



An incorporated club

A0035462V

A friendly family social motoring club

Edition 120

July 2008

IN PHOTOGRAPHIC GREY

Your ABCCC News



TRANQUILITY BY THE RIVER

Brian Skewes' beautiful Jaguar Mk II with the famous paddle steamer Adelaide in the background. This is a true Murray River scene taken at Echuca during our visit.

This car managed to just get in to the display at the steam rally, which had a 1959 cut off date.

Please send in photographs of your British Classic so that it can be featured here – otherwise, most definitely, more Jowett pictures!

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the ABCCC Inc. is \$35.00. There is a once only joining fee of \$30.00. Please send membership subscriptions to:

Val Jefferyes

PO Box 8092

Burnt Bridge Shopping Centre

Croydon VIC 3136

Please Note: Membership subscriptions should be paid prior to the end of December.

THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC., FOUNDED - SEPTEMBER 23^d 1997
THE ABCCC IS AN ACTIVE MEMBER CLUB OF THE ASSOCIATION OF MOTORING CLUBS INC.
Club Founder – The Late Frank E Douglas

"Owning And/Or Appreciating The Spirit Of Fine British Classics"

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THE ALL BRITISH CLASSICS CAR CLUB WEBSITE IS <http://www.abccc.com.au>

IMPORTANT CLUB INFORMATION

Introduction

The All British Classics Car Club of Victoria Incorporated, hereafter called the ABCCC, is a fully incorporated club in accordance with the Associations Incorporation Act. Accordingly, any publication or document officially issued by the ABCCC, must carry the ABCCC's Association Incorporation Registered Number: A0035462V.

The ABCCC Magazine (Including Disclaimer)

The publication, *Your ABCCC News*, is the official magazine of the All British Classics Car Club Inc. It is published once a month, with the exception of December. The magazine's issue date is during the week of the 25th of each month. To make the editor's task a little easier, it is requested that articles, events information and photographs are with the Magazine Editor prior to the 14th of each month. Articles published in *Your ABCCC News* may be used without permission. However, the ABCCC does ask that appropriate acknowledgment be given.

This publication contains general information that should not be relied upon without specific advice from a suitably qualified professional. The authors and the All British Classics Car Club Incorporated expressly disclaim liability for anything done or omitted to be done by any person in consequence with the contents of this publication.

Those products and/or services mentioned in this publication are not necessarily endorsed by the ABCCC Inc. Articles and photographs published in *Your ABCCC News* do not necessarily reflect the views of the Committee, the Club's Membership or the ABCCC Inc. Events, other than those conducted by the ABCCC, are included for interest purposes only, and they are reproduced in good faith. The ABCCC Inc. cannot be held responsible for any inaccuracies relating to other clubs' listed events.

For those members who receive their issue of *Your ABCCC News* via E-mail, the magazine will be available to download from the ABCCC website <http://www.abccc.com.au> at the same time that the printed copy of the magazine is mailed to those club members who do not have access to the Internet.

Address all correspondence to: The Magazine Editor, 59 Rowson Street, Boronia, Victoria, 3155. Other editorial contact information is listed above.

The Victorian Club Permit Scheme

The ABCCC Inc. is a club that is authorized by VicRoads to operate vehicles under the Victorian Club Permit Scheme. On the Committee there are two Victorian Club Permit Scheme Officers, and their contact details are listed in the Committee Directory.

Club members will be kept up to date with respect to changes and improvements to the Victorian Club Permit Scheme. However, it cannot be stressed enough, that a vehicle operated on the Scheme, must carry the VicRoads Permit (current), the AOMC Victorian Club Permit Scheme Handbook and a copy of *Your ABCCC News* that contains details of the event the permitted vehicle is participating in.

All enquiries should be directed to the ABCCC Victorian Club Permit Scheme Officers.

A number of marshals' safety vests are missing! If you know of their whereabouts, please call Maxine Pettigrew on (03) 9739 1146. We need them to restore club inventory.

THE VICTORIAN CLUB PERMIT SCHEME

For your Victorian Club Permit Scheme (VCPS) renewal, please forward your completed renewal form to Colin Brown at PO Box 40, Coldstream, Victoria, 3770. Please enclose a stamped envelope, addressed to VicRoads along with a cheque/money order for your VCPS Fee, and I will sign on behalf of the club and forward it on to Vic Roads for you.

Please note that the Customer Copy and VicRoads Copy must be intact It is your responsibility to maintain the motor car in a safe operating condition.

Colin Brown.

NEW VCPS APPLICATIONS

For members wanting to place a car on the VCPS, under the auspices of our club, please contact: Nello Mafodda on (03) 9719 7949, who is the ABCCC VCPS Officer in Charge. Nello will be pleased to provide all the information required to place a motor car on the VCPS.

Nello's position is entirely voluntary, so due consideration should be given when contacting him.

ABCCC EVENTS DIRECTORY

Note: All events listed in this directory are placed in good faith. Events for inclusion must be with the Magazine Editor prior to the 14th of each month. Events organized by other clubs or associations have a contact telephone number, that should be contacted prior to the event, if giving consideration to take part in it, to confirm date and venue.

July 2008

- 2 McClelland Gallery Lunch – [A Mid-week ABCCC Event](#) Ken & Karen McDonald (03) 5975 1867
Meeting Point – Manyung Gallery, 1408 Nepean Highway, Mount Eliza.
Lunch Venue – Morningstar Estate, 1 Sunnyside Road, Mount Eliza, Victoria.,
- 13 You Yangs Day Out – [An ABCCC Event](#) Anne Tootell (03) 9891 6905
Meet At – Todd Road Service Area (Near KFC), Westgate Freeway.
- 16 Yarra Valley Run – RACV Club Event **A NEW EVENT!** Rachel Balding (03) 9944 8987
All members of the ABCCC are invited to join in.
Start Point – Como Gardens, 79 The Basin-Olinda Road, The Basin, Victoria.
- 26 AOMC Information Seminar AOMC Sec. (03) 9555 0133
Venue – East Malvern RSL Club, Stanley Grose Drive, East Malvern.
- 27 Club's Annual Dinner – [An ABCCC Event](#) Colin Brown 0408 343 176
Be sure to get your bookings in now!
Venue – Tokar Estate, Coldstream, Victoria.

