

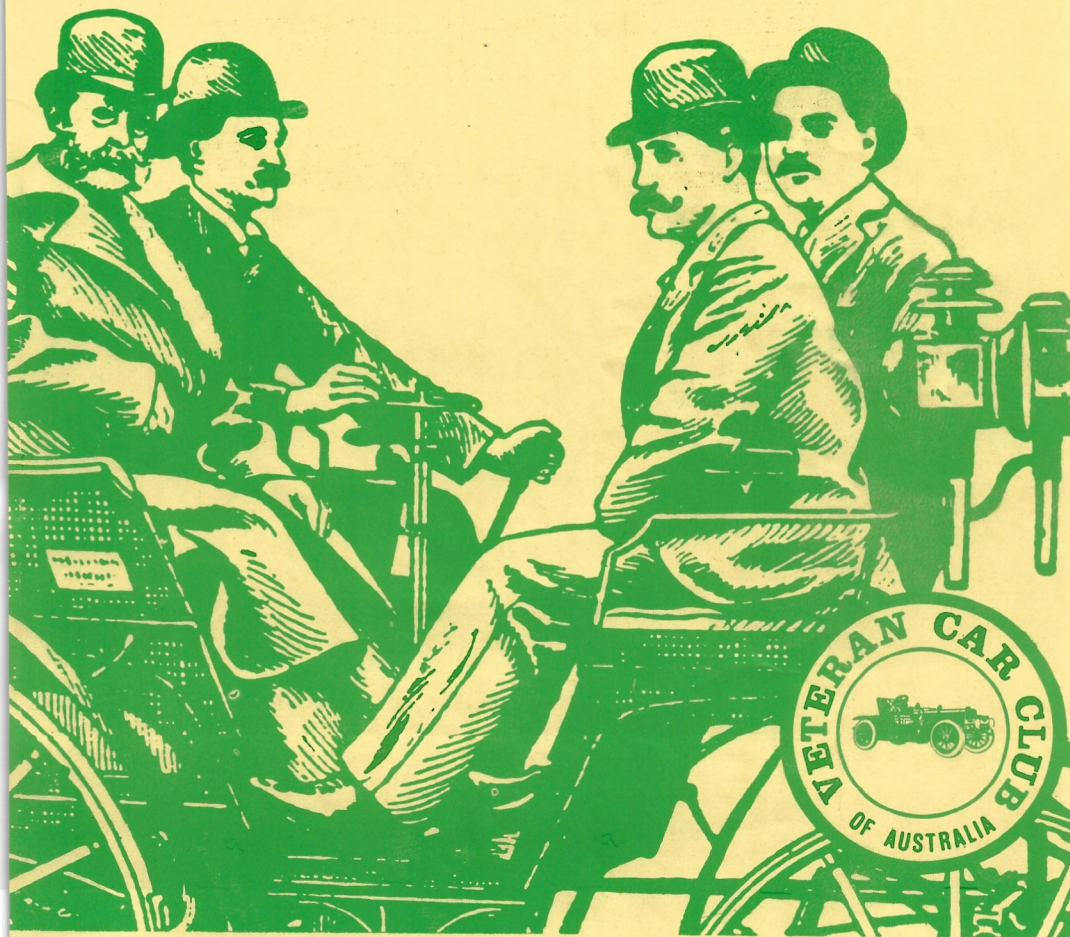
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

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November, 1982 Vol. XXIV No. 5



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. 5

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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,
25TH NOVEMBER, 1982.*



Editorial Comment

Well, both the Green Motorcade Auction and the Parker Collection Auction are over. Generally speaking the prices at Greens were fairer than those at Colac.

Undoubtedly some of the best buys at Greens were 2 veterans (Buick and Star) both unrestored but fairly complete and including some body panels which were sold for less than \$2,000. The veteran Humber with restoration almost completed, \$5,250, was a steal, as was the 1922 ? R.R. Ghost with restoration well under way at \$20,000.

At Colac it was a different story. Just to quote two examples and unrestored motor cycle went for \$14,000 while the De Dion Bouton, unrestored but very complete (listed as 1904 but in fact is 1902) was sold for \$20,000.

I have been led to believe that several cars are going to New Zealand but fortunately, to the best of my knowledge, cars are not going further afield.

