

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

SPIT AND POLISH

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PATRON:

His Excellency,
The Governor of N.S.W.,
Air Marshal

Sir James Anthony Rowland,
KBE, DFC, AFC, K.St.J.



Spit & Polish

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Volume XXIV No. 9

April 1983

TABLE OF CONTENTS

Editorial Comment	Page 2
President's Message	3
Progress	4
Presentation Dinner	4
EVENTS CALENDAR	5
Dating & Investigation	6
The Search	6
Letters to the Editor	9
A Railway Treasure Trove in Sydney	11
History Corner	12
M - I - N - D - S - T - R - E - T - C - H - E - R	14
Advertisements	15
PICKLES AUCTION ADVERTISEMENT	20

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,
28TH APRIL, 1983.

Editorial Comment

We have had a few articles from various country members over the last few months. This month we have two. This reminded me that although our country members aren't able to take part in as many activities as perhaps they would like to, nevertheless they are a very important part of our club.

SPIT AND POLISH is one way to keep in touch with what is happening in the club. So keep your articles coming in - your country members like to know what is happening and I assure you they are not slow to send in their articles.

I often have problems getting correct nuts and bolts etc. in Sydney. It must be very frustrating to country members when trying to obtain even basic items in country towns. So if you can help a country member with his restoration I know he will appreciate it.

Jan and Roly Coulcher's "Star" looked very nice on its first run to Katoomba after its recent rejuvenation.

If you haven't returned the SPIT AND POLISH supplement with the information required for the new Roster, would you please do so as soon as possible please.

I still need copy re your restoration or acquisition. (See article on Ed. and Mary Yabsley's Talbot, on page 6.)

The Veteran Car Club of Australia (NSW) address is 134 Queens Road, Five Dock, N.S.W. 2046. Unfortunately we do not have a box number.

- NORM WAKEHAM

* * * * *

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

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

President's Message

On Sunday, May 22nd, in conjunction with the Vintage Vehicle Club, we will be staging the First Veteran and Vintage Display at Greens Motor Museum

The management, under the guidance of Mr. Frank Illich, is very excited and honoured that the two clubs have chosen this venue and have gone to a lot of trouble in preparing the grounds so that all those attending will be able to enjoy a real picnic day on the recently-improved grass areas.

For those involved in the organising it has been very satisfying to hear of the effort being put in by other clubs in organising their members to attend. It is with this sort of enthusiasm that the camaraderie of the old car movement shows out and people are primarily concerned with driving and enjoying their hobby.

For those who will be assisting on the day, efforts are being made to obtain plenty of volunteers to make the work load light so that they too can enjoy themselves. It is also hoped that the powers-that-be in control of the elements will favour us with good weather.

I would ask that all members make a very special effort to attend this day, which will reward the officials for the effort they have made and make the planning of future events such as this day more challenging.

- BARRY T. THEW

President.

SICK LIST:

ALLAN BLEVINS is in Westmead Hospital - we wish him a speedy recovery.

BILLIE DANCE has been in hospital but she is home now and coming on well.

- Ed.

PROGRESS

When ape-like Ab the treetops took,
And there in fearful ague shook,
His doom delayed by awkward scramble
Through muck and mire and bristling bramble,
The jungle beasts looked on in glee,
For swifter far were they than he.

But ages grew upon the ages,
The book of Things took on new pages,
And ape-like Ab a man became,
His head grown wise, his legs the same,
And now in turn, the man gave chase,
On hulking horse to keep the pace.

Then down from out the misty past
The modern man arrives at last.
The horse no longer he bestrides,
For farther, faster he now rides.
Of all that live he is the lord.
His legs are now the speedy Ford.

G.A.R.

* * * * *

PRESENTATION DINNER

BLACK STUMP RESTAURANT - CARLINGFORD

SATURDAY, 28TH MAY, 1983 - 8.30 P.M.

