



YOUR ABCCC NEWS

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The Official Newsletter Of
THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N^o. 218

August 2018

Now Here's a Deer Little Treasure



Members Rick and Gill Lloyd's 1976 Triumph Stag - they've had it for 28 years, and it's well travelled.

The All British Classics Car Club Vic Inc. was founded by the late Frank E Douglas on 19th September, 1997
The ABCCC Vic Inc. is proud to grant Life Membership to those who provide exceptional service to our club.
Life Member: Pat J Douglas



Victorian Incorporated Association Number: A0035462V



THE ALL BRITISH CLASSICS CAR CLUB VIC INC. – YOUR COMMITTEE

Executive Committee	Name	Telephone	E-mail Address
President	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
Vice President	Colin Brown	(03) 5964 9291	colin@abccc.com.au
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Secretary	Pat Douglas	0425 712 973	secretary@abccc.com.au
Committee Positions			
Committee Member	Frank Sawyer	0408 633 778	
Committee Member	Greg Anglin	(03) 9876 3293	
Committee Member	Rex Hall	(03) 9795 7669	rex@abccc.com.au
Committee Member	Walter Thompson	0408 507 890	
Membership Secretary	Gordon Lindner	0418 540 920	membership@abccc.com.au
AOMC Delegate	Bill Allen	(03) 9846 2323	
AOMC Delegate	Mike Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
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FVV & CVC Delegate	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
VCPS Officer (Applications)	Walter Thompson	0408 507 890	wally@abccc.com.au
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	colin@abccc.com.au
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CONTACTING THE ABCCC VIC INC.			
On The Web: www.abccc.com.au			
On Facebook: www.facebook.com/AllBritishClassicsCarClub			
Postal Address: PO Box 201, Chirnside Park, Victoria 3116			

CLUB PERMIT SCHEME INFORMATION

In order to use the Victorian Club Permit Scheme (VCPS) through the ABCCC you must be a financial member and attend at least three (3) Club events during the calendar year. There is also a one year membership requirement BEFORE you are eligible to enter the Scheme.

For members wanting to operate a motor car on the Victorian Club Permit Scheme (VCPS) under the auspices of our club, please contact Wally Thompson, who is the ABCCC VCPS Officer in Charge, on as shown above. Wally will be able to provide all the information required to operate a motor car on the VCPS.

VicRoads requires that an ABCCC authorised VCPS Officer's signature is entered on the permit renewal notice. Therefore, your VCPS renewal should be sent to Colin Brown, PO Box 40, Coldstream, Victoria 3770. Enclose with it a stamped envelope addressed to VicRoads, along with a cheque/money order for the VCPS fee. Colin will sign on behalf of the ABCCC, and then forward the permit renewal on to VicRoads. The form also requires YOUR signature, so be sure to sign it as the permit holder.

REMEMBER: IN ORDER TO PARTICIPATE IN THE REGISTRATION SCHEME, YOU MUST ATTEND AT LEAST 3 (THREE) EVENTS. If you are not compliant, your permit will not be renewed.

NEWSLETTER ORGANIZER – Issue N^o. 218

Please remember if you are having an event I need to have information about the event for the newsletter. Also, if you have HAD an event, please send me an article and some pictures. If you are going to have one, please provide the details so that it can be publicized. Cut off time is the 25th of each month. I would appreciate the notes and articles be written in complete sentences and not in all caps. Oh, in MS Word would also help. It makes my job much easier.

Betty

MEMBERSHIP SUBSCRIPTIONS

Membership dues are due the 1st of January of each year. A once only fee of \$30 is due with an application. The annual dues are \$45. For additional; information please refer to the website. Dues can be sent directly to Gordon.

Please address membership enquiries to: Gordon Lindner, 9 Hagen Drive, Berwick, Victoria, 3806 or 0418 540 920.

