



An incorporated club

A0035482V

A friendly family social motoring club

Edition 70

December 2003

Your A.B.C. NEWS



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The All British Classics Car Club of Victoria, hereafter named ABCCC is a participating member of the Association of Motoring Clubs; Our AOMC delegate is: Bill Allen & Tom Cannon, contact details are listed above.

The All British Classics Car Club of Victoria is an Authorised club under the VicRoads Club Permit Scheme Club Permit Secretary, Frank Douglas & Tom Cannon, contact details are listed above.

Articles in Your A.B.C. News (the official newsletter of the ABCCC) may be quoted without permission, however, due acknowledgement must be made.

Articles appearing in Your A.B.C. News are not necessarily reflecting the views of the club and that the Advertisers and products are not necessarily endorsed by the club.

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For ABCCC members who elect to receive their newsletter via email, the newsletter will be available to download from the ABCCC web site www.abccc.com.au at the same time that the Hard Copy newsletter is mailed to members who do not have access to the internet.

Address correspondence to: The Editor, Your A.B.C. News (address to be supplied).

This months cover picture's were taken at the Saturday night Dinner and Trivia evening at the Mountain view in marysville over the Melbourne Cup Long Weekend

EVENINGS

NOVEMBER

30TH - A.B.C.C.C CHRISTMAS LUNCH - 12 noon at the RACV Healesville Garden Gazebo. Free ABCCC Club Calendar to all that attend. YOU MUST BOOK, ring Frank now on 8704 2533. Cost \$25 per head. Club pays for the drinks. Don't forget your \$5 per person Kris Kringle and you will pick up one in return.

DECEMBER

14TH - A BBQ - At the Tarago Reservoir - for more details see page 8.

2004

JANUARY

18TH - The RACV Great Australian Rally Centenary Event, details are on page 5 or visit the web site for this great event.

MARCH

20TH - 24TH - Fly the Flag Tour, more on page 5, or visit our web site for all the details and entry form.

24TH - British and European Motor show, venue to be advised.

Next years calender of events is on 4 of this newsletterlist more details will be posted on this page nearer the dats, remember keep your diary free to enjoy your friendly family ABCCC.



Escape with the Escape Motoring Group

For a pleasant early morning drive, call Neil Wakeman on 9841 7773 or Chris Newell 9735 2335 for more details. Next outing is on November 9th meet at 7.00 am to leave at 7.15 am sharp from the service road outside the Nunawading Civic Center (opposite Harvy Norman's).

ALL BRITISH CLASSICS CAR CLUB, PLANNED MEETING FOR 2004

Meeting started at 4.30 on 1st November , 2003.

Frank welcomed everyone.

The meeting is to plan next years calendar, with some prizes for suggestions.

Frank is organising a 12 months calendar to be distributed at the Christmas lunch.

Book for Christmas lunch - \$25.00 per head.

Please bring a Chris Kringle present.

Events for 2004

January

11th..... Rally bag stuffing

18th..... Great Australian Rally

February

1st AGM at RACV city 2.00pm

8th..... Picnic at hanging rock

21st-22nd Ballarat Swap Meet

22nd Fruit and berry farm (pick your own fruit)

March

14th..... British and European day

20th..... FLY THE FLAG TOUR RACV Centenary

April

9th..... EASTER BROKEN HILL Bush Rally

May

2nd WALHALLA via Moe

29th..... Winton Historic Racing

June

6th..... Peninsular Tour

20th..... Confectionery Catering, 10K E Bendigo - lunch at the Farmers Arms Hotel

July

10th..... Trivia night

25th..... Warburton Hotel Christmas in July (annual dinner)

August

8th..... T.B.A

22nd T.B.A.

September

12th..... T.B.A.

29th..... T.B.A.

October

T.B.A..... 7 Day Tour of Tasmania (Don & Aurora Johnson)

30th..... Cup Day Weekend

November

1st-2nd Cup Day Weekend

13th-14th Bendigo Swap

21st Wings and wheels

December

5th..... Christmas Party or

12th..... Christmas party

12th..... T.B.A.

Expressions of interest for Tasmanian tour: Don & Aurora Johnson, Heather & Tom Cannon, Nello & Diane Maffodda, Joy & Colin Brown, Terri & Bill Allen, Frank & Pat Douglas and Val Jefferyes.

Meeting closed at 5.20 pm.