August 2008

- 10 The Cream Sponge Run – [An ABCCC Event](#) Judy Birkett (03) 9755 1772
Meet Up Point - Sassafras/Ferny Creek Fire Station, Clarkmont Road, Sassafras (Melways 75 D1).
- 30 – 31 The Wonderful ABCCC Indulgence Weekend – [An ABCCC Event](#) Peter McKiernan (03) 9528 4644
Meet Up Point – TBA

September 2008

- 14 Hanging Rock Environs and Lunch – [An ABCCC Event](#) Marjorie Pepper (03) 9439 7875
Please note the changed lunch venue – see inside.
Venue – Hanging Rock Environs, Meet at Woodend.
- 24 Mid-week Run – [An ABCCC Event](#) Maxine Pettigrew (03) 9739 1146
Meet Up Point – Lilydale International Club, Nelson Road, Lilydale, Victoria.
- 28 Bay To Birdwood Run – A Vintage Event ([ABCCC Invited](#)) Graham Tonkin (08) 8258 6547
Finish Point – Birdwood Mill Museum, Birdwood, South Australia.

October 2008

- 3 – 6 Swan Hill Wolseley Weekend – Pioneer Settlement Felicia Chalmers (03) 5036 2429
Our club is invited to attend this event.
Venue – Pioneer Settlement Museum, Monash Drive, Swan Hill, Victoria.
- 12 Rolling Hills Run – [An ABCCC Event](#) Rob Nolan (03) 5978 7798
Venue – Gippsland, Victoria.
- 25 – 26 Como Gardens Open Weekend – [An ABCCC Assist Event](#) George Hetrel (03) 9761 1341
Venue – Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria.

31 – Touring The Limestone Coast – [An ABCCC Event](#) Bryan Tootell (03) 9891 6905
4 Nov. Visiting South Australia.

November 2008

15 – 16 Bendigo National Swap Meet – Federation Event
26 Archery Competition Round 2 & Lunch – [An ABCCC Event](#) Colin Brown 0408 343 176
A Mid-week Event.
Meet At – Lilydale International Club, Nelson Road, Lilydale, Victoria.

30 Mystery Bus Tour – [An ABCCC Event](#) Ray Higginson (03) 9336 7306
Provided By The Higginson Charabanc Tour Company.
Meet – Alexandra Avenue, Adjacent To Anderson Street Intersection, Melbourne, Victoria.

December 2008

14 Christmas Luncheon Function – [An ABCCC Event](#) Tony Pettigrew (03) 9739 1146
Venue – TBA

January 2009

18 RACV Great Australian Rally – [An ABCCC Major Event](#) Colin Brown 0408 343 176
Start Points – TBA

March 2009

21 - 27 RACV Fly The Flag Tour – [An ABCCC Major Event](#) Tony Pettigrew (03) 9739 1146
Touring – Yarrowonga, Beechworth, Kerang, Bendigo and Shepparton

It should be noted that telephone numbers provided above are 'At Home' numbers.

Note: All ABCCC 'Noted Events' are Victorian Club Permit Scheme (VCPS) Authorized. To qualify for the VCPS, under the auspices of the ABCCC Inc., your VCPS permitted motor car must attend a minimum of three (3) club-run events per year, from the date of the vehicle's permit issue.

Note: The above listed events may require confirmation.

EDITORIAL NOTES – ISSUE 120

We have struck another club milestone, in that we have reached our one-hundred-and-twentieth edition. According to the Editorial count, that is. I don't know if that is something worth celebrating, but we do have a true British Classic on the front page – not veritable yet, because no one has put forward the Jaguar Mk II as a justification for the *Veritable British Classic Car*. How about one of our Jaguar owners putting forward a Mk II 3.4 Litre as the *Veritable British Classic Car*? Surely a 3.4 litre model, with wire wheels and overdrive, finished in Sherwood green is a first-rate qualifier in our quest?

Referring back to our milepost edition, all editions of *Your ABCCC News* that have been produced by me, are still on disc, so if anyone wishes to have back copies, they can be placed on a CD and mailed. The statement that all of the editions are thus stored should be qualified. The magazines stored on disc are complete except for Mary's magic training of her mouse. That means that front pages are not necessarily complete from the aspect of club information and that if Mary had inserted additional information within the text, may not be there. However, to all intents and purposes the magazines are complete.

Now, I have to apologise yet again. This time it was a date mistake in the last magazine. The event in question is the mid-week run to the Yarra Valley organised by the RACV. The correct date is in this issue, and has been since before the June issue was sent out. This conundrum may sound a bit weird, but then I am always told that I do everything in the most complicated way! The whole thing started off by misreading an '8' for a '6' – call it a Senior Moment or whatever you wish. Now for the complicated part. When the fourteen pages are filled and an extra item (from Colin Brown) comes along that has to be fitted in, my technique is to 'Save As' the issue being worked on as the next issue. Thus, things are ready for the next issue. The trouble was that I noticed my Senior Moment and corrected it straight away, not realising that the document I was actually working in, was the July issue (this one). Thus the error managed to stay in the June issue and managed to confuse both Ian Hankey and Rachel Balding, who is kindly taking our bookings. So, apologies to all of those who have been confused by my Senior Moment.

Don't forget the excellent Club Information Seminar being held on Saturday 26th July. The theme is the Restoration Scene from the mechanical aspect. Guest speakers from specialist workshops will be telling us about their services and there will be discussion on how the industry can survive without having to go off-shore. Our hobby relies heavily on specialist repairers and manufacturers and currently, this country is probably in a state of flux. For example, it is possible that there is only one windscreen manufacturer, Protector Glass, left in this country. In another case, first stage investigation revealed that forging of vehicle parts could soon go off shore.

If there has been any progress on the VCPS Review, since the May Delegates' Meeting, it will also be discussed.

Next month's edition of *Your ABCCC News* will be out early. If you have anything, please get it to me pronto!

Mike Alfrey.

MINUTES OF OUR ANNUAL GENERAL MEETING

Held at the home of Pat and George Hetrel, Como Gardens 79 The Basin-Olinda Road, The Basin, on the 3rd of February, 2008.

Meeting started 2.30pm.

The Vice President, Tony Pettigrew, spoke about the club and the constitution. The club uses model rules with a couple of exceptions. We will today elect President, Vice President, Treasurer, Secretary and two committee members, others can be appointed by the Committee.

The acting President, Ray Higginson, thanked Pat and George Hetrel for having the AGM and the use of their lovely abode, he also thanked everyone for coming.