I still need your articles on your restoration. It takes less than ½ an hour and makes very interesting reading for your fellow members. If you disagree, please advise the Editor what you want in your magazine.

Although debenture applications for the construction of our new archives centres were only posted last month, response has been good. Please give this matter your consideration.

- NORM WAKEHAM

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

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

President's Message

October saw two major auctions take place on the same weekend in different States, buyers from all over the country attending both. Some buyers had operators at the other auction, all hoping to acquire something and all hoping for a bargain.

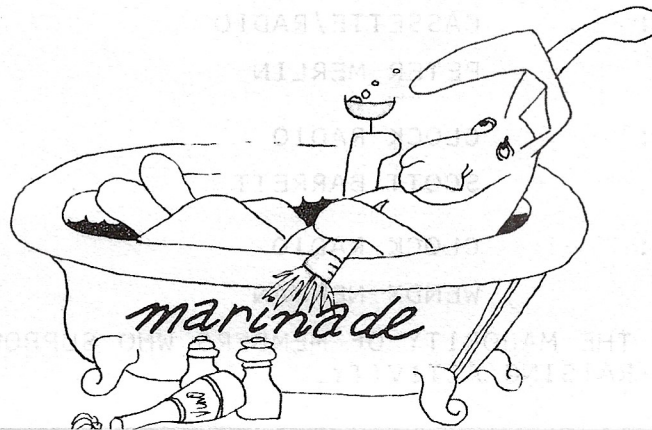
As with all auctions, there were some bargains and some silly prices, but from the general comment it would seem that overall the buyers were treated reasonably and the sellers got a fair return.

It is to be hoped that after these auctions these cars and parts that have changed hands, the club will benefit from their new owners using the cars, and those restoring cars have obtained the parts needed to finish their restoration. This should put more cars on the road, thus, hopefully, making rally attendances greater, which in turn will give satisfaction to the organisers who at times must wonder what to do.

I would like to take this opportunity of wishing the members and their families all the best for the coming festive season and a prosperous new year.

- BARRY T. THEW

President.



PERMITS TO MOVE 1983

The Committee wishes to thank Len Sheen and Arthur Garthon for the use of their premises for inspections, and the inspectors:

Dick Tunbridge
Doug Pearce
Reg Jones
Bob Baxter
Geoff Simmons

for the effort they put into the difficult job.

* * * * *

FUND-RAISING

RAFFLE RESULT:

1ST PRIZE: 14" COLOUR T.V.
NEIL COLLINS

2ND PRIZE: 14" COLOUR T.V.
DOUG. GILLOTT

3RD PRIZE: CASSETTE/RADIO
PETER MERLIN

4TH PRIZE: CLOCK RADIO
SCOTT BARRETT

5TH PRIZE: CLOCK RADIO
WENDY NEWMAN

THANKS TO THE MAJORITY OF MEMBERS WHO SUPPORTED
THIS FUND-RAISING ACTIVITY.

FUND-RAISING (CONT'D.)

SPECIAL THANKS TO RON COX FOR PRINTING THE TICKETS.

A NETT PROFIT OF \$1,655 WAS MADE - THIS WOULD HAVE BEEN A LOT HIGHER IF ANOTHER 60 OR 70 MEMBERS HAD RETURNED THEIR TICKETS, ESPECIALLY THOSE WHO DID PROMISE THEM TO ME.

THERE ARE STILL ABOUT 10 OR 12 BOXES OF WINE LEFT SO IF YOU WOULD LIKE SOME FOR CHRISTMAS AT \$3.50 PER BOTTLE, PLEASE CONTACT ME.

- PETER WARDS

* * * * *

THE ADULTS CHRISTMAS PARTY

ADULTS CHRISTMAS PARTY - WEDNESDAY 1/12/82

AT THE SYDNEY TOWER RESTAURANT - LEVEL TWO.

MEET AT 7.45 P.M. SHARP AT THE GALLERY LEVEL, CENTREPOINT. (REMEMBER, IF YOU ARE COMING BY CAR IT TAKES TIME TO PARK!)

Parking is available at the Hilton, the Domain or the M.L.C. Centre, King Street.

* * * * *



THE CALCOTT STORY

(From "The Vintage & Thoroughbred Car" - July 1954 - by John Pollitt)

The well-known motoring historian gives some inside information about a now-defunct light car manufacturer.)