THE RAIN IN MARYSVILLE, STAYS MAINLY ON THE HILL

By Jove! I think I got it! Except that at the top, it fell and stayed as snow. But this is November, we are officially on eastern standard summer time, so, it must be summer weather – right? Wrong! Forget all that tripe about global warming and extended droughts etc. We had all the opposites in Marysville – cold weather, wet weather, snow weather, hail weather and sunny weather (limited). As they say about Marysville, it doesn't have a climate, it has weather, and heaps of such stuff in variable quantities. It was also heard that Marysville is the wettest place in Victoria – that was news to some of us.

Our Melbourne Cup weekend was a very flexible affair, with some staying for the full bit and others staying one, two or three nights. We elected to stay for two nights. Our accommodation for the weekend was booked at the Mountain Lodge Guest House, and very warm was the welcome and the facilities. There were several Jaguars of differing models, a couple of Rover P6Bs, a Rolls Royce Silver Spur, a MG 'B', a Morgan, Wendy (MG 'Y' Saloon) and our Jowett Jupiter. In addition, there was a sprinkling of 'moderns' in our group.

As we drove through Marysville, we met Frank and Pat coming down into the town centre for a spot of light lunch. We had already spotted Wendy outside a café right on the pear-shaped roundabout, so we knew where to come for our lunch. Suzette, in charge of the Mountain Lodge, was rather surprised that anyone would arrive to stay in an open car. We had a dry, even more surprisingly to Suzette, trip up from Boronia. But straight after checking in as we were unpacking the car, it started to rain.

We joined the rest of the group for lunch and had a walk around central Marysville, then it started raining again, so we drove back to the Lodge and had an enjoyable afternoon in close proximity to a blazing wood fire. Later in the afternoon we had a General Meeting of the ABCCC Inc. This was a very salubrious affair in a proper conference room with comfortable chairs and good amenities. The main purpose of the meeting was to plan next year's events. The result of all this planning was a mite distressing for us as there will be some special events that we will not be able to participate in due to Jowett commitments. We really do want to go to Broken Hill over Easter, but we are already booked to take part in the Jowett Club's National Rally in Tasmania at that time, and it will not really be practical for us to return to Tasmania in October – much as we would want to. No doubt the minutes of the meeting and the calendar of events will appear elsewhere. After the meeting, we got ready for dinner in the main dining room.

This was quite a surprise, the room had been decorated with balloons and streamers of all hues. On our tables there were Christmas crackers, air horns and streamer poppers. We were in party mood! It was a grand meal, very efficiently served and the BYO wine certainly flowed in the right directions.

After dinner, our quiz-master Frank, set us up in groups for a trivia session. This was in two parts and the first part was only the warm up for the tougher second part. All too many answers were realized after the event and there were a couple of debatable ones amongst them. Table AH won the first session and I don't know which table won the second round. It was during this round that a couple of answers were disputed, but the Quiz Master remained in total control! All too soon, it was time for bed to the accompaniment of quite a downpour of lovely rain.

After a huge breakfast, we all met at the museum run by Fred and Dot Sawyer. This was a very interesting tour of their very interesting exhibits, mostly of the motoring type. First up Fred showed us a very interesting pendulum operated clock with a device that permitted the clock to not lose a single second while the long weight rope was wound. This was ably demonstrated by Fred and we could see that the clock would never 'wind down' and stop, because of Fred's enthusiasm for demonstrating it to visitors. There was one lovely comment from Fred, "If you don't do that, it, like me, won't work." From the clock we moved on to a superb collection of headlamps and horns from veteran cars. Next to this case was a display of wartime memorabilia from Fred's activities.

It was then time to look at his vehicles in detail. There is too much to describe it all here, but the Romany Wagon was a real highlight (particularly where the daughters were kept until of right age), as was the trained wheel on the 1920s Albion truck. Fred gave the front wheel a spin and it kept on spinning beautifully while Fred told us all about the truck and its history. Right at the end of his commentary the wheel slowed right down and, being out of balance a very small amount, just came to rest when Fred told it to and then commenced rotating, very slowly, in the opposite direction when told to. Meticulous timing Fred!

After noting that the Albion had been built like a Swiss watch, we moved on to a Maroubra Speedway Model T Ford Racer, all spindly and sleek. We then turned our attention to the steam operated fire engine that must have started its days in the Aldershot Barracks (England) and was in a very sorry state after a film studio had used it. Fred has restored it beautifully and had the wheels fully rebuilt by a professional wheelwright in the 1950s at a cost of £400 then, a fortune today no doubt. Other cars seen were a trio of early Packards, a veteran Wolseley, a Morris Minor alongside an Austin A30 and a mid-sixties Vauxhall Victor. Nearby was a very, very, beautiful S3 Bentley. Of even more interest were vintage motorcycles, a Douglas flat twin, a BSA and a superb twin-port Sunbeam. The Douglas is special as it came from our home town, and the Sunbeam because those 1930s bikes were reputed to have the very blackest of black paints.

