEASE RING PETER OR ROBYN WARDS ON 871.3871 A.S.A.P.

REGISTRATION 1981CITY MEMBERS INSPECTION DAYS

SATURDAY 21ST NOVEMBER, 1981 - 1.00 P.M. TO 5.00 P.M.

Eric Madden's Garage,
Boundary Road, Peakhurst.

SUNDAY 22ND NOVEMBER, 1981 - 8.00 A.M. TO 12 NOON

Len Sheen's Garage,
Mowbray Road, Lane Cove.

Our Honorary Treasurer will be in attendance, so bring your money with you.

With Club 3rd Party Insurance, \$45.65.

If you have comprehensive insurance, or your own 3rd Party, please bring photo copy of policy and/or renewal certificate. The cost then will be \$37.15.

COUNTRY MEMBERS

Please post your cheque and pink inspection certificate to reach 20 Ridge Street, Epping, 2121, no later than 21st November.

* * * * *

1981 NEWCASTLE TOUR

We would like to thank everyone involved with the rally very much for a terrific weekend. Following a hot Friday and a windy Saturday, a beautiful day was turned on for the run on Sunday, through picturesque countryside.

We're sure everyone attending enjoyed themselves and are already looking forward to Newcastle 1982.

- PETER AND ROBYN WARDS

* * * * *

History Corner

On 30th April, 1954 the Veteran and Edwardian Car Owners' Club of Australia was formed. Those present at that historic meeting were A.J. Myers and Mrs. Myers, R. Grant and Mrs. Grant, R. Powell, F. Klein, J. McLean and K.A. Daly. At this meeting the only official appointed was the Secretary/Treasurer, Jack Myers. No mention is made of a President or Chairman. The Secretary/Treasurer collected 10/- from all present and issued receipts.

The next two pages of the Minute Book (a school exercise book) are headed "A Meeting was held at J. Myers' residence" and "A Meeting was held at K.A. Daly's residence on the ---", both pages then being blank except for a question mark written half-way down each page apparently in the same ink and handwriting as the headings. No dates are recorded anywhere.

In the Minutes of 12th July, 1954 the statement is made "The President, Mr. R. Grant, told the Meeting that he would be unable to carry on as he could not devote the necessary time and wished to resign. The Meeting accepted Mr. R. Grant's resignation." Reference to HISTORY CORNER for September 1981 will give the background to this brief reference in the Minutes.

At the end of the infant Club's first year the Balance Sheet was issued, dated 5th May, 1955. This showed Liabilities of:- Club Badges (W.H. Smith) Pounds 27-10-0, Bank Pounds 43-12-6, Cash on Hand Pounds 0-10-0, Stationery and Stamps for year Pounds 4-0-0, Total Pounds 75-12-6. On the Assets side were shown 6 Badges (@ Pounds 1-5-0 each) Pounds 7-10-0, Pattern for Badges Pounds 15-0-0, Sundry Debtors (i.e. Badges and Subs.) Pounds 18-15-0, an untitled amount of Pounds 10-10-0, Balance of Receipts over Expenditure, Pounds 23-17-6. Total Pounds 75-12-6.

The Secretary/Treasurer's comments attached to

the Balance Sheet make interesting reading:

"The Club ended the year with 25 members* of whom eight were not financial, 25 badges were purchased at a cost to the Club of 10/- each plus Pounds 15-0-0 for making the die.+ The Club paid for the die from the first 25 badges and should have made a profit from the next lot cast. Some monies are still owing for printing but as I have not received a statement or an estimate I cannot include the figures in the Balance Sheet. During the year the monthly meetings were held at a cost of Pounds 1-0-0 per night. This cost was defrayed by the members attending who all contributed to meet it. Supper was provided by Mrs. Myers to soften the blow and the Club made Pounds 1-17-6 profit on the year. The Club should, allowing for the outstanding printing, end up with a profit of Pounds 5-0-0 which, to my mind, is satisfactory.

Sgd. JACK MYERS
Hon. Sec. 5th May, 1955."

Thus, great oaks from little acorns grow! See you next meeting.

THE HISTORIAN

- * (1) R. Grant, (2) K.A. Daly, (3) A.J. Myers,
- (4) J. McLean, (5) F. Klein, (6) J. Garwood,
- (7) R. Fitzsimons, (8) R. Hope, (9) K. Holmes,
- (10) S. Holmes, (11) B. Ford, (12) D. Hope,
- (13) B. Marsland, (14) J. Perdriau, (15) G. Ball,
- (16) G. Hancock, (17) K. Lober, (18) J. Crouch,
- (19) D. Ney, (20) F. McGowen, (21) A. Rose-Bray,
- (22) J. Butcher, (23) R. Deahm, (24) J. Simpson,
- (25) G. Campbell.

