

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

SPIT AND POLISH

August, 1982 Vol. XXIV No. 2

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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 XXIV No. 2

August 1982

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Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the V.C.C.A. (N.S.W.)
will be held in the Clubrooms at 8.00 p.m. on **THURSDAY,**
26TH AUGUST, 1982.

Editorial Comment

One of our club's basic aims is the preservation and restoration of Veteran cars, as well as driving them. I propose to print articles relating to the restoration of our cars, starting with Len Masser's De Dion Bouton, next month. I would like to feature articles on your car, also. Every car has a story to tell. How and where you found it; how you located missing parts; did other members help; how you overcame various problems. Your fellow members are interested - newer members need your knowledge and encouragement.

(The Editor is not pro-De Dions - it's just that De Dions were very advanced cars. You disagree? Then tell other members about your restoration.)

Vale George Green. An obituary for Mr. George Green appears later in the magazine, but I feel compelled to add my own personal comments. Mr. George Green has helped me on many occasions with the restoration of my cars. His help and advice was always given freely and with enthusiasm. He was genuinely interested in helping others get their cars restored and on the road. If you visited the museum (particularly on a Thursday) it was not uncommon to see a man in white overalls bent over an open bonnet. He loved to restore and maintain as well as drive his cars.

One of my most recent discussions with him was regarding corrosion prevention in motor water jackets over the next 100 years and more as he wanted to protect the cars for future generations.

The magnitude of the loss of this great man to the car movement will not be fully appreciated for many, many years, so great was this man.

- NORM WAKEHAM

* * * * *

COPY REQUIRED BY FIRST THURSDAY OF MONTH. ADDRESS ALL CORRESPONDENCE TO:

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

President's Message

Since taking over this position the club has been dealt two very hard blows with the passing of both Frank Nissen and then George Green. Both members of long standing, they gave a lot in their own ways to something that gave them a lot of enjoyment in return; they will both be missed but not forgotten.

The construction of our new premises has taken its first dramatic step of rising above the ground, which will allow you to see the more constructive work in future, but not forgetting that to get to this stage a lot of weekend work has gone on by a handful of dedicated workers.

For us to continue our progress we are going to need the support of you, the club members, in raising some more money. Peter Wards has a project under way and if given your support over the next six months should see the premises up to a "lock-up" stage. At this point we should be able to determine just how much further expense is required, together with helping hands.

This project has reached the stage where one can see the light in the end of the tunnel and with the assistance of you, the member, it will not be too long before we will be able to occupy them and be proud of your achievement.

Yours sincerely,

- BARRY T. THEW

After reading the sincere tribute to Frank in the July issue of SPIT AND POLISH I felt I must write and say how much it meant to me and the family. I do not know the author but want to thank you for such a kind and caring tribute.

So many club members have shown great sympathy and kindness and again I say thank you. We appreciated your kindness very much.

- JOSEPHINE NISSEN

EVENTS CALENDAR

1982

Aug. 29 NAVIGATORS TOUR - 10 a.m. start at Balls Head Reserve

23) 4th Annual Tour Vintage Vehicle Club - 624.8224

Sept. 5) 11) National Rally Queensland

18) 18 ORANGE BLOSSOM PROCESSION - Baulkham Hills to Castle Hill

19 CARNIVALE - FIVE DOCK TO DRUMMOYNE. Cars to assemble at Regatta Road at 10.30 a.m. opposite clubrooms for Procession and Static Display.

Oct. 2/3/4 VETERAN CAR CLUB OF AUST. (NEWCASTLE BRANCH)

31 GYMKHANA CONCOURSE DAY. Venue to be advised.

Nov. 7 ANNUAL INSPECTION DAY - Len Sheen's Garage
13 " " " Arthur Garthon's Garage

13) Bendigo Swap Meet
14)

14 FISHERS GHOST

28 (Sunday) VIC JACOBS' LIONS CLUB CHARITY DAY

Dec. 1 (Wednesday) ADULTS CHRISTMAS PARTY

5 (Sunday) CHILDREN'S CHRISTMAS PARTY

1983

Jan. 29/30/31 CAMP OUT AT CATTAI

Feb. BLUE MOUNTAINS TOUR. To be advised.

