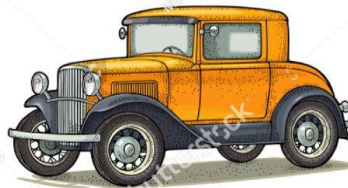
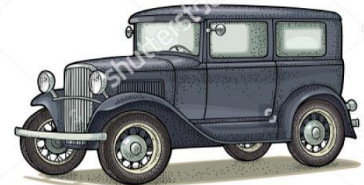
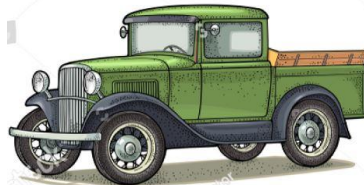


VINTAGE NEWS

THE MONTHLY NEWSLETTER of
THE QUEENSLAND VINTAGE VEHICLE ASSOCIATION Inc

June 2025



Web: www.qvva.org

Facebook: QVVA Inc

eMail: info@qvva.org.au

COMMITTEE FOR 2024 – 2025

| | | |
|---------------------|----------------|--------------|
| President | Graham Porter | 0407 257 440 |
| Vice President | Rod Rush | 0409 1411 40 |
| Secretary | Ben Carroll | 0417 007 241 |
| Minute Secretary | Barbara Haydon | 0412 667 348 |
| Treasurer | Wendy Tyquin | 0420222 690 |
| Newsletter Editor | Rod Rush | 0409 1411 40 |
| Events Co-ordinator | Clint Frater | 0433 414 223 |
| Public Relations | Ruth Knight | 0428 437 580 |
| Web Master | Ben Carroll | 0417 007 241 |
| Safety officer .1 | Don Lake | 0412 383 954 |
| Safety officer .2 | Col Hinxman | 0439 996 691 |
| QHMC Deligate | Graham Porter | 0407 257 440 |
| Membership Officer | Rolf Rose | 0428 202164 |

QVVA welcomes visitors who have an interest in the preservation and restoration of all types of vehicles to an original condition as far as practicable.

Meetings:

General meetings are held at 7:30pm on the fourth Wednesday of each month at the Veteran Car Clubrooms, 1376 Old Cleveland Road, Carindale 4512 Ph: 07 3843 0010

Subscriptions:

The annual subscription is currently \$60 and renewable on 1st July with a 50% pro-rata for applications after 1st January.

A \$40 joining fee applies for new members.

Membership will be considered to have lapsed after three months of non-payment. A person with three months arrears who wishes to join again will be treated as a new applicant.

EFT payment can be made to our bank: BSB: 124 – 078 a/c 90528779 Use your surname as a reference.

Concessional Registration:

To qualify for the Special Interest Vehicle Scheme concessional registration you should be familiar with the Queensland Transport “Criteria for Eligibility” guide and observe the restrictions.

Newsletter Distribution:

The newsletter is sent members by email only but is also posted on our website www.qvva.org.au for casual viewing.

Name Badges: Failure to wear a name badge at club events incurs a \$2 fine.

Disclaimer: The Queensland Vintage vehicle Association does not hold itself responsible for statements made or opinions expressed by contributors to the Vintage News.



PRESIDENTS REPORT JUNE 2025

We are heading to a busy time in the QVVA calendar with the following Big Runs coming up very fast. The Ladies Day run on June 22 will be a great time, organized by Ross and Wendy. If you are planning to attend, please contact me urgently with catering numbers.

I am delighted by the numbers attending Lismore and it is not too late to enter. It is a long time since QVVA has attended as a group, if you are interested, entry details will be available at the June Meeting.

The Samford Show is on the 13th of July. Please ring Michael Ferguson to organize tickets.

My run **(The Presidents Rally) July 20** to be held in the Laidley region with Lunch at a country hotel. With the Lismore gathering and Wendy's 6-day tour I have designed a one day run to relieve the stress on your pockets. I hope everyone can attend marking the end of my year as President. **Instructions will be emailed by July 13**

In years gone by QVVA has attended the Lismore rally and a number of our cars have gone down in convoy. The committee suggests that we can go down again this year. **Their event is on the 14th-17th August, and is celebrating their 65th anniversary.** I have arranged for 6 rooms at the AZA Motel Phone 0491 252 609. Entry forms and details will be at the JUNE meeting.

As the club year ends with the July meeting it is time to start thinking towards obtaining a committee to drive the club forward. There will be a few positions that will need filling. If you are interested, please contact me to discuss what, or how, you can help keep QVVA members interested, by improving or reviving old events or organizing new ones.

Today June 10, I attended the GOF lunch, at the Brisbane Motor Museum, with 10 other members. A very good attendance, with great food, very friendly staff and pleasant surroundings. The cars at the complex were mostly muscle cars and hot rods and all pre1950. For me not very interesting. However, I have to say that the finish and details in the restorations were first class.