Then there was a demonstration of a fairground carousel organ. The tunes soon had Fred and Dot up dancing and they were quickly joined by some of our group, I kept a very low profile at this time with a few others! All too soon, it was time for lunch and we had to take our leave of Fred and Dot. A super special thank you to both of you, and a special thanks for the wonderful commentary – it was very entertaining.

Our planned afternoon activity was a run up to the Lake Mountain ski area. We waited at the front of the Lodge, and then realized that all the others had departed earlier than the stated time! As we left in the Jupiter, the sun was shining, so it was top down and off playing 'catch-up'. The road from Marysville to the ski area is superb and the bends are nicely cambered the right way. As we climbed it got steadily colder and then it started to rain, soon there were smatterings of snow by the road. We drove right to the top, but by the time we arrived, there was quite a snow storm and low visibility. On the right there was a row of cars that we thought were parked, but were actually stuck in the slushy snow.

As we approached the end of the road, we came up to Frank in Pat's BMW executing a perfect three-point-turn, with about 100 mm of snow on the roadway. This was the point where I found out a few things about the Jupiter in such conditions. Firstly, upon spotting Frank's maneuver, the throttle was relaxed and the clutch was depressed. All that happened was that the engine revved to more than 5,000 rpm and the clutch did not release properly. The carburetors had iced up, locking up the throttle arms in the open position, during our climb. It was then noticed that the brakes were also inoperative due to the pedal being solid. We slipped clutch less into neutral and, with the engine finally idling, coasted to a stop just in time.

It turned out that the front wheels had packed slushy snow around the control pedals and the chassis. While driving up the last of the mountain, there must have been sufficient chill factor to freeze the packed snow. We then executed a brakeless three-point-turn and followed Frank down the mountain – still virtually brakeless. In all our winter driving of the Jupiter in England, and driving in much deeper slushy snow, I had never experienced such problems. The snow was still under the car next morning! The scenery up on Lake Mountain was breathtaking, fresh snow does something for me, I always enjoy the undisturbed look about it.

As we came down the mountain, we ran into hail just before coming back into Marysville. That made it a mad dash to the sanctuary of the entrance awning of the Mountain Lodge, so that we could park in the semi-dry and erect the hood for the night. We were not wet and the cold did not affect us at all, so we joined the others and had a cup of coffee by the fire. Dinner was another memorable event, and afterwards we enjoyed a glass or two of fine port and exchanged tales of embarrassing experiences to hilarious laughter. I reflected that we nearly had just such an 'experience', up on the mountain with Pat's BMW!

In the morning it was time for us to leave and we had a trouble-free run home. Thanks are due to the staff at the Mountain Lodge, and to those of the Committee who made it all happen. Also, a special thanks for such enjoyable company, it was great fun. And, because of our company, the 'weather' just couldn't dampen our spirits!

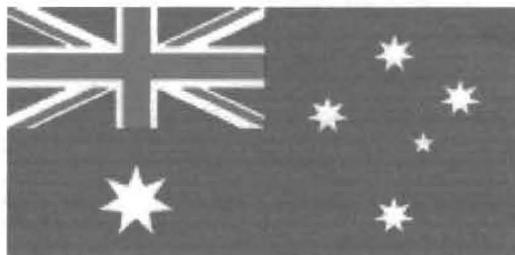
Mike Allfrey.

THE FLAG

During our visit to Marysville, we spent Sunday morning viewing Fred and Dot Sawyers' museum, which has an interesting collection of motoring memorabilia and other things of interest. Amongst those items of interest were pieces of prose about our flag. They are really wonderful and we felt that they should be placed in Your ABC News. Please enjoy them.

The Flag I

Our flag bears the stars that blaze at night
In our southern sky of blue.
And the little old flag in the corner
That's part of our heritage too
It's for the English, the Scots and the Irish,
Who were sent to the ends of the earth.
The rogues and schemers,
The doctors and dreamers
Who gave Modern Australia birth.
And you, who are shouting to change it
You don't seem to understand,
It's the Flag of our Law and our Language,
Not the Flag of a far away Land.
Though there are plenty of people
Who'll tell you,
How when Europe was plunged into night
That little old flag in the corner
Was their symbol of Freedom and Light.
It doesn't mean we owe allegiance
To a foreign imperial dream
We've the stars to show where we're going, And the old
flag to show where we've been.