- + This must refer to the pattern as these badges were cast in bronze and except for the lettering were a direct lift from the badge of the Antique Automobile Club of America - these are now collectors' items.

* * * * *

Brief but Important

We had a very successful run over the long weekend - quite a few of our Sydney friends joined with us at Morpeth.

Conditions on the Saturday were extremely windy but on Sunday the weather was kind to us and I am sure everyone enjoyed the outing.

24 cars attended the rally which was won by DON MOFFAT in his 1914 Metz Roadster.

We had a few casualties - HOWARD HUGHES ran out of petrol with a flooded carburettor in the first five miles.

The fellow in the little Reo had to come in at the finish on the trailer because of lack of spark.

PETER ADAMS (showing off as usual) when cranking his Garford Fire Engine had his finger between the crank handle and chassis (the wrong place to have it) when the engine backfired - result was a trip to Maitland Hospital for expert attention. Peter was lined up at the hospital with a group of weirdos from the Stroud Rock Concert.

Hope we see some more of our Sydney friends at the outing to Dharug National Park on 31st October, 1981.

Regards to all.

- BELT DRIVE BURKE

* * * * *

A pessimist is a female who's afraid that she won't be able to squeeze her car into a very small parking space.

An optimist is a male who thinks she won't try.

* * * * *

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

Solution to No. 2 - AGELESS ANNE - Anne is 18.

NO. 3 THE BEGGAR'S BROTHER

A beggar had a brother.

The brother of the beggar died.

The man who died had no brother -

And yet the beggar had a brother.

HOW CAN THIS BE SO?

(Solution next month.)

* * * * *

PRESSURE SYSTEMS

(PART TWO)

It will be appreciated that with countable revs. there is a discernible time lag between impulses given to the check valve, so that without continuity of pressure, each lift given to the check valve ball allows some pressure to escape past it, thus reducing the pressure built up in the tank. To multiply the difficulties, at this stage the jet is being fed with stone cold spirit, and the draught through the radiator is keeping the intake manifold at a low temperature, so that it is necessary to keep the carburettor choked to a small degree.

An additional difficulty in starting from cold is that the compression, in combination with the viscosity of the oil on the cylinder walls and bearings is such that it is virtually impossible for the average driver (Yes! I know! If a fellow was a bit taller and heavier he would be better off!!) to swing the motor over a number of times continuously and thus draw spirit up the idle jet to the butterfly valve position. It is possible that an appreciable amount of spirit is drawn up at each upward

pull of the starting handle, but it drops immediately the vacuum above it is broken while the operator catches the starting handle in the next sprocket.

Due to the bodywork and engine size it would seem to be obvious that the only old vehicles able to carry the gravity system are the small engined models, as their fuel needs are so small. Even the T Model, where we are getting into the range of bigger vehicles, has problems with the gravity feed. It is such an ignominious and expensive exercise to be forced into making one's way uphill in reverse gear in order to ensure a supply of petrol to the carburettor!

Hopefully, some of those who will have read this article will feel enlightened on the subject of fuel feed, and may even have some compassion for any members whom they observe to be experiencing difficulty sometimes, the greatest manifestations of which are generally violent and repeated swinging of the starting handle, much use of a hand operated air pump and numerous liftings of the bonnet.

* * * * *

Bits & Pieces

ALLAN BLEVINS officially retired last month and now advises that he is religiously involved in restoring the Pope. Also heard that his insides were all knotted up, but has now had them blown back into proportion.

JOCK MC GOWEN is grinning from ear to ear after being presented with his first grandchild as a 60th birthday present.

Hope JOHN CORBY is walking around soon after his five-week spell in hospital. Heard also that JIM LEWIS and COL BRYSON haven't been too well recently - hope they are both well on the recovery road now.

#

There must be something in this retirement business. We have now got retired magistrates, registrar generals, rubber magnates, retired bankers, and to cap it all off, retired boilermakers in JIMMY EISENHAUER and ALLAN BLEVINS, who all seem to be enjoying their retirement while we poor workers slave on.

It has always seemed to me that ALAN ROSE-BRAY must be 85 years of age and I just found out that he is lucky to be 60! Now that he has retired he has promised to complete the history of the club within six years but knowing Alan well, he is bound to procrastinate.

MAX CHAPMAN backed me into a corner at the last club meeting and tried to explain to me, in 15 minutes of quick talking, that Wolseleys are the only car in the world - what's wrong with that man? Even I know that Calthorpes are better than Wolseleys!

The most excited person I have ever seen turned up at my place on the weekend to inform me that he is now the father of a bouncing baby girl. Congratulations ANNETTE and MEL POPE and hope your newborn daughter MELISSA brings you great joy and happiness.

* * * * *

NOT ONE WORD ABOUT VETERAN CARS

When I was young and skinny and dewy-eyed I heard about "in sickness and in health, for richer or poorer, and love and honour" and more, but not one word about veteran cars, although we were contracted for life.

