

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

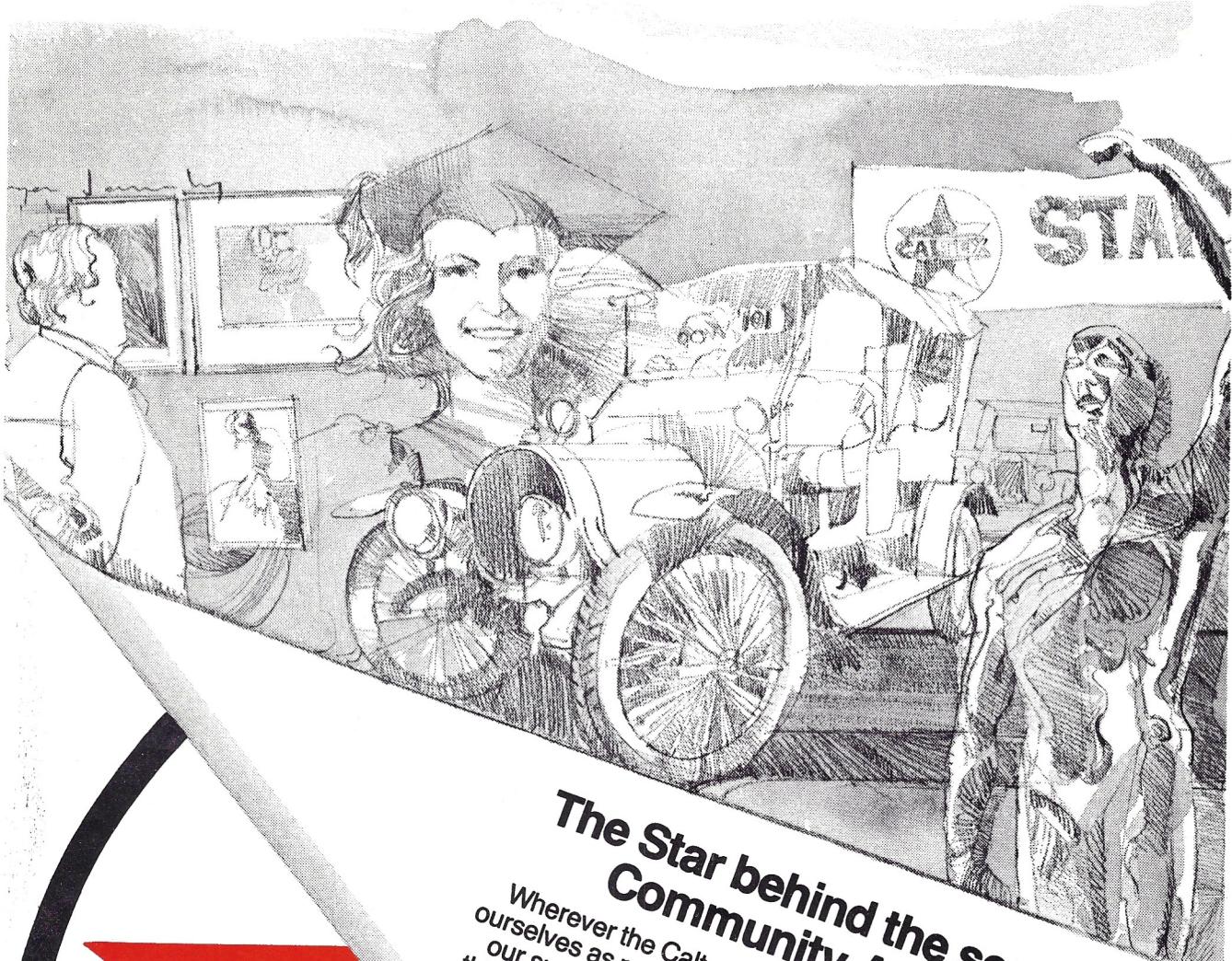
# SPIT AND POLISH

MARCH '81

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## ***The Star behind the scene. Community Affairs.***

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# SPIT & POLISH



PATRON:

His Excellency,  
The Governor of NSW  
Sir Roden Cutler,

VC, KCMG, KCVO, CBE.