The Flag II

Touch not the flag lest we arouse the wrath
of those who gave their lives
to keep it flying high;
this was their gift to us
so let us not betray their trust,
and as we salute our flag
let us remember what it really means to all of us;
this heritage of ours for
which men fought so bravely;
replace it not with skungy cloth
embellished with regalia;
but let us keep with fiercest pride
this symbol of Australia.

Esse quam verderi
Kenneth Louis Proudlock.
(Signed) With thanks

Not Known.

THE RACV GREAT AUSTRALIAN RALLY – SHOW BAGS PACKING DAY

Preparations for the RACV Great Australian Rally on 18th January, 2004, are well advanced. Traditionally, on the Sunday prior to this important event, we pack show bags with rally route information, other literature and rally gifts. For the 2004 event, we will be packing the bags on Sunday 11th January, commencing at 10:00 am and working through till the task is completed. Bring along the ingredients for a barbecue lunch and we will light up the barbie.

We are anticipating 2000 vehicles for next year's RACV Great Australian Rally. That means that there is a fairly large task ahead. As we all know very well, many hands make light work, so with good participation on the day, the task should be completed with consummate ease.

If you can help us, then please let Frank Douglas know well in advance, so that a schedule can be established. Even if you can only assist for the morning or afternoon, your help will still be greatly appreciated.

Please note the following in your diary, mark your year planner, mark your calendar:

Where: 12-14 Grand Valley Drive, Chirnside Park
When: 11th January, 2004
Time: From 10:00 am
Bring: Barbecue Lunch Ingredients, Drinks Supplied
Contact: Frank Douglas (03) 8704 2533

This is a barbecue lunch run not to be missed, cancel all those other plans and join us for the drive from Lilydale to that beautiful Tarago Reservoir in East Gippsland. An interesting tour route has been worked out for us that will take us from our meeting point at the car park for Lilydale International (on the Maroondah Highway opposite Performance Tyres). The time to meet there is for a 10:00 am departure. From Lilydale, our route takes us along the Warburton Highway, B380, to Yarra Junction where we turn right into Yarra Junction – Noojee Road, C425, we motor through Powelltown to turn right into Main Neerim Road, C425 & C426, to Neerim South. On the way we will stop at Piedmont Winery.

Lunch will be at Tarago Reservoir where there are electric barbecues. Those travelling from the south can go straight to Tarago Reservoir to meet at 12:00 – 12:30. BYO everything.

Map references for the Tarago Reservoir, Neerim South, are:

| | |
|--|----------------------|
| Melways Directory | Map 512 Reference V5 |
| UBD Greater Melbourne Directory (2003) | Map 737 Reference B3 |
| VicRoads Country Directory (Edition 4) | Map 96 Reference H2 |

With all that information, no one should get lost.

After our luncheon and other activities such as the Jindivick Smoke House and the Piano Hill Farmhouse Cheese for tastings, we will make our way home along the Princes Highway (Freeway).

We look forward to you joining us on this tour.

Tony Pettigrew – Organiser.

RAC HORSEPOWER

This topic does not apply to all classic cars, but the question – what is RAC Horsepower? – is frequently asked. Here is an attempt to provide an understandable answer to this vexing question.

In days of old, at the turn of the 20th Century, the British government of the time was cunning enough to realize that the motorist would be a very generous milk cow. At last, here was a convenient method of taxation that knew no boundaries! That reasoning still persists over one-hundred years later, but the Governments are smarter now – they use robots to raise revenue from motorists. In the early days of mass motoring the British government was a reasonably fair institution, in that the revenue raised via the motor vehicle would be used to upgrade and maintain the roads that the motorist and his motor car used. All very fair and acceptable, but not so in our enlightened times!

At the time that a vehicle road tax system was being developed, the British government consulted the Royal Automobile Club for advice on how the tax should be applied. Of course, the RAC would have had to consider the welfare of its membership in such decision making. It was eventually agreed that there would be a horse power tax.

The term RAC Horsepower was adopted, purely for extracting money from motorists. The RAC Horsepower figure was a calculation of the engine's total piston area, in square inches. Thus, for example, a 1.5 litre engine with 2.95" bore and 4 cylinders has a total piston area of 27.6 square inches. In the RAC formula, this sum was divided by 2, so that an equitable tax could be applied. Half the total piston area provides 13.8 square inches, and thus the annual Road Fund Tax of £13 6s 0d would apply to that motor car. Quite a sum in those times.