Feb. 21) Mar. 4) National Rally, Tasmania, Around the Apple Isle.

May Rally "T" (Hub Rally) Parkes, N.S.W.

May VETERAN CAR CLUB (NEWCASTLE BRANCH) AUTUMN TOUR

1984

Mar. Early March Vet. Car Club of S.A. Hub Rally

Mar. 31) Apr. 8) A.C.M.C. 25th Anniversary Hub Rally - 871.1900

1985 To be advised - Hub Rally Christchurch N.Z.

OBITUARY: GEORGE W. GREEN, 1908-1982

It is with profound regret that I record the demise, on Thursday 22nd July last, of our revered friend and fellow long-term sporting motorist, George Green. His name throughout Australia was synonymous with the old car movement and especially in the field of veteran and vintage cars.

George was a Past President and Honorary Life Member of the Veteran Car Club of Australia (NSW), a Past President and Honorary Life Member, also being accorded Foundation Membership status of the Rolls Royce Owners Club of Australia and was a Director and Past President of the Vintage Sports Car Club of Australia Ltd. During his presidential terms of office the growth factor in each of these associations was evident, as was the stability, which he encouraged.

His interests in the automotive arena, although a hobby, were lifelong and far-seeing, leading to personal achievements in active motor sport over most of his adult life.

At home in almost any motor vehicle, particularly cars of the sporting type, e.g. his Bentleys, Bugattis, Alfonso Hispano Suiza, Austro Daimler, Peugeot, Delaunay Belleville and others, plus a brace of Vauxhalls, from a one-cylinder baby of 1904 to the Prince Henry and not least, the redoubtable 30/98 OE Velox, were probably only overshadowed by his fleet of Silver Ghost Rolls Royces which he drove with skill, demanding almost equal sporting performance from these rugged machines.

Preserved for posterity, but fully operative, these and many other famous name/makes, like De Dion, Napier, Franklin, Star, Crossley, Stanley Steamer, Speedwell, Clement-Bayard, Bedelia, Overland, I.H.C., Austin, Reo, Albion, Buick, Hollsman Buggy, Brush etc., form the nucleus of his dream which is now manifested in his Motorcade Museum Park, established at Leppington, Sydney; a monument to his keen and progressive interests and a revelation and playground for others.

George, while willing to discuss his plans for the future development of the motorcade museum, was equally reticent to acclaim his achievements, which in the world of the automobile were foremost among Australians and deserving of Governmental recognition.

As an organizer of many local and national motor rallies, in New South Wales, he was also the instigator of the first international rally for veteran and vintage motor vehicles to be held in this country, which in April 1970 he directed from Sydney, to its successful conclusion in Melbourne. As his assistant in this major event of some 1600 Km. and more than 600 participating vehicles from around the globe, I became aware of the tremendous drive and enthusiasm he exuded to members of his organizing committee, of his willingness to give of himself and of the heavy expenditure he accepted personally as part of the undertaking. When I questioned the amount, George, in his inimitable manner, replied "my pleasure".

If a love for the automobile can be considered heritable, then it is more than possible that his father's achievements with cars, and more prominently, motor cycles, rubbed off from father to son. George would speak at one moment in somewhat derogatory, but bating terms of 'American Blackiron', only to laud his father's able handling and the rugged performance of the family's early Hudson tourer driven over Australia's bush tracks, in the next breath.

Of shy disposition, George was a man of few words, having the ability to sum up and express a very meaningful opinion, mostly in one brief sentence. A leader of men, he understood and allowed for human frailties, an aptitude which brought out the best in most with whom he associated and who, by and large, responded in kind. His practical assistance and knowledgeable advice to so many will probably be best remembered in the encouragement, help and devotion he gave to aspiring young enthusiasts in the hobby he most enjoyed.

He was a sincere and loyal friend, a kindred spirit and was held in high esteem by his colleagues.

