

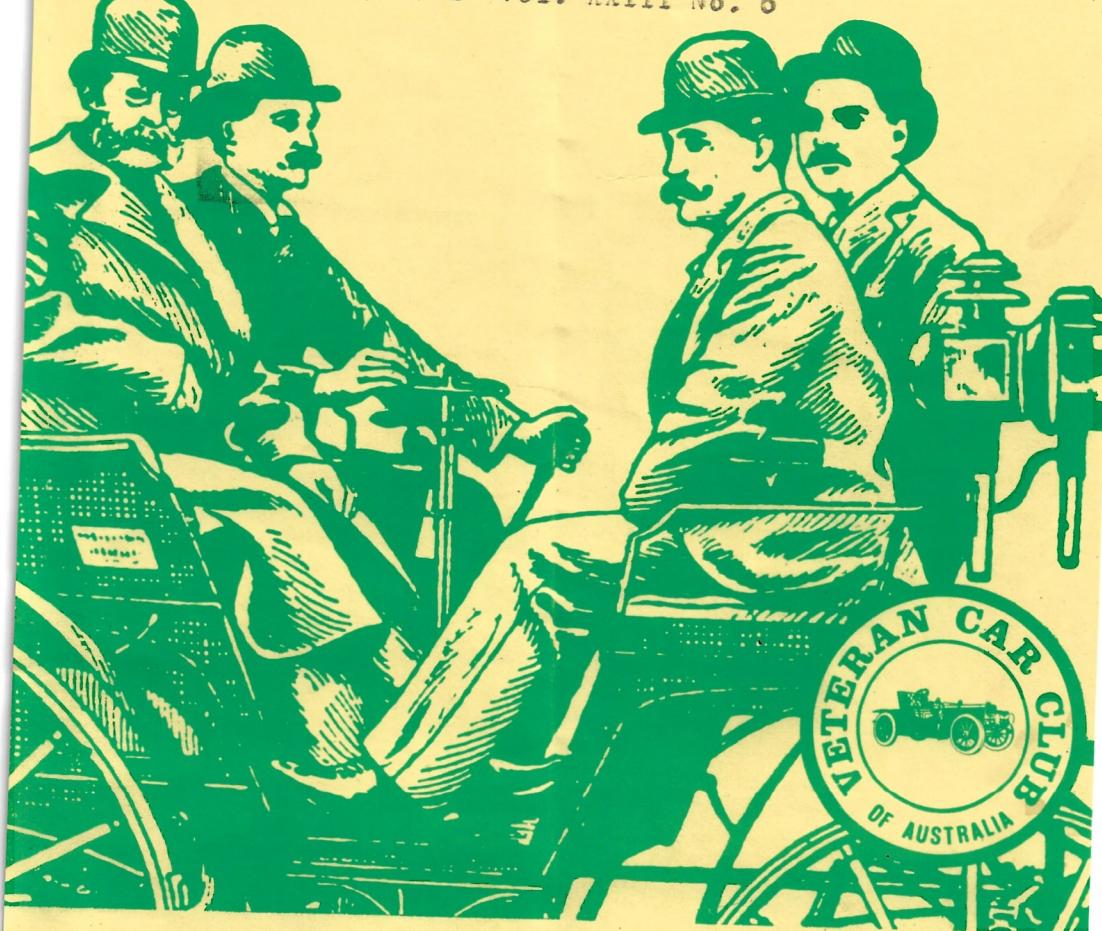
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

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December, 1981 Vol. XXIII No. 6





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. 6

December 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,
28TH JANUARY, 1982.

Editorial Comment

Well it is that time of the year again - December - the month of excesses. Parties, hangovers, family reunions, holidays, Father Christmas - and empty bank accounts.

December is also an important time of the year for the owner of a registered veteran car. There is a special note re this further on in the magazine and I certainly hope all members will read it and take special note.

May I take this opportunity to wish all members and their families a merry Christmas and happy New Year from both Roley and myself. We are both looking forward to 1982 as with a bit of luck we will be attending club outings in style in the re-vamped Star after nearly 3 years off the road.

Happy motoring!

- JAN C.

P.S. Help us keep our magazine interesting in 1982. We urgently need articles from members on almost any interesting subject.