For Gasoline Cars,

Graham Porter

President

Winds of Time Rally Dalby – 10 th and 11 th May 2025

We left home on Friday morning, arrived at Oakey for lunch and booked into our cabin at the Dalby Tourist Park by mid afternoon.

Entrants met on Saturday morning at the Pioneer Park Museum at 8.30 for a morning cuppa and driver's meeting, before heading out for a day of touring. After passing cotton farms with lots of modules awaiting processing, we drove to the Tara Cemetery. Here, we heard some interesting stories about some of the residents. We drove into Tara and parked at the Historical Museum.

We were given a quiz sheet and had to find the answers to 20 questions. This proved to be a very interesting exercise, as we read a lot of history to find the answers. After a BBQ lunch, we motored back to our accommodation, had a little rest, and walked to the Dalby Bowls Club for dinner. Lots of lucky door tickets were drawn and everyone seemed to win a prize.

The Sunday morning starting point was behind the Dalby State School. The first stop on our tour was at Bell. Here we all parked under the enormous wind turbine blade for a photo shoot. We had been given a brochure in our rally pack from the joint owners of Wamba Wind Farm, Stanwell and Cubico, which contained a lot of information on wind farming – obviously positive information.

However, at our next stop, we heard from a local farmer. This was at our morning tea break at Cooranga North. He gave for and against arguments on wind farming. Some farmers like the income (\$20,000 a year for each turbine) but others feel the turbines cause sickness and disruption.

Back to Dalby, via Jandowae and Jimbour, for lunch and farewell to the Dalby car club members for another year. Apparently, it rained quite a lot in Brisbane, but the weekend was dry in Dalby and the area would welcome some rain soon.

As everyone is ageing, including the rally organisers, the Dalby Club are considering having their rallies only every second year. We hope they continue with this event, as it's a great drive in lovely countryside with friendly, like minded people. There were 35 cars entered, ranging from 1916 to 2009. John and Ruth.



IF ONLY I HAD KNOWN AT THE TIME

In 1968, a retired speedway driver (I think he was Barrie Watt) at Seven Hills offered me a brand-new, Ray Revell alloy head for a Model A Ford, for \$10. We had just bought our 1930 Model A Town Sedan for \$10 and driven it home from Uralla NSW. Marriage and a house of our own were in the wind, so no deal on the Revell head. I wish I knew then, what I know now. I have often wondered about that head.

I have just now been given an official programme for "The Queensland Airstrip Championship Speed Carnival," at the wartime Strathpine Air Strip on November 24, 1946. Ray Revell is an entrant in three of the four car races on the day in Q1, his Model A Ford powered speed car.

Others of note in the races were Frank Kleinig Hudson, Hope Bartlett Supercharged MG and Snow Sefton Ford Roadster. (Some will remember Sefton's service station on the old Bruce Highway through Kallangur, with his unrestored Model T roadster on display.) An indication of the potency of the Revell car is that in all races, he was off scratch. On a 20-lap race of the 1.4-mile track, handicappers gave cars like Ford V/8s, Jaguar 100, Hudson 6 and a gaggle of MG's, up to 5-minute start on Revell's Model A. I don't know for sure, but it is likely that Q1 sported a Ray Revell alloy head, like the one I knocked back for \$10. The photo of the head below comes from the 1946 programme.

Google shows that "Revell 1911-1968 is the undisputed winning-est driver in Australian Speed car history with 54 feature race victories at the Sydney Showground, 28 at the Sydney Sports Ground and 31 at the Brisbane Exhibition Grounds including three NSW Championships and two Queensland Championships for a career total of 114 main event wins. He won five Australian Speed car titles and was inducted into the Speedway Hall of Fame in 2011."

Submitted by John Day



Cylinder head designed by Ray Revell

Inventors of the automobile air-conditioner

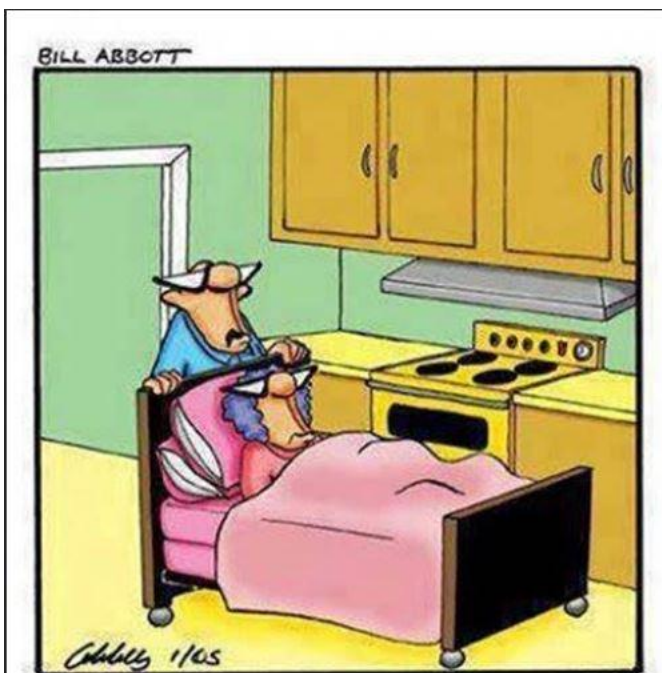
Retold by John McLean

It is a little-known historical fact that the four Goldberg brothers, Lowell, Norman, Hiram and Maxwell, invented and developed the first fully operating automobile air-conditioner. On a very hot day in July 1937 the temperature in Detroit was a stifling 97 degrees.

