

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

SPIT AND POLISH

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November, 1981 Vol. XXIII No. 5





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. 5

November 1981

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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,
26TH NOVEMBER, 1981.

Editorial Comment

This has been a very busy month for me, returning from holidays I went straight into a new job after my 12 months' retirement (thank goodness! said Roley) and think I am now ready to retire again. My thanks to our Events Committee who did the work to get our magazine out last month.

At our October meeting, I think we all felt a sense of our club's history passing out the door when Jim Simpson announced that he is moving to Bathurst. Jim is one of our oldest members in both senses of the term. He has always been a stalwart in attending outings, turning up at the most unexpected times, and a regular attendee at our monthly meetings. We may not always agree with his views, but he has always been a great supporter of our magazine, having been editor for a time and with his many articles.

We all know the B.S.A. is not as young as she used to be, but let's hope that now and again she will be feeling perky enough to make the trip down the 'hills' to see us. Good luck in your new home, and keep in touch.

- JAN C.

* * * * *

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS ROAD, FIVE DOCK. N.S.W. 2046

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President's Message

This is a message of gratitude, a gratitude that is so deeply felt, these words of mine are but the limit of my ability to express. The companionship that you, the members of this club, have given to Pam and to me over the years and the enjoyment gained by participation in our veteran motor vehicles in so many events is something we have shared in a common bond with you.

Whenever possible, due to a long history of illness, Pam shared my enthusiasm and read all of my previously-issued messages before committing them to print. Now that she has gone I will endeavour to continue these communications during my term of office as she had encouraged me to do.

I am not at all sure that I was fair to her with the time spent in pursuing the various goals set by our club, but would add that she was justly proud when you elected me your President.

The companionship that our club offers has all the hallmarks of a large family and again it is the enthusiasm and many hours of hard work, executed individually and collectively, that has brought to fruition our aims and objectives.

- GEORGE A. ROBERTS.

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IMPORTANT: Please see Pages 6 and 7 for information re Registration 1981 and Insurance.

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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, 22ND OCTOBER, 1981.

There was a minute's silence for Pam Roberts and Frank Craze.

Barry Trew chaired the meeting in the absence of George Roberts. (59 members and 4 visitors present.)

CORRESPONDENCE RECEIVED FROM:

- * Bill Burrows, with copies of plans for Council.
- * Dept. of Motor Transport, Northern Territory.
- * Dept. of the Australian Capital Territory.
- * Newcastle Club, Minutes of their meeting.
- * Greg Elliott of Sporting Car Club of South Australia (Classic Section) re concourse judging information.

NEW MEMBERS:

Museum of Applied Arts and Sciences - Representative, Andrew Grant.

PROPERTY FINANCE COMMITTEE:

\$10,000 received from Forest Films for use of cars for film 'Kitty and the Bagman'.

PUBLIC AFFAIRS:

Cars in use for Grace Bros. Parramatta nets more funds for our Building.

Request for photos of cars for Public Affairs Album.

GENERAL BUSINESS:

One and Two Cylinder Rally - 60 entries confirmed to date.

Raffle books handed out to all members who have agreed to sell them.

Sandy Garrett on behalf of the 'Green Family' donated Badge No. 8 to the V.C.C.A. (N.S.W.). John Gorton volunteered to have the badge suitably mounted on a timber backing and the badge is now in his care.

Peter Michaels was presented with his plaque for the 1902 Rambler.

Jim Simpson advised that he intends to move to Bathurst and may not be able to attend club meetings in the future. Bob Baxter, on behalf of all members, wished Jim all the best in his move to Bathurst.

Meeting closed at 9.40 p.m.

* * * * *

Events

FRIDAY, 27TH NOVEMBER - ADULTS XMAS PARTY

Fongs Restaurant, 411 King Georges Road, Beverly Hills. 7.30 p.m., \$10.00 per head. Ring Robyn Wards, 871.3871 before Tuesday 24th November.

SUNDAY, 29TH NOVEMBER - VIC JACOBS DAY

As this is the Year of the Disabled, this outing is for the blind, partially-blind and deaf children and will be catering for over 100 children. Should there be any new members who would like to have a very enjoyable day, meet their other members and get a lot of satisfaction from helping these unfortunate children, please contact Victor Jacobs, 699.6666(B), 922.1535 (H), likewise older members who have not already signified that they will be joining in this outing.