* * * * *

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

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

* * * * *

President's Message

OUR CALTHORPE MINOR

Sorting through Pam's belongings, I came upon this story of our little Calthorpe Minor, a document previously unknown to me and written in pencil on several scraps of note paper. It departs fully from the technical scene to which we are most accustomed and expresses feelings for the material as only a woman can.

It gives me much delight and pride to present it to you verbatim.

* * * * *

Here is her story:

"Miss Prim belongs to us, every tyre, every nut and bolt and every rattle in her dear little ancient body, 'God Bless Her'. Miss Prim is one of the joys of our lives - she brings out our fiercest pride and our animal instincts. She can put our normally calm family into a tiger's cage, or lull us into a state of tranquilized ecstasy. She is a dream in Primrose Yellow, small, like dainty Dresden China, sprightly as a Fawn and sings along like a Canary - but has her bad moods too.

She has seen the world, the ancient world, the world before W.W.I. She travelled from Birmingham, England, to an ancient principedom in Belgium, in her first year of life, then in a sailing ship to this vast continent of ours, this Australia, from the princely domain to a country doctor, where she was petted, loved and used for years; then because of her petite state she changed hands, this time to a civil engineer; a property owner fell in love with her, a man with a soul, and because of the bumps and ruts of our early roads she was put away into semi-retirement.

For years she was nursed like a baby given back to her crawling stage, with care, and thrived on it. Then came her first and only bereavement, her benefactor died and as the months passed she developed the sad waiting look, not knowing what was in store for her.

Then - joy of joys - she was admired again by a big man (the late Jack Jeffery) who did a lot of talking about somebody named George, with a family and a way with these proud old ladies. Weeks went by and still she waited, then one day the shed-doors were flung open, in streamed the sun and in walked two men, one young (Alan Clay) and one, not so young and not so good-looking.

Once again she was petted and caressed, then the not-so-young cranked once and she burst into song, such a sweet sound, she was driven, put on a trailer and headed for new adventures; this dear old lady in her dark-green finery, cracked by the ravages of the years, but with a heart, soul, and body untouched, unworn, by the passing of time.

- PAMELA S. ROBERTS"

* * * * *

May I take this opportunity, on behalf of the Executive and myself, to wish you all a Merry Christmas and a Bright and Fulfilling New Year.

- GEORGE A. ROBERTS



ROSTER ALTERATIONS

Please note: Mr. Andrew Grant - who joined a short time ago - is the representative of the Museum of Applied Arts and Sciences, with the Museum retaining an institutional membership of the club. Address all correspondence:

Andrew Grant, Esq.,
Museum of Applied Arts and Sciences,
659 Harris Street,
ULTIMO. 2007

* * * * *

EXTRACT FROM THE MINUTES OF THE NEWCASTLE BRANCH MEETING
HELD 22ND NOVEMBER, 1981, AT Y.M.C.A. CAMP, CRANGAN BAY.

FORTHCOMING EVENTS:

January 12 Meeting at the home of Sandy and Peggy Holmes at 8.00 p.m.

January 23 Outing to DHARUG National Park near Wiseman's Ferry. Meet at John Gorton's at 9.00 a.m.

February 9 Annual Meeting at the home of George and Beatrice Adams at 8.00 p.m.

* * * * *

1988 BI-CENTENNIAL RALLY

PRELIMINARY REGISTRATION FORMS FOR THIS RALLY WILL BE INCLUDED IN A FORTHCOMING MAGAZINE. WATCH FOR IT AND DON'T FORGET TO SEND IT IN.

* * * * *

Brief but Important

Joan and I are making ready for a trip to the south as Apprentice Burke, J. has a grad. parade on 12th from the Army School at Balcombe, Vic. We also intend to take in a concert by the Army School of Music when Apprentice Burke, M. will show his skill on slide trombone.

Crangan Bay camp-out weekend was held in the best tradiation by several northern branch members and our highly-esteemed friends from the south. RAY THOMAS, running on light throttle only - hope you are soon back to your usual flat-out Ray and in good health again.

Welcome stranger, DON BARKER. We enjoyed your company, Don, and we heard that you, your good lady wife and your Ford car are expected out in the new year.

Absent from the camp were the RILEYS and the MARRS - your ears should have been burning! We all shared your lunch - had it for tea Sunday.