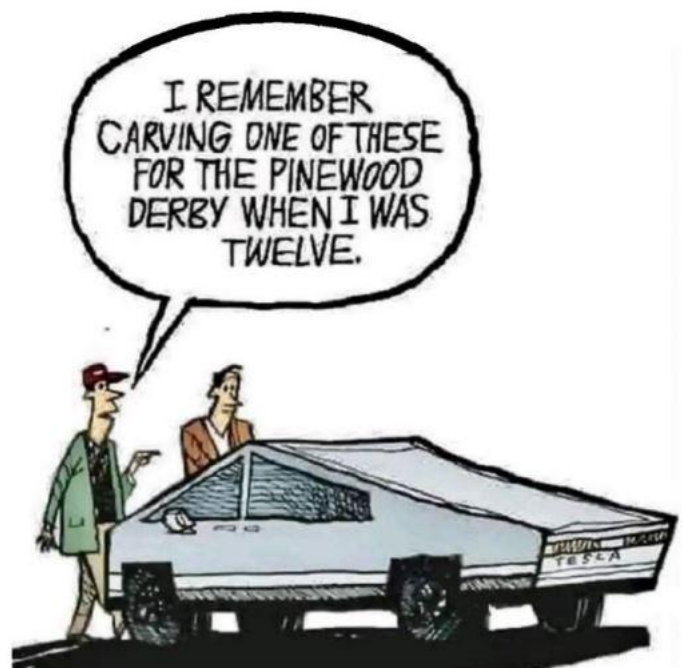
The four brothers walked into old man Henry Ford's office and sweet talked his secretary into telling him that four gentlemen were here with a most exciting innovation in the auto industry since the electric starter motor.

Henry was curious and invited them into his office. They refused and instead asked him to come out to the parking lot to their car. They persuaded him to get into the car which was about 130 degrees inside, they turned on the air-conditioner and the interior was immediately cooled. The old man got very excited and invited them back to his office, where he offered them \$3,000,000 for the patent. The brothers refused saying they would settle for \$2 million, but they wanted the recognition by having a label stating "The Goldberg Air-Conditioner" on the dashboard of every car it was fitted to. Now, old man Ford wasn't anti-Semitic, but there was no way he was going to put the Goldberg's name on millions of Ford automobiles. They haggled back and forth for a couple of hours and finally agreed on \$4 million and that just their first names would be shown.

And so, to this day, all Ford air-conditioners show - Lo, Norm, Hi and Max on the controls. (an oldie but a goodie !!)



"I figured you should have breakfast in bed on your birthday. Can you reach the stove okay?"



RACQ ROAD PATROLS CELEBRATE 100 YEARS.

2025 sees the RACQ Road Patrol celebrate 100 years of service to member motorists. Alison's Dad, Wally Henderson (1908-2003) was Patrol Number 3, after his brother Eddie (No.1) and Les Jerred (No.2). Wal wrote his memoirs for his family when he was 87 years old. Wal and Dora had many happy years as QVVA members, first with our 1930 Model A Town Sedan and then with the 1928 Austin 7 sports that Wal restored.



Here are extracts that will show how the role of the Patrols has changed in a century.
John and Alison Day

MY WORKING DAYS WITH RACQ FROM 1932 TO 1972

My first contact with the RACQ was in about 1924. I was 16 years old at the time. I accompanied brother Eddie in his 4 cylinder motor cycle and sidecar on Sunday breakdown service.

He was employed part time by the Club to Patrol the roads on Sundays.

The main roads patrolled were Tambourine Mountain, Redcliffe via Petrie – no Hornibrook Highway bridge then, Cleveland and South Coast Road as far as the Logan River ferry (Southport was considered too far for a one-day trip.)

Eddie had the Tamborine run mainly. The run up the mountain was very beautiful - thick scrub, trees with staghorns and ferns on trees close to the road. Near the top at the Curtis Falls, a big wooden water wheel was working. We would have to call at certain places such as Corner stores, wayside fruit stalls etc to see if there were any calls. Members would have to call there or leave a message if they were in trouble.