SATURDAY, 12TH DECEMBER - CHILDREN'S XMAS PARTY

Forms included with October SPIT AND POLISH must be in by November club meeting or ring Robyn Wards, 871.3871.

Note: Members' children are FREE but need to be "registered" on blue form.

SUNDAY, 17TH JANUARY - DAYLIGHT SAVING RUN

Start: Crossroads Hotel

Time: 9.30 a.m. for 10.00 a.m. start.

SATURDAY, 6TH FEBRUARY - PROGRESSIVE DINNER

"Northern Districts". Ring Robyn or Peter Wards, 871.3871

#

GARDEN PARTY - 25TH OCTOBER 1981

A fine, enjoyable day was had by all,
especially Alan Rowe, who won a bar 'fridge in the raffle.
Attendees were:

Max Roberts	Ford	Bob Baxter	Calthorpe
Bill Spraggon	Renault	Jack Dance	Talbot
John Wards	Ford	Reg Jones	Clement
Martin McCarthy	Vauxhall		Bayard
Peter Wards	Hupmobile	Jim Wilson	Oakland
Bill East	Studebaker	George Roberts	Rolls Royce
Jim Cooper	Wolseley	George Green	Rolls Royce
Bill McCarthy	Vinot et	Simon Garrett	Rolls Royce
	Deguinand	Don Steer	Wolseley
Alan Rowe	Buick	Allen Blythe	Hupmobile
Jeff Vanstone	Metallurg- ique	Bill Maunsell	Rolls Royce
		Reg Thornton	Overland

* * * * *

REGISTRATION 1981CITY MEMBERS' INSPECTION DAYS

SATURDAY, 21ST NOVEMBER, 1981 - 1.00 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 photocopy of policy and/or renewal

certificate. The cost will then 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.

IMPORTANT: Gibbs Bright have now been taken over by Mercantile Mutual, who are not renewing any existing Veteran and Vintage insurances. South British are continuing with these insurances - contact Mike McLean or Bill Hatton, 922.6055, at Hatton Lyne and Associates for details.

* * * * *

History Corner

THE FIRST KATOOMBA RALLY (PART 1)

At a regular meeting of the Veteran Car Club of Australia, held at the Australian Sporting Car Club's rooms at No. 1 Regent Street, Redfern, on Thursday, 1st March, 1956, leave was granted for two representatives from the Vacuum Oil Coy Pty. Ltd. to address the meeting concerning that company's interest in linking its publicity with the Veteran Car movement.

The first speaker, a Mr. Anketell, advised that Mr. Cowles, the General Manager for New South Wales of the Vacuum Oil Coy in Australia, was particularly interested in this aspect of publicity. Mr. Anketell pointed out that his company was prepared to make, say, 120 gallons of fuel and 12 gallons of oil available, free, to the Veteran Car Club of Australia for its projected first Blue Mountains Rally. Petrol would be made available from 2 x 4-gallon red tins labelled "Pratts". Some publicity would be required, in return, at the Starting Point at Auburn and also at Katoomba.

Mr. Anketell was followed by a Mr. Cran, who pointed out that as the Vacuum Oil Coy possessed old records of oil specifications going back to 1908, or even earlier, the company would be prepared to look up these records and make any oil specification, for any particular car, available to the club.

Mr. Anketell then spoke in conclusion, stressing that the company hoped to gain some publicity by securing pictures of veteran cars with Gargoyle Oil tins and canisters prominently displayed.

The Chairman (Mr. Daly) thanked both speakers for their information and advised them that their proposition would be considered by the club in committee. Mr. Anketell and Mr. Cran then left the meeting.

Club member Jack Myers* (then proprietor of the Atomic Service Station, 491 Anzac Parade, Kingsford - a Golden Fleece outlet - now a Fleet Service Station) then asked leave of the Chair to address the meeting. He said he represented H.C. Sleigh Ltd., which company was prepared to distribute approximately 200 Pounds in prize money, probably in the form of 10 Pounds per competing car starting money and would assist in publicising the event. In return, they would acquire publicity themselves and might even issue photographs of the veteran cars to their Golden Fleece outlets, which could be collected into sets, when suitable prizes to the set collectors would be given.

It was finally moved by Mr. Masser, seconded by Mr. Klein, that the club accept H.C. Sleigh's offer of 10 Pounds starting money to each competitor, together with free fuel, oil and technical advice and that a committee of three members comprising the Chairman (Daly), the Secretary (Rose-Bray) and Mr. Myers discuss H.C. Sleigh's offer further with the company's representatives, with a view to ascertaining, in more detail, what the company expected of the club and what the company, itself, was prepared to do.