\$15.00 PER HEAD --- LIMITED TO 40 PEOPLE

STRICTLY FIRST IN WITH MONEY

ENQUIRIES: DENISE OR MICHAEL BENDEICH

26 REIBY DRIVE, BAULKHAM HILLS

'PHONE: 639.5897

EVENTS CALENDAR1983

- May 7-14 1983 VETERAN CAR AUTUMN TOUR
- May 22 COMBINED VETERAN & VINTAGE DISPLAY DAY AT
GREENS MOTORCADE
- May 28 PRESENTATION DINNER - Black Stump
Restaurant, Carlingford

1984

- Mar. 18-25 Veteran Car Club of S.A. National Hub Rally
celebrating the Golden Jubilee of Historic
Motoring in Australia
- 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 NSW
- 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

Driving with too much licence

In Gloucester, England, recently a motorist was fined and had his licence endorsed for driving without due care. He was also fined and had his licence endorsed for failing to stop after an accident. Then he was fined and had his licence endorsed for failing to report an accident. Finally, he was fined for driving without having a driving licence.

DATING & INVESTIGATION

Dating Certificates were presented at the March Meeting to:

1. Ron Yeates, FORD 'T', 4 cyl. 22.7 hp Tourer 1917

One significant thing about this car is its engine number 124903. When acquired at Kanahooka, near Dapto, this number was obscured by deep corrosion. Ron took his problem to the Scientific Bureau, NSW Police Dept. where, under X-ray, their specialists revealed all but one numeral and provided a certificate with verifies Engine No. C124,-03 and casting date 9/21/17.

To provide the missing numeral it was agreed that the selection of "9", being the greatest number, was appropriate.

2. Ian Irwin, ACT, VERMOREL, 4 cyl. 12-16 hp Roadster 1911

A physical inspection of this chassis was made at Ian's residence ACT and as a result of comparison, also an analysis of facts taken from THE MOTOR, Jan. 31, 1911 to Dec. 17, 1912 inclusive, covering 17 publications, 1911 was established as the year of manufacture.

Further support for this date is that the car is fitted with a special "Level Spring Suspension Apparatus", which is fully described in THE MOTOR on 18th April 1911.

- GEORGE A. ROBERTS
Chairman Dating Committee

* * * * *

THE SEARCH

Whilst visiting Sydney for a few days in March, 1956, happened to read in the Friday afternoon's daily paper that some "old cars" were going to leave from Lidcombe the next morning and try to make it to Katoomba. After studying our itinerary, decided we could squeeze in a visit to see them off.

Midst the clatter, vibrations, honks and smoke of the weird machines, we watched the "not quite so

weird" proud owners and drivers proudly leave the starting point. Alas! The bug had bitten. Surely there must be a REAL old car lying around the Macleay.

On our return home and after several enquiries we were chasing up our first lead to a locally-owned old car - a 1911 International Buggy. This proved to be our first let-down. No car, but the remains of the hood bows. Later information told of the sale of this car, for scrap during the war, for Three Pounds Ten Shillings.

The following weekend found us at yet another lower Macleay farm after this time a De Dion. Again no car! The farmer's uncle had taken it to the Bellinger River district in the early 30's. Details were taken of the Bellinger farm, which we visited the next Sunday.

This was also fruitless. Not even a nut or bolt, let alone a car. The new tenants gave us an address in the township, to where the uncle's widow had moved. They did fail to tell us that the poor old soul was hopelessly deaf and very frail. However all was not lost for as we were opening her front gate, feeling very down in mouth and exasperated, her elderly daughter arrived. Fortunately she had enough intelligence to understand what we were looking for and sent us to the local undertaker, who had some old wrecks in his yard. So our hopes were raised again.

Wrecks he did have, including the remains of a 1924 Cadillac hearse. Needless to say this was "not old enough" for us (regret not getting it now) but the undertaker's wife told us that her husband was at the football and that he would know of any old cars in the area. She recalled another car behind a garage in the main street and was kind enough to direct us to the owner's home. You've guessed it - he was also at the footie! What now?

We went to the garage and by looking through three back yards of six foot paling fences, thought we could see brass headlights. Could not get any closer so opted to find a peaceful, shady spot and have a picnic lunch.

After weighing the pros and cons, making doubly sure that we had sufficient food etc. for two babies for

night meal plus "in case we break down" (my most dreaded fear) and of course our two selves and seven year old son had to have supplies, we decided to hang around and wait until the footie was over. We ventured to the match, and I might add that the whole town and their dogs were at the oval, issuing instructions to "drive him into the ground", "dive through the middle", "run over him", "don't let him past" etc.

