

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

SPIT AND POLISH

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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. 7

January/February 1982

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Other Veteran Car Clubs have permission to copy.

NEXT MEETING: Clubrooms, 8.00 p.m. THURSDAY, 25/2/1982

Editorial Comment

Well we are now almost 1/6th of the way through 1982 - there seem to be rallies galore going on. Katoomba '82 is past history, One and Two Cylinder next month and planning is well under way for our May Autumn Tour.

Include the National Tour in Queensland later in the year and the various other rallies around the countryside and we have a surfeit of rallies and tours this year. Who said there was very little use for veteran cars? It seems that there are more and more rallies every year.

Let us hope that enthusiasm for rallying does continue and that it will encourage those 'once-a-yearers' to use their cars more often.

Maybe we should campaign for longer working hours (not 35 hr. week) so that we can have 6 months' annual leave instead of our present 4-6 weeks, so that we can have time to attend all these rallies.

Anyhow, happy motoring and keep those cars on the road.

- JAN C.

* * * * *

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

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

* * * * *

A young man about town approaching a cigar counter behind which stood a pretty young thing, said: "Do you keep stationery?" Said the cute chick: "Yes, up to a certain point, then I go all to pieces."

President's Message

NEW CLUB HOUSE

Some months have elapsed since I last discussed progress of our new Club House with you and I feel that, as this is my first message for 1982, I should bring you up-to-date on current developments.

In December last the Building Committee, represented by Bill Burrows, Neil Johnston, Ben Bronk, Max Roberts, Bill Maunsell, Len Baxter and myself, met in our architect's office to finalise building plans, before submission to council and as you are now aware, Drummoyne Municipal Council has approved these plans, for which building fees totalling \$3,130.00 have been lodged with this authority.

An analysis of these costs is as follows:

a. Cutaway fee (reconstruction of the two entrance ramps)	\$1,530
b. Building fee (security against damage to existing footpath)	\$1,600
	<hr/>
	\$3,130

The latter item (b.) is refundable.

Preparation of the site has been rendered possible by the erection of temporary toilets adjoining the existing hall, plus demolition of the old toilet block, while working parties have cleared and burned much of the rubbish, old timber etc., from the area and have cleaned more than 1,000 bricks, from which the old toilets were constructed and which will be re-used in the foundations of the new building. A further cost for drainage of \$1,355 "associated with the temporary toilets, but necessary to the functioning of the new building" was incurred by the necessity to replace the trap at the sewer outlet, which had collapsed.

We are indebted to Neil Johnston for the countless hours he has expended in both planning and manual work that has brought this project forward to its current status and we are further indebted to Bob Petersen who is organising working parties and to those members who have extended their services, including Allen Blythe, Bill McCarthy, Max Chapman, Jim Weir, Peter Michaels and Stan Goodman.

Ben Bronk has kindly deputised as Chairman of the Building Committee during my current personal problems.

Sewerage and drainage inspection of the site has, in the interim, enabled completion of the engineering drawings which are about to be lodged with the Metropolitan Water Sewerage and Drainage Board engineers for their approval. Subject to this approval the site should be ready for footings and levelling about mid-March, while prices for concrete have been obtained.

Funding for the project is in the capable hands of Barry Thew and his Committee and I would ask each member to assist with the sale or purchase of Raffle Tickets for the Port Macquarie Vacation, plus the purchase of Vintage Wines, bottled and labelled to commemorate the 1st National 1 & 2 Cylinder Rally to be held in Australia and arranged for March 6th next, centred on Albury.

- GEORGE A. ROBERTS

* * * * *

FINANCE COMMITTEE REPORT

This month I would like to raise a few points that will assist this committee in its effort to raise funds for our new Archives Centre (Clubrooms).

Firstly a total of 250 books containing four tickets were printed for our Raffle, with the idea that if most members were to sell one booklet of 4 tickets (\$20) then there would be insufficient books to go around.

So far this has not been the case - with only 5 weeks to go before the raffle is drawn it seems that instead of making a handsome profit for the Building Fund we will be only make a small profit (which is a small return for large effort). Should any member wishing to obtain books with 4 tickets please contact the undersigned on (02) 929.0211 (work) or (02) 638.1155 (home).