- GEORGE A. ROBERTS

* * * * *

BUILDING FUND-RAISING

1. Since 30th July I have sold 127 bottles of 1 & 2 Cyl. Rally bottles of wine, netting \$444.50, with orders for 2 doz. more. I would like some help from other members to sell the remainder of this wine. Please contact me if you can help, even if you only want one bottle at \$3.50. I will have some at the August meeting, so buy some and help finish the new club building. 'Phone orders: 871.3871.
2. Raffle. Enclosed in most magazines is a book of 5 tickets @ \$1.00 each. The prizes are as follows:

1st	34 cm Colour T.V. (Rank Arena)
2nd	34 cm Colour T.V. (Rank Arena)
3rd	AM/FM Radio Cassette Recorder
4th	AM/FM Clock Radio
5th	AM/FM Clock Radio

Winning tickets will be drawn at the club meeting in October, so could all butts and money be returned as soon as possible to Peter Wards at 27 Ashley Ave., Pennant Hills, 2120, or at September club meeting. Please return any unsold tickets also.

- PETER WARDS

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VETERAN CAR CLUB OF AUST. - N'CLE BRANCH - 1983 AUTUMN TOUR

Anticipated start to run - SATURDAY 7TH MAY, 1983, with the first night stay at Toronto and from there north by north west.

It would be a big help to Newcastle Branch, re accommodation, if any member who thinks he/she might like to take part would contact George Adams in near future. (Not asking for a firm commitment at this stage).

Reply: G. ADAMS, 314 WARNERS BAY RD., MT. HUTTON. 2290

* * * * *



KEN MOSS standing behind his sister MARGARET
An early photo of Ken's 1909 Panhard et Levassor

PANHARD LEVASSOR

By Ken Moss

Original Owner: Bill Moss, Butcher, Glebe Street, Ryde.

My grandfather bought the Panhard some time in 1909 from Birt & Coy, Sydney, Pounds 975/- cash and car was duly delivered with promise to return in the very near future to teach him to drive it. Some 'phone calls, still coming (things have not changed in this respect have they?) Finally he said, "Don't bother, I am now driving." I am sure he came from the same school as Geo. Green's dad.

The family would go to Jenolan Caves for the weekend (no mean feat). Sunday morning he would instruct my dad, the eldest, to park the car up the road from the Caves in case the hill might be too steep, they would have to unharness the coach horses to pull the car up first.

On two occasions in the country, namely Tamworth and Parkes, he knocked a big end out, placed the car on the train and returned home.

His second favourite form of transport was a horse and long shaft trap, the horse was called "Rhorer". George Sevenoaks tells lots of stories of this combination.

When the car would duly arrive at West Ryde railway yard, grandfather would tie a rope from car to trap, climb into the Panhard and yell "Take her home, Rhorer". Those days you could do it.

If a stubborn horse decided he was not going any further, he would be coaxed to move on with the help of a rope attached from the Panhard to his neck - Dad said it always worked.

Being either the first or second car in Ryde, he was often called upon by the police to pick up suicides or shooting victims in the area.

Local boys returning home from World War I were met at the wharf and driven home in fine style.

My mother used to accompany him to the city in the early '20's. Unfortunately he was kicked in the face by a

horse and cancer finally took half his face, ear and eye.

On one particular occasion, going past Gladesville Asylum the road was dug up and they found themselves running along the tram lines. Workmen hollowed out. Grandfather's comments to Mum: "Had I looked round to those bloody fools we would have gone 'R over Z'." I told you at the start he was a wild boy!

He would tow dead horses up the paddock. The car was his pride and joy - not just an ornament.

When cancer finally took the old gent in 1924 the car sat in a big 80' x 40' feed store till No. 3 grandson laid claim to it - around 1935 - I was then aged 11 years.... motor mad since birth.....I think Mum was frightened by a car.

I would sidle up to the old car with a bottle of juice, as we then called petrol, fill the carburettor, a couple of twirls of the crank --- like a flash I'm behind the wheel imagining I'm 10 times better than Jack Brabham ever was.

Mum would appear, the shed full of bl...y smoke. She would say "Have you had that car going?" I would shake my head, look as pure as a choir boy and watch her walk away, shaking her head, wondering how she could love such a liar.

In the 20 years, 35-55, I had got my act together some, and got a little more serious about the Panhard, became Member No. 36 of the Veteran Car Club of Australia, Joan and the three girls helped clean, polish and put up with Lennie Masser.