(* Tragically killed whilst racing on the Catalina Circuit at Katoomba on 21st January, 1962.)

Following lengthy discussion and amendments (which were lost) and the "gag" (which was not) the original motion was put and carried.

(Part 2 will be printed in December SPIT AND POLISH.)

THE HISTORIAN

* * * * *

Bits & Pieces

Heard that JIM and DOT WILSON celebrated their 40th 'de facto' wedding anniversary recently. Was the afternoon celebration because the family couldn't find enough baby sitters, or really because you can't take the late nights any more Jim?

#

We wish to extend our condolences to the family of ex-member FRANK CRAZE, who passed away recently, and also the family of ALAN TESTER who, although not a member of our club, was a well-known sight with his Rover.

#

This JIM REDMAN is a great guy - makes big deals with a very honorable Film Director and it all looked easy for our Building Fund to make thousands! But beware of Greeks who bear gifts and even Australians who speak with forked tongue because we now have a new breed within the club. They can be quickly identified by the "film star" gaze in their eyes and an appropriate 1920 short cropped (spelt with an 'o') hair cut. Some have very bloodshot eyes from late night filming around the streets of "Darlo" and arriving home at 3 or 4 a.m.

Others refuse to join in the normal old car conversation unless they have a few words such as "star", "darling", "dashing" or "jolly super" thrown their way. I doubt if

our club will recover from all this limelighting!

#

That JIM SIMPSON has carefully planned a devious method of getting to Katoomba the easy way in 1982. He has forcibly shifted his sweet wife, sour BEEZA, and all attached goods and shackles to Bathurst so he can attempt the Katoomba assault from the easy side of the mountain.

What lengths some members will go to, simply to get to Katoomba!

Jim, we hope you enjoy your new life in that fair city of Bathurst.

* * * * *

Brief but Important

BRIEF - VERY

It was said to BOB NEWMAN that the only bright spot in the Newcastle Mattara Procession was the old fire engine with all the brass on it. "Bet the old bloke driving it has had it since new!" How do you like that, George m'lad?

HIGHLIGHTS OF THE NEWCASTLE TOUR

PETER ADAMS, on preparing to wind up the Garford, "The starting handle was loose and worn but I fixed it up and it's O.K. now." Result: after one hearty swing, a badly split finger and a trip to the hospital where three stitches were inserted.

JACK DANCE tried to drive "Tilly" through a branch of a tree. He said, "The windscreens wanted replacing, anyhow." However, with a little help and RAY THOMAS acting as courier on a swift-emphasise-swift trip to Newcastle, the new screen was fitted.

A sight for sore eyes - JUDY THEW tearing madly around the Centre grounds on Spraggo's motor bike. Bare feet and all!

Last outing RAY THOMAS lost the mainsail of his 'T'. This time, on tacking into the wind around the main building, lost his spinnaker. He now knows how to drive with one hand on the wheel and the other holding down the hood in a 40 m.p.h. gale.

Spotted NOELENE THOMSON being given driving lessons by BILL SPRAGGON in his Renault. Hope it is the forerunner of her bringing the De Dion out. Keep at it Noelene.

Never did find out who won the derby between PETER MICHAELS in the Rambler and JOHN SIMMONS in the Napoleon. They disappeared near Dungog and it is said they made a quick trip to the Tannelorn Music Festival. Was it true, fellas, about the "skinny dippers" in the creek?

BEN BRONK has finally settled his debts by paying the local Hon. Sec. the sum of twenty cents, being outstanding on his accommodation charge. Receipt was duly given and witnessed by being written on a paper serviette bearing the words "Diocese of Newcastle".

Owing to there being a bit of wind and a few spots of rain, only six cars fronted for the night run. With PETER ADAMS and BOB NEWMAN as driver and pilot, it was an exhilarating experience trying to keep the tail light of the F.N. in sight. The F.N. has only one speed on flat country -- fast.

When PETER WARDS pulled up after the run in the Hp, more passengers alighted from it than from the Sydney Flyer. We are not sure as to where they all sat - stood - or lay down.

JOHN GORTON was in the limelight with the Garford. Kids (big and small) kept on wanting rides around the property. He ended up deputising BARRY THEW and PETER WARDS as relief drivers.

After consuming some fourteen meals, large and small, over the two and a bit days, dieting will be the order of the day. Don't let the scales frighten you girls!