Members always had an RACQ badge on front of their cars. We used to salute members as they approached, as a sign that all was well with the road ahead of them. I remember we used to put up a sign if there was a police speed trap ahead. It was a cloth sign reading: I was employed a year or so later as No. 3 Patrol. I did temporary work for the Club before

this. I parked cars for members at the Brisbane Exhibition at show times. (Members had free parking at the Water St Army Drill Yard). I did this for 3 years.

I did parking of cars at Country Shows. The country people liked to park around the main ring. Country people were great - if you were near when they were having a cuppa you were always asked to join them. I remember during one cuppa Barnes Auto Towing Service's name was mentioned with their WE NEVER SLEEP slogan. With a reply from one old chap. No, their bloody conscience won let them. Their prices may have been a little high for him.

The Club's Office was at Edward St when I first started (1932). The Edward St Office was really a Club. Three full size billiard tables, card tables, showers and restroom etc. We, the patrols (3) had the use of these tables on Sundays whilst waiting for calls. I was just married at this time. I had my own motorcycle and sidecar - a 1924 Indian Scout which I bought for 12 pound 10 shillings.

Twin Matchless motorcycles were used by No.1 & No. 2 Patrols. When I started, I had a 3 1/2 hp single cylinder motorcycle and later an AJS 10 hp Twin and then a 12 hp Indian with reverse gear (1938). The AJS has now been restored by the Club.



Wal and the AJS at his 90 th birthday party

We worked three shifts covering 24 hours. 8 to 4, 4 until midnight and midnight to 8. During the war years the midnight shift to 8 am was cut out. The phones were directed to my home and calls were carried out by myself or Les Jerred. Only 2 of us worked at the time. I volunteered for war service but was knocked back as we were classed as "Essential Workers", keeping cars moving. When a ship arrived with wounded men or a train came in, we arranged for members to pick up soldiers and take them to their homes or hospital as required.

Once a year the Club held their Children's Day. Underprivileged children would be picked up from various Homes and taken for a picnic to Sandgate. The cars would assemble at Wickham Terrace and all move off in convoy to Sandgate with balloons and decorations fluttering in the breeze.

Besides road service, during this time I was called upon to go to different schools with a Police Officer to lecture on Road Safety. Later the Children's Safety Crossings were started. (Now Lollipop Ladies.)

During the war years, besides the 3 motorcycles we had the use of a Morris 8 Tourer, a Chev truck with breakdown crane and a 96A Whippet Utility. Later an Inter truck with crane, 2 Ford Anglias, 3 Morris Z Utilities and 6 ex-Army Jeeps were purchased.

I was called upon to start the country inspections. We had a 1949 Holden FJ Panelvan, fully equipped with testing gear. We covered the land from Coolangatta to Cairns. This trip was a great experience for me seeing new country. We had to do a month's work at a time travelling slowly up the coast from town to town.



Wal on right with FJ country service van

When the Holdens first came on the market the Texaco Oil Co ran an oil test with a Holden from Cairns around the coast of Australia to Perth. They called for an observer from the RAC Clubs to accompany the drivers (two of them) during the run. I was called upon to be with them from Brisbane to Murwillumbah, to represent the RACQ.

For my last 22 years with the club, I received 22 safe driving awards. This was a project by the Queensland Road Safety Council.

SOME OF THE EVENTS THAT HAPPENED:

Whilst returning from Cleveland on a road service call, I was caught in a storm at Belmont. The hail and wind were too bad to continue (on m/cycle at time). I pulled off the road and got down between the bike and sidebox with our 6 x 8 ground sheet over me (I used to put over car bonnets while working in rain). When the storm eased, I headed for home in the dark. At the bottom of Camp Hill, I noticed a torch light flashing and on slowing down and stopping (luckily for me) there was a man with a pushbike. He had run into a wire stretched tight across the road at about 3 feet above the road. A tree branch had blown across the overhead wiring bringing a wire with it. After checking the wire to see it was not live I said I would cut it before anyone ran into it. "Make it a good length the chap said. I could do with a good radio aerial." This I did.

At night when returning from Miles after finishing parking Members' cars at their showgrounds - hopping along on my m/cycle - glad to be on way home - whilst rounding a

curve on the highway, I noticed what appeared to be lights of a big town ahead. I slowed down trying to make out what town was coming up. Just as well for me for I finished up among a mob of sheep - no damage to me or sheep. Their eyes reflected the light of my m/cycle head lamp.

