

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

# SPIT AND POLISH

Registered for posting  
as a publication — Category B

\* PRICE 70 Cents

July, 1982 Vol. XXIV No. 1





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. 1

July 1982

## TABLE OF CONTENTS

|  | Page |
|--|------|
| Editorial Comment  | 2    |
| President's Message  | 3    |
| Events Calendar  | 4    |
| Vale Frank Nissen  | 5    |
| President's Report 1981-1982                                     | 5    |
| Club Plates  | 8    |
| Balance Sheet, Income & Expenditure Statements                   | 9    |
| History Corner   | 12   |
| Broken Hill Veteran & Vintage Car Club - 1983                    | 15   |
| Easter Centenary Rally   | 15   |
| Pickles 2-Day Spectacular COLLECTOR CAR &<br>AUTOMOBILIA AUCTION | 16   |
| M - I - N - D - S - T - R - E - T - C - H - E - R                | 17   |
| Advertisement  | 18   |
| Insurance Alibis   | 19   |
| LAMSON ENGINEERING - No. 1 in small parts storage                | 20   |

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,  
22ND JULY, 1982.

## *Editorial Comment*

Congratulations to all those re-elected to office and to those taking office for the first time, good luck as well as congratulations.

I propose to introduce a new heading in our magazine to be called "EVENTS CALENDAR". This will list forthcoming events which will be of interest to members. It will include social events and rallies and outings conducted by our club, as well as major rallies conducted by other clubs, swap meets etc. These will be tabulated for quick, easy reference.

In the case of our own club events, more details will be found in the body of the magazine. If you know of a major event that may be of interest to fellow club members, please send it to SPIT AND POLISH as per copy.

In reply to last month's Letter to the Editor, I tend to agree with Jim, his cunning linking the traditional London-to-Brighton Run with our Blue Mountains Tour. (To avoid complications it has been suggested that the Blue Mountains Tour be called Tour not Rally). One can only concur with his point of view. Also, the cars know the way and if the drivers get lost, the cars will still get there. If club members would like an alternative venue, perhaps another week-end tour could be organised, say for a spring tour week-end?

- 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*

Firstly, I would like to thank the members for the opportunity of serving you in this position, it is indeed an honour and I trust that I can carry out the required duties in a manner satisfactory to you, the members.

One major project that I would like to see maintain its present rate of progress is the new premises which are well under way; if you the members can continue your support of this project as in the past, or increase your support, then the completion of this project cannot be too far off. Remember, whatever effort you put into this project is not just for the benefit of a few but for the benefit of all the members.

Yours sincerely,

- BARRY T. THEW

\* \* \* \* \*

### CROCK SHOP

At the time of writing, Mr. George Green is in intensive care at Royal North Shore Hospital. We hear he is responding well to treatment and I know all club members wish him a speedy recovery.

\* \* \* \* \*

SEE PAGE 9 FOR LIST OF OUTSTANDING CLUB PLATES ON  
ON UNREGISTERED VEHICLES (& OFFENDERS' NAMES).

## EVENTS CALENDAR

1982

Aug. 14 p.m. Barbecue - Greens Motorcade with Veteran Cars

15 ALL BRITISH DAY - Greens Motorcade - Bob Moore 799.7252

23 )  
Sept. 5 ) 4th Annual Tour Vintage Vehicle Club - 624.8224

11 )  
18 ) National Rally Queensland

18 Orange Blossom Procession, Baulkham Hills to Castle Hill

19 Carnivale - Five Dock to Drummoyne

Oct. 2 ) Veteran Car Club of Aust. (Newcastle Branch)

3 ) Closing date Aug. 31, contact: 314 Warners

4 ) Bay Road, Mount Hutton. 2290

Nov. 7 Annual Inspection Day - Len Sheen

13 " " " Arthur Garthon

13 )  
14 ) Bendigo Swap Meet

Nov. To be advised - Vic. Jacobs Help the Handicapped Drive

Nov. " " " XMAS PARTY

1983

Feb. National Rally, Tasmania, Around the Apple Isle

To be advised - Blue Mountain Tour

Easter Easter Bush Council Rally - Tamworth

1984

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

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

Apr. 8 )

1985

To be advised - Hub Rally Christchurch N.Z.