ABCCC EVENTS CALENDAR

August 2018

- Sunday 5th A Special Day Out – An ABCCC Event Christopher Constantine 9898 4431
Start Venue – "Tim Neville Arboretum" at the corner of Dorset Road and Francis Crescent. Boronia at 9.45 am. **BOOKED FULL**
- Sunday 19th A Day out in Gippsland – An ABCCC Event Tom and Heather Cannon 5659 0264
Start Point: Pelican Cafe, Tooradin for a scenic trip through the rolling hills of Bass Coast and South Gippsland 0450 580 892

September 2018

- Saturday 1st A Scenic Drive – **CANCELLED** Phil Cook 9842 5449
- Wednesday 12th A Mystery Outing – An ABCCC Event Anne and Bryan Tootell 0412 549 906
Venue – Find Out and See.
- Saturday 22nd ABCCC's 21st Birthday Celebration – An ABCCC Event Colin Brown 5964 9291
Venue – York on Lilydale, Cnr York & Swansea Roads, Mount Evelyn
- Saturday 22nd VACC Centennial Cavalcade <https://vacc.com.au/News/Events>
Venue – Melbourne to Bendigo, with "Show 'n Shine"

October 2018

- Sunday 7th Australian National Show & Shine www.australiannationalshowandshine.com.au
Venue: Seven Creeks Park, Clifton St, Euroa - Rotary Club of Euroa
- Fri 12th to Sun 14th Motorclassica - The Association of Motoring Clubs Inc. Paul Mathers (03) 9321 6755
Venue: Royal Exhibition Building, Melbourne, Victoria
- Sunday 14th An Alternative Way to Geelong – An ABCCC Event Greg and Geraldine Anglin 9876 3293
Start Venue – TBA.
- Saturday 20th Car Display at the Men's Shed (date to be confirmed) Mike Allfrey 9729 1480
Venue – Croydon Hills Baptist Church, Cnr Bamboka and Plymouth Roads, Croydon Hills.
- Sunday 21st The ABCCC Calendar Planning Meeting Maxine Pettigrew 9739 1146
Venue – 16 Lawler Lane, Coldstream, Victoria.
- Fri 26th to Sun 28th The Legendary Indulgence Tour – An ABCCC Event Peter McKiernan 0407 876 023
Touring – Gippsland.

November 2018

- Tuesday 6th Celebrate the Melbourne Cup at Yarra Glen – An ABCCC Event Colin Brown 5964 9291
We will be putting on a car display at Yarra Valley Racecourse. Meet at Coldstream, Victoria.
- Thurs 15th to Thurs 29th Touring the 'Apple Isle' – An ABCCC Holiday Maxine Pettigrew 9739 1146
Information Kit – TBA.
- Sunday 18th Annual Concours and Display Day, Jaguar Car Club (Vic). Contact: Trevor Wilkinson 0438 345 219
Venue: The oval at the Wesley College, 620 High Street Road, Glen Waverley
- Sunday 18th 26th Rob Roy Hill Climb Sponsor: MG Car Club of Victoria
Venue: Clintons Road, Christmas Hills VIC. Visit www.robroyhillclimb.com.au for details.

December 2018

- Sunday 9th Christmas Luncheon – The ABCCC End of Year Event Maxine Pettigrew 9739 1146
Venue – Gardiners Run Golf Club, Victoria Road, Lilydale.

Please Note: Those members who are organising club events, please be sure to verify your telephones, and event details to reduce the number of 'TBA' entries on the calendar.

VALE TERRI ALLEN

16th March 1947 – 12th July 2018

Terri, as she was known to all of us, was born in Alexandria, Egypt in 1947, the youngest of four children and migrated to Melbourne in 1958. She was educated at St Pauls Primary School in Coburg and then at St. Aloysius College in North Melbourne before joining the National Bank. It was there she met Bill while they were working together at the Coburg branch in 1968 and quickly became engaged and married on the 28th of June 1969. Together they raised three beautiful children - Stephanie, Caroline and John. Then came four grandchildren whom she absolutely adored.