We attended many rallies, picnic days, interstate rallies; restored other cars, and No. 1 daughter Pam, and son-in-law Mike Jones will continue the history of this fine old classic long after I pass on.

- KEN MOSS

P.S. This was the first car Geo. Sevenoaks rode in. George's dad, Geo. Snr., was a drover and was slaughterman for grandad, where Ryde/Parramatta Golf Course is now situated.

P.P.S. Its a fact that it will cling to the tram lines to this very day!

COMMITTEE MEMBERS 1982-1983Management Committee

		Home	Work
President	Barry Thew	638.1155	929.0122
Vice-President	George Roberts	371.8626	
Vice-President	Peter Wards	871.3871	807.1622
Treasurer	Ben Bronk	624.8224	
Secretary	John Wards	86.3430	21.9888
		(Messages Only)	Ext.36426
Public Relations	Jim Redman	46.4254	33.0511
Registration Officer	Keith Carden	871.2158	70.0381
Editor Magazine	Norm Wakeham	80.2269	624.6555
Events Organisation	Mike Bendeich	639.5897	
Events Organiser	Roley Coulcher	546.4791	502.3555

Finance Committee

Chairman	P. Wards	871.3871	807.1622
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Building Committee

N. Johnston (046)	25.5964	
B. Bronk	624.8224	
G. Roberts	371.8626	
W. Burrows	44.5860	92.4082
Jan Coulcher	546.4791	

LibrarianChairman, Dating & Invest. CommitteeResearch HistorianChairman, NationalTechnical CommitteeClub HistorianInsurance Officer

George Roberts	371.8626	
"	"	"
"	"	"

Alan Rose-Bray	587.6547	
Victor Jacobs	922.1535	699.6666

* * * * *

This year's City to Surf Run is over again and now we have two new runners to accompany MIKE BENDEICH. ANNE and MARK IRISH successfully completed the run under the allotted time.

Maybe there will be a few more "not-so-Veteran" members in next year's run?

* * * * *

Social Events

ADULTS CHRISTMAS PARTY

DATE: WEDNESDAY, 1ST DECEMBER, 1982
TIME: 8.00 p.m.
PLACE: The Sydney Tower Restaurant, Centrepoint
COST: \$16.50 per person

This will be a 3-course buffet style meal, plus coffee, in a slightly different setting.

Please advise immediately of your intention to attend and monies must be paid by 18th November.

CONTACT: Roley Coulcher 546.4791
Mike Bendeich 639.5897

CHILDREN'S CHRISTMAS PARTY

TIME: 10.00 a.m.
DATE: SUNDAY, 5TH DECEMBER, 1982
PLACE: No. 5 Picnic Ground
Cabarita Park, Cabarita Rd., Concord

This will be a B.Y.O. Picnic Day, with entertainment for the children. There is an Olympic Pool adjacent to the area for those who wish to use it.

Please advise: Name, age and sex of the children you will be bringing.

CONTACT: Mike Bendeich 639.5897
Roley Coulcher 546.4791
before 5th November.

* * * * *

History Corner

IN THE BEGINNING (PART SIX) - THE "GENEVIEVE RALLY"

HISTORY CORNER for July 1982 brought the saga of the newly-formed Veteran and Edwardian Car Owners' Club of Australia up to the point where it was proposing to hold its own first Veteran Rally. This was the "Genevieve Rally" held on 4th September, 1954, to give publicity to British Empire Film's production of the film of the same name.

As already mentioned in HISTORY CORNER for June 1982, the drawing power of veteran cars functioning on the streets of Sydney in the original "Brighton Rally" produced such a wave of joyful enthusiasm among all spectator age groups that great numbers of car drivers just followed the veterans to their destination. Crowds were enormous and curiosity was intense. The potential of such a novelty was immediately recognised by the marketing fraternity and the film "Genevieve" naturally called for such a fortuitous marketing approach.