Another time at Stanthorpe Showgrounds, grasshoppers were bad at the time. So I prepared myself before leaving home with plastic windscreen across the handles of the m/cycle. Along the way the hoppers were travelling across the roads about 2 feet from the ground. On stopping at the Showgrounds, I noticed the nickel-plated rims of the m/cycle wheels were covered with squashed hoppers. On returning to bike later to clean up the mess, to my amazement not a sign of a grasshopper to be seen. The local ants had a treat. We received many calls from priests for road service. I recall talking with a Catholic priest during attending to his car which had broken down. He seemed to me to be quiet - perhaps a little stand-offish - so I said to him, "Father, I am sorry if I am not conversing with you in your usual manner. I come from another church. He put his hand on my shoulder and said, Religion is like the spokes of a wheel- all heading in one direction towards the middle. We all get there in the end". Tips were very good in those days (and very acceptable). Sometimes more than my weekly wage. So much so that the Club had a note on the Road Service sheets signed by members on receipt of service - that tips were not allowed. But to some this was a reminder. Some would give a good tip saying, "Would you mind this for me". Others would leave something on the tool box in sidecar whilst I was working under the bonnet - or would put some in my gauntlets (used on m/cycle days).

The President of the Club offered me one pound tip once. His car had broken down and I had attended to it. Thinking this was a trap I refused. I said to him, "This is against Club Rules" to which he replied, "Rules are only made to be broken". So, I took his quid.

Three motorcycles were fitted with tow bars. A U type of bar fitted to the front fork assembly with a clamp which tightened onto the Member car's rear bumper bar (not practical on today's bumper less cars) This saved manpower in picking up cars in shipping and railing work and in driving country members into Brisbane city in our pilot service. We had pick up points at outer suburbs. Some members would follow you, but a lot didn't like city driving.

Surprising the number of calls we got for cars locked with keys inside. A member called for help (his car locked in Adelaide St). He said the key would not open the door. On going to his car, I noticed a car - same make and colour parked two cars up from his. Right key - wrong car -Yes.

We had a chap we called Hydraulic Jack. He would lift (steal) anything and put it in the back of his car. When he was not around, we would remove it and place it back where it was originally. He was one of our bosses and he would give us two bottles which he wanted filled with distilled water (from ice works in the Valley). He got the first lot OK but later we found it easier to fill them from the tap.

During the war years I was offered a Duesenberg for 10 pounds by a representative of a petrol company. Even he couldn't afford to put petrol in it. I didn't have ten quid either.

Walter R Henderson April 1995

Minutes of the Meeting of the QVVA 28 May 2025

Commenced 7.30 p.m. in the club rooms

Welcome: 671 Meeting

Attendance:

As per Attendance Book

Apologies: Susan Porter, Robert Wode, Rosemary Smith, John Knight, James Humphry, Phoebe,

Nancy Condie, Adrian Dearling.

Secretary's Report

2 new membership applications – 1 x 1964 XL Falcon Wagon has joined. Another lady, FIFO worker

will join in future

Letter sent to Christine as per Committee meeting.

Moved Ben Seconded Clint - Carried

Treasurer's Report

Moved Wendy – 2 nd Trevor - Carried

Editor's Report

Nothing to report

Events Coordinator

Numbers needed for Ladies Day Rally – 22 June – morning tea and lunch

Lismore Rally – travel in convoy? Numbers needed.

3 June – Club Dinner - Tingalpa Hotel

11 June GOF lunch at Brisbane Motor Museum

15 June RACQ Motorfest

22 June – Ladies Day – Beaudesert

25 June – General Meeting

1 July - Club dinner – Tingalpa Hotel?

13 July – Samford Show car display – advise Michael so tickets can be arranged

19/20 July – President's Run – Boonah

28 July - AGM

14-17 August - Lismore Run

27 August – General Meeting

Membership

Tom Woods - 68 Falcon new member

Ruth – Social Secretary

Ben – son Edward has whiplash from an accident,

Graham Amy has had a stroke and in care at the moment,

Clint – brother passed away, Barry Shipway's mother has passed away,

Wendy – rear ended in a smash

Nancy – is very unwell

General Business

Flowers to be sent to Nancy

Sausage sizzle – propose 4 per year – next one July, 1 st Friday – to be confirmed with Bunnings

Will trial storage in the Club House room

Tour to Grafton info will be in the next magazine – October – Tour to jacarandas

Lismore Rally approx. 6 – 8 cars likely – 6 rooms booked in Lismore

15-20 October Rally – approx. 8 cars likely– should be fun – over weekend so workers can attend for a couple of days

Armidale Run – Glen attended – 1100 miles round trip – good rally – 119 cars at Armidale

Call for assistance to get Barbara’s Dodge reliable

QHMC meeting – Graham attended – National Heritage Day at Ormiston was disrupted because of rain – about 60 cars attended

QHMC needs some livening up

Robert Shannon Foundation – a car has been donated to be restored

Email sent to the President requesting Constitution and Model Rules

Open Forum – Gary Day

Extensive and interesting talk on life with vintage and veteran cars since 1968.

Janette won raffle.

Window decorators for June to September – Janette and Kathy.

Raffle prize for June will be a meat tray donated by Graham

Open Forum for June - Alan Toomey

Meeting closed at 8.40 p.m

PUBLIC RELATIONS REPORT

MAY 2025

Wendy Tyquin was involved in a rear end smash and suffered injuries to her back – Wendy will repair in time.