I never worked with this firm but knew it well, also one of the brothers who founded it, and his two sons, Jim and Will (all now dead). The business began in very humble quarters: the brothers Calcott were in other businesses, and started backyard cycle assembly in 1886. William Hillman was a neighbour. At first it was a partnership, Calcott Brothers and West, and West was the Enoch J. West who was behind the Progress Cycles and Motors in the late nineties. Eventually West left for Progress, and later made the Ranger Cyclecar (1912), and also at a small plant in Foleshill made chassis and components for the trade, and also the West-Aster car: this was about 1905/07.

Two car makers who used his chassis were J.J. Horne of Birmingham in his Heron car, and the London Academy car. West Ltd. had London showrooms, and none of his concerns were successful. Incidentally, Progress bodies were made by Hawkins & Peake (part of Rover in 1908). These early cycle and motor firms in Coventry were like a big family.

The firm became a limited company and in the boom era it followed Singer into the miniature car field by engaging their designer (at the 1911 Motor Show). The combined gearbox and rear axle of the Singer Ten was, luckily, avoided. This designer was A. Alderson and I last heard of him as retired and living in Kenilworth; after leaving Calcotts he designed another cycle-maker's car, the Cluley.

I knew Calcott cars from No. 15, and I met Jim and Will late 1911 when they were going round the Rover Twelve agents fixing up their distribution programme. The business started in 1886, expanded in the boom period and, like others, became a public limited company. The offices bore the date 1896 and faced Far Gosford Street, the works running right through to Gulson Road: a compact works but mainly a machine shop: no body works, no good tool room,

no foundry, no good smithy or pressings room, and so a lot of the car was bought out finished. In 1947 Jim spent an afternoon taking me round Coventry showing me their business tracks. I made no notes of my four or five hours of Calcott history, but he was bitter about the financial background at the finish. He explained their rise and fall quite clearly, knowing that I had been an onlooker, and understood him.

I'll trace the story of their failure. His father, one of the original partners, was, like other Coventry contemporaries, deeply religious, and had company and civic connections. When the concern struck a bad patch the shares were drastically cut in value. This worried the old man (James senior) very much: so years later when the cars were a success and money rolled in, big dividends were paid to the small ring of local shareholders. This was the Old Man's way of easing his conscience over the share cut; so Jim, the works manager, pleaded for years in vain for modernisation in the works. This was never done, and the Company died as a result.

Jim could see this coming; going back a bit when things were tight in the late nineties, Jim became a contract manufacturer and made cut price cycles for factors who added their own transfers. This was common practice in the midlands. The same background was behind the Calthorpe of G.W. Hands and the Autocrat of Ivy Rogers; so Calcotts made roller skates in bulk for Gamages and flogged their unsuitable plant to death. When cars came they bought out, had no good machines, lacked jigs and experience and never caught up, nor could they stand heavy die costs, so few pressings were used; all castings if possible for cheapness. The start was the 10.5 h.p. car, then the bigger models and more power ideas crept in, and the 11.9 h.p. appeared; also Alderson-designed. Later a few 13.9 h.p. cars were made by a Humber man who revamped the 11.9 h.p. Bodies were usually (a) Cross & Ellis; (b) Thomas Pass (a very old local concern; (c) Specials by Charlesworth (now finished); (d) Hollick & Pratt (now part of Morris).

Makeshift methods led to a lack of interchangeability and high costs in manufacture and service.

Thus they never had any good camshafts, no stampings and no machine to profile them, and no grinders or testing jigs, but tried to build them up with independent cast iron cams assembled on a mild steel splined shaft. So the cams were eccentric and a close valve clearance quite impossible - result, noisy valve gear and poor idling.

Whilst Jim was works manager from 1896 his brother Will in the car days was sales manager: very dissimilar men: Jim a hard worker and thinker and his brother more of a playboy. My first meeting was when following round the Rover Twelve Agents the two sons appeared with the prototype car having fixed up in Manchester with E. Broadhead (trading as Northern Supply Co. in Deansgate) the Rover agent there. After World War I deliveries were bad and the demand great, so on taking delivery of a car one day I was stopped outside by a well-known Welsh agent and offered a fifty pound premium. I had my own religious scruples however and refused even to discuss it. But the part I did not like was the fact that any presentable woman customer waiting delivery could turn up at the factory and get away with a car. This sort of thing caused much general friction.