Another project that I hope will receive the members' support in raising funds for our building is the sale of wine. This White Burgundy wine is made by Morris Wines of Rutherglen, Vic., and specially labelled to commemorate the First National One and Two Cylinder Rally. The wine is priced at \$42 per dozen and is available at the General Meetings or by contacting the undersigned on (02) 929.0122 (work) or (02) 638.1155 (home).

AS CONSTRUCTION OF THE NEW PREMISES IS ABOUT TO BEGIN, YOUR ASSISTANCE IN PARTICIPATING IN THE ABOVE TWO PROJECTS WILL BE GRATEFULLY APPRECIATED.

Yours sincerely,

BARRY T. THEW

Chairman, Fund-Raising.

* * * * *

EXTRACT FROM THE MINUTES OF THE NEWCASTLE BRANCH MEETING HELD 12TH JANUARY, 1982 AT THE HOME OF SANDY & PEGGY HOLMES, BELMONT.

FORTHCOMING EVENTS:

January 23	Outing to Dharug National Park near Wiseman's Ferry. Meet at John Gorton's at 9 a.m.
February 9	Annual Meeting at the home of George and Beatrice Adams at 8 p.m.
March 20	(Saturday). Outing to Bonnells Bay Park.

Events

DAYLIGHT SAVING RUN - 17TH JANUARY 1982

Enjoyable run kindly organised and prepared by Ken Quarmby. No rain from start to finish. (Pity more cars failed to come.)

Those who came:

Ken Quarmby	Hupmobile
Dennis Lovell	Sizaire Et Naudin
Mike Bendeich	Chalmers
John Wards	'T' Ford
Peter Wards	Merc.

FESTIVAL OF SYDNEY PROCESSION - 30TH JANUARY 1982

16 starters - weather fine and cool - a large crowd. The event was well conducted by the organisers - there were no problems experienced.

It was great to see Jim Simpson and the B.S.A. from Bathurst - brought specially for the Sydney crowd by courtesy of Allen Blythe and trailer - many thanks Allen.

A good time had by all.

(They tell us Jim is going to run his own rally from Bathurst to Katoomba).

#

FORTHCOMING EVENTS:

SATURDAY & SUNDAY, 20TH & 21ST FEBRUARY - ANNUAL BLUE MOUNTAINS RALLY

76 veterans entered; 244 people staying at Hydro Majestic.

Blue Mountains Rally (Cont'd.)

Start: Greens Motorcade Museum, Hume Highway, Leppington.
First car away 9.00 a.m.

REMEMBER: LUNCH IS NOT SUPPLIED ON SATURDAY 20TH.
BRING A PICNIC LUNCH WITH YOU.

REMEMBER ALSO: PLEASE WEAR YOUR NAME BARS.

7TH-13TH MARCH 1 & 2 Cylinder Rally, Albury.

APRIL Concours. Details next month.

9TH MAY "Tech'y" Tour. (SEE SEPARATE REPORT).

#

PROGRESSIVE DINNER - 5TH FEBRUARY 1982

The Progressive Dinner turned out to be a very successful affair and everybody present would be unanimous in thanking Peter and Robyn Wards, John and Sue Wards and Terry and Lois Cook very much for the magnificent food.

Special mention must be made of Lois's magnificent selection of sweets. (Recipes to follow) Lois went to a lot of trouble and effort to prepare all the sweets herself and we can all understand why husband Terry is putting on weight.

Weather perfect - company good - a great night had by all.

#

1982 VETERAN CAR AUTUMN TOUR

SUNDAY, 9TH MAY - MONDAY, 17TH MAY

This year the Autumn Tour (formerly the Western Tour) will go to Cessnock, Gloucester, Wingham (three nights), Forster, Karuah, Cessnock and return to

Sydney. There will be the usual side-tracks taken during the tour as suggested by such 'born' navigators as Max Chapman and Don Steer. The tour is planned to take 8 nights and 9 days but if Don's directions are followed then you should bring your cheque book and bankcard with you for we could end up at Dusodie or Dingo Creek!

Entry and Accommodation Deposit MUST BE IN BY FRIDAY 5TH MARCH 1982.