Thus it was that Greater Union Theatres, through a Mr. Buddy Scott, then Manager of the State Theatre, made overtures to the infant Veteran and Edwardian Car Owners' Club of Australia. The Club accepted the approach and the outcome was the "Genevieve Rally", which was planned to commence opposite the State Theatre in Market Street, proceed to Bondi Esplanade and return to the Theatre. The route was Market Street - Elizabeth Street - Park Street - College Street - Oxford Street to Bondi Junction - then along South Head Road and O'Brien Street to Bondi Esplanade and return to Market Street.

Cars assembled under the Harbour Bridge at Millers Point, where route instructions, lapel cards, identification plates etc. were issued to entrants. When these preliminaries had been completed, cars were despatched, at two-minute intervals, for the starting point in Market Street. Here a great crowd of spectators thronged the footpaths and roadway as Club President Bill Daly, at 1.45 p.m., flagged away the first car, the Perdriau (yes, the tyre people)

family's Le Zebre (billed as 1908) with Kelvin driving and father, J.A. Perdriau,* as passenger. Had it not been for the presence of both police and traffic police, matters at the starting point could quite well have got out of hand and threatened the movement of traffic. What with clapping interspersed with cheers, compression whistles and the blowing of horns, the starting point took on a joyous carnival atmosphere. This was all excellent text-book public relations and positively ideal for the film "Genevieve" since, although its reception in England where veteran motoring was established had been most successful, the outcome in Australia was an unknown quantity.

Competitors left the starting point at two-minute intervals in the following order:

Kelvin Perdriau	1908	Le Zebre	1 cylinder
Ray Hope	1913	Sunbeam	
Jack Garwood	1912	Renault	2 cylinder
George Ball	1912	Ford	
John McLean*	1908	Vulcan	
Brian Marsland	1910	Napier	
George Campbell*	1908	Argyll	
John Crouch	1914	Humberette	2 cylinder, water-cooled
Jack Myers*	1912	Argyll	
Geogg Hancock	1912	Detroit	Electric

The run to Bondi Esplanade was relatively trouble-free, although the brown 2-cylinder Renault of Jack Garwood persisted in blowing quite a head of steam from the radiator, which, conveniently situated at the rear of the engine, allowed his navigator to replace the water from a can whilst still on the move - an enterprising gesture much appreciated by the onlookers thronging the route. Over a gallon of water was reported to have been consumed in this manner.

On arrival at Bondi Esplanade the veterans were parked backs to the wall with a hawser strung between two tow-trucks (neither of which was needed during the Rally), one at either end of the parked vehicles, as a measure of crowd control. Again the crowd was immense and enthusiastic. The lesson was that the average Australian man, woman and

child felt attracted to veteran cars and would, almost certainly, like to own one.

Thus, after a relatively trouble-free run by all competitors, judging commenced. This difficult task was entrusted to Bob Shepherd* (a keen enthusiast for all classifications of cars and a well-known car illustrator for magazines) Bill Daly, Club President, and Buddy Scott, Manager of the State Theatre.

The judges worked slowly and carefully in arriving at the following:

1. Veteran or Edwardian Car most like "Genevieve" - awarded to Brian Marsland's 1910 Napier. The judge was Buddy Scott and Brian Marsland was presented with a handsome silver tea tray. (Whilst the likeness of a 1910 Napier to a 1904 Darracq could be queried, the decision, in view of the limited field of competitors, was understandable).
2. Most Original Car - won by George Ball's 1912 Model T Ford.
3. Best Restored Car - won by the 1912 Argyll of Club Secretary Jack Myers. George Campbell was unlucky as his 1908 Argyll lost by one point.
4. Competitor travelling the Longest Distance to the Start - Ray Hope won this award again, with his 1913 Sunbeam, having travelled about twenty-eight miles to the starting point. He previously won this award in the first "Brighton Rally".
5. Oldest Vehicle - three competitors tied for this award, namely Kelvin Perdriau (1908 Le Zebre#), George Campbell (1908 Argyll - hand brushed in authentic coach colours and hard carriage varnish) and John McLean (1908 Vulcan - with solid dual rear tyres and authentic "Vulcan at his Anvil" mascot).

Interesting sidelights to this Rally were the kind gesture of Greater Union Theatres in permitting club members and their families to attend free sessions of the film "Genevieve" screened, for this purpose, in the State Theatrette and the public interest shown in Garwood's 1912 2-cylinder Renault

which held place of honour for a month, in the foyer of the State Theatre itself, at the foot of the grand staircase.