The game over, we made back to "the House". A "box-headed" youth, whom we recognised as one of the players, arrived. "No, Dad (who incidentally was the president of the football club) doesn't get home for half an hour or so". This he finally did, but wasn't interested in our plight or talking cars, only what a great game the son had played. A B-E-A-U-T-Y! He only put one player in hospital for weeks, broke another's arm and one of his own team mate's nose and was cautioned I don't know how many times. By the time our hearts were beating out the soles of our shoes from the intense anxiety, we were finally able to get our message across and ascertain that he did have an old car but he "would want 25 Pounds for it". He'd sold the garage so we could only view it through the next door's fence.

Darkness was setting in and could recognise the 10" Dietz headlights glaring at us through the lantana and weeds. Ed. went over the fence like a gazelle. Yes! It was and old car. Not exactly what we were looking for, but we'd buy it.

Back to the house to get the receipt book, which was to move on to the "post mortems" of the game. We discreetly mentioned we had a 3-hour journey home and had better do just that, making the necessary arrangements to call and collect the Talbot next weekend.

This we did - Mother's Day 1956 - and when we almost had it loaded on our ex-Army bltiz, two Sherlock Holmes type characters lurched around the Fire Station building, next door, one (whom we were later to know as Alan Rose-Bray) said "you beat us to it, you dirty sausage." Alan "took our particulars" and Ed. became a member of the Veteran Car Club then and there.

During the next almost two years, somehow, we managed to manufacture another baby daughter and restore our beautiful Talbot to enable us to be the proud participants - Mum, Dad and the four kids - in the "Best Ever" Katoomba Rally, 1958.

- MARY YABSLEY

* * * * *

Letters to the Editor

Dear Norm,

I would like to tell a story of a chance in a million - maybe a hundred million.

At the Greens Motorcade Auction towards the end when some of the radiators seemed to be going cheap I thought I had better buy one, and on the spur of the moment put my finger up and was knocked down a Fischer radiator which I had not even seen or heard of.

After getting it home I looked up the encyclopedia and found out Fischer broke away from Turicum in 1908. Now I happen to have the only Turicum outside Switzerland with no radiator. Apparently Fischer used the same radiator as it fits the Turicum chassis holes perfectly and even looks the same shape as in photos I have of Turicums from Switzerland.

Some times you can be lucky!

- JEFF WOLFGANG

Dear Norm,

Shelagh and I would like to express our grateful thanks to club members George Roberts, Else and Ben Bronk and John Gorton for the help given us on the Katoomba week-end.

We had a thoroughly enjoyable run despite the cloudburst encountered on Saturday.

.../10

LETTERS TO THE EDITOR (CONT'D.)

Rather ironically we decided on Sunday morning before leaving the motel that the radiator core on "Grannie" would be replaced as soon as we returned home. Sadly we literally "blew up" at Baulkham Hills on the way home - blowing the top out of a cylinder barrel, the major cause being overheating.

Having 'phoned from a nearby house to a friend in Woy Woy, who volunteered to bring a trailer to our rescue, we settled to wait at the kerbside - out of the blue came Messrs. Gorton, Bronk and Roberts and in seconds flat, after John Gorton had towed us, we were encamped at The Bronk household, with Else producing fresh cakes and countless cups of tea.

Ben couldn't miss the opportunity to remind me of the "deceit and guile" I practised at an auction to deprive him of a much-battered Overland radiator cap - after 3 hours of that I threatened to return with the aforesaid item and ram it (NO!!!).

George regaled us with an impromptu poetry recital which, from his memory and without pausing, went on for 10 minutes.

But - most appreciated of all was the amazing agility of George in helping us get "Grannie" onto the trailer and tie her down - and I will be eternally grateful to Ben for his work - in pitch darkness - in rectifying the trailer lighting system which was U.S. - he crawled around under the trailer muttering imprecations.

Thank you dear friends.