If you wish to join the rally for several nights then arrangements will be made to suit.

Accommodation Deposit - 6 Motels @ \$20.00	\$120.00
Rally Entry Fee (for Club expenses)	5.00
	<u>\$125.00</u>

Accommodation required: Double/Single
Twin/Family

All cheques to be made payable to V.C.C.A. (N.S.W.) and posted to:

Mr. M. Chapman,
115 Clontarf Street,
SEAFORTH. 2092
'Phone: 94.6402

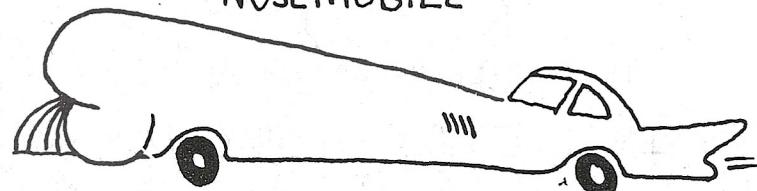
OR

Mr. R. Baxter,
65 Formosa Street,
SYLVANIA. 2224
'Phone: 522.9661

Exact details of rally route etc. in next month's SPIT AND POLISH.

* * * * *

NOSEMOBILE



Bits & Pieces

Over the past twenty odd years a myth has built up about REG JONES. It is common to hear such statements as "his garage may be a little untidy but Reg has this phenomenal memory and can put his hand immediately on any item required in his garage" well that myth has been shattered.

We looked high and low without success for a "lathe-jig", of reasonable size, which he could not find in a two metre circle.

N.B. We did find a Velocette and Clement Bayard that he lost a week or two back!!

#

Heard that our Honorable Historian will push the kids over when it comes to watching Sesame Street on T.V. He just loves that man in the garbage can.

#

DON STEER is going to send his Rotary cook to sit at Lois Cook's feet in order to learn how to make those desserts.

#

PAT KERR from W.A.V.C.C.A. was over on a short visit recently. (He will be remembered here as the owner of that beautiful little twin cylinder Renault in the 1978 International. He tells us he will be back in March for the 1 & 2 Cylinder Rally in Albury.

#

AH TOO he say - if you must kill time - try working it to death.

* * * * *

History Corner

THE GENERAL EQUIPMENT PURCHASES OFFICER

The Notice Paper for the Second Annual General Meeting of the Club (3rd May 1956) showed a Notice of Motion by Newton Goldman (now Dr. Goldman) as follows:

"That the following be elected:

- i. a Public Relations Officer,
- ii. a General Equipment Purchases Officer, and
- iii. a Spares and Equipment Registrar.

The retiring President, Bill Daly, in his Presidential Report stated "The parts and tyres position is still a problem, but I feel that the creation of a new office for a 'Parts and Tyres Secretary' could go a long way to relieve the situation. The co-ordination and collection of all information relating to the availability and whereabouts of all spares, parts, bits, tyres etc., generally, could be his full-time job."

Newton Goldman's motion, subject to an amendment (which was carried) that the title "General Equipment Purchases Officer" be deleted was carried, Newton becoming the Club's first Public Relations Officer, Jack Butcher, at a later meeting being elected unopposed as the "Spares and Equipment Officer" authorised to purchase, store, be responsible for and sell to Club members at cost plus 10%. To get the scheme operational he was granted an operating advance of 20 pounds. Rules were drawn up for allocation where more than one member wanted a part and prices appeals were to be decided by the Executive Committee. Later, a trailer was purchased to be held by the Spares and Equipment Officer for the use of members at 10/- for each separate use thereof.

Despite all this activity little use was made of this facility by members and at the Management Committee Meeting of 25th July, 1957 it was resolved that the office of "Spares and Equipment Officer" be abandoned and the stock be sold following appropriate advertisements in the

Club's Circular. Jack Butcher was warmly thanked for the conscientious manner in which he had carried out this tiresome and unappreciated task.