Unseasonable weather led to a log fire being lit; a bit unusual for November.

By the way RAY and MARNEY hired a camper van for their Tassie tour and in true THOMAS tradition the tie rod fell off. Luckily Ray, being experienced in these matters, brought the thing to a halt without damage to person or property.

Hope to see you all at Dharug National Park near Wiseman's Ferry on January 23rd.

Regards and Christmas greetings to all,

- BELT DRIVE BURKE

* * * * *

1981 CHRISTMAS DINNER

51 members attended our dinner held at Fongs Restaurant at Beverly Hills. There was not much chance for the usual natter due to the din made by the band, but the food was reasonable and the talk was caught up when most adjourned to the Garthon residence for coffee. Thanks Val, especially on such short notice - 5 minutes.

LIONS' CLUB DAY

The Lions' Club Day was again a successful day, enjoyed by all. There were plenty of cars from our club, T Ford Club and several assorted vintage cars, one cloned from the 'Bega'. Craig Robson's street organ was there, with kids and mothers intrigued at the front and men intrigued at the back with the mechanism.

It always makes one feel good to see kids enjoy themselves so much. Thanks again Vic and Arthur for the excellent organisation.

PUBLIC AFFAIRS

Photos of cars to be used in a Presentation Album to show to prospective 'donors' are still urgently required - preferably coloured prints: 1 front-view, 1 3/4-view.

- JIM REDMAN

* *

AH TOO he say - money, he not everything - often, he not even enough.

* *

Bits & Pieces

Time is passing us quickly now, remember MALCOLM GARTHON, the little red-headed kid following ARTHUR around? Well, he turned 21 recently! Congratulations Mal., you have the key to the Rover - hope you now have the key to the door.

#

Did you notice the 'IN' gear at the Christmas Dinner? Pieces of red serviettes tucked in the ears to drown out the music. We must be all feeling our age.

#

Leaving Fongs Restaurant to have a quiet cup of coffee at GARTHON'S, the noise was almost as bad.

#

Good to see ERIC LANG and PETER KABLE at the Lions' Day with their families. Speaking of the Lions' Club outing, VIC must be saying his prayers as this was our 18th consecutive outing. Can anyone remember one being cancelled?

#

At the time of going to press, we heard that DON ROBERTS, brother of PRES. GEORGE, is seriously ill. No other news at this time.

#

GOOD GEAR :

Women motorists in the Edwardian era bought Fergusson's improved hat, which not only gave protection against the elements for the head and hair but the style could also be changed quickly to allow the lady to attend a social function en route.

In the era of the penny-farthing bicycle, many Australians bought an overcoat invented by an Irish doctor, which could be converted into a trouser suit for riding in cold weather.

Events

SUNDAY, 17TH JANUARY 1982 - DAYLIGHT SAVING RUN

Start: Crossroads Hotel, Liverpool
Time: 9.30 a.m. for 10.00 a.m. start

SATURDAY, 23RD JANUARY - MEET WITH NEWCASTLE CLUB AT DHARUG NATIONAL PARK (NEAR WISEMAN'S FERRY)

Time: 10.30 - 11.00 a.m.

MONDAY, 1ST FEBRUARY - FESTIVAL OF SYDNEY PROCESSION

Time: 9.00 - 9.30 a.m. Assemble
Place: Domain

SATURDAY, 6TH FEBRUARY - PROGRESSIVE DINNER

Entree: 7.00 p.m. 27 Ashley Ave.,
West Pennant Hills.
PETER & ROBYN WARDS

Main Course: 8 Devon Street, North Epping.
JOHN & SUSAN WARDS

Dessert & Coffee: 2 Lorna Ave., North Ryde.
TERRY & LOIS COOK

Ring Robyn Wards, 871.3871 COST: \$9.50 per head

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

Start: 1st car 9.00 a.m.
Place: Greens Motorcade Museum, Hume Highway, Leppington
80 entries as at 12th December, with 224 people staying at the Hydro Majestic.

Entrants will be advised of their starting time and Rally No.

* * * * *

'KITTY'A SUMMARY OF EVENTS AS SEEN BY ME - PETER WARDS

The main part of the film was shot at the site of the old Morts Bay Dock, where an entire street was recreated in the old vehicular ferry area. Further scenes were shot in different areas around Sydney, but when on location outside Balmain Courthouse it was hard to tell the extras from the locals!!!