- REG & SHELAGH THORNTON

* * * * *

A RAILWAY TREASURE TROVE IN SYDNEY

Some months ago I recorded a visit to Stage I of the Power House Museum near Central Railway and which occupied the site of the former Ultimo Tram Depot which I used to visit whilst with the N.S.W. Government Railways; our base at that time was in Pitt Street, beneath Central Station and a visit there recently showed it now to be 'The Railway Shop'.

And what a source of pleasure and discovery it is! Even the note pad that I was loaned to take a few notes had a photo in the corner 'The First Locomotive used in NSW' and what an excellent introduction. The two shops which adjoin operate during business hours but at all times the well-stocked shop windows indicate the delights within.

There are Locomotive Clearance Lamps (almost at "clearance" prices) and R.R.R. Tumblers which you do not have to pinch but are legally available at five dollars. Silverware from the same initials abound but if a Water Decanter (what child could take a trip on a steam train without feigning thirst to sample the contents) takes your fancy, thirty dollars will suffice. Perhaps a Lamp Finial might take your fancy or an 'Adlake Non-Sweating Signal Lamp' seemed a bargain on a humid February day at \$175.

Telephones, Toilet Signs and Platform Lamps, the type which would illumine the little enamel station names, are all available, and for the home tinsmith 'Plans of Hand Lamps' or for the tired tinsmith one can purchase the lamp itself and not care how it's made.

For people who wanted their own Signal Box but didn't know where to start, large wall-mounted 'Signalling Arrangements' show the way and there is a comprehensive book shop with many titles I have not seen elsewhere. Large folders contain equally large photos for sale and two of interest were the 'Mortuary Station, Rookwood', now a church building in the A.C.T., and Kogarah Station showing a steam tram on the railway tracks.

Well worth a visit, the only jarring feature is reproduction cast plates telling you what to do if your train gets into trouble going down a hill (can't imagine a train

getting into trouble!) but the one warning against using the toilet whilst the train is in the station was absent - perhaps the train had pulled out.

- PAUL W. BUTLER

* * * * *

History Corner

THE FORMATIVE YEARS (PART 1 CONT'D.)

HISTORY CORNER for March 1983 concluded the activities associated with the production by the Australian Amateur Cine Society of a short film using both personnel and cars of the V.C.C.A.

Most amateur cine societies in the metropolitan area availed themselves of the facilities provided by way of cars and personnel by the A.A.C.S. and thus various versions of the same general scenarios were made. The A.A.C.S. 's version was shown at the Australian Institute of Builders Hall, Alfred Street, North Sydney at 8 p.m. Monday, 7th February, 1956. A copy, somewhat similar, produced by a suburban cine club, has been located.

Readers of H.C. will have noted that the founder members of the Club were, in the main, involved in competition and racing as well as being keen connoisseurs of veteran cars. As a consequence, the matter of the V.C.C.A. being represented on the Confederation of Australian Motor Sport (C.A.M.S.) arose early in the Club's history - the first mention being recorded in the Club's Minutes dated 4th December, 1954. The quaint wording of the resolution bears repetition - "That the secretary write to C.A.M.S. asking for representation on that body and asking for recognition in Australian Motor Sport as a minority club of a very exclusive nature". By 3rd March, 1955 the Club's application for affiliation had been approved, Bill Daly, the Club's President had been elected as C.A.M.S. delegate and the yearly affiliation fee of five pounds had been paid.

Prior to the advent of C.A.M.S., the Automobile Association of Australia (A.A.A.), a powerful and authoritative organisation representing major bodies such as the Royal Automobile Clubs, the National Roads and Motorists Association (N.R.M.A.) etc., formed the governing body in Australia for all motoring organisations.

In form and organisation it was an administrative body, not a club and in any case competitive motor sport, insofar as its administration was concerned, was controlled by the Federation Internationale Automobiles* (F.I.A.) in France. The A.A.A. was basically not interested in motoring activities such as racing, hill-climbs, rallies or ghymkhanas. As a result, representations to the A.A.A. were made that the car clubs themselves take over this aspect.

This suggestion was readily acceded to by the A.A.A. and in due course the transfer was smoothly accomplished to the new organisation, C.A.M.S., which now represented the club's motor sporting activities. This stage was reached following full discussion with the sporting car clubs throughout Australia and agreement from a considerable majority, together with an undertaking to conform to the tenets laid down by the F.I.A.