They were among the very first people to join the All British Classics Car Club in 1997, with Terri becoming one of it's strongest supporters. I remember meeting Terri with her beautiful smile which we all came to love on my first event with the ABCCC in early 2001 when she was selling tickets for a sausage sizzle at Coldstream Airport.

Terri served the Club well she was a marshal on all seventeen Fly The Flag Tours and was in the Ticket Box at Mornington for all the PeterMac rallies. She filled scones with jam and cream in the kitchen at Como Gardens for four days a year, for over fifteen years! Always doing her bit for charity.

One of things I will always remember about Terri is that she never had a bad word to say about anyone and I never heard anybody say a bad word about her. She will never be forgotten for she has left an indelible print on so many of our lives. Rest in peace our dearest friend.

Tony and Maxine Pettigrew



In Loving Memory of
TERESA ALLEN
16 March 1947 - 12 July 2018

UP COMING EVENTS

GERALDINE AND CHRISTOPHER'S "OVER HILL, OVER DALE" WINTER TIME EXCURSION – Sunday, 5th August 2018 (Fully booked, thank you)

(Not the midsummer's night dream time tour – apologies to William Shakespeare) But, as this is our August "winter of discontent" tour, we have decided to have a slightly later than the usual set off time.

We will be meeting around 9.45am. Sunday 5th. at the "Tim Neville Arboretum" at the corner of Dorset Road and Francis Crescent (not Francis Street as mistakenly noted in the original email – thanks to Mike A. for pointing out that there is a Francis Street in Boronia which may have caused confusion.) Parking is off Francis Crescent at the entrance to the arboretum. As suggested, we will provide the snowballs (winter special) and you may wish to bring a thermos of hot tea or coffee. You may also have a special "slice/cake recipe" you might like to share with your fellow enthusiasts, especially for those not so keen on snowballs.

A little after 10.15 am we will set off on a very pleasant drive through the "Harkaway Hills", finishing at a "gem" of a location for lunch. Hopefully, the open fire will feature as per the member's request at the planning meeting.

Due to the necessity of having to pre-book our luncheon venue, we will need to know numbers attending well before the end of July. You can contact us on M: 0428 358 847 or at christopheraaa@bigpond.com

Christopher Constantine

A DAY OUT IN GIPPSLAND - SUNDAY, 19th August 2018

We will be taking a scenic trip through the rolling hills of Bass Coast and South Gippsland. Our starting place will be the Pelican Cafe Tooradin, which is just over the pedestrian bridge from the market.

The Tooradin market is on, so if you are interested in local handicraft or produce come down early and have a look around, then come over to the cafe for a cuppa.

We will be leaving at 10.30, where we have a pleasant drive planed, stopping at Loch village with its antique shop, local brewery and distillery and craft shops.

Lunch will be at the Poowong Hotel

If you would like to join us, please let us know at heatoms@yahoo.com.au or ring 5659 0264 or Heathers mobile 0477227027.

Heather & Tom Cannon 5659 0264

21st BIRTHDAY CELEBRATION OF OUR CLUB – Saturday, 22nd September 2018

The All British Classics Car Club Vic Inc. was founded by the late Frank E Douglas on 19th September 1997, and it is planned to hold a special night time dinner to celebrate in style the 21st Birthday of the foundation our club.

Venue: York on Lilydale Cnr York & Swansea Roads, Mount Evelyn

Dinner: Entrée - Main - Dessert - \$40.00 (subsidised by club)

Drinks: Provided by club

Time: 5.30pm for 6.30pm dinner

Entertainment: Gavin Lydell

Dress: Party

Accommodation: If any members would like to make this a weekend away, rooms are available at the York on Lilydale. Please book directly at (03) 9736 4000 or at the venue.

Please put this night down in your diary, a booking form is at the end of this ABCCC Newsletter.

Colin Brown

INDULGENCE 2018 - Friday, 26th – Sunday, 28th October 2018

It's on again the famous "Over Indulgence Weekend".

