

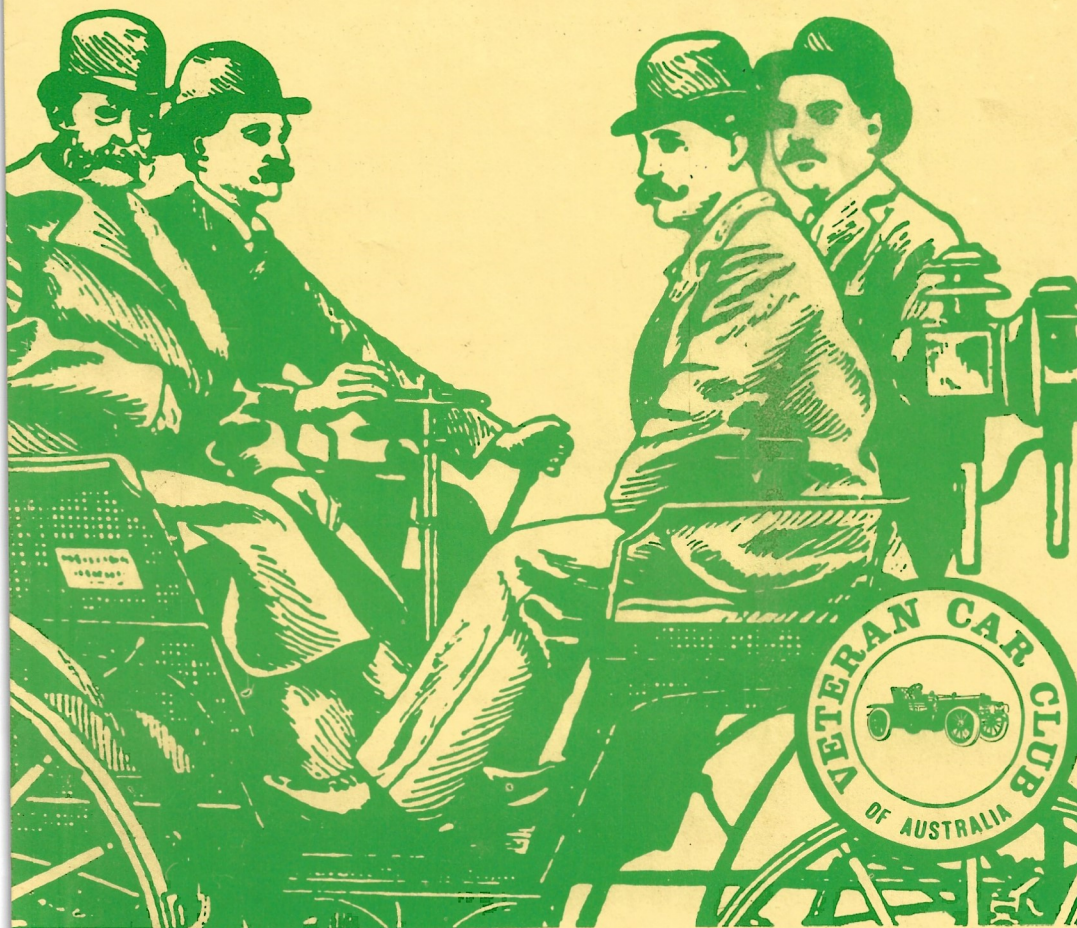
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

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Jan/Feb., 1983 Vol. XXIV No. 7



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. 7

February 1983

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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,
24TH FEBRUARY, 1983.*

Editorial Comment

Well, we are well into 1983 now - how time flies! By the time you receive this issue you had best go and put your bags in the car ready for Katoomba.

The editor wishes to apologise for several articles and "For Sales" which did not appear in the last issue of SPIT AND POLISH.

You will find a supplement in this issue to help Terry Cook compile an up-to-date Roster of Members. Please fill it in carefully and please, please return it to your club promptly. The accuracy of the roster depends largely on your information. Even if nothing has changed (address, 'phone number, wife, cars) please fill in the form and return it promptly.