Then, a little older and two children later, we drove into the desolate flatness of South Australia, near Port Augusta. Not a telegraph pole was to be seen. Not a house. Not a road. Just dust and hard dirt. The driver and his father were unperturbed. Their talk rumbled on about locating an ancient motor bike remembered from childhood days. The driver's, not father's. Later it was discovered that the 1910 bike had been sold for two shillings and sixpence, along with sundries! Still not a

word about veteran cars, and the fear that we might have died of thirst out there in the isolated backblocks was glossed over as an exaggeration nurtured by the tender experiences of city life.

Then, out of the blue, a station wagon and a trailer, both so illegally loaded with junk that travel was stealthily made in dark of night, trundled into the drive. It was pre-dawn and the suspected intruders were lucky not to be downed by blows from a blunt instrument. We now began to hear about veteran cars, nothing but veteran cars, often incomprehensible. And our social life? It almost died. Such remnants that there were took place in the workshop. Troops of strange men drifted in and wandered out again, usually fortified by coffee and cakes. Complete strangers had the restorer's telephone ear.

And other sacrifices began - not so much material things, but good companionship, the sharing of family life, whacking the kids when they were bad-bad, and other things. Awh, lord! The neglect was something awful!

So, five years ground away. Did the children really know their father? Could an embryo veteran car be named as correspondant in a divorce? Never, advised the dumbfounded V.C. visitors. "Why worry?" they said when they were thinking, "How can any woman be envious of such a lovely car?"

And they said, "A genuine Wolseley radiator was an ideal wedding anniversary gift." And they said, "You know where he is, don't you?"

Yes, I knew where he was. In the workshop for what seemed to be every waking moment of his life. Sometimes we met at meals.

Then, the car was mobile and we roared off to events with alacrity. Films? Barbecues? Yes, as long as it was V.C. organised. The cold fresh air gave one child repeated attacks of asthma. Jeannie Baby has never dared to mention the veteran to her Ear Doctor, fearful that he'll forbid the jaunts. And the family quickly

developed cast-iron bums and the constitution of oxen.

On the credit side we met people and made lasting friends. We had holidays. We had togetherness - just try three in the front seat for that. We've appreciated scenery unnoticed in modern cars. And my perfectionist, erudite husband seems to be now an authority on veterans. So much so that when we did break down, everyone chugged by with cheerful waves. Max Chapman, sick with the 'flu', could never be in trouble, it was assumed. A pity that Don Steer had had an accident that day. It landed him in hospital, you may remember? And ho, he must regret that he missed the opportunity to tow Max's car, except that Max did get her to go again like a well-trained homing pigeon.

And so life goes on - he'd sell me before the veteran, says the family, but ... but ... but ... one day I'll be in the veteran class, with some luck, although there is no chance of catching up with the French grey Wolseley. Born too late.

- J.C.



* * * * *

THE motorist knocked on the door of the farmhouse. "I just ran over your cat," he said to the woman who opened the door. "I've come to replace it."

"Well," she snapped, "get busy. There's a mouse in the kitchen."

*Advertisements*WANTED

STEERING BOX with sector shaft and steering shaft, also eye beam (front axle) less stub axles for 1910 Renault 2-cylinder, in any condition.

WILL SWAP drive shaft with universal joints and front universal alloy housing for same model, also 1911 Flanders engine, diff. housings, rear hubs, sub chassis and cross members etc., also Vintage Model T cylinder blocks, sumps and heads.

- JOHN SMITH
72 Brisbane Street,
DUBBO. N.S.W. 2830

FOR SALE

VERY EARLY AMERICAN underslung chassis motor and transmission. The block is damaged, no body. What offer?

- R.H. PALMER
Warburton & Palmer,
Solicitors,
P.O. Box 12,
BOGGABRI. N.S.W. 2382

WANTED

CARBURETTOR ZENITH 1-1/16" to 1-1/8" for "The Williams Alldays".

- JEFF VANSTONE
135 Wardell Road,
EARLWOOD. 2206
55.6867

FOR SALE

1917 PONTIAC TOURER, restored.

- GEORGE DELLAR,
11 Roland Road,
ROSTREVOR. S.A. 5073

WANTED Parts or information 1912 K.R.I.T.
(All States)

- L. MANSFIELD
20 Mersey Main Road,
SPREYTON. TAS. 7310
(004) 27.2259

WANTED FOR 1914 MODEL T FORD, a brass bulb horn to complete restoration.

- PETER HAWES
376 Paisley Street,
ORANGE. N.S.W. 2800
(063) 62.4736

WANTED ONE HAYES WIRE WHEEL (for rear end).
Model T Tourer to complete restoration.