Apologies: Cliff Rattray-Wood, Tony Hodges, Ken and Karen McDonald, Thelma Entwistle. Robert and Stella Stark, Nathan and Fiona Gardner, Richard and Rosemary Homersham, Bob and Peggy Kilpatrick, Joy Brown and John Wood.

Minutes

Minutes of the last AGM on 4th February 2007 were accepted by Ross Gardner seconded by Geoff Birkett.

Matters Arising: Nil

Acting President's Report

The acting President started by saying he had only been President for a short time, then asked everyone to stand for one minute's silence to remember Frank Douglas. Ray then thanked all the people who organised events from rally bag stuffing to Christmas lunch. We could not survive without them. The Great Australian Rally raised over \$40,000.00 dollars. A few things were changed, no morning tea at Hastings, they had to go to Mornington. Lyn said about three thousand went through the gates, this included two thousand one hundred adults. Colin Brown, Peter McKiernan, Ross Wolstenholme and Don Kinsey reported that there was no room left at Mornington racecourse for parking classic cars. The rally fee was \$30.00 to enter a car. The fee could go up to \$35.00 next year and include a metal badge to be picked up later in the day. Four hundred badges were sold. This item will be left for the committee to discuss.

Pat Douglas' Speech

Pat thanked everyone who attended Frank's funeral and the parade of cars from the funeral parlour to the cemetery was wonderful. She also thanked Colin Brown for Great Australian Rally and Tony Pettigrew for Fly the Flag.

Editor's Report — Mike Allfrey — See Written Report Attached

There were eleven issues of the magazine most produced ahead of schedule last year with the help of Mary Nolan. Thank you Mary. Cost of the newsletter was \$1692.40 in. Mike asked for more articles about good British cars. Mike quoted some statistics about the magazine which are in his written report. An editor is needed for November and December when Mike will be away.

Treasurers Report — Written

The treasurers report has been circulated. There was a query about merchandise expenditure. David Bullard said we have three options: that the report be accepted, carried or deferred. Deferred was proposed Carried.

Frank Sawyer stated that this was the right decision and that we are legally obliged to comply with the Constitution.

ELECTION OF OFFICE BEARERS

All positions vacant – all stand down and, one vote per membership.

Ray handed the chair over to Peter McKiernan

Peter thanked Ray.

Lyn Higginson said there was no need for an events committee.

Tony Pettigrew said we need to elect President, Vice President, Treasurer, Secretary and two Committee Members.

President	Tony Pettigrew, nominated by Pat Douglas, seconded Ray Higginson (Elected)
Vice President	Ray Higginson, nominated by Tony Pettigrew, seconded Frank Sawyer (Elected)
Secretary	Pat Douglas, nominated by Jim Spence, seconded Tony Pettigrew (Elected)
Treasurer	Tony Hodges, nominated by Tony Pettigrew, seconded Jim Spence (Elected)
Magazine Editor	Mike Allfrey, nominated by Frank Sawyer, seconded Tony Pettigrew (Elected)
Assistant Editor	Mary Nolan, nominated by Jim Spence, seconded Tom Cannon (Elected)
Membership Secretary	Val Jefferyes, nominated by Ray Higginson, seconded Tony Pettigrew (Elected)
Events	Colin Brown, nominated by Tony Pettigrew, seconded Tom Cannon (Elected)
Events	Frank Sawyer, nominated Ray Higginson seconded, Jim Spence (Elected)

Peter handed the meeting over to Tony Pettigrew the new president.

We need to get down to the running of the club.

General Business And Coming Events

Frank Sawyer thanked everyone for the vote of confidence and about the Top of The World day out. Bring cameras and morning tea, lunch will be at a country hotel. Meet at 9:00 am at Lilydale International car park.

Jim Spence spoke about our overseas trip to Phillip Island. Meet at Grantville.

Cohn Brown — thank you for the vote and for help on The Great Australian Rally and a reminder about a great mid-week outing to have a go at archery.

Peter McKiernan spoke about the indulgent weekend on to 3rd of August.

Lyn Higginson thanked Frank for Great Weather for the Great Australian Rally.

Ray thanked Great Australian Rally helpers.

Rob Nolan — weekend away at Rusty Springs — 12 rooms available first in gets the rooms — \$100.00 per couple.

Heather Cannon has cancelled rooms for Fly The Flag.

Meeting closed at 4:50 pm

Minutes Recorded by Val Jeffereyes.

PAST AND FUTURE EVENT REPORTS

POINT COOK OUTING – Sunday 18th May, 2008

On 18th May, the AHMF Heritage Motoring Day, approximately thirty club members arrived at the Point Cook Homestead. After a showery morning it turned out to be a very nice day. After morning tea at the Homestead restaurant we were able to have a good look at the garden and out buildings. We were also able to view the Homestead at our leisure.

We had a pleasant lunch of vol-au-vent or quiche served with a fresh salad and lots and lots of scones with jam and cream. All for \$12 – a very excellent lunch.

After an extended lunch and pleasant chat some of the members decided to travel on to the Point Cook Museum.

This turned out to be a very pleasant day for those who attended.

Pat Douglas.

THE ECHUCA STEAM RALLY – 7th to 9th June, 2008

Our weekend in Echuca and Moama is going to go down in history as the first occasion when the Chardonnay nearly reached drought declaration proportions. On the Sunday evening a loud call went out, "If anyone has a bottle of Chardonnay in their room, will they please go and get it!" This is a first of the greatest magnitude and, could it have been the first indication of oil starvation for the well-oiled machine that our club is so well known for? This is really serious stuff we are talking about here – to run out of Chardonnay on a Sunday evening simply should not happen! Those of us who drink Chardonnay were relieved when Wally Thompson rushed back to his room and came back with a nicely chilled bottle that satisfied the raucous demands for more of that delectable light golden liquid that we know so well. Then there was the problem of removing the cork. As we were all in the Higginsons' room (invited by Maxine!) a saucy comment was heard from Lyn, "Feel free to rifle through my drawers, Wal!" Or words to that effect. Thankfully, those who were there, and were sober enough, all understood exactly what Wal was up to! Others can use their imagination on that one.