MARNEY THOMAS went bargain hunting at the Wine Festival and came laden with a few flagons of red and white which were despatched with much gusto.

Did JOHN GORTON and Marney Thomas go into the local hostelry looking for Spraggo and Ray, or vice versa? Further details next issue.

It would appear that the Wards have two budding musicians in the family. Elizabeth and Dannielle were helping PETER ADAMS in making music. A violin for each of them Robyn?

Instructions from a certain navigator:
"Turn left! No, right - wait until I change my glasses - slow down, I missed the last Spotto - around here - no, must be the next turn - what's the next question? Can't you slow down a bit? Where are my sun glasses? I don't know why you should be in such a hurry! Go right - wait a minute, I think it's left - oh h'll, I wonder who the moron is that made up these lists?"

Saw FRANK NISSEN laughing his head off at the "discussion" taking place between JEAN CHAPMAN and JOSIE NISSEN with GEORGE ADAMS in the middle. Who did you declare the winner, FRANK? (Subject: "Spottos".)

On a serious note. New accommodation, motel style, is to be built at the Conference Centre next year and the old house erected in 1821 is being restored under the auspices of the Heritage Council. This should make this lovely spot even more attractive to visitors. We have made a booking for next year so it is "same time, same place" for our October Run.

The official starters, SANDY and PEGGY HOLMES, flagged away 22 starters, 14 from Sydney. Prizes were won by DON MOFFAT, PETER WARDS, NEV PRESTON, MARNEY THOMAS, GRAEME NEWMAN, the BAGNALL family, FRANK NISSEN

and AUDREY MOFFAT. (Space doesn't permit further details. Ed.)

* * * * *

VALE PAM ROBERTS

It was a sad occasion when we learnt of the passing of Pam Roberts. We proffer to our President George and sons Bruce and Rod and their respective wives and families our deepest sympathy.

We have delightful memories of Pam during the many years of her association with this club. Bright conversation, a cheery smile and friendly welcome were her hallmarks. We have all enjoyed her company on Katoomba Rallies and Western Tours and the pleasure of sharing hot buttered scones along the Gulgong-Mudgee road with Pam, on a cold winter's morning, is a happy memory that will stay with me forever.

- R.B.

* * * * *

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

Solution to No. 3 - THE BEGGAR'S BROTHER

The beggar was a woman.

NO. 4

RAINY RALLY

During a rally it rained on 11 days. When it rained in the morning, it was fine in the afternoon and wet afternoons were always preceded by fine mornings. There were 9 fine mornings and 8 fine afternoons.

HOW LONG DID THE RALLY LAST?

(Solution next month.)

ROSTER ALTERATIONS:

New Members:

MICOS, Mike Gerry, 177 Storey Street, Maroubra. 2035
Membership No. 752 (A)

GRANT, Andrew, Representative of Museum of Applied Arts
and Sciences, 659 Harris Street, Ultimo. 2007

Changes of Address:

JACQUOT, Donald George, P.O. Box 149, Matraville. 2036
Membership No. 610 (F)

KENNEWELL, Richard, P.O. Box W309, West Tamworth. 2340
Membership No. 709 (F)

* * * * *

BEWARE THE DEMON CARBIDE

Some years ago Reg Jones kindly offered me a drum of carbide which I gratefully accepted. There must have been all of a hundredweight as it took the two of us to get it in the boot. I managed to get it out on my own and stood it in the corner of the garage where it remained until we were to go to the Morpeth Rally of the Newcastle Branch, hopefully to take part in the Gaslight Parade on Saturday night with my newly-adjusted gas headlights.

The only way to get into the drum was by cold chisel and hammer, so away I went and got the lid up, only to find to my great disappointment that it had all disintegrated into fine grey crystals and white powder, so I thought, well that's the end of my carbide.

The best way to get rid of it, I reckoned, was to take it out to the tip, and so - as it was too heavy to put in the trailer on my own - I unloaded some of it into two cardboard cartons and left a little less than half in the drum.

You may recall that we had a long spell of dry weather at this time so I wasn't too perturbed about

the stuff. Then on the Sunday, as I was having a bit of a spinebash, the 'phone rang and our neighbour said, "Jack, I thought you ought to know there's smoke coming out of your trailer." I thanked her and went out to see what was going on.

You've probably guessed by this that it had started to rain and of course the good old carbide had well and truly come to life, so I thought: I know what I'll do, I'll drown the rotten stuff, so grabbing the hose I let it have it full bore.