Again, the infant Veteran and Edwardian Car Owners' Club of Australia had carried off a most successful Rally - the first without any assistance or control, whatsoever, by the VSCC to which many of its members still belonged and the first to confirm the Club's commercial prospects, if required, at any future stage.

See you at the next meeting,

- THE HISTORIAN

* Since deceased.

Later confirmed as 1911

* * * * *

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

Solution to No. 11

TWO TEASERS

1. The man had salted his soup before he noticed the fly.
2. One train went through the tunnel an hour after the other train had gone through it.

* * * * *

No. 12

WHY'S UP

1. A lady did not have her driver's licence with her. She failed to stop at a STOP sign, ignored a ONE WAY sign by travelling two blocks in the wrong direction down the one way street and then stopped for ten minutes right next to a NO STANDING sign. All this was observed by a policeman, yet he took no action. Why?
2. Why are 1982 dollar bills worth more than 1981 dollar bills?

* * * * *



TWO DAY SPECTACULAR COLLECTOR CAR AND AUTOMOBILIA AUCTION.

IN CONJUNCTION WITH THE
1982 SYDNEY MOTOR SHOW.

SATURDAY 28 AUGUST : COLLECTOR
CARS

SUNDAY 29 AUGUST : AUTOMOBILIANA

FURTHER ENTRIES INVITED;

CONTACT STORM JACKLIN ON 4986100

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655 PACIFIC HWY, KILLARA 2071 SYDNEY
Phone 4986100.

(Members of Auctioneers & Valuers Association).

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1901 DE DION 4½ h.p. Visa Vis parts.

1902/3 DE DION 6 h.p. 2-speed expanding clutch gearbox
also complete steering or just steering box would do.
American Bosch DU4 Model 5 Magneto.

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64A Pellisier Road,
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FOR SALE (ALL STATES)

1903/4/6 DE DION 3-speed expanding clutch gearbox case
(3 aluminium castings). - N. WAKEHAM

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PUTNEY. 2112

FOR SALE

1915 MODEL T FORD ROADSTER. Has travelled only 380 miles
since complete no-expense-spared restoration three years
ago. Demountable rims with two spares. Wet 6 Volt
re-chargeable battery for ignition and lighting. Imported
American grained top. New radiator, six new tyres and
tubes. Every bearing, sleeve and bushing is in as-new
condition. The car is fitted with the following accessories:

Frontenac 8 valve O.H.V. sports head

Two-speed Ruxtell axle

High speed ring gear and pinion

Water pump

Oil pump (feeding gallery to rockers and tappets)

High tension distributor ignition

Watts clutch

Rear 4th main high speed bearing

Front radius rod

An opportunity to acquire a veteran brass radiator Model T
with vintage performance. \$15,000.00.

Also available if required for the above-mentioned car, a
custom built road registered trailer with two spares,

run-up ramps and winch. The car can be loaded and unloaded by one person.

(066) 21.6340

- DICK KENNEWELL
18 Charlton Street,
SOUTH LISMORE. N.S.W. 2480

WANTED

Bosch D6 Magneto. Pr. C.A.V. bell-shaped electric side-lamps. C.A.V. diver's helmet tail lamp.

(062) 32.1134 (B)
(062) 81.6925 (H)

- IAN IRWIN
25 Palmer Street,
GARRAN. A.C.T. 2605

WANTED

1 Beaded Edge Rim, 26" by 3 9/16" overall width.

- BRIAN HUME
5 Salisbury Street,
COTTESLOE. W.A. 6011

WANTED

Veteran Minerva parts, especially engine and radiator, 48 spline R.A.F. wire wheels, instruments etc.

AVAILABLE

CLEMENT BAYARD DF4A Magneto 20" wire wheels to SWAP for above wheels, other Magneto ZF4 DU4 AZ4. Quantity very large Minerva engine parts.