1988 Bicentenary INTERNATIONAL VETERAN & VINTAGE MOTOR RALLY hosted by V.C.C.A. to commemorate our Nation's Bi-centenary 1788-1988.

VALE FRANK NISSEN

The greatest memorial that Frank has left to the Club is the feeling that he possessed for the Club, partly through the assistance which he gave to individual members in their mechanical troubles, and the undoubtedly co-operation which he gave to the Club generally, including his travels in obtaining accommodation in various touring events.

The new building can be expected to carry a memorial to him by virtue of the installation of cooling fans which were his gift to the Club for the comfort of members in the existing building.

He built up his personal memorial with the time and effort which he put into the faultless restoration of the Cadillac.

Let us not be saddened by the loss of Frank's company, but rather let us keep in our mind's eye the soft whimsical smile which he was always ready to produce. Such a friendly gentle-natured fellow.

\* \* \* \* \*

PRESIDENT'S REPORT 1981-1982

It was with great pride and some humility that (three years ago) I accepted the honour, in becoming your President, to uphold the dignity the office deserves.

In this chair of authority is has at all times, been my desire to fulfill the office with dedication and impartiality.

At the commencement of this term, while celebrating our Club's Silver Anniversary, one major project, "stemming from the foresight of earlier management", became paramount, that of developing our two adjoining properties by the construction of new club premises.

Twelve months ago, thanks to a building committee formed from our ranks, with a nucleus of architect, quantity-surveyor, solicitor, treasurer etc. and, not least, a proficient builder, plans for our new Club House received Drummoyne Council development approval.

During the ensuing weeks and months you have seen that development approval materialize into foundations for our new Club House, which - thanks to those members, who through their expertise, willingness to assist and plain manual labour - have watched those foundations grow from grass roots, at a fraction of the estimated cost.

Inclement weather and the unknown existence of an ancient well situated directly beneath the western foundations, have hampered progress, but behind the scenes such items as the steel portal frames and other sundry items are being manufactured and/or acquired.

Removal of excess soil from the site (the next step) made possible this last weekend, will present a different picture and render the site workable around existing buildings.

While materially our new home is seen to be taking shape, your Building Finance Committee and Public Affairs have not been idle. The former has spent innumerable hours organising and activating fund-raising schemes, some of which should have received greater encouragement from members. We were, however, indeed fortunate to have been associated with the film industry in the shooting of the film "Kitty and the Bagman", soon to be released, but I'm sure you are aware that the business acumen of your Public Affairs was largely responsible for the revenue acquired.

Although building activities during the year have taken precedence, events and social functions have not suffered. Once again the National Heart Foundation welcomed the assistance and part our vehicles and members played in raising further funds for this needful charity at a Government House Garden Party and although the second outing for the President's Run was again marred by inclement

weather, those who braved the elements regarded the route chosen as something new within Sydney's scenic and historic areas.

Our two major events were, of course, the Annual Blue Mountains Rally and the First National 1 & 2 Cylinder Rally, based on Albury. Both received the well deserved acclaim that their organisers merited, the latter having no previous parallel with veteran vehicles in this country.

Socially the Presentation Night initially ran into a number of problems but the venue, the dinner and the evening were to all in attendance, and particularly those members in receipt of trophies, a surprising success.

Sadly I was unable to attend the Newcastle event this year but am aware, from reports, that its usual high standard and community spirit prevailed.

Twice within the past twelve months our Honorary Secretary has represented NSW as delegate to the VCCA Federal AGM, serving also at the 1981 meeting as Acting VCCA Secretary/Treasurer in the absence of the elected officer. Again on the Federal scene, whilst assisting our delegate, it has been my honour to serve also as Chairman, National Technical Committee.