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

Vol. XXII No. 9

March 1981

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Other Veteran Car Clubs have permission to copy.

The next meeting of the Veteran Car Club of Australia (NSW) will be the  
Monthly General Meeting, to be held in the Clubrooms at 8.00 p.m. on  
THURSDAY, 26TH MARCH, 1981. A colour film will be shown by Malcolm Johns,  
taken by himself during the 1978 International Rally.

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

COPY REQUIRED BY FIRST THURSDAY OF MONTH.  
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THE PRESIDENT'S MESSAGE

Our New Clubhouse

I am pleased to advise that the plans for our new Clubhouse are now before the Drummoyne Municipal Council, having been lodged by our Honorary Architect, 'Bill Burrows', 11th March last

Subject to Council Approval, your Building Planning and Development Committee proposes to proceed with construction in stages and to arrange that the move from our present hall to the new building be as simple and as expeditious as possible.

Our new Clubhouse has therefore been designed to be built in stages as follows:

- Stage 1. Level the land on both blocks, lay concrete footings, floor slab, drainage and relative plumbing lines, with the exception of the foyer area and the area immediately adjacent, which incroaches on the existing committee room. This action will nevertheless entail demolition of about 3 metres from the rear of the committee room.
- Stage 2. Lay the slab for the foyer, plus the encroaching slab, prior to and in preparation for the construction of the Small Hall, Committee Room, Library and toilets. Thus on completion, occupancy of this area, approximately 1½ times greater than existing hall dimensions, will be made possible.
- Stage 3. The next and most important step is to build our new Club Hall, which dimensionally will have a floor area 2-3/4 times greater than the space we now occupy. The total amenity on completion will increase the area of our Clubhouse, more than fourfold.

Our planning envisages a Clubhouse with adequate space and improved facilities for normal club activities, for the establishment of a substantial library and housing of archives, also an area sufficiently large to conduct major social functions, while providing for security and a reduction of external distractions offered by a brick and tile building set back sufficiently from street level to avoid most current traffic noises.

It is further envisaged that while offering encouragement to retain our present hall-tenants, three areas, 'as opposed to the present two', will be available for letting to other organisations with diverse interests to those of motoring clubs.

The Drummoyne Council, local member and others, have discussed with us the constant demand and limited hall space available in the community and have advised that we may anticipate enquiries for daytime use of our Clubhouse for such local group activities as dance instruction, lectures, parties, small play groups etc.

(Cont'd. on Page 3....

PRESIDENT'S MESSAGE (CONT'D.)

In the words of our Honorary Architect, our new Clubhouse will - it is considered - be a great asset to the many who enjoy motor vehicles and motoring and it is hoped that by the use of materials such as face brick, externally and internally, with aluminium window frames, a tiled, lined and insulated roof, that it will not only look attractive, but will not require any maintenance. So, all you club painters may rest easily, however it is hoped that all members will give help with materials etc. and perhaps even some labour to get our new building under way.

# # # # # # # # # # #

To this month's message may I add to the comments of others my delight in being able, with Pam, to attend two very recent events:

Firstly, the Progressive Dinner, held on Saturday 21st February at the homes of Bob and Elizabeth Hobson, Jack and Merryl Godfrey and Peter and Robyn Wards was an enjoyment to all who attended. We were graciously welcomed at each home, received the utmost fellowship and finally made our departure enriched with friendship and good food.

Good organisation, willing workers, perfect weather and a large entry of veteran vehicles were the elements that made this year's Blue Mountains Rally the success everyone expressed.

May I be forgiven for betraying a confidence, that when appointed Events Chairman for 1980-81, Neil Martin did not believe he had the experience befitting the task. It was just another case of one's unknown hidden talents which, when put to the task, are most often not found wanting.

One was reminded at each control, morning tea and/or luncheon, accommodation etc., of the behind-the-scenes organisation that heralds a successful event and of the work willing hands give for the enjoyment of others.