Ben Carroll was also involved in a rear end smash and his son, Edward, had whiplash injuries – Edward will be okay.

Our Sympathy to Barry & Susie Shipway on the passing of Barry’s mother.

Our sympathy to Clint Frater on the passing of Clint’s brother, Murray, in New Zealand.

Grahame Amy has suffered a serious stroke and is in care at the moment.

Our thoughts are with Nancy Condie as she battles with her illness.



'Clara' the tour bus joins Pioneer Village

Volunteers of Highfields Pioneer Village are very excited about their latest restoration project - a 1913 Model T Ford bus.

Volunteer Manager of the precinct Ray Ashford OAM said demand for tours has been growing over the year, meaning that a second bus is needed.

"Bus tours have been so popular at the Pioneer Village, which is why we needed to restore a second bus," he said.

"We decided to name her Clara after Henry Ford's wife as she was such an avid supporter of his work."

'Clara' is a modified version of the Model T passenger vehicle, which was a popular and affordable car.

The bus variant provided a way for businesses and communities to offer shared transportation, a spokesperson told the *Champion*.

"The Model T's affordability and ease of maintenance made it a popular choice for bus conversions," they said.

To accommodate more passengers, the Model T's body was modified to include additional seating windows and, sometimes, a roof. The Smith Motor Company introduced a truck conversion for Model T Ford passenger cars before World War One.



Driver Ray Ashford OAM, takes volunteers for a spin on 'Clara'.

During this time, the Ford Model T company did not produce a commercial chassis and the conversion was initially used by the army, fire brigades, farmers, bus companies and trucking companies.

It wasn't until 1919, after the war, when the Ford Motor Company offered a

commercial chassis.

The conversion consists of a chain drive with two to one ratio, a longer wheelbase, and extra springing.

This bus has taken volunteers five years to source and machine parts and to fully restore.

It will be transporting visitors to the village on a

15 minute tour with running commentary for group bookings and on miniature steam train days, which is the last Sunday of the month.

'Clara' will be running alongside 'Henry', the 1924 Model T bus, which has been doing tours of the Highfields Pioneer Village for around the last 10 years.

COMING EVENTS (QVVA)

Wednesday 11th June, GOF lunch at Brisbane Motor Museum, 959 Nudgee Rd, Banyo.

Sunday 15th June, RACQ Motorfest, Brisbane Exhibition Grounds, Gregory Terrace.

Sunday 22nd June, Ladies Day Tour, starts from Jubilee Park, Beaudesert, 8:45am.

Wednesday 25th June, General Meeting at the Club Rooms.

Tuesday 1st July, club dinner at Tingalpa Hotel, 1563 Wynnum Rd, Tingalpa.

Sunday 13th July, Samford Show, car display.

Sat/Sun 19 & 20th July, TBA

Wednesday 23rd July, Clubs Annual General Meeting

Tuesday 5th August, club monthly dinner, Gallopers Sports Club, 304 Lancaster Rd, Ascot.

Wednesday 13th August, EKKA day tour to Calypso Bay, Harrigans Hotel, Jacobs Well.

Thursday to Sunday 14th to 17th August, Lismore Rally.

Wednesday 27th August, General meeting at the Club Rooms.

REGULAR CAR MEETS AROUND BRISBANE

This is NOT a complete list. If you know of one that you can recommend let us know so we can add it to our list.

Old Petrie Town, Petrie-Fri nights, Sat and Sun morning, every week.

7.00 am Greg's Cars and Coffee-Victoria Point Shops – 1st Sunday of month

7.00 am Cars and Coffee- Spokes Café, Samford Village- 2nd Sunday of month

7.30 am -Cars and Coffee -Samios Foods Turbo Drive Coorparoo -1st Saturday of month

7.30 am- Coffee, Crunch and Chrome -Joes Diner- Kingsford Smith Dr. Eagle Farm -2nd Sat of month.