One of the 'props', a horse trough, was so real to one observer that a wager was made on whether it was - turned out to be foam.

For me, it all started on the Friday following the October club meeting. A 'volunteer' was needed to move cars. Having arrived at 7.30 a.m., in company with Mel Pope, a few cars were moved. One two-cylinder car would not start - no petrol. When all was ready a 'T' Model had to be driven past the camera.

The scene was set. Yours truly, 'on cue' had to drive past - cameras rolled and the signal was given - 'Stall' - red face by yours truly and yet another 'take'. Finally the scene was completed.

The next scene required the hood down, so I needed to have the 'old' gear on, so up to wardrobe. "Here, put these on," was the demand from the wardrobe lady. "Drop 'em." Pants were 10 sizes too big. "Not to worry," they said. The hairdresser (not Dusty Miller) asked, "Mind if we 'trim' a bit of hair off the back?" "That's all right," I said. Before I knew what had happened, short back and sides. (Mel copped the same treatment.)

When shooting was finished, a trip to a 'proper' hairdresser was needed to try and restore my butchered head. My hairdresser said he couldn't make a silk purse out of a sow's ear. He was of course referring only to

my hair, but was reasonably successful in this case.

This was my first day on the set. The following 7 or 8 days or nights or parts thereof were less eventful, although the action shots of Kitty (Liddy Clark) etc. were sometimes very funny. Mike Micos seemed to get a kick out of one night's 'take' where Kitty was having 'words' with the opposition madame or whatever. The same night involved one gangster shooting at a getaway car and when his gun only fired two blanks instead of three, he turned to the camera and said "Bang!" Needless to say, that scene was re-taken.

The 'set' down at the old powerhouse at Ultimo was very interesting. No doubt this building, when restored for the rest of the Powerhouse Museum, will be a lot safer than when we were there. High above, the iron roof flapped about so much the crew were wearing 'hard hats'.

Following the final night's shooting, I arrived at 7.15 a.m. to pick up the 'Hup' to find the cast and crew having a bit of a booze up. Dozens of empty Great Western bottles and tinnies were around but the weirdest sight was to see the 'queer' hairdresser sitting in Dick Donnelly's 'T' Ford roadster, boozed up and 'dis-jointed'.

It was an experience, once received, never forgotten.

* * * * *

Ed. Note: Maybe one day, if we don't get a chance to see this movie at the theatre, we may be able to have a special showing so that the movie stars in our club can explain what the 'action', 'takes' and sets are all about. Merely asking, Jim.

These are probably not the last words which will be written about this movie, but I think the members, both VCCA and Vintage Vehicle Club, who participated in any way, deserve a special vote of thanks. - JAN C.

History Corner

THE FIRST KATOOMBA RALLY (PART 2)

The First Annual Blue Mountains Rally took place on 24th and 25th March, 1956. The Organising Committee comprised J. Garwood, R. Hope, J. Caskey and R. Grant.

The Starting Point was the Golden Fleece White Way Service Station, 54 Parramatta Road, Lidcombe (still operating), lunch was at Glenbrook Control and the Finishing Point was at Russel Hawke Park, Katoomba, (left hand side just before the Railway Gates).

Golden Fleece not only supplied starting money but also fuel, oil, a lift and tow truck and a service wagon trailing the last car, the service wagon being manned by a tune-up expert and an electrical expert, as well as carrying an air compressor.

The following cars started: *

1911 Brennabor (Bolger); 1908 F.L. (Daly); 1910 Stoewer (Klein); 1908 Vulcan (McLean); 1912 Renault (Garwood); 1908 Albion Truck (K. Holmes); 1912 Vauxhall - "Fifty Bob" (S. Holmes); 1910 Napier (Marsland); 1912 Ford (Ball); 1908 Renault (Ney); 1904 De Dion Bouton (Masser); 1908 Panhard Levassor (Moss); 1914 Renault (Sim); 1901 Oldsmobile (R. Turner); 1908 Berliet (J. Turner); 1904 Talbot (Hope); 1908 Le Zebre (B. Perdriau); 1914 Benz (J. Perdriau); 1908 Daimler (Kennedy); 1913 Sunbeam (Fitzsimmons); 1906 Overland (Gregory); 1910 Austin (Deahm); 1910 Argyll (Myers).