So in the mid twenties the company had a works with worn out machinery, was producing at a loss and its designs getting out-dated, so they decided on a brand new model, and secured the services of L.J. Shorter from Humber. He proved to give them the knock-out blow, and this is how. Shorter came from a cycle factory which (like Rover) had been forced to purchase good plant, jigs and go in for series production, so he, Shorter, issued a set of fully limited drawings on the Calcott machine shop. The old gang of hands were flabbergasted, and very soon things were haywire. The dying machinery would not produce to these watch-making limits they said, and the personnel did not know what to do. So the years of good dividends but no machinery found the company out.

This Shorter-designed car was the 12/24 h.p. with four wheel brakes, pleasant to drive and with a good stride: but it was too late and trouble had set in. Jim was very bitter about the financial finish, but I've

forgotten the exact details on purpose: they sailed too near libel to be recorded.

When the business collapsed Jim, Coventry born and bred, became a manufacturer's agent ably aided by a very shrewd secretary, Miss Palmer. His father's connection with Masonic, civic and cycle company affairs stood him in good stead, and he concentrated on body supplies, which, he told me, yielded an income of two thousand pounds a year. He was ill for a long time before his death, and during this period I lent him a copy of BICYCLING NEWS with his photo of 1903.

I liked Jim very much, and soon fell on the Coventry paper which, in its obituary notice, got twenty years out in its dates. The origin of many cock-and-bull stories in the legendary story handed out by well-meaning families when one of the old-timers passes on. Jim lent me his album of 20 or 30 photos of the works departments and many of the old hands appeared in them. So I have no photos and no catalogues any longer. The Secretary was named Cadman, and I remember a draughtsman with the name of either Ireland or Ison (under Alderson). The test shop superintendent was named Tom Carpenter, and a member of the family by marriage: very slipshod, and responsible for many car faults getting by. I always thought he took advantage of his relationship.

I have a notebook somewhere of the production machinery in the shops in 1920-1924 on which various work was done, e.g. the cylinders were bored on a home-made borer; high grade balancing and grinding equipment was absent. I like the cars and the company and saw the works pass to Singer with regret. The staff were very unhappy for a long time, and very outspoken, for whilst they admired the tough old man, they did not appreciate religion being brought into day by day affairs.

Calcott cars neither raced nor appeared in trials work prominently. They did make a few motor cycles, and in 1901 Jim was reported as having been thrown off one in a Coventry street. 1901 was zero hour for many Coventry cycle companies who began toying with motors: they could build cycles, and so knowing nothing bought foreign engines, and half a dozen makers were the source mainly (a) Sarolea (Belgian); (b) Antoine (Belgian); (c) Schwanemeyer (German)

was the better known Fafnir; (d) Antoine disappeared as Kelecom (the designer's name); (e) Ducommun came from Alsace, a firm about 150 years old, made cars about 1907 as well as early motor cycle engines; (Enfield began with a Ducommun engine); (f) Peugeot (French) also supplied engines as well as F.N. and before that Minerva (both Belgian).

Calcott car frames came from Scotland, namely Mechans of Scotstoun. Realising how little they could make I used to be inquisitive about where the parts came from. And so a good car died, mourned by many, and another cycle bred family passed on, leaving Coventry poorer by their absence.

One amusing episode comes back: a woman who got a car out of her turn came to me and had a set of bumpers fitted later on: half an hour later she was back with the car: the radiator was done in, and the bonnet, both front wings, and the cylinder water header pipe smashed. She'd gone under the back of a lorry forgetting the bumpers were no protection! I always felt this was a just reward for jumping the queue.

So I pull down the curtain: the story is finished. They were faithful sloggers as cars go, with many faults and nothing very dazzling: I saw few major mechanical breadowns: there lay the secret of their popularity with owners. Electric equipment was very varied from Lucas and others: dynamotors to Efandem Sets: C.A.V. were extra to order. Sorry I'm not giving pages of mechanical detail - I remember lots of it, having driven ten thousands of miles and repaired lots of them, and studied the parts and drawings in the works with the designers and producers. All part of the past now dimmed by wars and sickness.