- BILL SIDES
(03) 561.4961
813 Ferntree Gully Road,
WHEELERS HILL. V. 3150

* * * * *

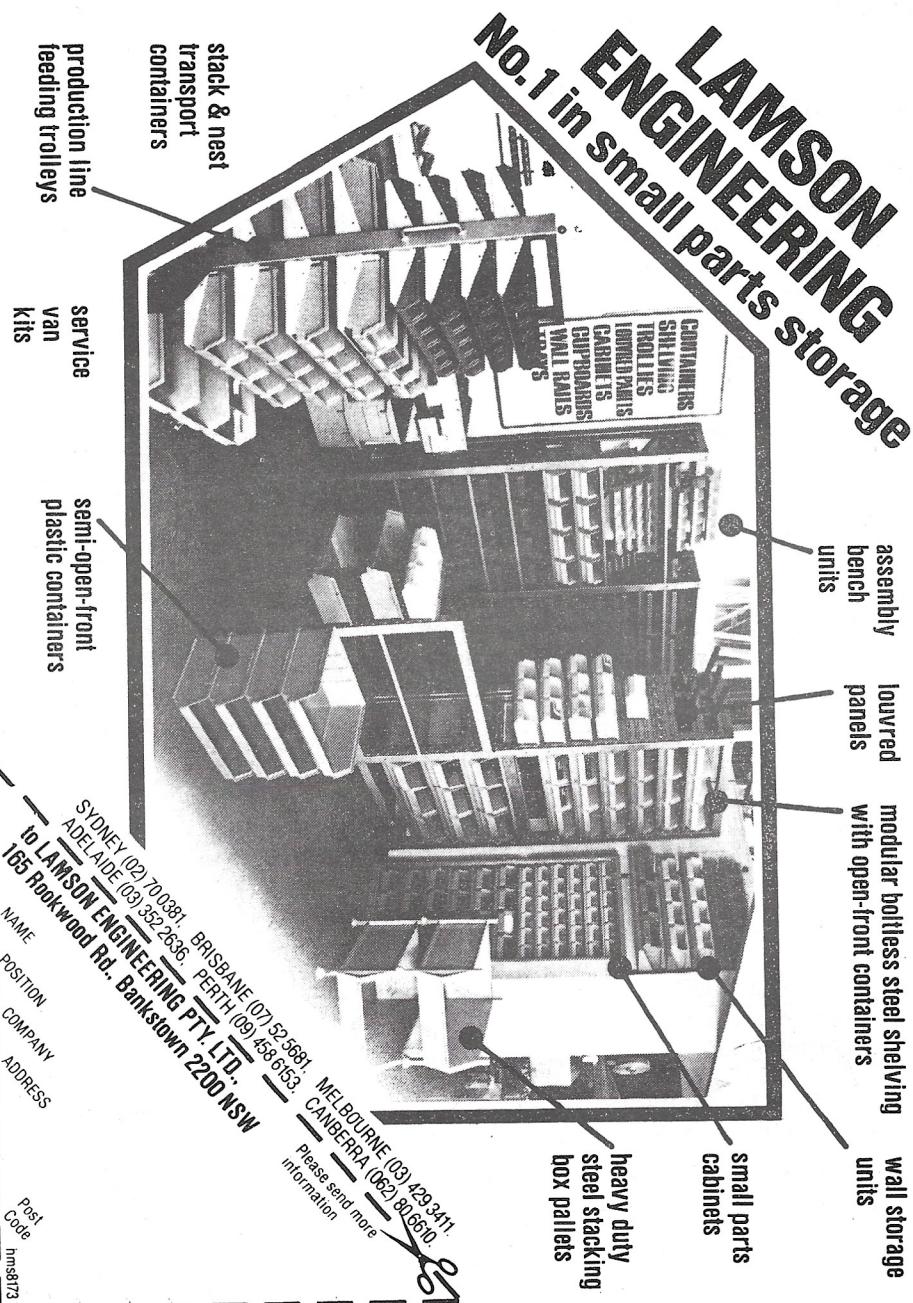
SALE OF VETERAN CARS:

Members are reminded that Veteran Car Club number plates are NOT TRANSFERABLE.

If a veteran car changes ownership, the plates must be returned to the Registration Officer.

The new owner must submit the vehicle for inspection and apply for new registration with the Club.

* * * * *



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.

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