Thank you all those many people who made both of these occasions memorable.

GEORGE A. ROBERTS



# OPINION

## EDITORIAL

### KATOOMBA '81

credit to everyone involved in the organisation of this year's Blue Mountains Tour.

This year's Blue Mountains Tour has come and,

unfortunately, gone, with 76 cars and 10 motor

cycles taking part.

The organisers and workers should take a bow for

not only were we blessed with beautiful weather,

the control officials, the morning tea stop and the

meals provided adequate time for a good chat and

reminisce of the goings on, the "Catering Company"

provided food and refreshment at the right time.

The interesting thing about this tour is the number

of different ways which can be travelled to reach

the mountains, with each one affording the entrant

a leisurely drive with a minimum of traffic hassles,

all but Sunday when the Water Board blocked the only

access into Penrith for a short period.

The Finance Committee are most thankful for the

support received in the raffles by entrants and

friends during the rally - the Building Fund has

received an added bonus - and thanks also to the

members who donated the prizes.

Ed.

\* \* \* \* \*

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.), HELD AT THE CLUBHOUSE, 134 QUEENS ROAD, FIVE DOCK, ON THURSDAY, 26TH FEBRUARY, 1981.

Meeting opened at 8.20 p.m.

PRESENT: 72 members and 5 visitors.

VISITORS: P. Buckingham, Dennis Christie, Heyden Christie and Tony Crabtree.

APOLOGIES: Bill Hardman, John King, Peter Jensen, George Gillott, Esme Lewis, Laurel Rossiter, Roly Coulcher, Doug Pearce, Bob McCarthy and L. Follan.

MINUTES OF PREVIOUS MEETING: Read, moved, accepted, Terry Cook. Seconded John Gorton. CARRIED.

ARISING: Nil.

TREASURER'S REPORT: Read, moved, accepted, Jim Eisenhauer. Seconded Max Roberts. CARRIED.

CORRESPONDENCE: Received:  
- Letter of resignation from R. Davis.  
- Agenda for C.V.V.T.M.C. - 6th April 1981.  
- Advice from Canberra re Veteran Gazette.  
- Advice of auction to be held by Model "A" Ford Club.  
- Minutes of the Newcastle Annual General Meeting and February Monthly Meeting.  
- Letter from Jinder Motel re 1982 Rally.  
- Letter from the president of Picton High School P. & C. Association re Rally on 5th April 1981.

Read, moved, accepted Barry Thew. Seconded Len Sheen. CARRIED.

ARISING: Nil.

NEW MEMBERS: John McMaster - Schacht 1909.  
Heyden Christie - Junior Member.  
Former member rejoining - Martin McCarthy.

INVESTIGATING AND DATING: Dating certificate - Bob Petersen - Hotchkiss 1911.

(Cont'd. on Page 6....)

SOCIAL EVENTS: Long Legs Run to Somersby Falls was a good day.  
Blue Mountains Rally - start 9.00 a.m.

BUILDING PLANNING & DEVELOPMENT COMMITTEE: Progressive Dinner was a success and a profit of \$74.00 was made.

BUILDING MAINTENANCE: Barry Thew needs, in writing, a list of items which members will have available for auction by 14th March, 1981.

PROPERTY FINANCE COMMITTEE: Nil.

PUBLIC AFFAIRS: Schofield Air Show - Sunday 19th March, 1981.

CALTEX LIAISON OFFICER: Nil.

MAGAZINE "SPIT AND POLISH": Everything going well.

REGISTRATION OFFICER PERMITS TO MOVE: Some permits to move were handed out.

REGISTRAR: Nil.

LIBRARIAN: Nil.

C.V.V.T.M.C.: White line law still applies.

INSURANCE: Nil.

PHOTOGRAPHY: Nil.

GENERAL BUSINESS: President received a verbal request for cars for 1981 Anzac March from Paul Smith, R.S.L. Headquarters for 100 cars - 40 members present agreed to assist.