Our weekend commenced in a laid back way, with all arriving at our Murray River-bank accommodation at various times during the Friday afternoon. Yours truly, having been delayed by telephone calls dealing with matters Jowett, left home three-quarters of an hour later than expected and, after a slow run on to the Northern Ring road, arrived at the Cadell just after the evening meal bus had departed. I was able to join the group in time to place orders for a very nice meal. Bill and Heather Bonner arrived just after the bus had departed too.

Left: Our group about to board the 'Pride Of The Murray'.

Next morning, in daylight, it was revealed that quite a few 'Moderns' had been used for the weekend rather than proper British classic motor cars. The reason for this phenomenon

was the letter from the Steam Rally organisers that advised there would be an age cut-off at 1959. This was an attempt to stop sundry old cars being used to gain free entrance and close-by parking. Pea Soup being just a youthful thirty-one years old did not qualify by quite a margin, so it stayed at the motel and basked in the Riverina winter sunshine. VicRoads, confound them, have provided a perfect ally for those policing entry to such events, by placing the build date in print on the registration sticker! Thus, just three of our cars managed to be placed on display – Wally's nice little 100E Ford, Bill's 1956 Model 90 P4 Rover and Brian's cover car Jaguar. The letter advising of the 1959 cut-off arrived the day before I departed, and there was not enough time to cobble a water pump together for our Jupiter that had to stay at home.

Activities were well planned for the Saturday morning and afternoon. First up, we looked for the Sunbeam car club's display by the Echuca Wharf, but we were a bit too late as all we saw were a number of them setting off on a run. It

was also time to buy our *Pride of the Murray* cruise to Morrisons' Winery jetty where we were booked in for lunch. This was a most pleasant way to work up an appetite for a nice lunch. There is something very special about Murray River cruising. Maybe it is the fact that it is a totally Australian experience, with river scenery that can not be found anywhere else in the world – think about it next time you go for a cruise out of Echuca,

After a pleasant cruise, we climbed the bank and settled in at Morrisons' Restaurant to enjoy a very pleasant lunch. The prices, compared to our later meals were a little high, but what we had was excellent. The white wine, Sauvignon Blanc – not quite so.

Right: Our lot enjoying a good lunch at Morrisons.

After lunch it was a short stroll in the warm sunshine to the jetty to await our steam-powered transport. Little Luke, Tony and Maxine's grandson, became quite upset when PS *The Pride Of The Murray* sailed serenely by and disappeared around a bend downstream. No doubt about it, we had been left behind! Soon she was tied up alongside the jetty and we all went aboard for our cruise back to the Wharf. It had been a most pleasant way to spend a bit of time on the river.



Now it was time for Higginson, McDonald, Tootell and Partners, esteemed caterers to those who gallivant about the countryside in fine classic motor locomotives of British origin, to swing into action for our evening barbecue meal. This firm of caterers of gargantuan repute and admiration, need to be careful, their services could be called upon to feed the hungry hordes that take part in the annual Fly The Flag Tour! This firm's efficiency was easily capable of being multiplied by ten, a most satisfactory factor, to feed all those Flaggers. It was another example of our club's well-oiled machine swinging into action and preparing a marvellous barbecue for us all to enjoy.

It was then that we discovered that the march of progress had overtaken the Cadell On The Murray Resort. We were not overly impressed with having to feed one of the ravenous barbecues with twenty-cent coins to maintain a modicum of cooking heat. No matter, the hamburgers sizzled sweetly and were soon well cooked right through. The call went out – "Dinner is served!" it was a grand affair, conducted outdoors beside the river. Following the barbecue bit was a selection of delicious desserts. We were all replete and, as it was getting chilly, some of us retired early to bed and slept it off soundly.



All of a sudden, it was 7:20 am on Sunday, and I was to join Bill and Terri for a Rover jaunt to the Steam Rally at 8:00 am! We drove off in convoy with Bill sedately Auntie Roving in the lead. We arrived at our display site and parked ready to have a good look around. An astute rally marshal discovered that JoJo was too young to be on display, so she was banished to the public car park for the day.

Left: Our only eligible cars on display.

In the first shed we soon met Fiona Ward, the consummate party dresser from our tours. We had a chat for a while and went our ways. For us, it was the stationary engines first, and it was most pleasing for me to see a Bamford

engine first up. Then we looked at Listers, Ronaldson & Tippet, Southern Cross, Sundial, Petter and many more. One engine featured a display information board that had a message in rhyme:

THOSE DEAR OLD ENGINES

Some are red; some are green
 Some are colours in between
 Some go "chugg"; others putter
 Some just sit and spit and sputter
 Some shine up for all to see
 Some are rusty as can be
 Some run smooth with click and clack
 Some puff smoke rings from the stack
 Some keep chugging or snap and pop
 Some just quit; their flywheels stop
 Some are pains; we hate to move 'em
 Some are friends; we dearly love 'em.



Above: The lovely little rhyme and a splendid Crossley engine.

We had a good look around a superb Austin 7 display in the centre arena. For most of us, these little cars brought back memories of youthful motoring. The display was a real Bassett's Allsorts of the Austin 7 range. There were a couple of 1930s Rubies in the line-up. There were also a couple of interesting specials that still wave the flag in historic racing. Ranged across from the little Austins was an impressive line of historic commercial vehicles. It is still difficult to understand why Bedford trucks in this country were called 'British' Bedford. Nothing could be more British than the city of Bedford near Luton where Vauxhalls were built.

Most of us know that the camp stew, put on by a group of pioneers from Swan Hill, is a not-to-be-missed part of the Steam Rally, Bill Allen managed to get a tub of this delicious stew, but due to some distraction, some of us missed out due to the very long queue that formed behind Bill.



We watched a spot of blacksmithing with a hand-cranked forge, using charcoal, hammers and anvils. Here were even more memories for the writer. The smell of glowing hot metal coming out of a forge is quite something that is full of promise. In the space of a few hammer blows, in the right places, the iron bar was furnished with a fine curled end ready for further shaping into a decorative piece for someone's home.

Left: The gourmet delights of camp stew!

We then had a long look at steam powered fire pumps sucking water out of a pool and then pumping it back in! Not at all pointless, as it demonstrated very impressively just how efficient these ancient pumps were. Alongside was a modern fire engine that we tend to take for granted. In some way, it could be seen as being technology for technology's sake – however – a close look revealed all the lessons learnt over the years with respect to fire fighting and firemen's safety.

Very impressive indeed. Give me the modern engine any day!