I took a 10.5 h.p. four-seater over the Bala-Eunant route down to Lake Vyrnwy. I knew the route well and could see the feeble car would go in that direction, but not the reverse way. I had anxious moments with bad lock, poor brakes, bad cooling, no power and no really low bottom gear, and not much ground clearance. I shall always bow to a Calcott and to the memory of its makers, and I hope these notes will help the younger generation see how and why a good

car died so young. When you see vast reserves and drastic obsolescence in big companies, they are just wise and avoiding the fate of Calcott.

I have been with companies who always wrote off all tools during the production run - drastic but wise. Two costs beset many of the cycle companies (a) debentures; (b) fantastic sums for goodwill in their balance sheets. Some traces of this load remains now fifty years later. So if you see Rolls-Royce valuing goodwill at one pound, or a big American company at one dollar, look again: it is probably a very sound concern with hidden assets.

Calcott lacked large reserves, and so they went under. The cycle boom of 1895-97 began their troubles: get the atmosphere of this period and you've got the key to the story of motor cars in Britain, for the cycle industry provided the ways and means of production. Think of Rover, Singer, Calcott, Premier, Belsize, Raglan, Bayliss Thomas, Humber Clement, Pope Lozier: wherever you looked it was men of the cycle world who produced the crude early cars, both here and abroad.

I can quote them by the dozen, and a few were from arms works, ship-building, and locomotive works, but cycles were near to mass production and the training was sound in tooling and shop lay out. The producers of heavy articles in small runs never did any good with cars. Apart from Ford, Olds was the first mass producer. Both used other people as their main machine shops: Old got Lelands on the job (arms trained) and Ford got the Dodge Brothers.

As you study the story of each company's rise and fall the picture becomes very clear. That is why I ceased to bother about cars and studied companies and people instead. Chrysler was a railway man, but the American Locomotive Co. made a failure of the Alco car; Leland's Lincoln car was not commercially successful, and Ford brought the business cheaply, just as Morris snaffled the cast-off Wolseley once fathered by Vickers Son & Maxim.

In that group of names are some interesting backgrounds for study: so do the buggy makers of America, who provided the ways and means for cars, aided by the cycle

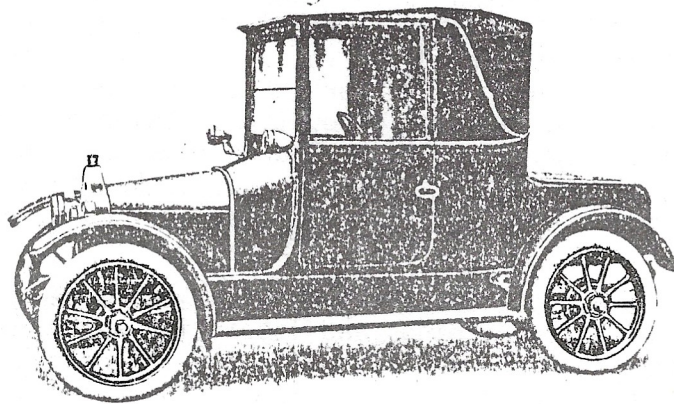
industry as in Britain. A case where the endless opposites and exceptions prove my generalisations.

Written by John Pollitt.

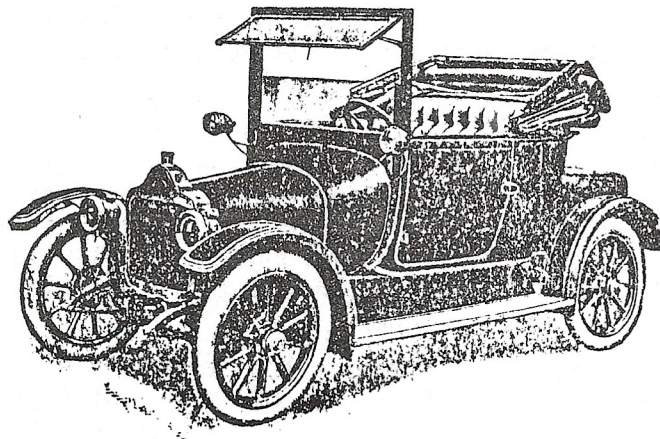
Below are two reproductions of the Calcott Cabriolet:

Calcott Cabriolet

(CLOSED).