Our Honorary Treasurer, whose ever-watchful eye is centred on club income and expenditure, is also exercising similar strict control on building and material costs associated with our current project.

The control on Permits-to-Move, also number plates and records kept by our Registration Officer, has set new and very acceptable standards in this area of our activities.

Our official organ, SPIT AND POLISH, in its latest format conceived at the beginning of this year, is more concise in its present form and I believe is well received. The inclusion of copy, such as 'Revs. and Backfires', and 'History Corner from out of the past, makes for enlightened reading and refreshes the memories. Many thanks to our Editor and Staff.

Some may be unaware of the many legal implications associated with the everyday activities of our Association. I have deemed it a privilege to have had the opportunity to call upon the expertise of our busy Legal Advisor at almost any time and I know I express the gratitude of our members for the advice received and so freely given.

Now that my third term of office as your President has expired I propose to stand down to apply myself more fully to the technical implications of our all-absorbing hobby. I trust that in your eyes I have fulfilled the confidence you placed in me and I thank you for the honour.

- GEORGE A. ROBERTS  
President V.C.C.A.(NSW)

\* \* \* \* \*

#### CLUB PLATES

ALL PLATES ON UNREGISTERED VEHICLES MUST BE  
RETURNED TO REGISTRATION OFFICER OF CLUB. THE  
FOLLOWING PEOPLE PLEASE TAKE NOTE:

|           |     |                |
|-----------|-----|----------------|
| PLATE NO. | 011 | ROYCE GREGORY  |
|           | 014 | E. PERDRIAU    |
|           | 016 | B. GILLINGS    |
|           | 017 | K. LOBER       |
|           | 019 | J. BAILEY      |
|           | 021 | G. HOWARD      |
|           | 036 | K. MOSS        |
|           | 038 | G. SIM         |
|           | 051 | N. MARTIN      |
|           | 055 | ADRIAN GARRETT |
|           | 067 | (RETURNED)     |
|           | 071 | J.W. SCOTT     |
|           | 076 | HARRY HALL     |
|           | 092 | W. DUDLEY      |
|           | 097 | A. GRELLMAN    |
|           | 108 | L. MACEY       |
|           | 131 | P. KABLE       |

|           |     |                   |
|-----------|-----|-------------------|
| PLATE NO. | 136 | RAY TURNER        |
|           | 141 | A. WORBOYS        |
|           | 147 | L. PARRY          |
|           | 164 | FRANK EHLERT      |
|           | 165 | MRS. EILEEN CRAZE |
|           | 168 | MAX PRATT         |
|           | 179 | MAX WITHERS       |
|           | 183 | TREVOR FOULCHER   |
|           | 189 | FRANK ILLICH      |
|           | 199 | BARRY GARTH       |
|           | 205 | ROBERT FORBES     |
|           | 221 | GARRY DIBLEY      |

\*\*\*\*\*

BALANCE SHEET, INCOME AND EXPENDITURE STATEMENT OF THE  
 VETERAN CAR CLUB OF AUSTRALIA (NSW) FOR THE YEAR ENDED  
 31ST MAY 1982, AS EXAMINED AND CERTIFIED BY W.V. KING &  
 ASSOCIATES (CHARTERED ACCOUNTANTS).