1982 One and Two-Cylinder Rally - 55 entries to date. Rally is mapped out and organised.

Meeting closed at 9.45 p.m.

ROSTER ALTERATIONS:

New Members:

McCARTHY, Martin B. (Full member rejoining)  
17 Cynthia Avenue,  
Castle Hill. 2154 No. 91

CHRISTIE, Heydon M. (Junior member)  
15 Manns Avenue,  
Greenwich. 2065 No. 743

McMASTER, John (Full member)  
107 North Terrace,  
Bankstown. 2200 No. 744

Resignation:

DAVIS, Ronald (Full member)  
16 Edwin Avenue,  
Avalon Beach. 2107 No. 409

PROGRESSIVE DINNER - 21ST FEBRUARY 1981

56 people attended the recent Progressive Dinner held at Hobson's, Godfrey's and Wards'. Full thanks go to the three families for a marvellous meal, although the mossies at the Godfrey's tried to get their feed first.

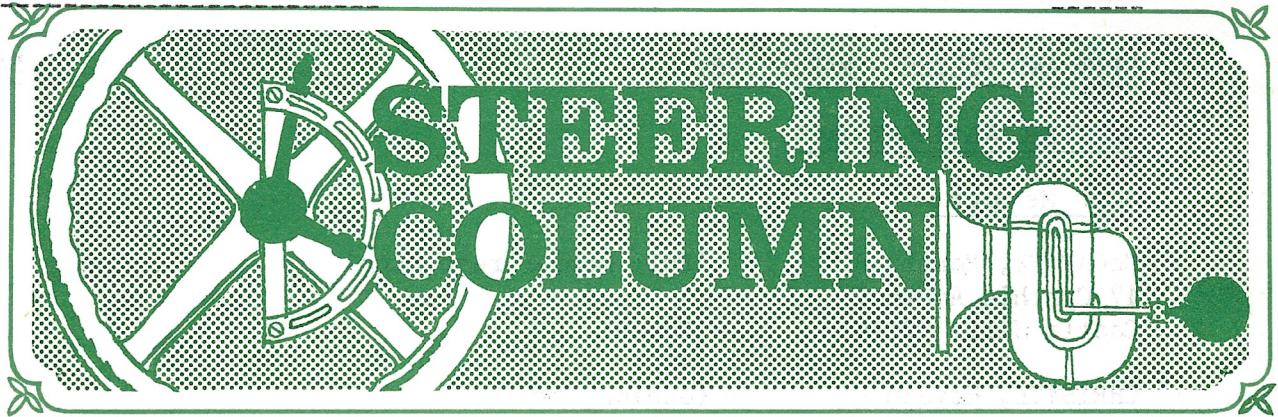
It was also good to see a few of the faces which have become strangers in the last few years.

J.C.  
Events & Social Committee.

AUCTION '81

AUCTION '81 - 5TH APRIL, 1981 - GREEN'S MOTORCADE  
MUSEUM

Club will have their trailer there selling foods stuffs, soft drinks etc. for lunch - hamburgers, steak sandwiches type of thing.



"Oh Henry"! 'T' Ford at Katoomba with the latest Nippon self-starter. It did not work too well, then then you also need PETROL.

# # # # # #

Rumour has it Jan and Roly are going into business with a mobile B.B.Q.!

# # # # # #

Noelene Thomson has yet to bring the De Dion out but in the meantime is becoming a very capable sandwich hand at the meal stops, as is Lyn Martin becoming a very good "Maitre de", while John Gorton has trouble with wife Evelyn when arriving home covered in grease from cooking.

# # # # # #

Some cars always seem to attract a lot of attention. The Stanley was no exception; some of the comments heard were good - others not very good at all.

# # # # # #

It was not the day of the Alldays; somewhere along the line the recipe for the soup changed and spilt over and put the fire out.

# # # # # #

Good to see the Country Squire Vic. (complete with portfolio) Jacobs coming along for the run. The car seemed to want to go but I am not sure about Vic.