In those early days, there were a good number of large bore, large capacity engines in use, and probably the division of the total piston area by two was deemed to be fairer. It did not take long for the 'Tax Dodge' engine to become common in Britain (and in France, where a similar system had been adopted). Such an engine had a very small bore,

THE RACV GREAT WINGS & WHEELS DAY

The final event in the RACV's Centenary Year Celebration Programme will be the RACV Great Wings & Wheels Day, to be held on 21st November, 2004. The venue for this eminent event is the Lilydale Airport (also known as Yering Airfield), Macintyre Lane, Lilydale. The map references for the venue are:

| | |
|-------------------------|-------------|
| Melways Directory | 27 4J 11 |
| UBD (2003) Directory | 172 E20 |
| UBD (2003) Directory | 004 Ref 172 |
| RACV VicRoads Directory | Map 79 G5 |

A major attraction of this event will be the display of antique, classic, modern and military aircraft in a static display that will permit close examination by the public and participants alike. There will also be some general flying going on throughout the day. So come and see some really interesting aircraft and do not be afraid to ask questions about the aircraft. Their owners are just as keen as land-based vehicle owners to provide answers to your queries.

The other attraction will be a thoroughly interesting display of motor vehicles from the veteran, vintage, classic and modern classic eras. There will be more than one-thousand motor vehicles to have a look at, so come early so that you will not be disappointed. Vehicle clubs can, with prior arrangement, organise a group display of their interest vehicles. We are hoping that a significant number of ABCCC club members will bring their motor cars along for display. We look forward to seeing you there.

Display aircraft and motor vehicles should arrive from 9:00 am and the general public will be allowed into the display areas from 11:00 am.

Magnificent prizes will be awarded for outstanding motor vehicles and airplanes.

If consideration is being given to spending a weekend in the Yarra Valley area, then suitable accommodation can be arranged by contacting the Yarra Valley Visitor Information Office on (03) 5962 2600.

The proceeds gained from this event will be donated to the RACV Foundation.

The RACV Great Wings & Wheels Day is actively supported by the following organizations:

- The Association of Motoring Clubs Inc.
- The Federation of Veteran, Vintage & Classic Vehicle Clubs of Victoria Inc.
- The All British Classics Car Club Inc.
- Lilydale Air Services
- The Yarra Valley Regional Tourism Association

We ask you to support these organizations wherever possible.

This event is Victorian Club Permit Scheme authorized by the Association of Motoring Clubs Inc. (AOMC) and, therefore, a Special Use Voucher is not necessary. Please carry with you in your vehicle a copy of the RACV Great Wings & Wheels Day brochure as confirmation of your permit.

For further information, please contact the following telephone numbers:

Aircraft (03) 9598 4406

Motor Vehicles and General Enquiries (03) 9790 2847 or (03) 8704 2533



COMMENT

The RACV Great Australian Rally

As we are all very much aware, the RACV Great Australian Rally is fast approaching. The date for this important event is Sunday 18th January 2004 – not all that far away! In previous issues of *Your ABC News*, there have been urgent pleas for volunteers to assist with marshalling this event.

THAT CALL IS STILL CURRENT! THAT CALL IS STILL CURRENT!

It will be a case of many hands makes light work, particularly for those who take on the marshalling task at the Mornington Race Course display area. The plan is to have the first group marshal the vehicles into their display positions; and for the second group to assist late arrivals and then assist all vehicles exiting at the close of the display. A shared workload means less work for everyone. Please give this matter your serious consideration and contact any of the following:

Frank Douglas (03) 8704 2533 Tony Pettigrew (03) 9739 1146 Ray Higginson (03) 9336 7306

Bill Allen (03) 9846 2323 Mike Alfrey (03) 9729 1480

If you can help, please come forward and, believe us, it will be greatly appreciated.

The RACV Centenary Fly The Flag Tour – 2004

Have you booked for this one yet? If not – do so now!

This is an event that must not be missed, booking details are as follows:

Frank Douglas (03) 870402533 and Brian Kelly (03) 9790 2847 BH

Planning for this event is now well advanced, we are even working out how many sausages, bacon rashers and eggs will be required for the free breakfast at Government House. So, don't miss out on a freebie, there's another reason to get your entry in.