STATEMENT OF SOURCE & APPLICATION OF FUNDS

During the year the following funds became available:

|  |                 |
|--|-----------------|
| 1. Surplus for the year                          | 22,561          |
| <u>Add:</u> Depreciation charged in the Accounts | 180             |
|  | <u>22,741</u>   |
| 2. Increase in Stock on Hand                     | 186             |
| 3. Reduction in Sundry Creditors                 | 29              |
|  | <u>\$22,956</u> |

These funds were applied as follows:

|   |                 |
|---|-----------------|
| 1. Reduction in Sundry Debtors                  | 225             |
| 2. Increase in Bank Accounts                    | 1,405           |
| 3. Increase in Sinking Fund                     | 14,498          |
| 4. Increase in Capital Expenditure on Buildings | 6,828           |
|   | <u>\$22,956</u> |

BALANCE SHEET AS AT 31ST MAY, 1982

|  | <u>1982</u>     | <u>1981</u>     |
|--|-----------------|-----------------|
| <u>Accumulated Funds</u>                 |                 |                 |
| Balance as at 1st June 1981              | 49,866          | 40,398          |
| Add: Surplus for the year                | <u>22,561</u>   | <u>9,468</u>    |
| <u>TOTAL MEMBERS' FUNDS</u>              | <u>72,427</u>   | <u>49,866</u>   |
| <u>REPRESENTED BY:</u>                   |                 |                 |
| Stock on Hand                            | 522             | 336             |
| Sundry Debtors                           | 123             | 348             |
| Cash at Banks                            | 4,047           | 2,642           |
| Deposits                                 | 80              | 80              |
| <u>TOTAL CURRENT ASSETS</u>              | <u>4,772</u>    | <u>3,406</u>    |
| <u>DEDUCT:</u>                           |                 |                 |
| Sundry Creditors & Accruals              | 475             | 504             |
| <u>CURRENT LIABILITIES</u>               | <u>475</u>      | <u>2,902</u>    |
| <u>ADD:</u>                              |                 |                 |
| Meeting Hall - At Cost (Note C)          | 10,444          | 10,444          |
| Building At Cost (Note C)                | 31,613          | 24,765          |
| Furniture, Fittings, Office              |                 |                 |
| Machines, Equipment, Floor               |                 |                 |
| Coverings, Library -                     |                 |                 |
| At Cost                                  | 3,883           |                 |
| <u>Less: Provision for Depreciation</u>  | <u>2,645</u>    | <u>1,418</u>    |
| <u>TOTAL FIXED ASSETS</u>                | <u>43,295</u>   | <u>36,627</u>   |
| <u>ADD:</u>                              |                 |                 |
| Bank of N.S.W. Sinking Fund              | 24,835          | 10,337          |
| <u>TOTAL INVESTMENTS</u>                 | <u>24,835</u>   | <u>10,337</u>   |
| <u>EXCESS OF ASSETS OVER LIABILITIES</u> | <u>\$72,427</u> | <u>\$49,866</u> |

INCOME & EXPENDITURE STATEMENT  
FOR THE YEAR ENDED 31ST MAY, 1982

|   | <u>1982</u>     | <u>1981</u>    |
|---|-----------------|----------------|
| Annual Subscriptions &  |                 |                |
| Entrance Fees   | 1,954           | 2,020          |
| Donations Received  | 15,711          | 2,811          |
| Hall Rents Received (Net)   | 124             | 1,151          |
| House Rents Received (Net)  | 2,100           | 2,551          |
| Interest Received   | 2,050           | 448            |
| Surplus on Insurance & Levies                                       | 120             | 289            |
| Surplus on Rallies  | 13              | 452            |
| Surplus on Socials  | 197             | 76             |
| Surplus on Trading + 1 & 2 Cyl. Rally                               | 959             | 580            |
| Surplus on Auctions   | -               | 975            |
| Sundry Income - Special Functions<br>(Special Raffle)               | 2,175           | -              |
| <u>TOTAL INCOME RECEIVED</u>  | <u>25,403</u>   | <u>11,353</u>  |
| <br><u>DEDUCT:</u>  |                 |                |
| Affiliation Fees  | 540             | 451            |
| Audit and Accountancy   | 440             | 400            |
| (The Auditor received no other<br>benefits)                         |                 |                |
| Bank Charges  | 24              | 71             |
| Depreciation  | 180             | 206            |
| General Expenses  | 353             | 56             |
| Honoraria   | 200             | 200            |
| Loss on Magazines   | 869             | 128            |
| Printing, Stationery & Postages                                     | 236             | 373            |
| <u>TOTAL OPERATING EXPENSES</u>                                     | <u>2,842</u>    | <u>2,842</u>   |
|   | <u>1,885</u>    |                |
| <br><u>SURPLUS FOR THE YEAR transferred</u><br>to Accumulated Funds | <u>\$22,561</u> | <u>\$9,468</u> |