# # # # # #

Model cars seem to be very time-consuming, Jock. Must be the first Mountains Rally missed for some time.

# # # # # #

NOTE: The Finance Committee would like to hear from members willing to sell raffle tickets - it seems the last two may have to go into hiding for a while.

RAFFLE RESULTS

LEATHER HANDBAG

White ticket E.79

RESTORED DU4 MAGNETO

Green ticket A.68

Won by Frank Nissen

EVENTS REPORT

25TH ANNUAL BLUE MOUNTAINS TOUR

6TH & 7TH MARCH 1981

A total of 86 entrants comprised of:

67 Veteran Cars

10 Veteran Motor Cycles

9 Recycled Veterans (officials)

attended our 25th Annual Blue Mountains Tour in gleaming sunshine. The Tour started at Auburn Botanical Gardens and finished at Greens Motorcade Museum.

This event would not have been successful without the support of members as entrants. Entries came from as far as the Central - to the north - and Nowra to the south.

The officials and B.B.Q. volunteers also play a big role to make an event such as the Mountains Tour a success.

(Cont'd. on P.10...)

25th Annual Blue Mountains Tour (Cont'd.)

May I take this opportunity as Events Chairman to thank:

<u>Our Official Guest</u>	-	Dr. David Armstrong
<u>Participants</u>	-	Members and Friends
<u>Rally Officials</u>	-	
Starter		George Sevenoaks
Morning Tea Control		Peter Wards
Lunch Control		Len Baxter
Baggage Boss		Peter Buckingham
1st Control		Mel Pope
<u>Accommodation Officer</u>	-	Frank Nissen
<u>Catering Committee</u>	-	Lynette Martin (Catering Chairman)
		Jan Coulcher
		Noelene Thomson
		Roly Coulcher
<u>Valued Helpers</u>	-	Sue Wilson and friends Fred and John
		Joanne Martin
		Christine Mathews
<u>Morning Tea Committee</u>	-	Robyn Wards, Nancy Bull, Meryl Godfrey, Warren Bull

An excellent result for the Children's Colouring-In Competition was achieved. The class of workmanship was excellent and the children should be congratulated. Well done kids.

<u>GRAND PRIZE WINNER</u>	-	Alexandria Merton
<u>UNDER 5 YEARS</u>	-	Elizabeth Wards
<u>6 YEARS TO 8 YEARS</u>	-	Rachel Merton
<u>8 " " 12 "</u>	-	Evan Quarmby

- Neil Martin

# # # # # # # # # #

FORTHCOMING PUBLIC AFFAIRS EVENT -SCHOFIELDS 1981 AIR SHOW

DATE: SUNDAY, 29TH MARCH, 1981

TIME: ASSEMBLE AT 9.30 A.M. (ONLY ONE ENTRANCE)

PLACE: SCHOFIELDS AIRPORT, SCHOFIELDS (NEAR BLACKTOWN)

The Royal Australian Air Force will be performing a major participation in this year's programme as they are celebrating their 60th year.

(Cont'd on Page 11....)

Schofields 1981 Air Show (Cont'd.)

The Air Force will celebrate with exhibits and flying displays of the F111 and Sabre Aerobatic team, in addition to displays of old R.A.A.F. aircraft.

Other features include parachuting, Vintage Aircraft rally, amateur built aircraft display, hot air balloons, gliders, plus many other attractions.

The foregoing displays will be held on Saturday 28th and Sunday 29th, our club's participation being on Sunday 29th only.

Food and refreshments will be available from numerous stalls throughout the airfield.

This day should be a very enjoyable outing.

All those wishing to attend, please advise:

MEL POPE 521.2821 (H)  
237.8222 (B)

\* \* \* \* \*

COMING EVENTSCONCOURS DAY - SUNDAY 26TH APRIL 1981

This event will be held at the property of Allan and Beryl Blevins, 156 Pitt Town Road, Kenthurst, 2154.

The day should be a peaceful family outing in quiet rural surroundings.

The B.B.Q. trailer will be available.