- NORM WAKEHAM

P.S. I still need car restoration articles.

* * * * *

OLD CROCKS

Reta and Bill East were conspicuous by their absence at 26th January meeting which coincided with their 58th wedding anniversary.

Club members wish you a speedy recovery.

* * * * *

FUND-RAISING

A RAFFLE AT THE CHILDREN'S XMAS PARTY OF A SOFT TOY DOG DONATED BY ALAN AND MADGE BLYTHE NETTED A PROFIT OF \$31.80 - THANKS ALAN AND MADGE.

THANKS, ALSO, TO THE MEMBERS OF THE VINTAGE VEHICLE CLUB FOR THEIR RESPONSE TO THE SALE OF POSTERS AND CATALOGUES WHICH NETTED \$86.00 FOR ONE NIGHT'S SALES.

STILL ABOUT 8 DOZEN BOTTLES OF WINE TO BE SOLD AT \$3.50 PER BOTTLE. PLEASE HELP IF YOU CAN.

REGARDS,

- PETER WARDS

* * * * *

President's Message

During the last few weeks a lot of work has come to fruition with regard to forward planning of rallies. For those members to plan ahead we trust the information will assist you and for those who need the incentive to complete your restoration or to do some re-restoration, you now know how much time you have.

On reading this issue you will no doubt be doing your final preparation for this year's Blue Mountains trip. I trust those going have an enjoyable weekend and make all the hard work put in by the organisers worthwhile; it is only from continued support of events that the Events Committee can provide the right type of events for you, the member.

Talking of members, there is one amongst our midst that is in need of assistance, mainly in the form of manual labour. Neil Johnston would like to hear from members who can lend assistance during the weekends with our building project, no matter how small your think your contribution will be. Any assistance will be greatly appreciated; many hands make light work.

- BARRY T. THEW

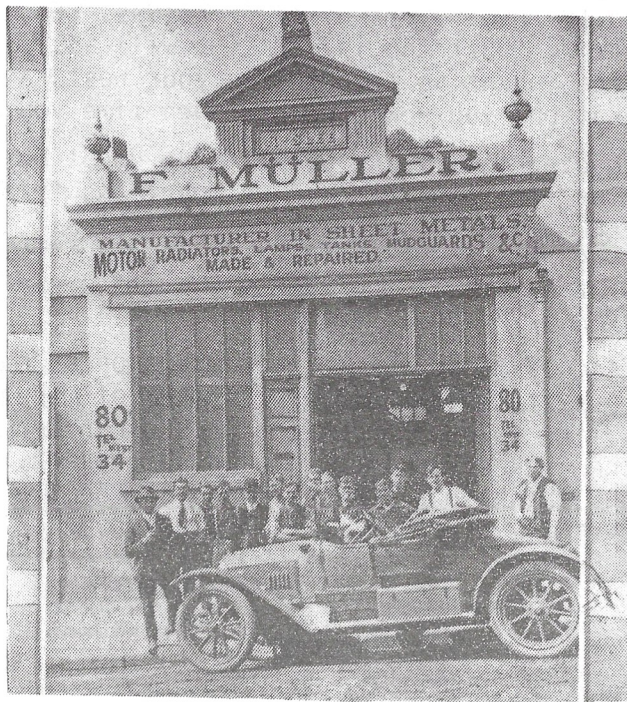
President.

* * * * *

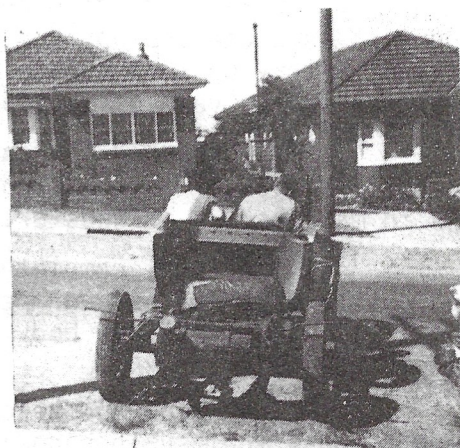
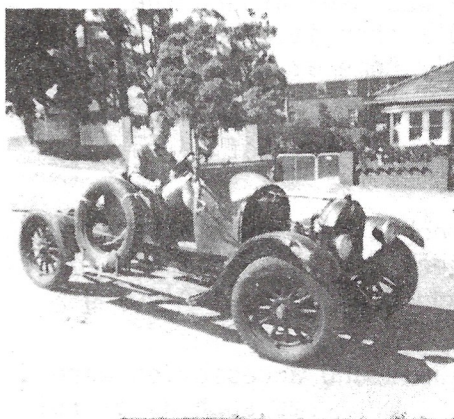
HISTORY OF 1911 BENZ W3 MODEL