W.V. KING & ASSOCIATES  
Chartered Accountants

# History Corner

## IN THE BEGINNING (PART FIVE)

HISTORY CORNER for June 1982 set out, inter alia, the events leading up to, and the actual running of the first Brighton Rally for veteran cars held on 4th April 1954, under the auspices of the Vintage Sports Car Club.

The VSCC Committee's attitude was that such a popular and successful event should become an annual affair staged by the VSCC. On the other hand, the sub-committee of the VSCC representing the veteran car enthusiasts felt otherwise. Grant, in particular, rightly or wrongly believed that the only reason the VSCC Committee had taken this stance was not so much that it served a percentage of the members' interests, but that it engendered a satisfying amount of public awareness and enthusiasm which should be beneficial to the VSCC generally. This attitude added further to the growing dissension. At this stage Joe Capper dropped out of the sub-committee and was replaced by Ray Powell.

Prior to this, an interesting sidelight to the trend in developments occurred during the running of a 24-hour Road Race for Production Cars under the auspices of the Australian Racing Drivers' Club, held at Mt. Druitt from 31st January to 1st February 1954. Whilst Grant, Klein, McLean and Daly were standing among the cars in the pit area, Jack Myers, who operated the then Golden Fleece "Atomic Service Sation" at Kingsford, approached and with his usual verve enquired the gist of the conversation. When told that the group was thinking of forming a club for veteran car enthusiasts the laconic Myers crisply replied that action not words was wanted. To this somewhat abrupt challenge the members of the group replied that if that was what Myers thought they would "bloody well" form a club. This verbal interplay sparked the sub-committee to action.

As a result, a pre-inaugural meeting was held at Grant's home at 48 Hoskins Ave., Bankstown on Saturday

evening, 10th April, 1954 "to discuss ways and means of forming a club to further the aims and interests and participation of Veteran and Edwardian car owners". Only two members of the sub-committee were present, Grant and Daly. At this meeting a draft Constitution was devised, leaning heavily on the VSCC Constitution, omitting, in fact, only those portions deemed to be inimical to the interests of veteran car enthusiasts and adding clauses designed to ensure a dynamic committee and the rotation of office for the club's office bearers, lack of which had so long been deemed a weakening feature of the VSCC control. Grant and Daly worked until the early hours of the morning to devise the original constitution.

The inaugural meeting of the Club was held on 30th April, 1954 (see also HISTORY CORNER for October, 1981). The following is the full text of the Minutes of that gathering:

"30/4/54

A meeting was held at Mr. R. Grant's residence on the night of 30/4/54.

Present were A.J. Myers, Mrs. Myers, R. Grant, Mrs. Grant, R. Powell, F. Klein, J. McLean, K.A. Daly.

It was decided unanimously that a club be formed. That the club shall be known as THE VETERAN AND EDWARDIAN CAR OWNERS' CLUB OF AUSTRALIA. (R. Grant/F. Klein).

It was decided that members be active owners of Veteran or Edwardian cars. (R. Grant/K.A. Daly).

It was decided that honorary membership be conferred upon selected persons for one year and shall be reviewed and may be renewed by a 2/3 majority of the members each year and such honorary members may be elected honorary-life members after 5 consecutive years of honorary membership. (R. Grant/K.A. Daly).

It was decided that a quorum shall consist of a minimum of 5 members. (J. Myers/F. Klein).

The sum of 10/- was collected from all present and J. Myers was elected Honorary Secretary and collected monies and issued receipts."