Australia now possessed an administrative and regulative body for motor sport that issued racing licences in various categories, supervised events calendars to prevent overlapping, controlling combined events and provided an Appeals Tribunal. Each participating club elected a delegate to that club's State Council of C.A.M.S. which, in turn, elected a member to the State Board of Management of C.A.M.S. Each State Board of Management elected its own State President and the various State Presidents formed the National Control Council of C.A.M.S. (N.C.C.) This body, in turn, elected a National President. The N.C.C. was traditionally based in Melbourne and maintained an office with an assistant and a paid secretary.

C.A.M.S. became a powerful and efficient organisation. With the passage of time, however, and following some edicts laid down by the N.C.C. which were unpopular (mainly with the racing drivers' fraternities in the various clubs) together with the N.C.C.'s remoteness in

Melbourne, its popularity as a controlling influence diminished. Many clubs in N.S.W., including the V.C.C.A., began discussing ways and means of starting their own breakaway body. The idea snowballed, resulting in the relatively short-lived Combined Motor Clubs organisation (C.M.C.). The V.C.C.A. played its part in these activities - indeed Bill Daly's C.M.C. Racing Drivers' Licence was No. 1 and No. 2 was issued to Dan McFarlane - very well known in C.A.M.S.

The C.M.C. organisation lasted a mere twelve months when it passed into oblivion and the breakaway groups returned to C.A.M.S. Perhaps 'oblivion' is not the correct word as its mere presence in the motor club world for the short period influenced C.A.M.S. along the lines wished for by the C.M.C. supporters.

See you at the next meeting,

- THE HISTORIAN

- * C.A.M.S. is still associated with the F.I.A. - however, the V.C.C.A. relinquished membership with C.A.M.S. on being admitted, on 9th October, 1961, to the world organisation solely involved with the Veteran movement, now called Federation Internationale des Vehicules Anciens (F.I.V.A.) in France.

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

Solution to No. 17

EQUALITY

942 + 942 + 942 = 1413 + 1413

No. 18

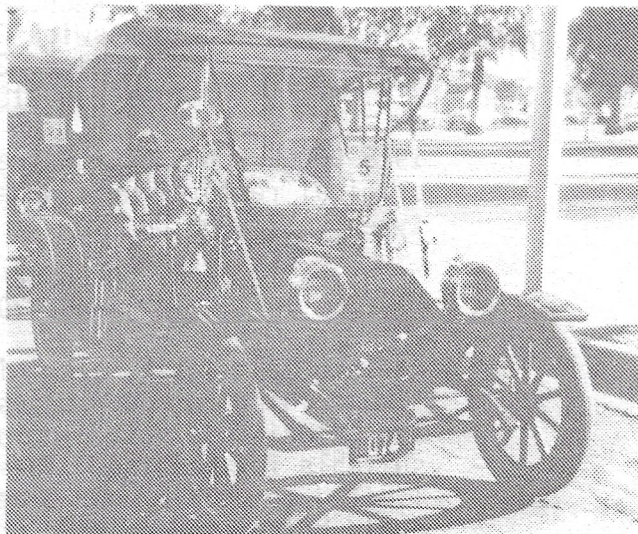
TYPING TEST

The top row of letters on a typewriter reads as follows: QWERTYUIOP. If you ignore the Q, U and O and use some other letters more than once, what ten-letter word can you make?

* * * * *

Advertisements

FOR SALE: 1911 HUPMOBILE. This car has been associated with the Veteran Car rallies for approx. 23 yrs. It has attracted attention and has been very popular in many rallies, and has won many trophies such as the Concourse D'Elegance, Wollongong and Newcastle rallies, also the Bank of N.S.W. Trophy. Has been in the Autumn Tour of the West, covering 1,120 kms. This car is in excellent condition. Sale is due to my retirement to the country, and loss of family interest in rallies. Price \$20,000 o.n.o.