The death knell of this scheme, which should have been successful if given reasonable patronage, was sounded in the Club's Circular of 23rd August, 1957 when the following paragraph appeared:

"SPARES AND EQUIPMENT"

Following on the Club resolution to dispense with the idea of a Spares and Equipment Officer, it now becomes necessary to realise on the stock acquired. A list of the items available is shown below. If the stock is not sold within four weeks from the date of this Circular, it is proposed to sell the remaining items as scrap metal.

2 only Kero T Model Ford Side Lamps	say 15/- each
1 only G.W.K. Diff. complete	Reas. offer
1 only 1916 Buick Generator and Starter combined	10/-
1 only Dietz Headlamp	25/-
1 only Medium Sized Headlamp	20/-
1 only 40 h.p. Renault Diff. complete	Reas. offer
1 only Cedar Windscreen Frame (Renault)	5/-
1 only Renault Radiator Top (sic).	5/-
3 only T Model Ford detachable wheels	10/- each
1 only T Model Ford Chassis	Reas. offer
1 only T Model Ford Front Axle	Reas. offer
1 only T Model Ford Back Axle less Gears	Reas. offer
6 only 1913 Fiat-type Mudguards	10/- each
1 only T Model Ford Headlamp	15/-
1 only Clutch and Jack Shaft (make unknown)	Reas. offer
1 only Renault Windscreen Glass	10/-
2 only Solid Tyred Wheels suit heavy car	Reas. offer
1 only Small Presto-Lite Cylinder	25/-
2 only Panhard et Levassor Hub Caps	5/- each
1 only Rieman Headlamp (Gas)	10/-

1 only Electric Headlamp	15/-
2 only Buick Headlamps) Battered	Reas. offer
1 only Buick Tail Lamp) Oakland Hub Caps	Reas. offer
1 only Body to suit small car (Humber)	Reas. offer
1 only Tubular Chassis small car (Humber)	Reas. offer
1 only Front Axle small car (Humber)	Reas. offer
1 only Gear Box small car (Humber)	Reas. offer
4 only Mudguards small car (Humber)	Reas. offer
1 only 2 cyl. motor (small car (NOT Humber)	Reas. offer"

The threat to sell the remaining items as scrap metal in the above advertisement seems almost sacreligious to us today.

See you next meeting.

- THE HISTORIAN

* * * * *

MEMBERSHIP UPDATE:

Resignation: CRAZE, Bryce,
36 Nullagine Street,
Fisher. A.C.T. 2611 No. 418

New Member: ROSS, Keith John,
'Kiamali',
Gunnedah. N.S.W. 2380 No. 754

Change of
Address: SIMPSON, Jim
2/164 Stewart Street,
Bathurst. N.S.W. 2795 No. 24

* * * * *

YESTERDAYS: When penny-farthing bicycles came to Australia in the 1870's, one rider, W. George, always got his man to bring a horse along when he got saddle sore so that he could change "mounts".

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

Solution to No. 5 WHO WON?

The girl won again (don't they always, in the long run?). If you thought it was a tie, you'll have to think again. Hint : at what spot along the track will the boy and girl be neck and neck?

* * * * *

No. 6

TRICKY TICK-TOCKS

1. How many times does the minute hand of a clock pass the hour hand between 12 noon and 12 midnight?
2. A clock takes 5 seconds to strike 6 o'clock. How many seconds will it take to strike 12 o'clock?
3. Uncle Jack was so tired that he went to bed at 9 o'clock and planned to sleep until 10 the next morning. He set his alarm clock for 10 and fell asleep 20 minutes later. How long did he sleep before the clock woke him up?

* * * * *

INSURANCE ALIBIS

Submitted by GEORGE who suggested either JIMMY SIMPSON or DON STEER could have authored them, but then he emphasised that they were actual attempts by policyholders to describe how and why their accidents occurred.

THIS MONTH'S ALIBI: Coming home, I drove into the wrong house and collided with a tree I don't have.