Our group were given a warm welcome by Peter Stack, at the local Echuca club's clubrooms that are located on site. It was most pleasant to sit down and enjoy a cuppa and chat with Peter about his vintage Buick. This car was on display and we trooped out and had a good look at it. This is a most interesting motor car in that it has not been restored – but has been very well maintained by Peter's family since it was new. Some major work has been carried out, such as a thorough engine overhaul.

All of a sudden, it was time for the Grand Parade. We found a good spot on the fence, close to the commentary position so that we could soak in what was going on. First of all it was the steam powered vehicles that paraded around the arena. After these had completed their laps of honour, it was the turn of the farm tractors and various implements. This was a highlight, dominated by the Harry Ferguson Tractor Club with a number of the famous Te-20 Fergusons and included a couple of later grey and gold models. After the Fergusons came an assortment of tractors and that was where the commentator made a 'mistake', A Minneapolis-Moline example was announced as the Rolls-Royce of tractors! Um. Er. What about the Turner Yeoman of England? Also, the Swedish Bolinder-Munktell would be a good candidate. There are a few more that could be considered, but we will not continue that argument here. It was a wonderful parade of preserved country heritage machinery, and to us it was very satisfying to watch.

After arriving back at the Cadell resort, it was time for the Higginson, McDonald, Tootell and Partners, esteemed caterers to swing into action again. This time it was cold roast chicken, salads and bread followed by desserts and fruit. It was, however, a case of make your own coffee though! It was a splendid array of food that greeted us as we approached the trestle servery arranged under the veranda by the mighty river. To put it simply, we feasted! Our caterers had calculated our needs very well and soon we were replete. Now comes the interesting bit, the two evening meals were just \$10 each per person – incredible!

Special thanks are due to Lyn and Ray Higginson, Karen and Ken McDonald, Terri and Bill Allen, Anne and Bryan Tootell, Maxine and Tony Pettigrew and Pat Douglas. Thanks are also due to all of those who lent skilful hands.

Then, as mentioned at the beginning, the call went out for more Chardonnay! What a near disaster! Once that concern had been resolved, the party resumed and there was a call for a boisterous rendition of New York! New York! Sadly, Ian Hankey was not there to oblige! We had had a long and interesting day, so it was decided that we would set off at 9:30 am for Bendigo and a visit to Confectionary Capers and lunch at the Farmers' Arms Hotel across the road. Reports indicate that a good time was had by those who went home that way.

Once again, there are many thank-yous to record here, First of all to Lyn and Ray for organising the whole weekend, to Tony and Maxine for arranging a lovely cruise and lunch. Thanks are also due to those who helped make our weekend such a memorable one. I enjoyed it all immensely – thanks.

Mike Allfrey.

McClelland GALLERY LUNCH – Wednesday 2nd July, 2008

An Artistic Adventure on Wed 2nd. July. Meeting point 10:00 am at Manyung Gallery, Nepean Highway, Mt. Eliza. Manyung Gallery is located south of Mt Eliza, on the left hand side of the highway. Travelling south, look out for Boxmoor Court, then Peninsula Place. If you reach Conway Street, you have driven too far.

Browse the current exhibitions and eclectic outdoor sculptures whilst enjoying a coffee from the Boyz@Manyung who will be ready for you. Then one and a half kilometres on to Richard Linton's amazing and incredibly detailed artwork at his Maritime Art Gallery at Morning Star Estate where Richard will talk to us and possibly show us his current project. Some of his works have been forty years in the making!. Both Manyung and Richard Linton's gallery have an exclusive range of jewellery on display. For \$5 The Morning Star gardens can also be browsed, weather permitting. Entry via the café. Then a short drive to the McClelland Gallery in Langwarrin for a well priced lunch in the light filled café overlooking the amazing sculpture park. After lunch browse the current gallery exhibitions and, weather permitting, explore the amazing outdoor sculpture exhibition. Entry to the McClelland Gallery is by donation. Websites are: manyungallery.com.au, lintonmaritimeart.com, mcclelland gallery.com.

We look forward to enjoying your company on the day. Lunch numbers are required at least a week in advance so please contact us by June 24th. If you are going to participate in this event. Please phone Ken on 0419 395 452 or Karen on 0409 028 534.

Karen McDonald.

THE YOU YANGS RUN – Sunday 13th July, 2008

After meeting at the Todd Road Service Area (adjacent to KFC) at 8:57 am, we will drive to the You Yangs for morning which will be a BYO arrangement. After our refreshment break and a look around the park we will proceed to the 2007 Pub Of The Year, the Fyansford Hotel, Hyland Street, Fyansford.

Bookings are essential. Please call Anne Tootell on 0412 549 906 prior to 3rd July to reserve your place.

Anne Tootell.

THE RACV CLUB – RUN TO THE YARRA VALLEY – Wednesday 16th July, 2008

Note the corrected date!

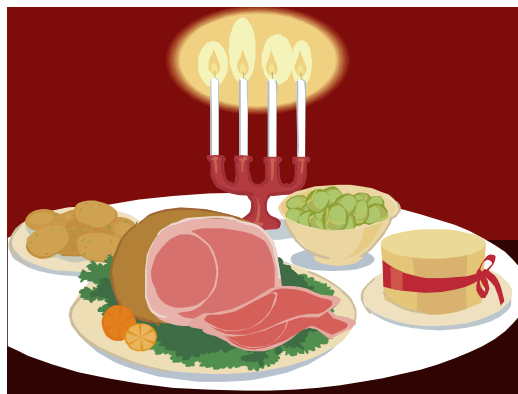
The RACV Club has organised a run to the Yarra Valley, and all members of the ABCCC are invited to join in. The run will commence at George and Pat Hetrel's Como Gardens, 79 The Basin – Olinda Road, The Basin. After registration and the issuing of run Instructions at 10:00 am, there will be morning tea and, after viewing the museum exhibits and the beautiful garden, we will set off at 11:15 am for the delights of the Yarra Valley.

Our route will take us to the Domaine Chandon Winery at Coldstream, where we shall be having lunch and an extensive winery tour. After our luncheon, we will depart for Healesville to view the redevelopment progress at the RACV Country Club.

The cost of the run is just \$35.00 per person and includes morning tea and lunch. To make a booking for the RACV Club Run, Please contact Rachel Balding at the City Club on (03) 9944 8987. Be sure to have your Club Card or credit card to hand while making your booking, Those of us who are not RACV Club members, please mention that you are a member of the All British Classics Car Club, and you will be made welcome.