The Benz was purchased new in 1911 by Mr. Fred Muller, Senior, founder of the famous Motor Radiator manufacturing firm, then known as F. Muller, manufacturer in sheet metals, making Motor Radiators, Lamps, Tanks, Mudguards etc.

As shown, the original photo of factory No. 1 and staff in Parramatta Road, Annandale, showing Benz as the original Roadster model. Then, as the family grew, the car was fitted with a tourer body and since Fred was a perfectionist, the car was overhauled every 12 months and at different stages during its life, various styles of body modifications were carried out, particularly mudguards, valances, hard top as the photo shows. Apparently Benz was converted to electric lights early - also a neat camouflage was made to cover and protect the Benz laurel wreath badge during World War I with the letters V.O.V. 1911.



FACTORY NO. 1 AND STAFF IN PARRAMATTA ROAD, ANNANDALE



AS PURCHASED JANUARY 1960



AS RESTORED

Like a lot of good old cars Benz finished her working life as a ute and apparently was used around the Kingsgrove factory up to the late 50's then it came to rest under a tree in the yard of the family home at Caringbah.

I purchased the car in January 1960 and full of enthusiasm, the job of restoration was in front of me so I decided to make her as a Roadster.

The usual complete mechanical rebuild was carried out to make her as near perfect as possible for reliability. A complete new body had to be made, including mudguards, hood etc.

Acetylene and kero lamps and accessories were obtained through the usual channels, some items such as petrol cap had to be cast and machined. However, Benz was on the road in 1964 and competed in its maiden run to Blackheath in 1965 and has competed in various events, including the 1970 International Rally and has proved a very reliable and soundly designed motor car thanks to the designer Carl Benz, father of the motor car industry.

Benz was dated by the V.C.C.A. in February 1966, Certificate No. 25.

* * * * *

VALE MR. J.E. (DON) ROBERTS

Extract from "Veteran Torque" - November 1982:

"It is with deep regret that I must advise the passing of our late Life Member and Past President, Mr. J.E. (Don) Roberts on Friday, 22nd October, 1982 at Ipswich. I am sure that all of you who knew Don will join with me in expressing our deepest sympathy to his wife, Cherrie, his sister Ivy, and his brothers George and Norm and their families."

Don always had the Veteran Car Club foremost on his mind and in his heart. As well as rallies in Queensland he travelled extensively in his Model T in every state in Australia. The sincere sympathy of N.S.W. members is extended to his relatives.

- Editor

EVENTS CALENDAR1983

Feb. 26/27 BLUE MOUNTAINS TOUR
 Feb. 21) National Rally, Tasmania, Around the Apple Isle
 Mar. 4)
 Mar. 19 Schofields Aerodrome Weekend
 Mar. 20 LADIES DAY
 May 7-14 1983 VETERAN CAR AUTUMN TOUR
 May 22 COMBINED VETERAN & VINTAGE DISPLAY DAY AT GREENS
 MOTORCADE

1984

Mar. 18-25 Veteran Car Club of S.A. National Hub Rally
 celebrating the Golden Jubilee of Historic
 Motoring in Australia
 Mar. 31)
 Apr. 8) A.C.M.C. 25th Anniversary Hub Rally - 871.1900
 Sept. 16-22 1 & 2 Cyl. Rally (Hub Rally) Port Macquarie

1985

May 6-16 1985 CENTENARY RALLY FOR VETERAN & VINTAGE CARS
 Organised by Veteran Car Club of N.S.W.