Well, you should have seen the results of my effort! Clouds of white fumes, and then, BANG up went the flames with a roar and as the trailer was parked down the side of the house, what do you think I did? You're right - PANIC!

I could see the whole of the Dance estate going up in flames. By a superhuman effort (the damn thing weighed a ton) I managed to get the trailer out on to the lawn and decided it was time to call the Fire Brigade and stop playing heroes. The Brigade duly arrived with wailing siren and flashing lights and the crew descended to assess the situation.

I don't really think any of them had any knowledge of the problem at all and continued to pour water on, only to find that the fire burned more fiercely and was producing an outstanding display of pyrotechnics. My suggestion of using foam was given a short, sharp "no" and the display was continued with lots of flame and a few minor explosions.

However, all ended eventually, the Fire Brigade departed and I was left contemplating a large area of lawn burnt and covered with a nasty grey sludge which hopefully will disappear in the fullness of time.

The moral of this little story is, if you have anything to do with carbide, don't muck about with it.
JUST WATCH IT!!

- JACK DANCE

FUND-RAISING

Raffle books are now in hand to be issued to members for sale to friends and others. The basis for this raffle is to raise funds for the new hall. This raffle has a possibility of raising approximately \$4,500. The following is a list of prizes:

1ST PRIZE: 2-week holiday for a family of six at Vacation Village, Port Macquarie.

2ND PRIZE: Hand-painted pottery Bread Crock.

3RD PRIZE: One carton of specially labelled Wine.

4TH PRIZE: Garage Tidy supplied by Lamson Engineering.

Books of 4 tickets at \$5.00 each are available from Barry or Judith Thew, 62A Spurway Street, Ermington, 2115, 638.1155.

* * * * *

Here and there within the club we have some cars which are not quite as well known as some other makes. With this in mind, we thought you may like to read about a few of these rarer marques.

This is the first, and we would like to hear from other members with cars which fall into this class.

(R.R. and 'T' Ford owners need not apply.)

- JAN C.

1913 VINOT & DEGUINGAND

Early in 1969 it was my good fortune to acquire an unrestored 1913 Vinot & Deguingand from Malcolm Elmslie, who was a member of the V.C.C.A. (N.S.W.) in the early 1960's. The car was "as found", minus a body, but the radiator, engine, gearbox and all other running components were there, though in need of considerable work.

My son Bob, owner of the 1911 Martini and a 1916 Dodge, designed and built a wooden roadster body frame based on one seen in England and photographs of a small original Vinot owned by Jim Harris of Melbourne.

Peter Wards made most of the metal body panels. The chassis needed extensive work, including repairing a section cut away in the distant past to facilitate access to the steering box.

The engine block was reconditioned by Reg Jones, and assembly of the body, motor and running components, also the painting, were carried out by Bob. Fred Thompson of Five Dock did the upholstery and trim.

The first outing, to Warwick Farm in 1973, was a memorable occasion and subsequent participation in numerous club events has been a source of great pleasure to Barbara and myself.

Mechanical details are: 4-cylinder monobloc S/V engine, 15.9 h.p., bore 80 mm, stroke 130 mm, cone clutch. The gearbox is cylindrical, with a unique vertical gate gear-shift. Vinot & Deguingand commenced motor vehicle manufacture in Puteaux, France in 1901 and their cars enjoyed numerous successes in pre-War European racing.

Though the marque was not very well-known in Australia, a Vinot driven by Syd. Day in 1910 covered the 573 miles between Sydney and Melbourne in the then-record time of 20 hours and 10 minutes.

Unfortunately, like so many of its European contemporaries, the Vinot & Deguingand company had never fully recovered from the Effects of World War I and production ceased in 1926. As far as it may be ascertained, Jim Harris's car and our own, both 1913 models, are the only mobile survivors of the marque in Australia.

- BILL McCARTHY

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ODD BITS

Some of the ideas worked out by the early motor car designers, such as Dr. F.W. Lanchester with his harmonic balancer, disc brakes, suspension and other mechanical odds and ends, were way ahead of many other stock line manufacturers.

What about Panhard and Levassor? In their 1910 30 h.p. engine we are told that "...the exhaust camshaft is provided with cams of suitable profile so that, on being moved a certain distance, the engine, when the throttle is closed, is caused to perform as a two cycle compressor to be used as a brake."