ASSEMBLY TIME: 10.00 a.m. at Allan and Beryl Blevins' home.

TROPHIES:

- I. V.C.C.A. Concours d'Elegance
- II. Alan and Doug Rose-Bray Concours d'Etat
- III. Len Sheen Junior Concours (once only)

- EVENTS COMMITTEE

\* \* \* \* \*

ANNUAL TROPHIES:

Could members holding ANNUAL TROPHIES please return at the March General Meeting, 26th March, so that engraving can be arranged.

- EVENTS COMMITTEE

\* \* \* \* \*

COMING EVENTS (CONT'D.)

PRESIDENT'S RUN - SUNDAY 31ST MAY 1981

Start venue and tour details in later issue of SPIT AND POLISH.

- EVENTS COMMITTEE

\* \* \* \* \*

A FINGER IN THE DYKE'S

*(Being a random selection of useful hints and suggestions from Dyke's Automobile and Gasoline Encyclopedia, Ninth Edition, 1919).*

Fender Cleaner. Equal parts of turpentine and wood alcohol make a good cleaning preparation for fenders and hoods.

Varnish in a Common Barn. The varnished surfaces of an automobile body will not remain lustrous very long if the car is kept in a barn where there is manure. The nitrogen compounds given off from manure will soon tarnish and destroy the best varnish.

A Slouchy Back Curtain. A small stick of length equal to the width of the curtain, upon which the back curtain is snugly rolled, gives a neat appearance. Otherwise it will hang in baggy masses.

Putting in a Back Window. After cutting the celluloid to proper size and shape, fasten it temporarily in place by pushing pins through at each corner. Then button the curtain taut, and with a second person on the inside to pass the needle through outwardly, sew it in place, using the original needle holes as far as possible.

A Convenient Receptacle. By cutting out a square in the floor of the tonneau and attaching a proper sized box underneath you can have a very convenient carrying receptacle in space that is not otherwise taken up. It makes a good place to put a carbon foot-warmer in winter, and may be used for tools and jack at other times.

Vibration and Rattle. A soft leather washer placed between two iron washers will often serve to stop the rattle of fenders and brace rods.

Silence and Easy Riding. An occasional lubrication of the inter-leaf contact parts of the springs will quite materially increase easy-riding quality of a car, as well as eliminate noise.

Friction Noises. Wherever two surfaces rub together making a squeaking noise, graphite grease makes the best remedy. Oil in such places is but a temporary makeshift.

\* \* \* \* \*

ROAD MOTORS IN AUSTRALIA

(Taken from the "Daily Telegraph" June, 1901 and written by Percy Hunter and given by Martin Magill of 1 Jessica Gardens, St. Ives.)

CONTINUATION: A COUNTRY TRIP WITH A DE DION CARSOME HILL-CLIMBING TESTSOVER THE BLACKSOIL PLAINS

## II.

In the run on a De Dion Voiturette from Newcastle to Moree, undertaken by Mr. W.J.C. Elliott, Mr. Mark Foy and myself, we did not attempt to get through in record time but merely jogged along from town to town in easy style. In record-making a great deal of preliminary preparation is necessary, and a complete knowledge of the road is an essential to sustained fast travelling. None of us had previously been over the northern roads and it is a singular circumstance that bicyclists from the city don't tour them to any extent. This is probably due to the fact that there is no decent connection between Sydney and Newcastle. The road goes round about Windsor and crosses the Hawkesbury at Wiseman's Ferry, and then comes out on the Maitland road, away above Newcastle. The track is a very poor one, and this doubtless accounts for the fact that the many splendid roads in the north are to a great number of touring cyclists a terra incognita.

We made a stop at Maitland on Friday night, and at Singleton on Saturday night. On Saturday we made a short run of 30 miles only, starting away from Maitland at about 2 o'clock. We made a short stay at Branxton, and then ran on to Singleton, halting there for the night.