To be advised Hub Rally, Christchurch, N.Z.

* * * * *

H E L P ! ! !

HAVE LENT MY R.R. P.I
 WHEELSPANNER.

WHO? WHAT? WHERE?

BEN BRONK - 624.8224

Events

26TH/27TH FEBRUARY 1983 - 27TH ANNUAL BLUE MOUNTAINS TOUR

There will be 66 Veteran Cars and 9 Veteran Motor Cycles leaving Auburn Botanical Gardens, Chisholm Road, Auburn from 9.00 a.m. to travel to Katoomba.

Members and friends not competing are very welcome to attend the start.

SUNDAY 20TH MARCH, 1983 - LADIES' DAY RUN!

Ladies' Day Run will be held in the Southern District area.
Start: 10.00 a.m., Cross Roads Hotel car park.

2 great prizes - Sunbeam Fry Pan and Ladies' Sunbeam Hair Drier

This will be a very good day's outing, so turn up and support this event, which has been organised by Jim Wilson and Ken Quarmby.

* * * * *

INVESTIGATION

OVERLAND, 1915, Chassis No. TRH 80 5632
Engine No. O/T RH 80 8532

Owner: ALAN BARKER, 105 Sunset Point Drive, Mittagong.
Telephones: (048) 711161 (H)
(048) 612301 (B)

Accepted as Full Member 25th November 1982.

Car is a basket job for which most components are at hand, other than wheels. Alan will be seeking either 25 inch or 24 inch artillery wheels to fit existing hubs.

The engine, gearbox and differential are all free to turn. A starter and generator are required.

Body panels, doors, cowl, mudguards, valances exist, but all
woodwork will require renewal.

Radiator, headlamps, speedometer are in very reasonable order,
while a windshield frame is sought.

— G.A. ROBERTS

* * * * *

ALTERATIONS AND ADDITIONS TO ROSTER OF MEMBERS:

NEW MEMBERS:

BARKER, Alan Edward - 105 Sunset Pt. Dr., Mittagong. 2575
No. 759 (F)

BOURKE, Max Jnr. - 47 Maclean St., Cessnock 2325 (A)

GAMBLE, Ron - 9 Pine St., North Ryde. 2113 No. 761 (A)

INDER, Bryan William, Unit 27, The Pines 51-53 The Crescent,
Manly. 2095 No. 760 (A)

JACKLIN, Storm Seymour, 124 Bellevue Rd., Bellevue Hill. 2023
No. 762 (A)

HOAD, Phyllis - 21 Chandler St., Kogarah. 2217 (A)

FULLER, Fred - 19 Marsden Rd., St. Marys. 2760 (A)

CHANGES OF ADDRESS:

COOPER, J. Jnr. - 318 Narara Valley Dr., Niagra Park. 2250

GEORGE, R.G., P.O. Box 709, Potts Point. 2011

JACOBS, D. - 115 Campbell Dr., Wahroonga. 2076

JOHNS, M.N. - C/- M. Johns & Co., Level 38, M.L.C. Centre,
19-29 Martin Pl., Sydney. 2000

JONES, M.L. - 9 The Crest, Hornsby Heights. 2077

PORTER, Arthur - 63 Pembroke Rd., Minto. 2566

CORRECTION:

ANDREW, John - 26 Valley Rd., Wentworth Falls. 2782 Now No. 47

RESIGNED:

HARDING, K.W. - 3 Enterprise Ave., Padstow. 2211

SEE SUPPLEMENT TO THIS ISSUE: Fill in and return for compilatio
of new Roster of Members

HAPPY HAPPENINGSLIONS DAY - 28TH NOVEMBER, 1982

A large number of cars from various clubs turned out to make this yet another successful day. Although it has been close a couple of times, this event has never had to be postponed because of weather. This must be some kind of record, or does Vic. say his prayers at the right time?

Heard of a few mini tours between the garage at Bondi and Centennial Park, i.e., via Kings Cross and Edgecliff.

Lions' members maintain they fed half the people in Centennial Park that day.