RALLIES

DETAILS ARE AVAILABLE BY
CONTACTING THE EDITOR FOR THE
FOLLOWING RALLIES:

BUSH COUNCIL RALLY - Dubbo - Easter 1982

BOORIGAL RALLY INC. HUPMOBILE RALLY - April 24,25,26

CENTRAL COAST HISTORIC CAR CLUB - 3rd October

SHABON-PHILLIP ISLAND CLASSIC - October 30,31

REGISTRATION & INSURANCE - ACCOMMODATION & OTHER
PROGRESSIVE DETAILS OF Q'LD. V.C.C.A. SILVER JUBILEE
NATIONAL TOUR

#

PICKLES SECOND ANNUAL AUTUMN VETERAN, VINTAGE & CLASSIC
CAR AUCTION

11 a.m. SUNDAY, 21ST MARCH, 1982 - Royal Randwick
Racecourse

* * * * *

LOIS COOK'S RECIPES

In response to popular request LOIS COOK has supplied six
of her dessert recipes, as sampled at the recent
Progressive Dinner. This month we print APRICOT NECTAR
CHEESECAKE and in following issues five more delicious
desserts will be detailed.

APRICOT NECTAR CHEESECAKEBASE

155g (5 oz.) plain sweet biscuits

75g (2) oz.) butter

FILLING

470g (15 oz.) can apricot nectar 1 rounded tablesp.

375g (12 oz.) packaged cream cheese gelatine

1 cup castor sugar 1 tablesp. lemon

1 cup cream juice

BASE: Combine finely crushed biscuit crumbs and melted butter, mix well. Press mixture firmly on to base of 20cm (8 inch) springform pan; refrigerate while preparing filling.

FILLING: Measure 1 cup apricot nectar from can (reserve remainder for topping). Pour nectar into small saucepan, sprinkle gelatine over. Place over low heat and stir until gelatine dissolves; allow to cool and thicken slightly. Beat softened cream cheese and sugar until mixture is smooth and creamy; add lemon juice. Beat in apricot mixture, then fold in whipped cream. Pour mixture into crumb crust, refrigerate 2 hours or until firm.

TOPPING: Place 1 tablespoon sugar and 3 rounded teaspoons cornflour in saucepan, gradually stir in remaining apricot nectar. Bring mixture to boil, stirring constantly. Remove from heat, add 2 teaspoons rum. Continue stirring for a few minutes to allow mixture to cool slightly. Spread topping carefully over cheesecake and refrigerate until topping sets. Decorate with cream-piped rosettes.

THE POWER HOUSE MUSEUM, STAGE I

Members outside Sydney who have not had an opportunity to visit this latest addition to technological display in the city may appreciate some notes on several visits to this promising endeavour.

Most apparent will be the glossy presentation compared with the Victorian premises nearby of the old Technological Museum, famous for its replica of the Strasbourg Clock. The new premises, with what appears to be a largely wasted forecourt, was formerly the very dirty and decrepit Ultimo Tram Depot but all dinginess has gone and a fine modern high-ceilinged area results. Shortly after World War II, when with the N.S.W. Government Railways, I used to visit this old tram barn and its proximity to so many dirty industries on the outskirts of the city made it a depot to be avoided but that, with the dirt, has all gone with the Fish and Fruit Markets.

Entering by novel doorways a glance to the left reveals a huge Beam Steam Engine, to the right a Cable Grip Tramcar (actually from Victoria) of the type used on the Kings Cross line until 1905 and on the Milson's Point until five years earlier when they were superseded by electric trams. This example is bright in cream paintwork and was restored some years ago. The Beam engine spent some 84 years at a Goulburn Flour Mill and is huge but now runs by an electric motor which was having overheating problems at the start.

Two interesting small steam engines - the first an 1878 Tangye stated as 'powering' the Newcastle Ferry 'Wattle' (this was later found to mean power the lights etc., not the Ferry) and a Thompson Steam Car engine from that Victorian pioneer. A much large steam engine, also by Tangye of Birmingham, came from the 1901 Ferry 'Shamrock'.

Equine lovers will revel in the Abbot Buggy Built in Horsham, Vic., 1920 and an equally original Spring Cart of eight years earlier, but the highlight of this exhibit is that both vehicles are harnessed to two fine plaster horses, well known to basement visitors to old Anthony Horderns ("Please do not place children on the Horses"). They look far happier in their new role.