Three cars failed to finish - the 1908 Panhard Levassor (cracked cylinder block), the 1901 Oldsmobile (broken crankshaft) and the 1908 Berliet (clutch trouble).

* Year of manufacture as stated by owners - later verification by the club revealed some errors.

Crowd turnout was unbelievable - parts of Parramatta Road were four deep, either side, and every hill was regarded as a vantage point for observers along the entire route.

A photograph of the competitors and officials, taken at the Finishing Point of the Rally, is on display in the clubrooms.

Trophies had been donated[#] and were awarded as follows:

Outright Winner - W.T. Coggins Trophy - Sandy Holmes (1912 Vauxhall - "Fifty Bob")
L.F. Masser Trophy (Club Members only) - Frank Klein (1910 Stoewer)
Wilkins Sunbeam Trophy - Frank Klein again
Cold Start Trophy (later dropped as detrimental to cold engines) - Don Hope (1904 Talbot)
Hard Luck Trophy - Ken Bolger (1911 Brennabor)

From the experience gained from the First Annual Blue Mountains Rally a sub-committee consisting of J. Garwood (Convener), F. Klein, R. Grant, J. Caskey, A. Rose-Bray and D. Hope was appointed to liaise with the respective donors and devise a proper basis for future allocation.

This, the first major event staged by the club, was an unqualified success, both from the club's point of view and that of the sponsors.

Whilst the novelty of the event and the publicity given by the sponsors undoubtedly helped to draw such immense crowds, there was still some indefinable influence, some "magic", that expressed itself in the happy spontaneous enthusiasm of those lining the entire route. Was it the realisation that motoring history was being made in their State, or was it admiration for the acceptance by the club members of the challenge to coax ancient, relatively untried vehicles along a busy arterial highway, up a mountain range to 3,336 feet and down again, that touched a basic Australian ethos - that of, "give it a go, mate!" ??

Whatever it was, the First Annual Blue Mountains Rally remains an enduring landmark in the history of the club.

See you next meeting.

- THE HISTORIAN

All competitors received Bronze Medallions and, in addition, Class winners received additional Medallions as follows:

1905 and older - Gold
1906-1909 - Gold
1910-1913 - Silver
1914-1917 (sic) - Silver

* * * * *

Letters

AS REQUESTED AT OUR NOVEMBER MEETING, WE ARE PRINTING THE FOLLOWING LETTER IN FULL:

2/164 Stewart Street,
BATHURST. N.S.W. 2795
23rd November, 1981.

"Dear Bill:

As Hon. Sec. you are necessarily landed with all manner of jobs. Here is one that I should like you to do for me and which I feel will not take you long. I do not see it as being included in the minutes as normal correspondence, but under items of General Business.

The subject can be classified as 'Plain Speaking' or 'News from The Plains' (Bathurst Plains of course!), or even 'The Ramblings of a Renegade who virtually stepped out of the club and made his vehicle a non-entrant.'

As I observed at the October meeting, this is

a hell of a social tear - seeing no familiar faces anywhere! However, Bathurstians as a whole are friendly, which eases the strain of settling in. But that is only one aspect of the whole exercise. You would not credit it! Can you visualise the shock of finding nothing in the way of a broken down shed, an old cow bail, a few posts from which a bent-minded (sorry!) veteranarian can concoct a cover of sorts, not even a veteran loo which could be pressed into service as a tool shed cum spare parts depository and a place to drop those pieces of mechanical bric-a-brac which accumulate without any effort on our part! Anyway, it will all sort itself out eventually.

Yesterday Mum and I were entertained with a coach run to Hill End and Sofala. There we were, amongst the humps and holes caused by myriads of fossickers. Have often wondered how far away from a good find one might be if the time were taken to chase some of those diggings a few feet further!! You can understand how those fellows must have felt. 'Just a few more feet, Alf! Go on, give it a go!!' Same as those who persistently face up to the one-armed bandits. (No! Not you, JO!!)

Miles away from 'town', as we are here, it is strange what impromptu contacts we make.