This year we are going to Paynesville on the Gippsland Lakes with a 3 ½ hour luncheon cruise on the water. There is only one motel in Paynesville and I have booked it out for the weekend. At this stage the event is booked out with previous participants, however if any members decide to attend, I will place them on a waiting list and will endeavour to arrange some alternative accommodation in the immediate area. The cost for the weekend is \$500 per couple or \$250 a single.

If you are interested in attending and being placed on the waiting list, please contact Peter.

Peter McKiernan 0407 876 023

REPORTS OF PAST EVENTS

Desal Plant Run Report

We set off from Stud Park Shopping Centre and headed down the Monash Freeway towards Gippsland on Wednesday sometime after 9.30 am on 4th July 2018. After entering Loch Village, we turned right to travel over the hills with some twists and turns to end up at the Bass Highway on the outskirts of Wonthaggi. Fortunately, the S Type Jag has a long stroke engine with plenty of torque and didn't require too many down changes.

We eventually reached the Desal Plant where we met up with the remainder of our group, some of whom were already in Gippsland. At the plant we were met by Rosemary Swart, the Community Liaison Officer who was our guide for the day.

Rosemary provided an interesting talk with an audio/visual presentation in the upstairs section of the building, which had large windows providing an overall view of part of the plant. There was certainly a lot of GRP pipe in the area which we could see from our vantage point and no shortage of valves! Rosemary mentioned that the plant can provide a third of Melbourne's water supply needs when required to do so. They do supply water on an irregular basis straight to Cardinia Reservoir as requested by the State government.

Most of the members came in their classic cars and some of the workers from the plant had to take an early lunch break to peruse the carpark

Following the presentation, we all set off down to the Cape Paterson Tavern for some refreshments by the sea. The publican had provided white table cloths for our group's tables, which was a nice touch! Forty four people sat down for lunch, which was interesting as I had only booked in for 39. But the more the merrier. It was quite a reasonable roll-up considering it was a mid-week run.

There were no mishaps on the day except perhaps for a couple of wrong turns but in the final analysis, we believe it was a generally informative and entertaining day out for the ABCCC members.

David Cook and Joan Read

ROBIN AND ANNE'S JENSEN - CLASSIC RIDE OF A LIFETIME.

Some of our readers might recall - from earlier articles - that I have owned my 541R 1959 since 1968. I purchased the vehicle from a work colleague at Ford - prior to shipping her to Australia, when I moved here permanently in 1971. In Sydney she underwent a colour change from the original customer specified

orchid with a black roof - my wife says revolting but it actually wasn't as bad as it sounds. But then I'm a bloke so she became all over white.

Much later - after moving 800 k south to Melbourne, she undertook a second colour change to smoky metallic silver which she has remained to date. That was of course following a five year re-build program from chassis up - including new chassis - done between 1987 - 1992.

We have been on many week long tours with 400 other like minded souls driving 200 vehicles all older than 25 years. The most recent one was our 2017 ABCCC Fly the Flag Tour. Three years ago we were invited to join the Australian Jensen Club. We joined another 541R owner - Barry Collett, who had signed up the year before. The two of us formed the non Interceptor component of that club.

Being a national organisation, the Australian Club holds its annual get together in a different state each year. This means that those members not resident in the host state have to travel large distances - depending on where they live. It became very apparent, after the first year of our membership, that reliability over large distances was critical to our enjoyment of what is usually a 6-7 day event. In the first year (2015) on the way up the Anne and I ended up on the side of a major freeway for a couple of hours with distributor/condenser problems and again on the way back with shorting battery cables and starter motor problems. (Editor's note: I'm sure that Club members can identify with this!!)

My wife and I are at that stage of life (74 and 68) where we just have neither the inclination nor the time to spend waiting around for roadside service to arrive so I was determined to ensure that it didn't happen again.

The work / modifications I thought should be made to ensure future contemporary reliability were:

- Installation of a Bosch fully integrated distributor electronic ignition system,
- A change from positive to negative earth necessary to support the change to electronic ignition,
- Change from generator to alternator,
- A change from a mechanically driven rev counter via cable from generator to an electrically driven rev counter necessary to support the change from generator to alternator,
- Complete overhaul of front of engine cooling system including a radiator and water pump overhaul, and
- Starter motor re-build.