After tramping around HMAS TORRENS, a few people have definitely decided not to go on a cruise. Wonder what they would have done if we had left the wharf?

Another great day had by all.

ADULT XMAS DINNER

A lot of people had to overcome phobias about lifts and heights, but all members and friends seemed to thoroughly enjoy their dinner at the top of Centrepont Tower. We hear that Weight Watchers boosted their membership by 70 the next day.

Only heard two complaints: Don Steer could not stop his head from going round and Adele Jacobs kept losing the food counters.

CHILDREN'S XMAS PARTY

Venue for this was Cabarita Park. The water proved to have its usual magnetism, though for a change, none of the kids fell in.

- JAN COULCHER

CAMP OUT '83

Friday of the long weekend looked very uninviting for camping, but we threw caution to the wind and set out full of hope. Upon arrival at Sackville, we found the Bendeich and John Wards families firmly encamped.

Saturday dawned fine and hot and soon after we put the two boats

in the water, John had his first try behind Mike's boat. Mike tried one ski behind our boat, but after swallowing half the Hawkesbury decided discretion was the better part of valour and we finally pulled him up on 2 skies. (Small outboards are not good for skiing.)

Meantime, the Kables arrived in time for lunch, only to find they had forgotten 'THE' box. Further enquiry revealed that 'THE' box contained food, eating utensils etc. and it was still sitting on the kitchen floor. Peter was sure glad it was only 1½ hours to home.

Sunday, hot again and the Jones arrived for the day. Reg proved that 32 years between skis doesn't mean much. He was up and away first try. After several tries, Anthony Kable stayed on his feet for about 20 feet and decided to rest on his laurels.

Sunday was also a day for the sights. Bra-skiing overhead, topless bathers, up river, bottomless skier, downriver.

On Monday, after a hot weekend, tempered by cool dips in the river we packed and travelled the relatively short distance home. We enjoyed ourselves, and once again proved that you don't have to have large numbers and travel great distances from home to have a good camping weekend.

JAN & ROLEY COULCHER

P.S. Maybe we will see you at our next campout to be held Easter weekend.

* * * * *

CAMPING WEEKEND

With the boat hooked behind Delilah and a half ton of goods - tent, table, bikes etc. - we set off for Sackville in 30° heat - not good for ageing Hillmans. After an uneventful trip we arrived at the camping ground and proceeded to erect the tent. This took quite some time as we moved it several times - views, winds, heat etc. etc.

John and Sue Wards were already there and had their tent up smartly and efficiently. (Must have had more practice than us.)

Next Roley and Jan Coulcher arrived and were all set up in about half an hour with dinner cooking.

Next morning we were up early and ran the boat down the ramp. That's where the trouble started. Firstly I forgot the drain corks and had to make some, then I started up and turned right to go down the river but the green machine went left and nearly hit the wharf! I had the steering apart and put the steering spool on upside down and reversed the cables so I had to do a quick repair job.

Peter and Sally Kable arrived shortly after but found to their dismay that one or the other had left all the tucker and tools behind so Peter had a quick trip home!

After breakfast we settled down to the serious business of skiing and giving the kids rides in Roley's boat.

John, Peter and Sally were soon skiing in an upright position but Roley swallowed several gallons of water and retired gracefully as driver. We found that a 55 h.p. outboard will not pull out a nine stone single skier but the said skier did break the world's underwater skiing endurance record before letting go. We also gave Anthony Kable several attempts and succeeded in getting him onto his feet and kept him there for some time before he bit the dust.

That evening we went for a walk and found a cemetery with graves dating back to 1826. Maybe Sackville got its name from the original town being made out of old sacks? The people must have settled there very soon after the first settlement going by the early graves. That night we had tea and a good yarn around the fire and then off to sleep with all the limbs aching from sunburn and skiing.