Motor vehicles are represented by an Australian Six in appropriate subdued vintage colour scheme accompanied with a photograph of a similar car in use by C. Rolfe, Blackheath, for mountain touring, an operator well known to my family in the 1930's when holidaying in the area. The photo even shows a leaky rear wheel bearing...things haven't changed that much. More fascinating is the Detroit Electric owned by Sydney Solicitor Mr. Allen, and which the writer recalls on many occasions seeing it gliding out of Centennial Park on the way to Randwick Racecourse - it even attracted interested glances then.

Several more interesting exhibits are an ABC motorcycle (1920) made by Sopwith Aviation and incorporating a Prestolite gas system, the whole looking most original and a 3-cylinder Anzani aero engine, each cylinder with its own magneto and fitted with a new polished wooden

propellor, suitably locked. This is stated as being similar to that used by Bleriot to cross the English Channel in 1909 and a tendency to overheat was remedied by a fortuitous rain squall.

Locomotive NSW No. 1 is at the rear of the area attached to an equally early coach of the 1850's, an early model of Sir George Julius' Totalisator (built in the boathouse of a residence at Darling Point where aunts of mine used to live), a nicely restored Hammond petrol pump invented by Sydneysider Mr. F. Hammond and two fine photographic murals complete those items most of interest to me, though there are many other items represented. The two murals depict Imperial Troops leaving Sydney by P & O, with a delightful paddle wheel ferry in the background and a view of the top of King Street at about the same time.

Completion of the Power House Museum will possibly be delayed but this new display is a welcome sign of things to come.

- PAUL W. BUTLER

* * * * *

NEWS FROM THE PLAINS

AN EXTRAORDINARY COINCIDENCE

We have read, with due sympathy, of Jack Dance's attempt to follow in the path of Don Quixote. Whereas D.Q. did battle with a windmill, J.D. endeavoured (we are told) to "drive through a tree". Difficult nowadays to find an appropriate windmill. A most unusual happening, but it is a strange thing that the act has been duplicated in part.

The shed which housed THE BESA for a few years was a most difficult one to enter and to leave. On the fateful day that she was driven out for the last time, a heavy creeper managed to get in the way. Frank, Max, Keith, Allen and Jim C. have all seen it. One of those cases in which the creeper holds up the fence. A lot of rain had made the thing bend down and in consequence more difficult

to manoeuvre under. With three people "helping", the top of the near side windscreen standard caught the creeper which was heavy and very woody, so that it offered just about complete resistance. Result: lower screen wrenched to a complete shatter. The cedar frame needed a couple of solid dowels between the vertical and horizontal pieces, near side only! The top of the standard (made of half round) was off vertical approximately one and a half inches at the top.

How strange that both the Terrible Twins should experience a similar mishap at about the same time, both attended by the same net result -- "glass bent beyond the limit of elasticity".

- VOICE FROM THE PLAINS

* * * * *

Advertisements

FOR SALE Restored 1910 2-cyl. Renault available.
'Phone (02) 642.2885

FOR SALE 1913 T Ford Tourer - Engine No. C5275, Body No. F20033. Newly restored with leather trim.
NORM FROST, (02) 637.1997

WANTED For 1900 6 h.p. Gardner Serpollet. Engine driven combination fuel and water pump.
Also hand operated water pump.
NEIL MARTIN, (02) 632.5047

WANTED Early Horse Bus or World War I Red Cross Number Plate. Can exchange early Black on White Enamel N.S.W. Lorry Plate.
PAUL W. BUTLER, 1 Darley Rd., Randwick.
(02) 399.3786

WANTED (ALL STATES)

BRUSH PARTS:

Steering Box
Brake Pedal
Truss Rods
Coil Spring
Gear Shift Lever & Rods
Gear Shift Quadrant
Drive Shaft
Chain Sprockets
Brake Drums & Shoes
Shafts & Bearings (Transmission)
Chassis Cross Member (Metal)
2 Spring Saddles
Chassis Corner Brackets

F. RANSLEY, 6 Inglis Street, Wynyard,
Tasmania, 7325 (004) 422400

FOR SALE

1913 Sunbeam Coupe De La Auto Racing
Touring

3 Litre, 4 Cylinder, 4 Speed

Further details:

JOHN HALSE, "Country Farm",
226-228 Oxford Street, Woollahra.
369.9229 (9 a.m. to 5 p.m.)