I have usually completed most of the work on the Jensen myself. But in this instance it needed to be done in a short space of time and it was beyond my capabilities. So it needed to be done professionally. I considered that a local classic car specialist workshop (The Healey Factory at Nunawadding) would best undertake the work.

As an aside here I must add that, at this time, my main interest in this quite exceptional motor car is to drive her and to maintain her. Previously; all the heavy yards have been performed by me over the many years of ownership since 1968 - three years in U.K. and 46 years in Australia. I don't want to spend time under the car when away on tour and neither do I want to spend time editing for roadside assistance - both really take the edge off what should be a pleasurable activity.

So Jensen reliability going forward was absolutely mandatory.

The Healey Factory undertook to complete the work within a three week period which is when I went along to pick up the car. However, having inspected the work - all of which seemed good and paid the bill, I was unable to start the car as the starter motor decided at that moment to collapse in a heap. Probably just as well it happened there as they were then tasked with investigating and reporting back ASAP.

Couple of days later I received a call advising that the starter motor would likely need to be completely re-built - and unfortunately when removing it they accidentally dropped it into the bell housing which had to be separated from the block to enable removal of the starter motor. - And in the event that they were unable to get the pieces out, they would have to drop the engine !!

Very disturbing.

Couple of days after that, they advised us they had succeeded with magnet on a stick to remove the bits and that re-building of the motor could proceed.

Three weeks later I collected the vehicle.

It all worked well, including the re- built starting motor. I was delighted with the Bosch electronic ignition. No more points/timing/condenser/rotary issues and starting on the button every time. The electronic rev counter works like a charm and the alternator keeps the battery at optimum charge. All great.

Since that time - early 2016, I have had some major back problems (squashed nerve at L4/5). So in March this year - despite the Jensen operating really well with its updated equipment level, both the heavy steering and lifting bonnet exacerbated my recovering issue. Unfortunately this all caused a further regression of my condition.

So I have been forced to consider ways in which I could continue to operate the Jensen without constantly worrying about potentially incurring further damage to my back.

Tony Wilde - a fellow 541R owner who residents in Sydney, has become a good mate over the years. He has fitted power steering to his vehicle - which he has demonstrated to me with great pride at the Jensen nationals. I have been very impressed. So I talked with Tony over a number of recent months regarding source and specification of the equipment he had used. Tony very kindly gave me the full story. He had found a Dutch company EZ- who design and manufacture electrically powered steering kits for classic cars including Jensen 541Rs.

I then established contact and received a quote for the kit including freight to Melbourne. Tony had kindly offered to pass his expert eye over the quoted item specification and I subsequently placed an order. There is a local classic car specialist - Intermarque of Richmond who has experience in fitting these kits and I will use them to do the job.

The unit duly arrived and I was pleasantly surprised to not be asked for any import duty as the DHL delivery guy handed the weighty package over.

Intermarque duly fitted the unit with far less complication than I had expected at a cost of \$1400 which included a remounting of the rack and pinion steering gear with new bushes which was an incremental function not part of the power steering unit fitment.

Costs so far - Power Steering Kit - EZ including freight Aus \$2500.00

Intermarque fitment - \$1400.00

The result is so absolutely stunning. It's like driving a new car. It makes driving so much easier with those previously horrific three point turns with parking now a walk in the park!

It also means that Anne and I can go on driving the car for a few more years which definitely would not have been the case without this wonderful addition.

Tony also has fitted gas filled bonnet struts in lieu of the original struts which only hold the bonnet in the open position. Once it has been raised, it also has a habit of going out of sync so that one must support the full weight of the bonnet whilst fiddling with the strut mechanism which has gone out of sync and refuses to fully extend like its partner on the other side!! All of which was containable together with the lifting of the bonnet in the first place - providing one's back wasn't an issue.

I definitely needed the bonnet to raise itself from the closed position with the least amount of help from me possible. Well other than to unscrew the safety bolts on each side and press the safety catch.