The page is unsigned and since there is no space below the writing and as the top of the reverse of the sheet shows:

"A meeting was held at Mr. J. Myer's residence  
?"

with the remainder of the page being blank, it is evident that the Minutes shown above are all that were committed to paper that evening.

A serious deficiency is the omission of any reference to a Constitution, particularly since a draft document had been prepared on 10th April, referred to earlier.

Despite its recent origin, its small membership and its primitive organisation generally, the fledgling Club possessed sufficient drive and initiative to decide, on 12th July, 1954, a mere ten weeks from its inauguration, to undertake the Genevieve Rally and at the same time write to the Secretary of the VSCC and inform him of this intended action as a separate body.

(To be continued.)

See you at the next meeting.

- THE HISTORIAN

\* \* \* \* \*

NO CHARGE

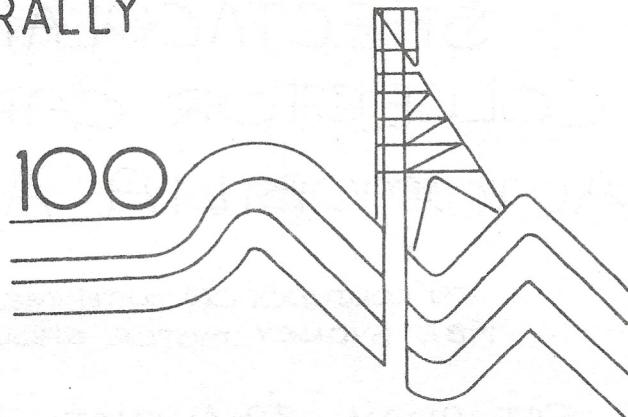
*Examining a rust-ridden vehicle in a used-car yard, potential buyer was surprised to see the sign "Rust-Free" next to it. He pointed this out to the salesman, who replied coldly, "Yes, sir. The car is \$200. The rust is free."*

\* \* \* \* \*

THE BROKEN HILL VETERAN AND VINTAGE CAR CLUB

announce:

## THE 1983 EASTER CENTENARY RALLY



FOR DETAILS, CONTACT:

The Centenary Rally Director,  
P.O. Box 116,  
BROKEN HILL. N.S.W. 2880

\*\*\*\*\*



TELL ME MISS, DO YOU BELIEVE LOVE  
AT FIRST SIGHT?



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

P.L.PICKLES AND CO PTY LTD  
655 PACIFIC HWY, KILLARA 2071 SYDNEY  
Phone 4986100.

(Members of Auctioneers & Valuers Association).

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

Solution to No. 10. SIX QUICKIES.

1. All of them.
2. The match.
3. Ten cents and five cents (10¢ is not a 5¢ piece).
4. Two apples.
5. None (Noah took them).
6. It's impossible (the man must be dead).

\*\*\*\*\*

No. 11

TWO TEASERS.

1. A man found a dead fly in his soup. The waiter was most apologetic. He took the bowl to the kitchen and returned with what was apparently a new bowl of soup. A moment later the man called the waiter over again.

"This is the same bowl of soup I had before!" he shouted angrily. How did he know?

2. Two train tracks run parallel except for one spot where there is a tunnel. The tunnel is not wide enough to accommodate both tracks, so they become a single track for the length of the tunnel.

One afternoon a train going in one direction entered the tunnel and another train entered the same tunnel going in the opposite direction. Both trains were travelling at top speed, yet there was no collision. Why not?

\*\*\*\*\*

# Advertisement

FOR SALE

One Wagner Electric Mfg Co. 12 volt starter generator, believed to be off a 13 or 14 6-cyl. Studebaker. Price \$100.00.

One rear tub in as-new condition except both dog-legs cut off or above 7-seater Studebaker, \$50.00.

One bell-shaped electric headlight 8½" inside rim. Rim has hinge on both sides. No glass. Could be off above car, \$50.00.