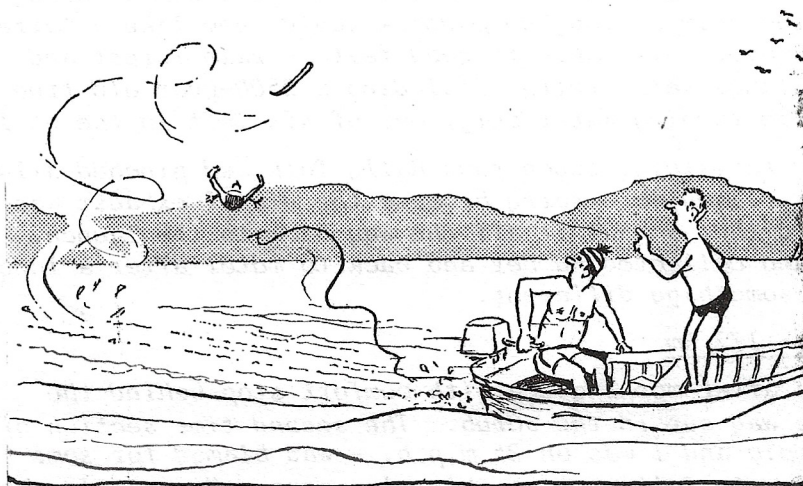
Sunday we skied until lunchtime with Brian and Yvonne Yelland who part own the boat and then Reg and Olive Jones arrived. They used to ski at Sackville 30 years ago so we talked Reg into trying his skill. He popped out of the water like a cork and proceeded down the river for a mile or so and then skied back as though he had been doing it every weekend. Good on you Reg!

unday night we made a Jack O'Lantern out of a melon for the kids and then played several games of Scrabble before retiring.

onday it was more skiing and then the job of dismantling the tents and cleaning up. I think everyone who attended enjoyed themselves along this very picturesque part of the Hawkesbury river. It's a pity there wasn't a better roll-up, but we are thinking of having another Camping Weekend at Easter. Maybe more will be interested then.

M. & D.

.S. You should have seen the bolliky bathers and the Phantom Skier who forgot his trunks! Wow!



"I warned him his ski was warped!"

PAST EVENTS

There were approximately 15 cars turned up for the City of Sydney Procession including Jim Simpson who was trailered down by Allen Blythe. It is good to see such a club spirit is still with us. I think Jim and all club members will agree this was a mighty fine effort.

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

CONTINUATION (Continuing the Len Sheen report of Tour -
from Pages 14 and 15 of November SPIT & POLISH)

Sunday 18th September - Maryborough

A bus to catch at 6.00 a.m. for Hervey Bay, then a launch to Fraser Island for a barbecue lunch. The 2-hour launch trip with morning tea on board was very interesting and relaxing. Then came the surprise at Fraser Island. About 50 of us loaded into wartime blitz 4-wheel drive trucks for our trip on the island. The roughest ride Hilda and I have ever had over unmade sand tracks, a ride over a ploughed paddock would seem like a tarred highway. However, all taken in good faith - rain forest and fresh water lakes very pretty, including a 2500-year old tree which grows in running water only, one of six left in the world.

After a very satisfying lunch some Rally folk had pinched Hilda's and my seats. They were sorry because the diesel exhaust was right next to them so had it all the way back to the launch. Caught bus and collected Humber and back to motel after a long day but was something different.

Monday 19th - 177 km

Off to Noosa after morning tea with comfort stop behind the biggest tree way out in the scrub. The second time section of Rally to Gympie and I was on 25 m.p.h. - was blamed for some drivers having to follow me at this slow pace. However I came third in the Veteran section. Gympie lunch stop - all lunches supplied and organised by Rally Committee, which were most appetising.

Then down to Noosa through our first rain for 50 km. At Noosa we all parked at the school ground oval, children everywhere about 3.00 p.m. One small girl was very interested and asked Hilda could she sit in the Humber and in 2 minutes flat I had a queue of about 200 waiting to sit in car at 3-at-a-time. Will know better next time!

Tuesday 20th - Rest Day

Took a mini bus to town driven by an 18-year old girl and could she handle it! Would leave a lot of men behind. We had a long ride all around town and beaches all for .50¢. Runs every half hour.

Wednesday 21st - 110 km.