The road between Maitland and Singleton was hilly, but generally with a very fair surface, and the country looked in a splendid state. The car ran through without a stop, doing all it was asked to do in first-class style. At Singleton on Sunday morning there was a hard frost. We got away soon after breakfast, to make Muswellbrook for lunch. The road lay through pleasantly undulating country, beautifully grassed paddocks stretching away on each side of the road to lines of blue hills in the distance. On this up and down track I got away from the car on the tricycle, the sharp upward pinches necessitating Mr. Elliott at times putting the Voiturette on the low gear, while he also - sooner than take any risks on an unfamiliar road - came down many of the steeper hills with the engine throttled.

The tricycle was in good form, and raced up the hills, all the surfaces being good, and flew down them. A lot of varying up and down road like that stretch suits an air-cooled engine admirably, as by opening the compression tap on the down grades the engine receives the benefit of repeated charges of cool air, instead of exploding gas. This cools the cylinder wonderfully, and it is on country of this description, providing always that the up-grades of the hills are not too steep, that you get the best results from air-cooled motors.

ROAD MOTORS IN AUSTRALIA (CONT'D.)

On long flat, or up-hill stretches of country, with the engine constantly pulling without a momentary rest, it is liable to run so hot as to stop altogether. This is not, however, a serious occurrence, as a five or ten minutes' rest will generally put matters right. When we tested the car and tricycle on the level roads outside Scone, and the Voiturette ran the tricycle hot, the machine was ready for a fresh start in five minutes.

After passing Liddell, about 16 or 17 miles from Singleton, we ran into some steadily rising ground, and a few miles further on, after some intermittent climbing, we struck a long steep rise, which is known locally as the Grass Tree Hill. It was the first real hill-climbing test the car had been called on to do, and we were anxious to see how it would perform. Before leaving Sydney we had climbed all the hills about the city, but they are all short, and none of them is a real test. Up the steep grade in Crown Street, from William Street to Oxford Street, the car had run with two passengers several times without an effort, the low gear, of course, being used. But that is a short hill, although the grade is close down to one in six or seven. But here was a hill over a mile long, with a continuously steep grade, and with a surface in places very loose. A team pulling a waggon with a wide tyre had recently come down the hill, and had churned a rut about four inches deep on the track. That gave us an idea as to the surface, and it was with interest that we watched the performance of the car.

We knew what the tricycle would do from experience. We had ridden them on longer and rougher hills. You take the machine at the hill as fast as you can on a full spark. As the rise slows it, you pull the spark accelerator back gradually to suit the pace, until you have it right home, then, when running on the slow spark, the machine holds out signs of distress, you bring the pedals into play and assist the engine. If the surface of the road is good, and the grade not too steep, you will get a well-constructed tricycle up the longest hill by these means. But if the surface is bad, and the hill is long, the engine will assuredly run hot and stop on the rise. Then you allow it to stand until sufficiently cool, and start off again, and by degrees reach the top.

On Grass Tree Hill the tricycle engine ran hot, and made the top with but two rests. This proved that the grade was very steep and the surface rough. But the Voiturette, making a good run at the foot of the rise with both Mr. Elliott and Mr. Foy seated, put in a good hundred yards on the high-speed gear, the driver gently manipulating the spark advance until he had no more play. Then as the hill began to sensibly slow the engine, he shoved in the low gear, and with a buck the car settled down to its work, and steadily forged its way up the rise, never faltering, and showing signs of plenty of reserve power. They passed me at about a seven-miles-an-hour pace, where I stood about three-quarters of a mile up the rise, waiting for my engine to cool, and the car seemed to be doing its work in splendid style. They went right to the top and over at the same pace, and the watercooling apparatus worked so well that on feeling the engine at the summit of the hill, no undue heating was apparent.