One pair Dietz Octo driver's lamps (kerosene) gimble mounted. Good condition. \$150.00 pair.

One Rushmore square gas generator side mounted. Fair condition. \$150.00.

One pair Rushmore 9" brass headlights. One reflector and one glass missing, otherwise good condition, with a complete square Rushmore brass generator side or runningboard mount. Good order. Offers over \$600.00.

TO SWAP

One Bosch Type ZU4 magneto. Good order. For Bosch DU4 magneto in good order.

WANTED

Round gas generator (metal) for early to about '14 T-Ford. Would swap above Rushmore.

WANTED

1916-22 Dodge crown wheel and pinion in good order.

1916 Dodge water pump, mounts on sump.

1916 Dodge starter pedal and switch. Also rim for speedo with rewind trap-door. (A loan of one would do.)

## ADVERTISEMENT (CONTINUED)

WANTED A bonnet former for firewall and metal on top of scuttle under windscreen, back axle for 1914 24-25 model Buick.

FOR ALL THESE ADS. CONTACT:

E.J. HOY,  
R.M.B. 764A NEW WINTON ROAD,  
TAMWORTH. N.S.W. 2340

\* \* \* \* \*

DREADFUL LABOUR COSTS

Skilled labour exists to a great extent in Italy, owing chiefly to the enterprise of the Fiat firm in instituting earlin in its career free night classes where all who desire to turn mechanicians for a livelihood may learn the initial stages of motor manufacture gratis. The rapid growth in demand for such labour has insured those who show any degree of aptitude being almost immediately drafted direct into the works. Moreover, skilled labour that could be obtained for 2d. an hour now costs from 5d. to 7d., though even that sum is only half what is paid in Britain for equivalent work.

From "The Motor Year Book" - Methuen & Co., London, 1906.