FOR SALE

1937 Chevrolet. In good order, runs
well, 4 new tyres, registered until
May. Owner has to give up driving
due to failing eyesight. Some spare
parts collected for years. Has had
car from brand new.

S.A. ADAMS, 51 Newton Street,
Armidale, N.S.W. 2350

* * * * *

NOTE:

See full-page advert. on Page 20 by LAMSON
ENGINEERING - No. 1 in small parts storage.

1988 VETERAN CAR CLUB OF AUSTRALIA BICENTENNIAL VETERAN & VINTAGE MOTOR RALLY



PRELIMINARY REGISTRATION

I am interested in participating in the scheduled 1988 Bicentennial International Rally for veteran and vintage cars.*

I understand that the submission of this preliminary registration does in no way bind the Veteran Car Club of Australia, its affiliates or any respondents, however I wish to be placed on record as being genuinely interested.

For the rally I anticipate that I would enter (indicate number) Veteran vehicle(s) *

..... VETERAN VEHICLE(S)

..... Vintage vehicle(s)*

The radial leg I would prefer would be that starting from	Brisbane	
	Sydney	
	Melbourne	
	Adelaide	

Dr
Mr
Mrs Surname First Name
Miss

Address _____ **Post Code** _____

* Veteran cars are those manufactured prior to 31.12.1918, and vintage cars are those manufactured between 1.1.1919 and 31.12.1930.

Signed:

OPTIONAL

I WISH TO REGISTER TO RECEIVE ENTRY FORMS DIRECT WHEN AVAILABLE. I ENCLOSE CHEQUE/MONEY ORDER FOR THE SUM OF \$2.00 BEING A NON-REFUNDABLE REGISTRATION FEE TO ENTITLE ME TO PROMPT PERSONAL DELIVERY OF ENTRY FORMS.

- A STAMPED ADDRESSED ENVELOPE REQUIRED IF RECEIPT DESIRED.
- REMITTANCES PAYABLE TO V.C.C.A.

SIGNED:

RETURN TO =

REPLY TO
RALLY DIRECTOR,
1988 INTERNATIONAL RALLY,
BOX 88,
GARRAN. A.C.T. 2605

**LAMSON
ENGINEERING**
No. 1 in small parts storage

stack & nest
transport
containers

production line
feeding trolleys

service
van
kits

semi-open-front
plastic containers

CONTAINERS
SHELVING
TROLIES
LOADED PANIS
GARMENTS
CUPBOARDS
WALL RAILS
TOTES

assembly
bench
units

louvre
panels

modular boltless steel shelving
units

wall storage
units

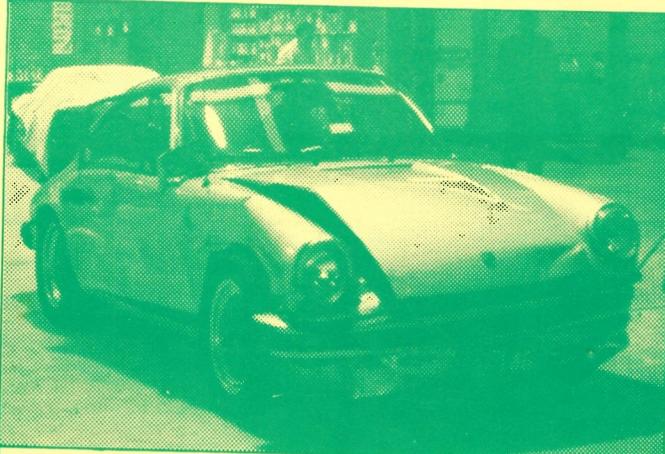
small parts
cabinets

heavy duty
steel stacking
box pallets

SYDNEY (02) 70 0381, BRISBANE (07) 52 5681,
ADELAIDE (03) 392 5686, PERTH (09) 458 6153
165 Rookwood Rd., Bankstown 2200 NSW
MELBOURNE (03) 429 3411,
CANBERRA (062) 80 6610
Please send more
information

NAME _____
POSITION _____
COMPANY _____
ADDRESS _____
Post
Code
nms873

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.

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