DICK TUNBRIDGE, DON STEER, ALLAN FOY ETC.: One fellow felt that my face seemed familiar, and with some talking, found that he was at the Warrawee Public School Anniversary. (Remember Bill? Announced by you as 'some place out in the sticks'). His wife remembered me a little, and his unusual voice came from Holland. Believe the name is Hoddinott, and lives at Castle Hill, so that JACK DANCE and/or MICHAEL BENDEICH may know of him. He seems to be (or to have been) an engineer of sorts, so Michael may know of him, anyway.

Please enquire of KEN QUARMBY if he tendered my apologies for absence, to the spirit of Mr. Fisher, late deceased. And please have conveyed to Joan my misgivings about her earlier reference (in SPIT AND POLISH) to a 'lone ranger' or similar! I certainly feel by now that I definitely fill that role - but I do not see her as a

wicked witch who caused this change to come into my life.

Think that I can see the eyes of certain members from Sylvania and Seaforth areas shine at the earlier mention of bric-a-brac. At least I can enjoy daily a recollection of the club, in that we use consistently the Sunbeam Kettle which I was fortunate enough to win the the club raffle many years ago. JIM WILSON was theinstigator. But of course it must be remembered that he had occasion once to remark" 'I'm a millionaire.' For many years we had a gas stove, but now we are all-electric.

If he is at the meeting, please advise JACK GODFREY that I shall see him, if not before, at Teast at Medlow Bath. He will understand.

Been unable, so far, to do much in the way of hobby activity, but have one enquiry afoot. There is an Historic Car Club hereabouts. Something may come of it.

Might I suggest to KEITH CARDEN that it may be convenient for him to let me have the label on some occasion when he and JEAN make a run to this salubrious city, when the appropriate accompanying cask can change hands. That thought should make BEN BRONC - correction!! should be BRONK (must spell a man's name correctly!) happy in his position of club croupier.

The Old Girl came up here all right, but carried on her usual tradition of being difficult. Went through Pennant Hills Road to Wentworthville and by the time I was onto the F4 she was 'hunting'. Quite O.K. but sluggish. She hated the sight of any rise, just as she did a few years ago when MAX CHAPMAN caught up to me with a different magneto. Seems that my mag. produces a suggestion of an internal 'short' when heated through.

Our son-in-law caught up to me with his truck carrying the Buick (bless the old coot!) and it was dark before we hit Bathurst. To save time he towed me up the steep areas and I slipped into overdrive or angel gear when possible and made up a lot of lost time. But you fellows like NEIL MARTIN, KEN QUARMBY and KEITH CARDEN (to

name but a few!) would not have been standing round in spirit giving a hand. There was no mechanical or electrical breakdown, merely a feeling of 'hunting'. I could write plenty more but I have not the time if I am to catch the mail, nor would the meeting have the patience.

I thank you, hopefully, Bill for having read this and the meeting, again hopefully, for having listened.

Should have something for you soon, JAN, but we have been here only two weeks, and we have not stopped. With my tiredness (my joints did not like the event one bit!) and, I suppose, advancing years, the flat still has the appearance, in parts, of being well overdue for 'domestic restoration'. But then, when one reaches finality - what then? Should always have something to be done. Keeps us out of mischief.

And so, please treat this letter as an apology for non-attendance and with no meeting set down for December, we wish club members all the best for the fast-approaching Season. Will be round on odd occasions in 1982.

Yours in absentia,

- JIM SIMPSON."

LETTER FROM LAURENCE KATHAGE:

50 Victoria Avenue,
CHELMER, Q'LD. 4068
21st October, 1981.

"Dear Mr. Maunsell,

I was recently informed by some fellow VCCA (Q1d) members that a member of the NSW Club had a 1910 "AB" Talbot engine for sale.

As I am in the process of tracking down several engine parts (and others) for my 1910 Talbot, I should be most grateful if you could advise me whether the engine is still for sale, and if so, put me in contact with the owner.

It would also be much appreciated if you would let me know if there are any other "AB" parts available to your knowledge.

Looking forward to your reply,

- LAURENCE KATHAGE."

* * * * *

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

Solution to No. 4 - RAINY RALLY

The rally lasted 14 days. As it rained on 11 days, there were either:

- (i) 6 fine mornings (followed by wet afternoons) and 5 fine afternoons (preceded by wet mornings), or
- (ii) 5 fine mornings (followed by wet afternoons) and 6 fine afternoons (preceded by wet mornings).