Jan Hankey.

OUR CLUB'S ANNUAL DINNER – Sunday 27th July, 2008



Traditionally, in the middle of winter, we have held our annual dinner on the last Sunday in July. For the past few years, it has become a lunch time function. This year we will be having a very nice luncheon at Tokar Estate in the Yarra Valley.

To Get There

The map, in the last issue of *Your ABCCC News* featured on Page 10, shows the location of Tokar Estate, which is at 6 Maddens Lane. Our venue is on the west side of Maddens Lane and is south of the Maroondah Highway (B360), 9.7 kilometres from Coldstream on the way to Healesville. Tokar Estate is just 0.6 km along Maddens Lane.

Our Luncheon

The restaurant at Tokar Estate is set in a location that gives stunning views over the Yarra Valley to the north. We shall gather at 12:30 pm for a leisurely meal. Wines, beers and soft drinks will be provided by the club to a determined value. Spirits are at personal cost; The cost of our luncheon is just \$35.00 per person and represents excellent value. The menu contains the following – Soup de Jour; Tokar Estate Antipasto Platter; Eye Fillet Steak, or, Oven Roasted Chicken Breast Crusted in Dukkar Spice, or Pan Fried Salmon; Hot Chocolate Treasure, or Steamed Date Pudding; Freshly Brewed Tea and Coffee.

Bookings

Attached to the June edition of *Your ABCCC News* was a detailed menu and a removable booking form. Please use the booking slip if possible, however telephone and E-mail bookings will be accepted.

Send your completed booking slip to Colin Brown, PO Box 40, Coldstream, Victoria, 3770. This event is very popular, so please get your bookings in early so that you can join in the fun. Please give me a call on 0408 343 176, before 20th July, to reserve your place at our tables.

Colin Brown.

THE CREAM SPONGE RUN – Sunday 10th August, 2008

We will be meeting again, at 10:00 am, for a cream sponge morning tea at the Sassafras/Ferny Creek Fire Station, Clarkmont Road, Sassafras (Melways 75 D1). Home baked cream sponge and tea or coffee provided for a gold coin donation to the Brigade. Your generosity raised over \$100 last year, and was gratefully received. Let's see if it can be more this year!

After morning tea, you will be supplied with tour notes, and there will be questions for you to answer on the way to our lunch venue.

A prize will be awaiting the crew with the most points scored.

Our lunch venue is Sam Knott's Hotel, 2882 Warburton Highway, Wesburn, 3799 (Telephone (03) 5967 1200). Melways 289 B7. Lunch will be \$22.00 per head, roast dinner or fish served alternately plus dessert, including tea or coffee. Drinks at bar prices.

Please let us know by July 31st if you are going to attend, to help us with the catering.

Judy & Geoff Birkett, (03) 9755 1772.

P.S. Bring a clipboard and a pen, and a sense of humour.

Judy Birkett.

THE WONDERFUL ABCCC INDULGENCE WEEKEND – 29th to 31st August, 2008

It's on again – the justly famous "All British Indulgent Weekend", This year we are heading east, meeting at Berwick on Friday 29th and departing in an easterly direction

Accommodation is at a famous 4½ star location with indulgent meals and surprise entertainment to keep you occupied all the weekend, returning home on Sunday afternoon.

All this for just \$585.00 per couple (excluding morning tea and pre-dinner nibbles). Spaces are limited. To ensure your place contact Rosalie or Peter McKiernan on (03) 9787 6003, or on mobile 0407 876 023.

See you in August.

Peter McKiernan.

HANGING ROCK ENVIRONS AND LUNCH – Sunday 14th September, 2008

We have a slight change of plan as the Hanging Rock Winery do not do a Sunday lunch.

Meet at 10.00 am at Bourkies Bakehouse, Shop1/115 High Street, Woodend for an indulgent morning tea and sample their famous vanilla slices, (Australia's champion 2003 and 2004), and assorted pastries. You may wish to visit "The Rock" or stroll around some local shops of interest, such as Kerri's Bundle of Bears and Gifts, before heading off on the C317 towards Tylden.

At Tylden turn left on to the C318 and proceed through Trentham to Blackwood, where you may visit the old sandstone cottage and garden of St Erth, circa 1860, two kilometres down the Simmonds Reef Road, Blackwood. Entry is \$8 per head and hopefully the Spring garden of rare and heirloom daffodils and other spring flowers will be in full bloom.

This site was once a bustling mining town of 13,000 people before the gold ran out and most of the wooden buildings were moved to Trentham. St Erth is a fully organic and self sufficient garden and offers advice on sustainable gardening in all forms. There is also opportunity to purchase plants and bulbs at St Erth and no entry cost if you are a member of the Digger's Club. We will then meet for lunch at 12:30 pm at the Blackwood Hotel in Martin Street, which boasts a reputation as a very busy and popular country pub.

We hope to see you there, bookings required by 30th August.

Marj and Brian Pepper on (03) 9439-7875 / Mobile – 0419-509-920.

Marjorie Pepper.

CLUB HOLIDAY TO THE LIMESTONE COAST – 31st October to 4th November, 2008

Due to restricted motel accommodation at this period, the group will be limited to 12 couples(or 12 rooms), so first in best dressed and be prepared to be placed on an emergency list.

Day 1. Travel via Ballarat to Casterton.

Day 2. To Penola, with wine tastings in the Coonawarra region.

Day 3. To Robe, to sample the best crayfish on the Mainland.

Day 4. To Mt Gambier to visit the "Blue Lakes"

Day 5. To Hamilton, via Limestone Caves and Nelson.

Day 6. To Melbourne, with lunch at Inverleigh before making our way back to the big smoke.

If you may be interested in participating please contact- Bryan Tootell on mobile 0412 549 906

Bryan Tootell.

A HEARTY WELCOME FOR NEW MEMBERS

The All British Classics Car Club extends a warm welcome to our new members, and their cars, who have joined our club since the last issue of *Your ABCCC News*. We all look forward to meeting you and your motor car at one of our events soon.