7.30-10 am, 2nd Saturday of the month, Repco Morayfield

8.00 am Cars and Coffee- Ormeau, 270 Lars Rd. – last Saturday of month

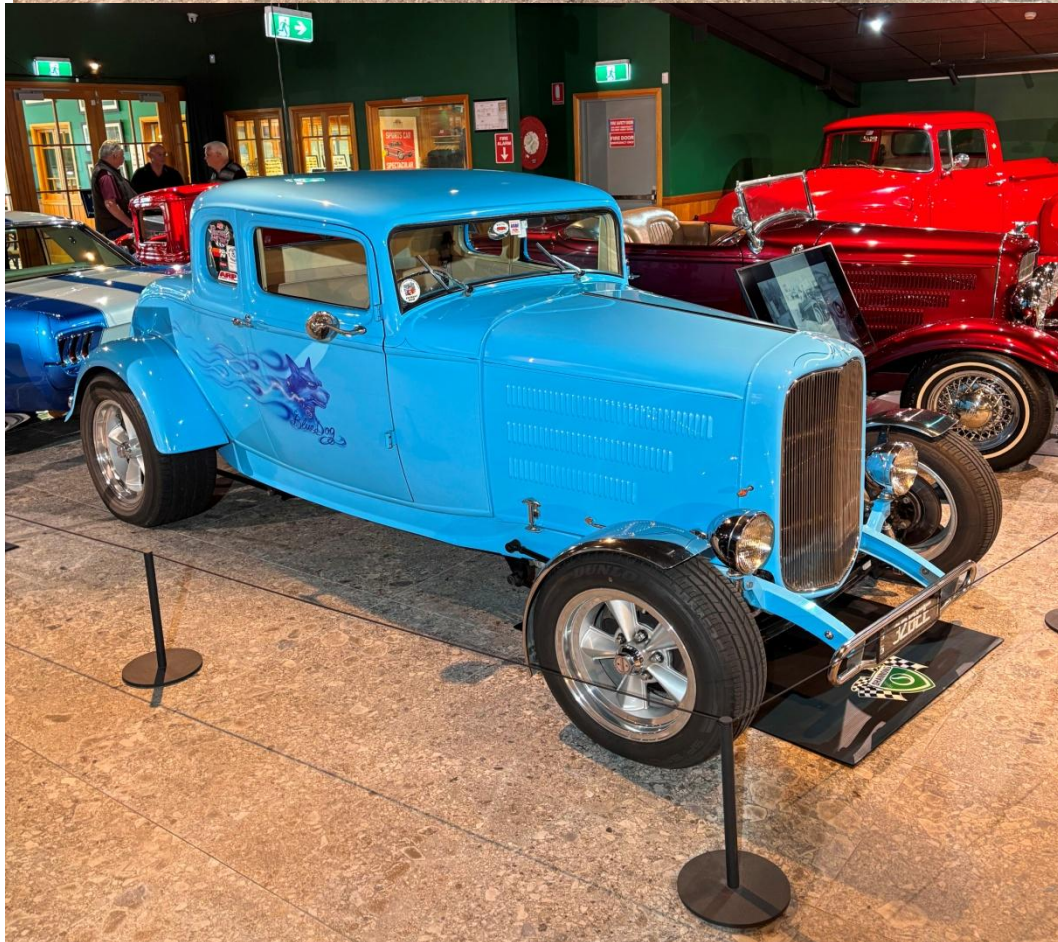
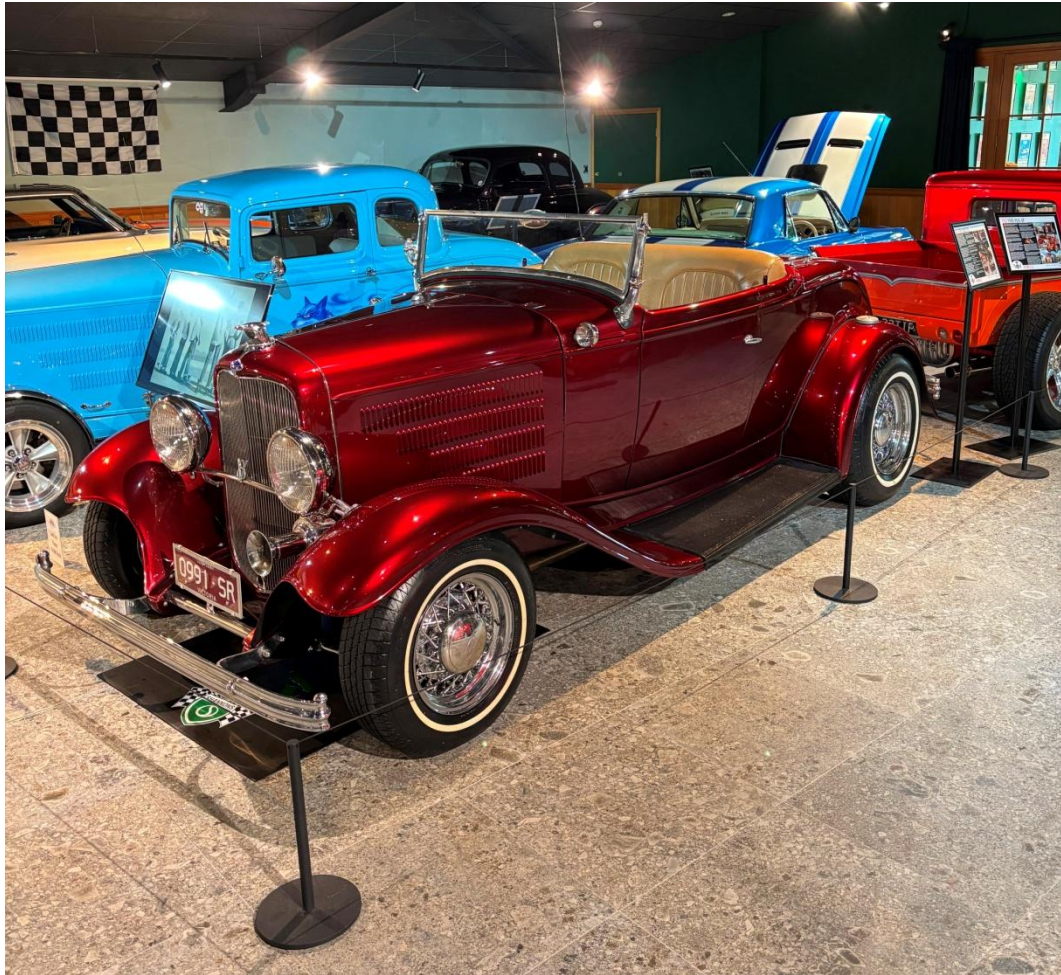
8.00 am Breakfast and Cars, Beenleigh Historic Village, -last Sunday of month