To Caloundra via Nambour, with lunch at Maleny in the Glass House Mountains. Those who thought Toowoomba Mt. climb was steep for a veteran should climb this mountain. First gear was needed for first and last time on rally. Rain dampened this day for views and photo shots. On the way down to the coast I saw three cars with their brakes on "fix" - the golden rule with 2-wheel brake cars is if it takes 2nd or 1st gear to climb hills the same gear should be used to descend and save brakes for an emergency stop. We had a look at a motor museum and a medieval castle - on this day both well worth looking over - Caloundra about 5 p.m. for overnight stop.

Thursday 22nd - 165 km.

To Brisbane. A very relaxing day with lunch at a very pleasant spot on a lake then onto finish at Chermside. A very well organised rally - and a most enjoyable 1150 km. Many more km. travelled on rest days.

Friday night Presentation Dinner Dance at the Cloudland Ballroom last function held as it has now been demolished. A wonderful view of Brisbane from here. The night was very enjoyable - an excellent dinner and band, then the presentations.

The first prize a real surprise to me and Hilda as Humber, Hilda and I were the only interstate combination to be at the 1959 Centenary Rally and now this 1982. A special prize was received: a hydraulic jack and a tyre pump for Hilda. Also received the third prize for Veteran Section - a beaut. torch.

1st Overall	- 1914 Singer from Q'land	- Ed. Uebergang
1st	1905 Reo - Q'land	- Ed. Sims
2nd	1912 T Ford - N.S.W.	- Bob Hobson

3rd - 1914 Humber - N.S.W. - Len Sheen
 Hard Luck 1913 Fronty - N.S.W. - Vic Jacobs

N.S.W. was well represented in the Veteran Section prizes.

A very enjoyable rally, and I wish to thank everyone who helped with the organising and as officials - a job well and truly done.

- LEN SHEEN, 58, N.S.W.

FULL LIST OF PRIZE-WINNERS:

First Overall - 128, Ed Uebergang, 1914 Singer, Queensland

CLASS WINNERS:

Veteran

First	152	Ed Sims	1905 Reo	Queensland
Second	43	Bob Hobson	1912 "T" Ford	N.S.W.
Third	58	Len Sheen	1914 Humber	N.S.W.

Vintage

First	30	Rex Ingram	1930 Dodge	N.S.W.
Second	37	Harry Cape	1922 Sunbeam	Queensland
Third	86	Dot Mason	1930 "A" Ford	Queensland

Motor Cycles

First	159	Les Flood	1924 Henderson	Tasmania
Second	71	Ron McLeod	1929 Sunbeam	Queensland
Third	70	Colin McLeod	1928 Raleigh	Queensland

People's Choice

62	Bob Robinson	1925 Fiat	N.S.W.
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Entrants' Choice

38	Alan Mason	1930 Buick	N.S.W.
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Oldest Rider-Machine Combination

33	Ron Cook	1913 Sunbeam M/C	Queensland
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Oldest Driver-Distance Combination

129	Bill Haigh	1929 Fiat	Victoria
-----	------------	-----------	----------

Hard Luck

123	Vic Jacobs	1913 Fronty Ford	N.S.W.
-----	------------	------------------	--------

(for a grand total of 16 tyre changes)

Hard Luck (Cont'd.)

22 Steve Harrison 1925 Rugby Western Australia
 (Steve used a gallon of oil to get to Nambour
 to have his burnt-out exhaust valve replaced)

Special Combination Car Driver & Navigator Q. Centenary 1959
& Silver Jubilee 1982

58 Len Sheen 1914 Humber

* * * * *

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

Solution to No. 16

THINK THRICE

1. One hour if you take the first one now.
2. Nine.
3. 70.

No. 17

EQUALITY

In the following equation, digits have been replaced by letters.
 The same letter stands for the same digit wherever it appears
 and different letters stand for different digits. There are no
 zeros. Can you solve the equation?

SIX + SIX + SIX = NINE + NINE

* * * * *

Advertisements

FOR SALE

Beautifully restored 1912 OVERLAND TOURER - good
 rally car. Fully restored plus spares. \$16,500
 (Editor apologises as this advert. should have
 appeared in last issue of SPIT & POLISH).