Accommodation of all types of all types is available in every town where the Tour has overnight stops. There is a wide variety from on-site cabins through to motels and B & B establishments. There are both budget and four-star styles of accommodation. The local tourist centres in each town can help organise your accommodation and, in most cases, will book for you. Set out below are telephone numbers for local tourist centres:

Colac (03) 5321 3730 Camperdown (03) 5593 3390

Hamilton 1800 807 056 or (03) 5572 3746 Ballarat 1800 446 633 or (03) 5320 5741

Booking accommodation is your own responsibility, so book early to avoid disappointment.

The entry fee for the RACV Fly the Flag Tour is \$40.00 per person per day. This fee includes dinners, two lunches, morning tea at Narrapumelap and entry cost. Each participating car receives a gold rally badge.

Note: we are calling for marshals for this event. If you wish to share the workload, then please contact one of the following:

Frank Douglas (03) 8704 2533 Tony Pettigrew (03) 9739 1146 Ray Higginson (03) 9336 7306

Bill Allen (03) 9846 2323 Mike Alfrey (03) 9729 1480

If you can help, please come forward and, believe us, it will be greatly appreciated.

Christmas lunch

Rotunda.. RACV Country Club Healesville 30 November.

12 noon

Book now to join us on this festive occasion and
take part in the ceremony to present the

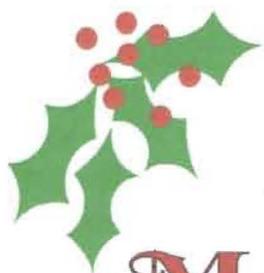
R.A.C.V. CENTENARY CLOCK

Our club gift to the RACV on the event of their
achieving 100 years as a Motoring Club

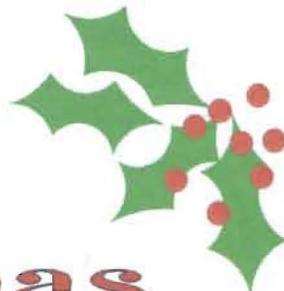
BOOKINGS ESSENTIAL \$25 per head. Ring 8704 2533
drinks supplied..... Frank Douglas.

EASTER 2004. BROKEN HILL. We need to know if you
are interested so that we can send you details. NO
MONEY needed yet. Guess what, ring Frank 8704 2533.



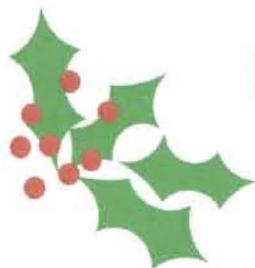


EDITOR'S PAGE

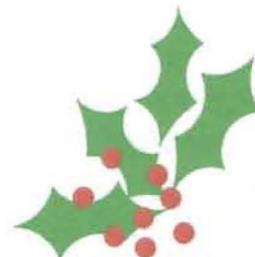


Merry Christmas

TO ALL MEMBERS HAVE A SAFE AND HAPPY
CHRISTMAS WITH FAMILY AND FRIENDS



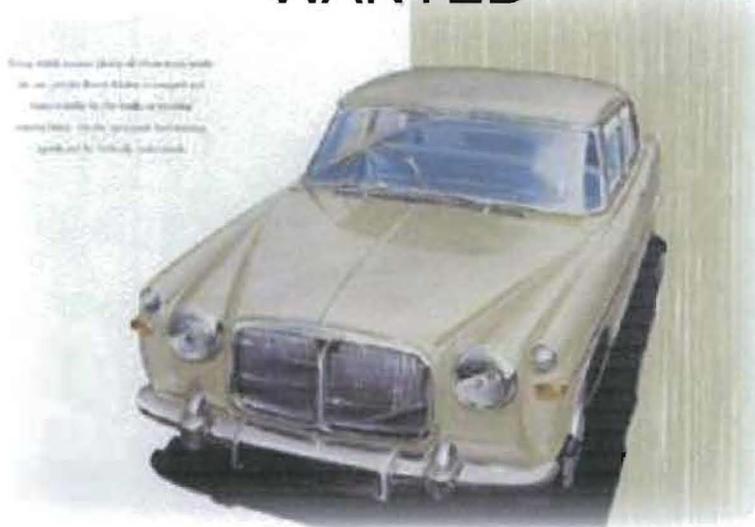
From HEATHER CANNON & MIKE ALLFREY



We often need new ideas so put your ideas in print. I am bowing out due to building a house and a new job, so now my time is limited if you would like to be the Editor of this great club magazine, please let me know.

Heather Cannon

WANTED



Rover 3 litre or 3.5 Mk 2 or 3 in good condition
Ring Tom on 8707 5957