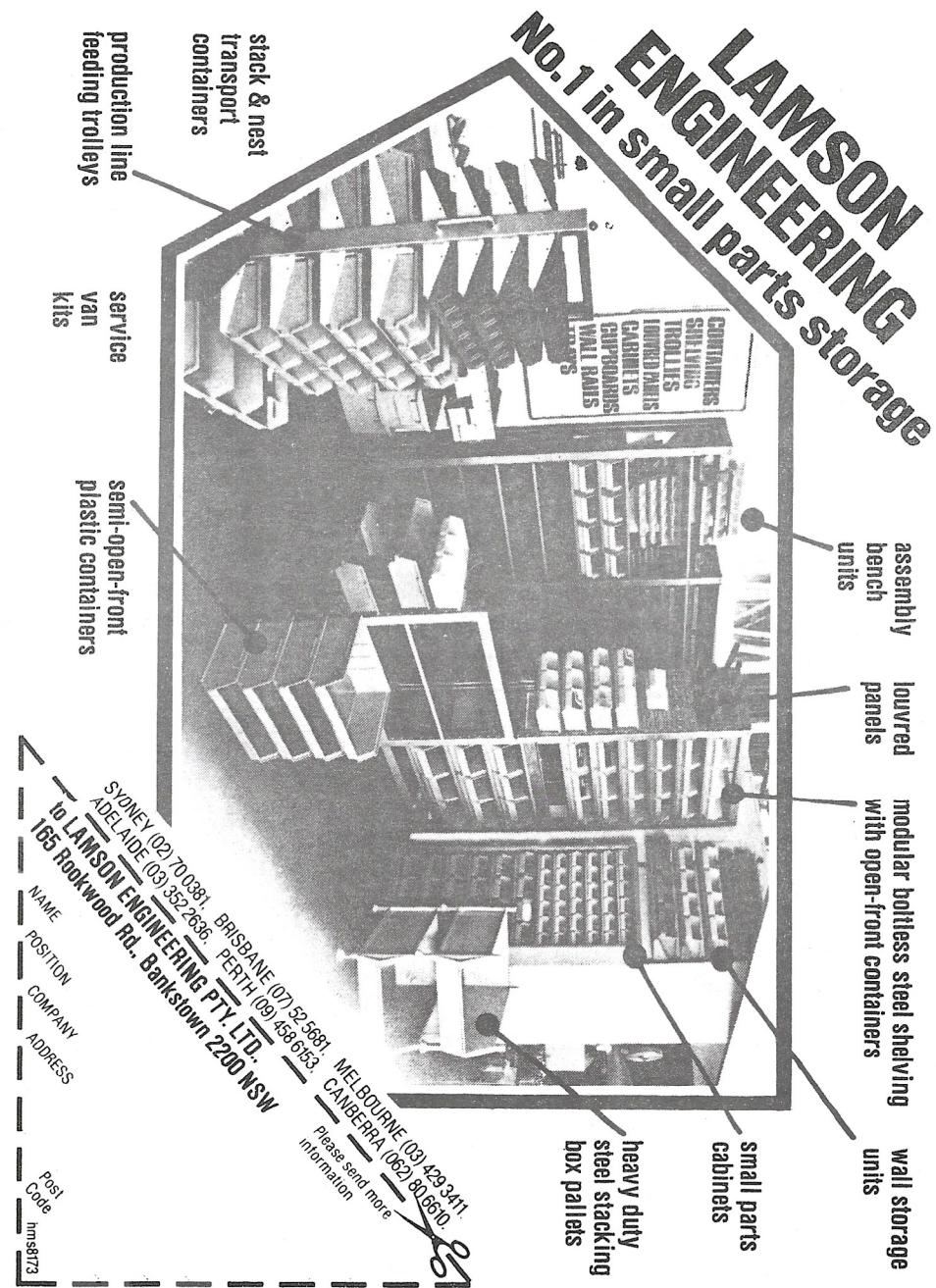
\* \* \* \* \*

INSURANCE ALIBIS

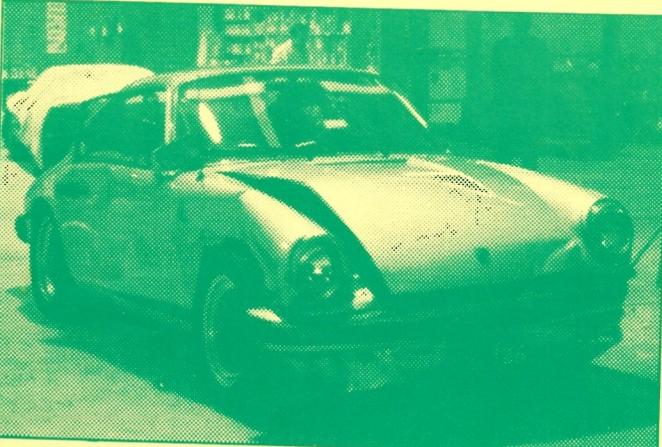
I pulled away from the side of the road, glanced at my mother-in-law and headed over the embankment.

In my attempt to kill a fly, I drove into a telephone pole.

\* \* \* \* \*



# Restoring a legend..



## or taking out the bumps.

David McKay selected us to repair his legendary Ferrari 250 LM after the car was badly damaged in practice for a race with the Racing Maestro, Juan Manuel Fangio last year. The car was lovingly and completely rebuilt to David's satisfaction.

We take the same care and detail to all the prestige cars that arrive in our workshop.

Whether you want the bumps taken out after an accident or detailed restoration of your car, you'll be in safe hands at Graham Watson Prestige Car Repairs.

We specialise in repairing and restoring the best cars. Ferrari, Lamborghini, Rolls-Royce, Porsche, Mercedes, BMW, Jaguar, etc.

So, if your car needs special attention, give us a call. We know how to look after fine machinery.



## Graham Watson Prestige Car Repairs.

49-51 Salisbury Road, ASQUITH, N.S.W. 2078.  
Phone 476 4389, 476 4398.