- PAUL KELLY
14 Allenby Road,
ORANGE. N.S.W. 2800
(063) 62.3792 Bus. Hours

FOR SALE 1912 AUSTIN steering box, column etc.

- G. KNOPLER
10 Keswick Grove,
VALENTINE. N.S.W. 2280
(049) 46.7183

WANTED

ARMSTRONG WHITWORTH 15/20 h.p.
c.1912 Schaffer Budenberg pressure gauges
approx. 2 $\frac{1}{4}$ " diam. bottom entry. One to 10
PSI, one to 5 PSI.
One only 4.40 x 23 b.e. steel Sankey wheel,
4.40 x 23 b.e. tyres in good condition.
815 x 105 b.e. rims.
6" reflector for No. 6 Deitz Majestic gas
lamp. Would prefer to buy, some swaps available.

- ALAN COLLIS
31 Donald Road,
WHEELER'S HILL. VIC. 3170
(03) 560.8649

WANTED

NAPIER 1912 15 h.p. 'Colonial' carby, and any information on same.
Sidelights, kero, similar to early Ford T - English. Tail light (English).
Dash instruments and gauges.

- GORDON GRIFFITHS
338 Blackshaws Road,
ALTONA NORTH. VIC. 3025
(03) 391.6664

WANTED

810 x 90 mm beaded edge rims.
Parts or information on c.1912 Vermorel
12/16 h.p.

- IAN IRWIN
25 Palmer Street,
GARRAN. A.C.T. 2065
(062) 81.6925

WANTED

1910-12 MERCEDES differential for 12 h.p. model, and diff. for 20 h.p. model.
Any early Mercedes instrumentation, Herman Reiman or Germania side lamps, original literature and photographs.
Would welcome leads on any Mercedes parts anywhere in Australia.
Can exchange or will sell.

AVAILABLE

c.1910 STAR differential, front end assembly, wheels and chassis.

- WAYNE ABERDEEN
112 Tillyard Drive,
FLYNN. A.C.T. 2615
(062) 58.2603

FOR SALE

DYKE'S ENCYCLOPAEDIA, Seventeenth
Edition. \$40.00.

- A.H. DOHERTY
Upper Papermill Road,
FYANSFORD. VIC. 3221
'Ph. 93960

WANTED

PAIR of 7" Rushmore gas headlamps.
Will purchase, or exchange any of the
following:

Pair of C.A.V. Model F electric headlamps
Pair of large gas headlamps
Dashboard sight lubricator
Rushmore gas generator.

- G. KNOPLER
10 Keswick Grove,
VALENTINE. N.S.W. 2280
(049) 46.7183

WANTED

PAIR of Lucas King of the Road sidelamps.
1 P & H sidelamp No. 1000.

Will purchase, or exchange various types of
sidelamps, including a pair of Ford T square
brass sidelamps.

- G. KNOPLER
10 Keswick Grove,
VALENTINE. N.S.W. 2280
(049) 46.7183.

FOR SALE

(All States)

UPHOLSTERY LEATHER.

1st grade, English leather hides, one
colour only, Grey, \$80.00 per hide.

- G. EDWARDS
1066 Bardia Street,
ALBURY. N.S.W. 2640
(060) 25.1574

* * * * *

N O T E :

Enclosed with SPIT AND POLISH are two loose sheets.

BLUE SHEET. Application form for Children's Christmas Picnic, SATURDAY, 12TH DECEMBER, 1981. Forms to Peter Wards, 27 Ashley Ave., WEST PENNANT HILLS. 2120 by 26/11/81.

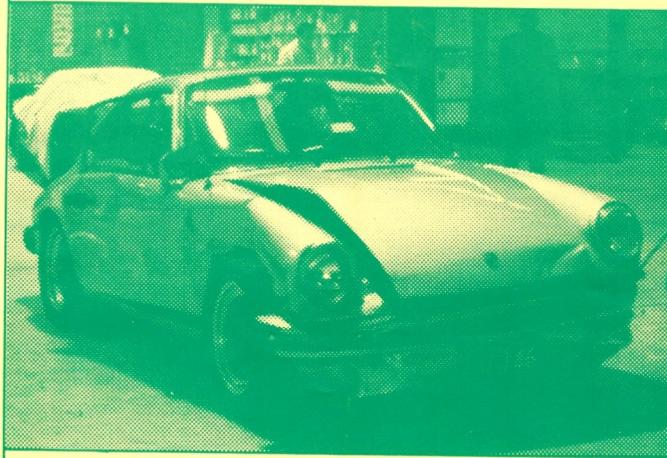
OLD GOLD SHEET. Revised entry form for Blue Mountains Rally, 20th/21st February, 1982. Entries to Peter Wards (as above) by 1/12/81 please.

* * * * *



"When did you first notice that sinking feeling?"

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.