From this point down into Muswellbrook was a succession of gentle down-grades, and the run was made in great style, both the tricycle and the car

ROAD MOTORS IN AUSTRALIA (CONT'D.)

going splendidly. Indeed, the car never showed a fault, and was almost as easily manageable on the rough roads as on the smooth surfaces. We lunched at Muswellbrook, and soon after leaving that pleasantly situated little town a wire leading from the battery to the handle switch on the tricycle broke, necessitating a short halt for a repair. We then went on at an average pace of about 19 miles per hour through Aberdeen and Scone, over some splendid roads and through beautiful country. The weather was crisp and fresh, and there was enough sun to give a pleasant tinge to the atmosphere, and make bowling along the roads at a rapid pace most enjoyable.

It was just before reaching Scone that we had the exciting race between the car and the tricycle, in which the car came out with all the honors. Between Scone and Murrurundi, where we had decided to stop for the night, we had some heavy hill work to do in climbing Waldron's Range. We had heard about this climb all the way up the road, and the opinions of those we met varied greatly as to whether it was worse than Grass Tree Hill or not. We found that it was very much worse, and, when we first saw the steepest part, had doubts as to whether the car would go up it even without her passengers and luggage.

The road leading to the range rose steadily in easy grades for about a mile and a half, and then a steep pinch of about 150 yds. brought us up to a flat piece, from which the hill proper rose seemingly almost straight into the air. The surface was very bad, the hill being covered with large loose stones, which extended right across the roadway. This sort of thing soon stopped the tricycle, and it was not until it had had about four rests that it made the top, which was about three-quarters of a mile from the start of the steepest part of the hill.

The car was started at the hill with as much run as it was possible to get, and as the front wheels felt the rise, the engine on the low gear pulled away splendidly, moving up over the stones at a good six miles an hour. But the loose stones and the steep rise combined began to make the car feel its load, and after the first hundred yards the engine began steadily to slow. It threatened to stop, and then Mr. Elliott decided to give it a rest, and run it to the top without its passengers. He started the car off again after a few moments steering it from the road at the side and relieved of its two passengers it ploughed its way up through the stones at a good 7 miles an hour, and never again faltered.

Even though the Voiturette did not take its passengers up the range, its mounting it empty was an excellent performance. From the crude measurements we were able to make, we concluded that the grade for about 500 yds. was one in six, and other portions were nearly as steep, while the surface for the whole distance was bad.

TO BE CONTINUED.

(In next issue of SPIT AND POLISH the run down into Murrurundi is described, thence to Quirindi and Werris Creek.)

\* \* \* \* \*

ADVERTISEMENTS

WANTED: Dinky and Yesteryear Models.

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TUGGERAH. 2259  
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WANTED: 1930 BUICK. 6-wheel equipped,  
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- MEL POPE  
241 Forest Road,  
KIRRAWEE. 2232  
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237.8222 (B)

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Austin?

- LAURIE STEWART  
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MILSON'S POINT. 2061  
(02) 89.2037 (H)  
929.6555 XT. 271  
(B)

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REMINDER

AUCTION '81 - 5TH APRIL 1981 AT  
GREEN'S MOTORCADE MUSEUM. CLUB  
WILL HAVE TRAILER THERE, SELLING  
FOODSTUFFS (HAMBURGERS, STEAK  
SANDWICHES ETC.) AND SOFT DRINKS.

# # # # # # # # # # # #

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VINTAGE AND POST-VINTAGE CARS, SOME OF THE FORGOTTEN NAMES AND MODELS ARE  
AVAILABLE FROM OUR STOCK OR ON SPECIAL ORDER FROM OVERSEAS.

# # # # # # # # # # #

We are pleased to advise that we have been appointed EXCLUSIVE AGENTS for  
AUSTRALIA for the following well-known manufacturers of both Kits and  
Built-up models of Cars, Commercials and some early Aeroplanes:

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2. Auto Replicas	8. Magic Octagon	14. Stahlberg
3. Brooklin Models	9. Maxitoys	15. Superscale
4. F.M. Autominis	10. Mayes Models	16. Western Models
5. Jem Miniatures	11. Mikansue	17. Wills Finecast
6. K & R Replicas	12. Pirate Models	

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Still available from us are all the great models from:

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Grand Prix	Highway	Hubley	Rio
Solido	Scale Racing Cars		Togi

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