(OPEN).



EVENTS CALENDAR1982

Nov. 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 CATTAL

Feb. 26/27 BLUE MOUNTAINS TOUR

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

Mar. 4)

Mar. 19/20 Schofields Aerodrome Weekend

Apr. 1/2/3/4 M.I.A. Veteran Vintage & Classic Car Tour,
Griffith

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

May 7 VETERAN CAR CLUB (N'CASTLE BRANCH) AUTUMN TOUR

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.

* * * * *

M - I - N - D - S - T - R - E - T - C - H - E - RSolution to No. 14GETTING THE BIRD

He poured sand slowly into the hole and the baby bird was raised to the top.

No. 15DASHING DADS

At the last Children's Christmas Party, four of the fathers present took part in a race. There were no ties and Peter finished two places behind Barry. Barry was not first or third and Neil was two places ahead of John.

WHAT WAS THE FINISHING ORDER?

* * * * *

QUEENSLAND SILVER JUBILEE NATIONAL TOUR - 14TH TO
23RD SEPTEMBER 1982

Having put Humber 1914 on car trailer and loaded everything but the kitchen sink into the trusty old Dodge Phoenix (now a little long in the tooth but can still show a lot of modern cars a clean pair of heels even with Humber on trailer behind) next thing was to get Hilda out of the house, and away at last to Queensland, Friday 10, midday.

Caught up to a few Veteran and Vintage cars at Coffs Harbour and many more further on, broke a power steering belt at Maclean, however found a Cortina fan belt fitted O.K. - no other trouble - arrived Brisbane on Sunday morning.

Tuesday 14th - 156 km.

156 Veteran and Vintage cars at the start flagged off by the Governor of Queensland, Sir James Ramsay, KCMG, CBE, DSE, from the Centenary Shopping Centre, Mt. Omnany, at 8.30 a.m. to Ipswich for morning tea. (Matilda with arrow to point the way right throughout the tour). First chance to see all cars together, then on to Gatton for lunch, then to the long climb up the mountain to Toowoomba, which picked out the men from the boys (car-wise) - some boiled, others had petrol trouble, but all made it eventually. Second time Humber has climbed it - once in the 1978 International Rally - without trouble either time. Cars on display at the Toowoomba Showground at night; next day a free day (should have gone out on tour instead of shopping with Hilda!)

Thursday 16th - 172 km.

Saw us on our way, morning tea at Kulpi. (Vic Jacobs has first puncture); lunch at Coorjar Showground. While we are having lunch a large bang - Vic's front tyre goes; after lunch a visit to the new power station at Tarong way out in the bush should not worry anyone with smoke or noise, then on to peanut country past the Premier of Queensland's peanut farm to Kingaroy. The night-time display at the Showground was a real spectacle, with all the 150 cars on the move at the one time in both directions and the Pipe Band playing under floodlights --- a real sight to see, may not happen again for a long time.

(Another free day - don't know how Humber able to carry presents purchased) - found a diff. for Humber on a Post Hole digger still in use.)

Saturday 18th - 187 km.

We are now on way to Maryborough via Murgon, Woolooga for lunch; all cars are asked to hold back till 1.00 p.m. to enable officials to set up controls and afternoon tea. The first speed section now starts - my speed is 25 mph for the next 80 km over the first dirt road - quite a good surface and no traffic to worry about. Most roads on this trip very quiet - no modern traffic (a very good choice by the Tour Committee). (Vic. has more punctures; 7 or 8 by this time; has to buy an electric 12 volt pump, having run out of volunteers to inflate tyres, however a brand new set of tyres fitted at Maryborough resulted in no more trouble on the tour.) Cars on display Saturday and all day Sunday, while most of us take a launch and 4 W.D. from Hervey Bay to Fraser Island.

(CONTINUED NEXT COPY OF SPIT AND POLISH) - LEN SHEEN

History Corner

THE FORMATIVE YEARS (PART 1)

HISTORY CORNER for October 1982 disclosed the hitherto unrevealed congregation of entrants in the Second Brighton Run behind the Conservatorium of Music, much to the consternation of the VSCC officials who were waiting, car-less, and greatly concerned at the official Start Point, Brown's Wharf, Woolloomooloo. This incident finally broke the nexus between the VSCC and the VCCA.