- KEN NUTT
226 Elizabeth Drive,
Vincentia. 2540
(044) 41.5920
(02) 524.2859

FOR SALE (ALL STATES)

1912 AUSTIN steering assembly
 1910-12 F.N. diff., rear hubs, rear
 hub cap
 1912-14 BUICK gearbox, diff., hub
 caps (large), crankshaft, flywheel etc.
 T-FORD front axle, non-detachable
 B.E. rims, electric headlamp
 B.E. rims 920 x 120
 BRASS SIDELAMPS H & B No. 1004,
 H & B No. 1000, Lucas No. 654,
 Dietz Ideal, H & B square electric,
 Canada Cycle & Motor Agency sidelamp
 (All above lamps in excellent
 condition).
 SIGHT LUBRICATOR - 4 bearing brass
 dash mounted
 PRESTOLITE gas cylinder

- G.J. KNODLER
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 (049) 46.7183

FOR SALE

1915 DODGE ROADSTER. Extremely
 original restoration; NON-SKID
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At long last again, aluminium rounded
 "T" moulding for door edges, etc.
 The material is soft aluminium and is
 suitable for bending. The supply is
 limited so put in your order now to
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 \$4.00 per metre in 3-metre lengths,
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FOR SALE

Back copies of the "SOUTH AUSTRALIAN MOTORING HISTORY BOOKS" are still available.

(These have often been available at club meetings).

- Book 1 A Collection of Photographs
 1898-1918
- Book 2 Motor Car 1901-1918
- Book 3 A Collection of Photographs
 1918-1931
- Book 4 Motor Cycles 1899-1930
- Book 5 Commercial Vehicles
 1905-1931
- Book 6 A Collection of Photographs
 1891-1918

Available direct from:

JOHN WIEN-SMITH
C/- The Sporting Car Club of South
 Australia
260 Portrush Road
BEULAH PARK
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PRICE: \$3.50 + Postage (Suggest .50¢)

* * * * *

FOR SALE

1914 HUMBERETTE - 2 cyl., 8 hp Roadster.
This is a reluctant sale of a fully
restored trophy-winning, pleasurable
little English car with many extras.
This car is in excellent running order.
Beautiful brass work, including gas
lamps, bugle horn and Smiths speedo.
Included in this offer is a trailer
made to suit. Genuine enquiries to:
DAVE TRAIL - (07) 203.6726

WANTED (ALL STATES)

Any available 1906 or thereabouts 8 hp De Dion AL model mechanical parts, including engine mounts, steering box, floor pedals, hand brake lever, gear change lever.

In fact, if any spare parts are available, please contact me with what you have and I will let you know just what I require to complete the missing parts on my chassis.

- GRAHAME WILKINSON
100 Leybourne Street,
Chelmer, Brisbane. 4068
(07) 379.8887

FOR SALE

1923 PEUGEOT TOURER, Model 168.
Mechanically complete, front half of body. Asking \$1,500.00

1927 CLYNO TOURER, 12 hp.
Complete unrestored car with only the clock missing.
Asking \$2,500.00

TO TRADE:

OVERLAND "69" complete rebuilt motor.
OVERLAND Radiator, Brass 1912? Fair condition.
CHARRON Chassis, front axle, rear axle, 4 wheels. Year?
CLEMENT BAYARD, L-headed twin cylinder motor, fair condition.
STEWART WARNER spot light/rear vision mirror.
Vintage CAV headlight.

(Cont'd. on P.19)

Cont'd from P. 18:

WANTED:

WATER PUMP, oiler box, carburettor, crown wheel and pinion, diff. housing, second gear, engine cylinder, in fact, anything that will fit a 1904 AC 2K Clement Bayard (Clement Talbot) would be greatly appreciated.

Good front half of early single cylinder De Dion chassis. (Truss Rod Model)

Pair engine mounts, 6 hp model.

- HENRY ANDERSON
Bangalee Street, Jindalee, Brisbane.
(07) 376.1826

FOR SALE:

1914 TALBOT. 4C B X Tourer mechanically 95% complete, most body panels, some restoration has been started. \$5,500.00.

1928 FIAT 521 Tourer. Original car in good condition, 6-cyl., good brakes and steering, top touring car. \$7,500.00.

1915 Saxon 4 cyl. runabout. Good mechanically, full rego., electric starter and lights. \$9,000.00.

- BOB COLLETT
(07) 202.6763

DO YOU REQUIRE STEAM BENT HOOD BOWS ??

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