New Members	Motor Car	Model	Year
Jeff Floyd and Susan Wyatt	Jaguar	Mk IV	1946
Neil and Margaret Clayton	MG	'B' Mk II	1972
Maurice and Margaret Monk	Austin	7 Top Hat Sedan	1927
	Austin	7 Tourer (Chummy)	1931
	Daimler	XJ 40	1991
Alan Ward and Patricia Nicholls*	–	–	–
Brent Gazania and Yvette Black	Jaguar	XJ-6	1985
	Jaguar	E Type Series 3	1972
Andrew and Pat Swann	MG	'B'	1964
Jenni and Derek McNab*	MG	'B;	–
Peter and Di Chapman*			

* Denotes membership renewal

Pat Douglas – Membership.

A LETTER FROM VAL JEFFERYES

Dear Club Members,

Jim Spence died peacefully on Saturday 17th May after a battle to regain his health.

He was thrilled to get lots of get well cards and spent time looking at them.

I would like to thank everyone for their thoughts, help and support that I have received during this time.

Jim had lots of happy memories involving the club's activities, and would follow what was going on by reading the magazine and talking to people on the telephone. When the RACV Fly The Flag Tour was on, he followed the event on a map.

On a happier subject, my son Craig and his wife Kirsty had a daughter on Monday 9th June. My new granddaughter's name is Nicole.

Thanks everyone,

Val Jeffereyes.

AOMC DELEGATES' MEETING REPORT

The May Delegates' Meeting of the Association Of Motoring Clubs was held at the East Malvern RSL. Delegates were given a warm welcome by the President, Rod Adler (*Vintage Drivers Club*). There were no new member clubs present. Standing orders were suspended and guest speaker, Alan McKinnon (*Antique Tyre Supplies*) took centre stage for an interesting talk on tyres and various safety aspects. Alan cited the example of a fatal accident, in England, where the accident was largely caused by aged tyres on a MB 'B'. Alan's main points were:

- Make regular detailed inspections of the tyres on your historic vehicle.
- Maintain recommended tyre pressures at all times. On a car that is not used often, it can help to keep the pressures at the high end of the specification.
- Belted radial type tyres can suffer from de-lamination problems due to flat spots derived from long standing periods and due to the tyre's age.
- If a vibration is found to be suddenly present while driving, stop and thoroughly investigate.
- Do not purchase second hand tyres, no matter how tempting, at a swap meet.
- Maintain due consideration to the age of the tyres on your little-used vehicle.
- Treat radial tyres on little-use cars with respect and due vigilance.
- Cross, and bias, ply tyres do not suffer the age related belt delamination, but their side walls can deteriorate and perish.
- If you are storing new tyres during a restoration project, be sure to wrap them in black plastic (rubbish) bags and store in a cool place.

All of that sounds 'sales promoting', but it is not. It is common sense maintenance and care of a vital aspect of heritage motoring – tyre safety. As an aside, there are moves afoot to legislate a maximum life of four years for tyres, and we need to be aware of that.

Alan also cited the case of his loaded truck being left in Queensland for lengthy periods between swap meets, and having a couple of tyres de-laminate for the reasons stated previously.

The meeting continued after several questions were fielded very capably by Alan on various tyre aspects.

There was discussion about correspondence received from Escape Motoring Club, about the Victorian Club Permit Scheme Special Use Voucher. (*More on this in a separate article.*)

The AOMC has a new Treasurer, thanks to a member of the BMW Club volunteering his services. There was a special thankyou to Pam Hill (*Veteran Car Club*) for keeping the books up to date again. Both Motoring Shows were successful, with the American show grossing a bit more than the British and European show.

AOMC Motoring Shows Report – Iain Ross (*Bristol Owners Club*) advised that both shows had been a great success. There are reports and pictures in the May AOMC Newsletter. Dates for next year are:

British & European – TBA Depends on Flemington Racecourse schedule

American – Sunday 5th April, 2009

Rod Amos (*Vintage Sports Car Club*) spoke about the complete lack of progress on the VCPS Review by VicRoads. (*It does seem very strange that VicRoads presented the AOMC with a review paper in December 2005, expecting a full response before mid-February, because the matter was deemed urgent by VicRoads. Here we are in Mid-2008 with extremely little progress to show the membership.*)

Paul Vellacott (*Lancia Register*) spoke about the coming AOMC Information Seminar which would be themed on Mechanical Restoration processes.

There were a number of reports from the floor, of successful rallies that clubs had held over Easter.

Mike Allfrey – pp Bill Allen.

CLASSIC CARS — YOU HAVE BEEN WARNED

The world is full of misty-eyed optimists. If it wasn't, there wouldn't be a classic car scene. As it is, there is a very big one, and a whole rack of WH Smith's devoted to throwing away money that could have been spent on something useful, such as a new car.

Don't get me wrong — I love old cars. They're fascinating, they're great material for pub debates, and they're endlessly amusing. But I am a man who has gone carpet-less for love, while other people imagine they can enter lightly into a relationship with an old car without realising that these things are the Heather Mills of motoring.

Every now and then I receive a letter from a reader or viewer who is interested in buying a classic car and is seeking advice. There has also been a rash of articles in the motoring press recently, head banging that old chestnut about buying a super-car for Mondeo money, which is becoming so fatuous that it's high time somebody pointed out what a nice Mondeo you could buy with all the money you'd lose on that Jensen Interceptor. Finally, it's almost summer, when people forget the horrors of poor demisting, sticky heater valves and damp starting, and imagine that a Maserati Bora can not only recapture a glorious age of driving freedom but can even be used outdoors.

So here, finally, are the basics: the definitive cut-out'n'keep guide to old-car ownership, an executive' summary of pending woe that the eternally hopeful can keep in the glove box. But not the glove box of a '60s Alfa Spider, because it will go soggy.

Is It Vital That You Complete Your Journey?

If so, you need to think about alternative transport arrangements. The most popular solution is something known as a 'modern car'.

Old Cars Are Old

I bought my Bentley T2 with the attitude: 'It may be old, but it's still a Bentley.' The truth is more like: 'It may be a Bentley, but it's still old.' Even the most exotic car is still made from car-making materials, and they wear out. I'm guessing that you no longer use any 30-year-old electro-mechanical devices around the home, and that they probably went in the bin during the '80s. How could anyone expect something built by Fiat in the '70s to still work properly? This is why the expression 'good condition for year' is so meaningless in classic car small ads. If the car in question is something like a Datsun 120Y, then the very fact that it hasn't been scrapped means it's in good condition for the year.