10.00 am Waterloo Bay Hotel -Berrima St Wynnum- 2nd Sunday of month

5-8pm Wednesdays; Morayfield Cars and Pizza, Shops at Uhlmann Ave, Burpengary East

3pm ,2nd Saturday of the month– Yank Tanks, Espresso 25, Boat Works Coomera



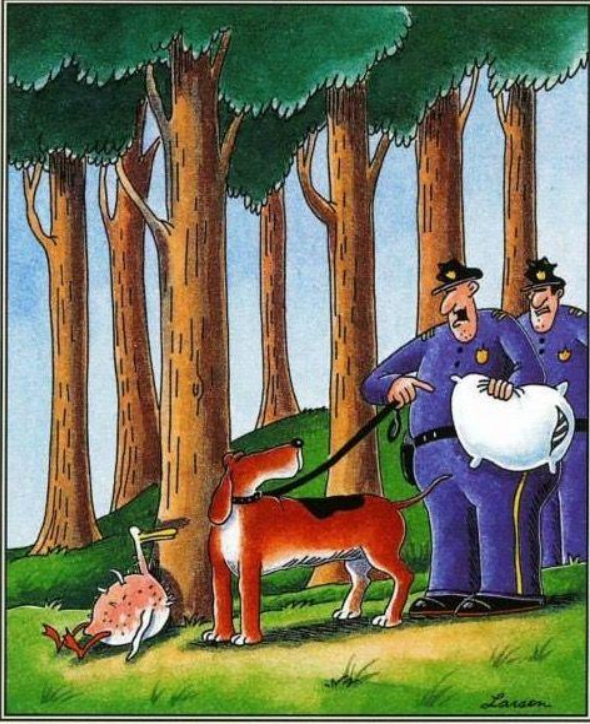


Seen at the Brisbane Motor Museum



Seen at the Brisbane Motor Museum

6/20/86



“You idiot! We want the scent *on* the pillow!
On the pillow!”

07/31/87



“Bummer, Rusty. ... Seven years bad luck—of course,
in your case, that works out to be 49 years.”

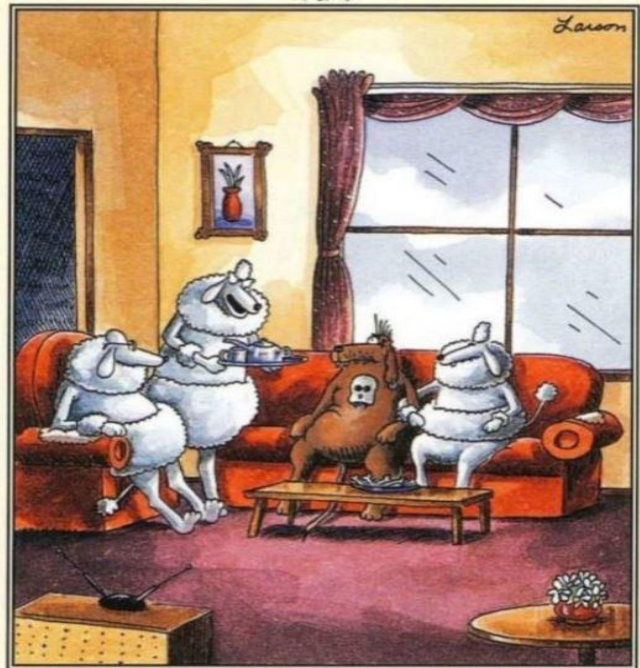
11/28/94



Yes, Sam! He's
Yours! GO! GO!

Dogs and alcohol: the tragic untold story.

6/15/87



“So, Raymond ... Linda tells us you work in
the security division of an automobile
wreckage site.”

The back page.