Altogether there were more fine mornings (9) than fine afternoons (8), so alternative (i) applies and 3 additional (totally fine) days are required to make up the numbers.

NO. 5

WHO WON?

A boy and girl ran a 100 metre race. The girl crossed the finish line when the boy had gone 95 metres, so she won the race by 5 metres.

When they raced a second time, the girl wanted to make the contest more even so she handicapped herself by starting 5 metres behind the starting line. If the two ran at the same constant speed as before, who won the second race?

(Solution next month.)

* * * * *

HOW GOOD IS YOUR CAR?

It was very disappointing to find, at this year's inspection for permits to move, a high percentage of cars

inspected had faults and the owners were unaware. We tend to compare our veteran cars with our modern cars and expect big mileages between service. Remember, these were the development years of motoring. Oil seals were crude, materials plain (old Henry was the first to use alloy steels) and some component parts poorly engineered.

The most common statement made by the owners, "I only used the car once or twice last year", and also, "I only went to the Katoomba Run". In some cases these short runs are all that is necessary to drop out split pins or vibrate bolts loose.

It is almost mandatory that a veteran should be given a quick mechanical check before every run. This is just as important as cleaning the car and should be just as much fun.

- KEITH E. CARDEN

* * * * *

CLUB PLATES 1982

ALL PLATES ON UNREGISTERED CARS 1982

MUST BE RETURNED TO CLUB

THIS IS A DEPARTMENT OF MOTOR TRANSPORT REQUIREMENT.

If you desire the club to "hold" a certain number while your car is being restored we will do so for a reasonable time, but the plates MUST be held by the club Registration Officer.

Plates may be posted back in a "JIFFY BAG" available at any post office and will cost about \$2.50. Address to:

KEITH CARDEN,
Registration Officer, V.C.C.A.,
20 Ridge Street,
EPPING. 2121

* * * * *

HOT OFF THE PRESS : CHILDREN'S CHRISTMAS PARTY
SATURDAY 12TH DECEMBER 1981

A hot day at Jack and Merryl Godfrey's country estate at Kurrajong, but plenty of manmade and natural shade around. All the kids (big kids too) seemed to have ice blocks and paddle pops coming out of their ears, and plenty of water melon too, kindly donated by George Harris.

Allan Blevins stopped work to carry bricks and spent the day running the blow-up castle which was a fantastic success (thanks for your generosity in providing the castle, Allan).

Another highlight was Jack Godfrey, John Wards, Peter Michaels throwing bucketfuls (or bucketsful ?) of water over the kids --- one of the mothers "copped" it too (Pam Johnson) and loved every bit of it!

Young Andrew Gorton won a black eye on the castle as his eye connected with Lindsay Martin's knee - an instant shiner!

There were races for young and old --- three-legged (the "oldies" did best at that), sack races and egg and spoon. (Neil Martin can do fairly well with an "old bag", by the way). Horse rides and Mintie hunt added to the fun.

Santa came in style in 100° heat with presents for the kids, in Neil Martin's FIAT.

All the kids were winners and got plenty of sweets as prizes. Everyone had his/her fill of "spot-on" food.

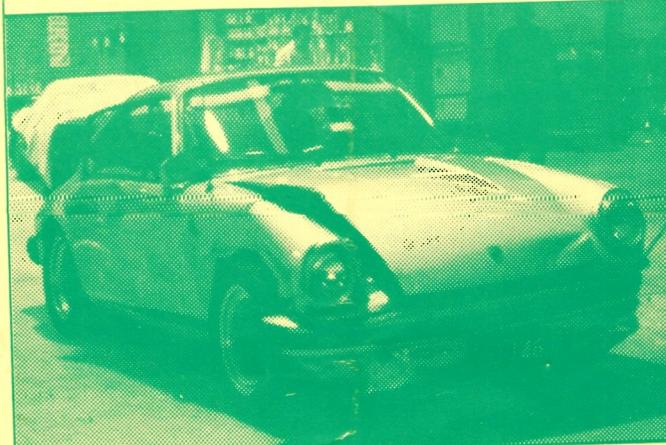
Thanks a lot to all the helpers, and thanks Jack and Merryl for the loan of your property.

- PETER WARDS

* * * * *



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.

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