Old Cars Aren't Very Good

If they were, they would still be in production. Wonky handling, cussed carburettors and poor fuel consumption are not the real issues here, it's the little things that you hadn't realised were so good on your 2002 Ford Focus — the power of the headlights, the effectiveness of the windscreen wipers, the ergonomics of the seats and so on. Remember that the car is a relatively recent phenomenon, and that a '60s British sports car is, in the evolutionary scale of things, the equivalent of an unmodernised 12th-century farmhouse. It will probably smell similar, too.

Could You Run A New One?

If not, you probably can't run an old one properly. The value of a Rolls-Royce undoubtedly goes down quite sharply with time, but a graph representing the burden of maintenance goes, if anything, the other way. This is especially

true of exotica such as Aston Martins, Ferraris and Lamborghinis. There is no such thing as a 'cheap classic', not when you can buy a new Kia with a £1 deposit.

Only Ever Buy A Good One

If you have enough money to scrape on to the bottom rung of Ferrari 308 ownership — say £15,000 — buy something like a mint Triumph TR6 instead. Since all old cars are essentially rubbish (see above), you might at least have one in good condition. And sorting out a bad car will always cost at least twice as much as buying a good one in the first place. I know shabby is considered chic in some circles these days, but it only really works for overcoats.

Do You Read Tool Catalogues On The Lavatory?

If not, you are not a professional mechanic, so you will need to know one. Cultivate the friendship of a local specialist or a versatile under-the-arches repairer. Mine is a late-'60s Nigel with an impeccable service history and a head full of exploded diagrams of Bentley and Jaguar sub-assemblies. His toolbox is bigger than the Bentley T2.

A Sobering Thought

Of all the cars I have owned over the past four years, the cheapest to run, by a country mile, has been my brand-new Porsche.

The item above was 'borrowed from the book, 'Notes From The Hard Shoulder' by James May. James is one of the trio on the show 'Top Gear' currently screening on our SBS (probably in between the soccer!) Our grateful thanks for the use of this entertaining and pertinent excerpt. MA, Editor

James May.

MAGIC ABCCC MOMENTS

The Editorial Images File is now justifiably big, and old enough for us to share some of those Magic ABCCC Moments. The second in this series shows Tony Pettigrew's Lea Francis being attended to during a visit to the RACV Healesville Country Club. Please note that this is a scan of a photograph of 'the proper type'.



Club members discussing the Lea Francis engine's architecture.

The image above was taken during a Christmas lunch at the Country Club. It can't be the SU fuel pumps that are being investigated, they are mounted on the other side. In the picture are from left – Nello Mafodda, Tony, Frank Douglas, Ray Higginson and Bill Allen. No doubt there was plenty of advice!

Mike Allfrey.

VALE – CLIFF RATTRAY-WOOD

It is with considerable sadness that we report the passing of Cliff Rattray-Wood, after a short battle with cancer, Cliff was a long-time member of our club and enthusiastically supported the RACV Great Australian Rally, always assisting with the Melbourne start.

Cliff was also a guiding influence for the Association of Motoring Clubs and he served as the President of that association for a spell. He was a great help in formulating the Victorian Club Permit Scheme as we know it now. He also gave us sound advice when the AOMC produced a submission to the State Government to get the VCPS started.

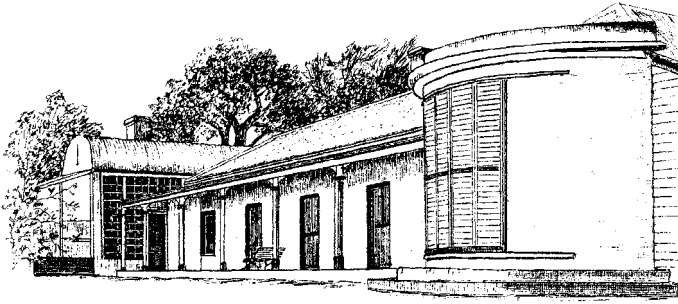
Cliff had a great love for Jaguars, having owned many examples over the years. He once commiserated with me that the Jaguar XJ=S was a fabulous motor car, but it kept a fellow poor – he was absolutely right.

To Lorraine and the family, and to David and Edna Laird – long-time friends – we offer our sincere condolences.

Mike Allfrey.

ANOTHER GREAT RECIPE

Grassdale



'Grassdale' homestead is classified by the National Trust of Australia (Victoria). In February, 1843, John and George Coidham registered this run of 13,000 acres in the Portland Bay district, in 1886 the property was purchased by the Black brothers and Smith. Mr. Smith was the grandfather of the present owner.

The *fifth* generation of the Smith family is now at 'Grassdale'.

Oatmeal Slice

Ingredients

4 ozs. Melted Butter
½ Cup of Sugar
1 Cup Oatmeal
1 Cup Crushed Cornflakes
1 Cup Coconut
1 Dessertspoon Honey

Method

Place the ingredients in a bowl and mix.

Place the mixture in a Swiss Roll tin, press down and cook in a moderate oven for 15 to 20 minutes.

Cut into fingers while still warm and allow to cool in the tin.

Enjoy!

Diana Smith.

With thanks to the National Trust.

EXPRESSIONS OF INTEREST FOR NORFOLK ISLAND 2009

We would like to know in the next few months, who is interested in a one week trip to Norfolk Island, departing late August 2009. If twelve or more people are interested, it is a goer!...so let us know for sure. The temperature over there is between 15 and 24 degrees all year round. Superb !

On the last trip in 2005, everyone had a fantastic time exploring the island and getting to know Australia's convict history and enjoying the warm friendly atmosphere and generous hospitality of the Norfolkers!

Flights now depart from Melbourne direct to Norfolk Island.

Costs are currently about \$2,500 per person which includes airfare, accommodation, breakfast, dinner, and almost all the shows, tours, etc that you can fit into a week! Quite good value as all meals and entertainment is included and the food is of course Sublime !

Please drop us an email or phone call (by end of July) to let us know if you are interested or if you want more information. A small group is a fantastic way to see the Bounty descendants of Norfolk!

Contact details: RobNolan@bigpond.com or (03) 5978 7798 or 0418 547 299 (Rob's mobile).

Brian and Marj Pepper will be your organising hosts once we get things happening.

DON'T FORGET TO BOOK FOR OUR ANNUAL MID-WINTER LUNCH.

PLEASE BOOK WITH COLIN BROWN ON MOBILE 0408 343 176

WE LOOK FORWARD TO YOU JOINING US ON THIS MAGNIFICENT CLUB EVENT