An interesting document** survives concerning the Second Brighton Run, in the form of an age-yellowed ruled sheet from a writing pad. On it, written in the large flowing script of Ron Grant is the following instruction (shown in the exact format):-

"Veteran Rally
1955

The Date:- April 24 1955

The Place:- Conservatorium of
Music Macquarie St.

The Time:- 12 noon.
Final instructions will be
given on spot.

.....

Sign and detach this portion
and post back if
you are a
runner to

R. K. Grant,
48 Hoskins Ave.,
BANKSTOWN."

The above notice is, again, evidence of Grant's tenacity to achieve the severance of the VCCA from the VSCC. Written in an extraordinarily large flowing hand (each line above occupies a complete line on the original) at least twenty copies would have been necessary to accomplish his purpose. Although no record of approval to such unilateral action is revealed in the Minutes, it is reasonable to assume that the Executive Committee of the VCCA would have had prior knowledge of, and agreed with, Grant's action. The very concept itself, to succeed, needed a high degree of secrecy.

Although its status vis-a-vis the VSCC had now been finally established, the VCCA was still prepared to assist the VSCC as the following extract from a Club Notice issued in May 1955 testifies:-

"The Veteran Car Club of Australia

Members who desire to take part in the Grand Parade of Veteran Cars at the VSCC Race Meeting at Parramatta Park on June 13th. are requested to contact the Secretary as soon as possible, in order that Pit Passes may be issued."

PANORAMA TRY-OUT

Bathurst Historical Car Club ran a good event recently. The course mapped out for us covered part of what is known locally as The Fossickers' Tour, and this includes a run over the Mount Panorama Circuit. Club members who know the track will be aware of the first climb.

The Besa made a brave rush at the slope and hung on in top gear for a 'creditable' time but it was not long before second gear was engaged, not so much to maintain road speed as to keep up the revs.! Made an appreciable amount of headway in this cog but (and members will hardly believe this!) it soon became quite clear that first was to be the gear of the day! That is not such an outlandish thought as it would appear to be.

She kept plugging away determinedly in this helpful cog, while I was digitally counting the revs.: "..... 754, 755, 756 " ad infinitum. There were visions of the possible necessity to finish the climb in reverse gear. Or we could have zig-zagged! Anyway, the summit of that section was attained in 9 minutes!! We understand that the current time for that section of the circuit is about 30 seconds. The average grade is 1 in 9.

Still plugging away on our own when one of the members was seen approaching "driving against the traffic". He was checking to see, supposedly, not so much that we had stopped, but where we had stopped.

Pleased to feel that the Old Girl had not let the side down. But then, she takes the Old Bathurst Road in her stride in second gear, hairpin bends and all. She has also, many years ago, pushed Bumble Hill behind her - or was it 'under' her? How many members reading these words attended that October week-end with the Novocastrian fraternity?

- JIM SIMPSON

* * * * *

Advertisements

FOR SALE

1909 Maxwell Briscoe - fully restored.
Best offer.

- (066) 28.0575

FOR SALE

1913 Studebaker Sedan.
Excellent running order. Good touring car.
\$10,000 or near offer.

- IAN MILLBURN
57.2963

FOR SALE (ALL STATES)

1915 FORD, part restored, Engine No. C43997,
casting dated 8-28-15, full set of lamps, new
mudguards etc. \$1,500 o.n.o.

- DON BARKER
(049) 68.3786

FOR SALE (ALL STATES)

1913 FORD (ex Maroubra racing car purchased
from original owner) part restored as
raceabout, Engine No. C3208, all original
lamps, horn etc., "all" accessories including
RAJO O.H.V., 6 speed Warford transmission,
twin Solex carbs., dual ignition, Bosch ZU4 HT
magneto, Livingston pointed radiator. Hayes
wire wheels etc. etc.

BEST OFFER.

- DON BARKER
(049) 68.3786

CHRISTMAS GREETINGS TO ALL



LAMSON ENGINEERING

No.1 in small parts storage

Labels and descriptions:

- assembly bench units
- louvred panels
- modular boltless steel shelving with open-front containers
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to LAMSON ENGINEERING PTY. LTD. Bankstown 2200 NSW

Please send more information

NAME _____
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Post Code _____
nm58173