- BEN BRONK
 624.8224

ADVERTISEMENTS (CONTINUED)

WANTED

R.R. PHANTOM I wheelspanner - lent to someone,
can't remember who. Need to change a wheel.
- BEN BRONK
624.8224

FOR SALE

1915 S.C.A.T. 16/18 h.p. Complete running
chassis and virtually a second car as spare
parts. (See 3rd James Flood Book)
- GARY GUIVER
Longley, Tas. 7103
(002) 39.6467

WANTED

Two Zenith carburettors H.A.K. 36.
- BEN BRONK
624.8224

FOR SALE

Latest edition U.B.D. Street Directories -
\$9.00 each.
Order through Keith Carden: 70.0381 Work
871.2158 Home

WANTED

24" x 500 Tyres in good condition.
- M. BENDEICH
639.5897

WANTED
(ALL STATES)

Black faced Smith clock.
Bosch DU4 magneto.
Brass kero tail light and sidelight. Either
Rippingale's Albion Lamp Co. Ltd. or
S. Smith & Son Ltd., 9 Strand, London
8 h.p. De Dion atmospheric inlet valve seat
and spring.
Acetylene Headlight - "Goldenlite"
- NORM WAKEHAM
64a Pellisier Rd.,
Putney.
(02) 80.2269

FOR SALE 1982 VETERAN GAZETTE
Re Veteran Car Club of Australia (Q'land branch).
Produced to commemorate the club's Silver Anniversary.
Hurry while they last - available from Len Sheen. \$2.

FOR SALE 1902 RAMBLER - 1 cyl. Roadster with Dos-A-Dos rear
seat and buggy top. Tiller steering, 1931 cc motor,
chain drive to rear end. Top restoration. Will
consider trade.

- PETER MICHAELS
546.3672

FOR SALE 1 x 1909/10 10 h.p. single cylinder De Dion motor.
(All States) Mechanical inlet and exhaust valve.

8 x 34" x 4" or 880 x 120 beaded edge rims sand
blasted and zinc plated four felloes for same.

1 x 1914/17 new Overland crown wheel and pinion.

1916 model 75/75B scuttle, fuel tank, doors,
mudguards, dashboard etc.

1925 Sunbeam 14/40 front end complete - excellent
condition. Would prefer to exchange for 20/60
splined axle hubs. (Rudge Whitworth).

1 x 1923/24 "T" Ford 90% complete.

1 x 1923/24 "T" Ford 60% complete. Truck load of
spare parts.

New 7/8" spark plugs cold, medium and hot, range
\$12 per box.

- KEVIN PIGGOTT
8 Hitter Ave.,
Bass Hill. 645.1836

FOR SALE Back copies of the "SOUTH AUSTRALIAN MOTORING
HISTORY BOOKS" still available direct from:
JOHN WIEN-SMITH, C/- The Sporting Car Club of S.A.,
260 Portrush Rd., Beulah Park. S.A. 5067.
\$3.50 + Postage (suggest .50¢). Full details later.

1982
Ian Cummins' D Type
\$220,000 Bid
(World Record)



1982
David McKay's Ferrari
\$240,000 Bid
(World Record)





1982
John Parker's horizontally opposed Harley
\$11,000 Bid
(World Record)



1981
A. Crabtree's 1923 Willys Knight
\$17,000 Bid
(World Record)



83?
WILL
IT
BE
YOU?

P.L. PICKLES & CO. PTY. LTD.,
will

AUCTION

VETERAN, VINTAGE & SPECIAL INTEREST CARS, CYCLES & AUTO MEMORABILIA
undercover at

CUMBERLAND PAVILION SYDNEY SHOWGROUND
23rd & 24th APRIL, 1983
Further entries are now invited

A limited number of stalls and spaces will be available for
"Swap-Meet" facilities — contact Storm Jacklin if you are interested.

P.L. PICKLES & CO. PTY. LTD.,
655 Pacific Highway, Killara. 2071. Phone (02) 498 6100