This piece of information was found in "History of the World's High Performance Cars" by Hough and Frostick. We presume that this astounding piece of mechanical know-how will have to be taken for granted by the average reader, as the overall description leaves us a bit in doubt as to the real or apparent cam action.

A diagram would have been more helpful than the words "suitable profile".

- JIM SIMPSON

DAZZLED BY THE 1903 INVENTIONS

If you are being dazzled by the "latest" options and accessories, it may interest you to know many of them are not as new as they seem.

That highly futuristic single-spoke steering wheel was standard on the 1903 British Humberette, as was an adjustable steering column.

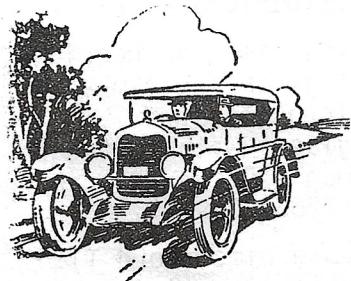
The wonderful automatic transmission had its roots in the same year when De Dion offered a gearbox incorporating the same basic principles as a modern automatic transmission.

Also in 1903, Rover equipped its cars with a steering column gear-shift.

Independent front suspension was introduced in 1909, coil springs in 1910 and electric starting in 1911.

The year 1914 saw the advent of the double overhead camshaft.

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AUCTION SALE OF THE
SYPER FAMILY
COLLECTION OF
UNRESTORED VINTAGE
CARS ETC.

This sale will be conducted on the Hirstglen Farm, on SATURDAY, 12TH DECEMBER, 1981 at 10.00 a.m. (Queensland time).

AGENTS: F.E. Logan & Co.,
Clifton, Q'land.

Phone: (076) 973.244

* * * * *

DID YOU KNOW ??

In 1927 a Model T Ford without an engine was "driven" 7632 km across Canada by Frank Elliott and George Scott.

They persuaded 168 passing motorists to give them a tow - and completed the journey in 89 days to win a \$2,000 bet.

* * * * *

Advertisements

FOR SALE

Rear type luggage carrier suit Veteran tourer.

1 Brown Bros. Ltd., London, Diver's Helmet tail lamp.

1 W.B. Diver's Helmet tail lamp.

DOUG PEARCE, 36 Paragon Drive, North Rocks, N.S.W. 2151 (02)871.8701

FOR SALE

2 Ford T front wheels, rims and bearings.

1 Cadillac headlight glass and rim - "Cadillac" moulded into glass.

2 wind deflectors (glass) with fittings.

L. GILLIS, 419 Freeman's Drive, Cooranbong, N.S.W. 2265 (049)77.1084

FOR SALE (ALL STATES)

30 x 3½ B.E. detachable rims (Ford T).

30 x 3½ B.E. detachable rims (Buick ?).

30 x 3½ B.E. non-detachable rims.

880 x 120 B.E. rims mounted on wooden wheels.

Veteran Buick gearbox and diff.

4 - 19" Sankey wheels, tyres and tubes.

5 - 21" Sankey wheels.

Veteran F.N. radiator - any condition.

G. KNODLER, 10 Keswick Grove, Valentine, N.S.W. 2280 (049)46.7183

* * * * *

Man took his Great Dane to a dog psychiatrist and explained the dog was always chasing sports cars.

"I wouldn't worry too much about that," said the psychiatrist, "lots of dogs chase cars."

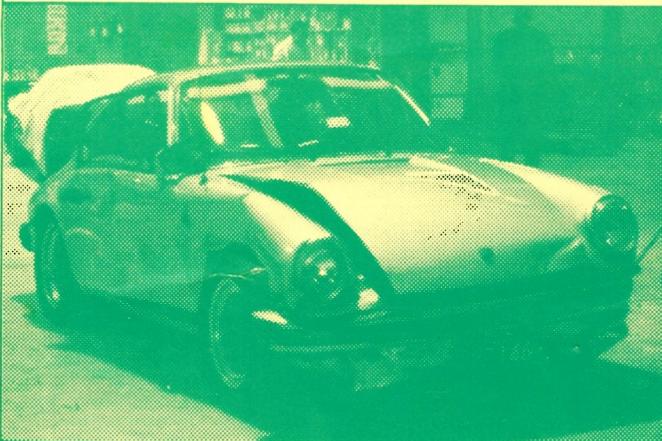
"What! And bury them in the back yard?"

* * * * *

AH TOO he say - me always PUNCTUAL - me mostly LONELY.

* * * * *

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.