So I was quite interested to also follow his example and fit gas filled struts as raising the bonnet is not good for the back,- particularly in instances of strut non syncing.

Again Tony was more than generous with his advice and guidance in terms of source (Struts Australia - Melbourne) and specification. I have now installed two air filled bonnet struts which significantly ease the raising and lowering activity in terms of potential back strain.

That pretty much brings us to the present and the very exciting news that the RACV recently invited me to display the Jensen in the reception area of their City club for one month commencing 9th August through to 6th September 2017 as part of the monthly display program of member's veteran, vintage and classic cars.

I duly delivered the much spruced up vehicle. She did the marque proud during her month's stay there.
Circa Jan 2018

by Robin Jervis-Read, approved by Ann

Beware of the Missing Plug

I am the proud owner of a 1980 Leyland Moke. After experiencing fuel freezing problems because of the cold weather on top of Mount Hotham on the Moke Owner's Assn Alpine Run in 2016, I purchase a heated alloy inlet manifold that is able to be hooked up to the radiator system. It works really well and I have never had fuel problems since then.

Fast forward to 2018 when I was travelling home from Mokin' Jervis Bay and my Moke came to a dead stop outside the Billabong Roadhouse between Bairnsdale and Sale. I taxed my motor mechanic skills to the limit to find that "I had spark, and I had fuel". This was the time to wander into the Roadhouse and find a Mechanic-on-Duty. I spoke to him and he eventually wandered down to my Moke. After a bit of chin rubbing and forehead scratching he pointed to the area where a blanking plug should be in my inlet manifold. The 12mm hole is supposed to be used for a vacuum take off for the booster brake, if it is fitted. He placed his thumb over the hole and the car worked perfectly. The mechanic found a bolt that was a part of a tractor to fill the hole. He was able to get me going again and send me on my 350k trip back home.

Quite a few weeks later I was chatting to Ben R. of Minis Plus and told him of my tale. His comment was "So, where is the plug?" My reply being "somewhere on the Princes Highway near the Billabong Roadhouse". Ben suggested that the plug will be working under a vacuum and that the hole is not blind tapped. It could have been sucked into the manifold. My project for the next weekend was to search for the blanking plug.

Many years ago I purchased a magnet on a flexible handle, and the only thing that it has been used for is to find lost sewing needles that my "dearly beloved" has dropped on the floor. I removed the carburettor on my Moke and pushed the magnet down the inlet manifold and, to my horror and surprise, I retrieved the blanking plug. As the mechanic that services my modern car suggested: "You have not dodged a bullet, you have dodged a machine gun full of them. Imagine the devastating damage that could have been done if that plug had got into your motor."

If you have one of these inlet manifolds, PLEASE, PLEASE, PLEASE check that the plug is firmly in place. If not, Loctite or Teflon thread tape might help you save your motor.

Gordon Paterson

SOVEREIGN FOR SALE

Having very recently turned seventy-two and most distressingly still over-weight and apparently "post pausal-meno," I am changing a couple of things about the way my life is to be lived hereafter. Apart from loving grandchildren, it is obvious that I have to provide my own birthday presents. So-

I sold the MG TF a few weeks ago, chiefly because of the immense difficulty of clambering aboard. Once aboard it was always a joy to drive, but then the difficulty of alighting would present itself. Hopefully there are no pirate videos of me getting in or out. I sold it at a charity auction for the Variety Club and handed over ten percent of the proceeds to that charity organisation.

I have of late been wanting to use a Jaguar as a daily driver once again. For any of you who have done so, you'll understand why. I am currently driving a diesel Golf 2 litre. It's a terrific car, but it ain't a Jag in any way shape or form.

I have a lovely Series 3 Sovereign which I drive a couple of times a week. I have considered turning it into a daily drive car, but it wouldn't be robust enough to use every day from Wandin to the City, so I have acquired a lovely X300 which will be. Unfortunately the Series 3 has to go to a new home.

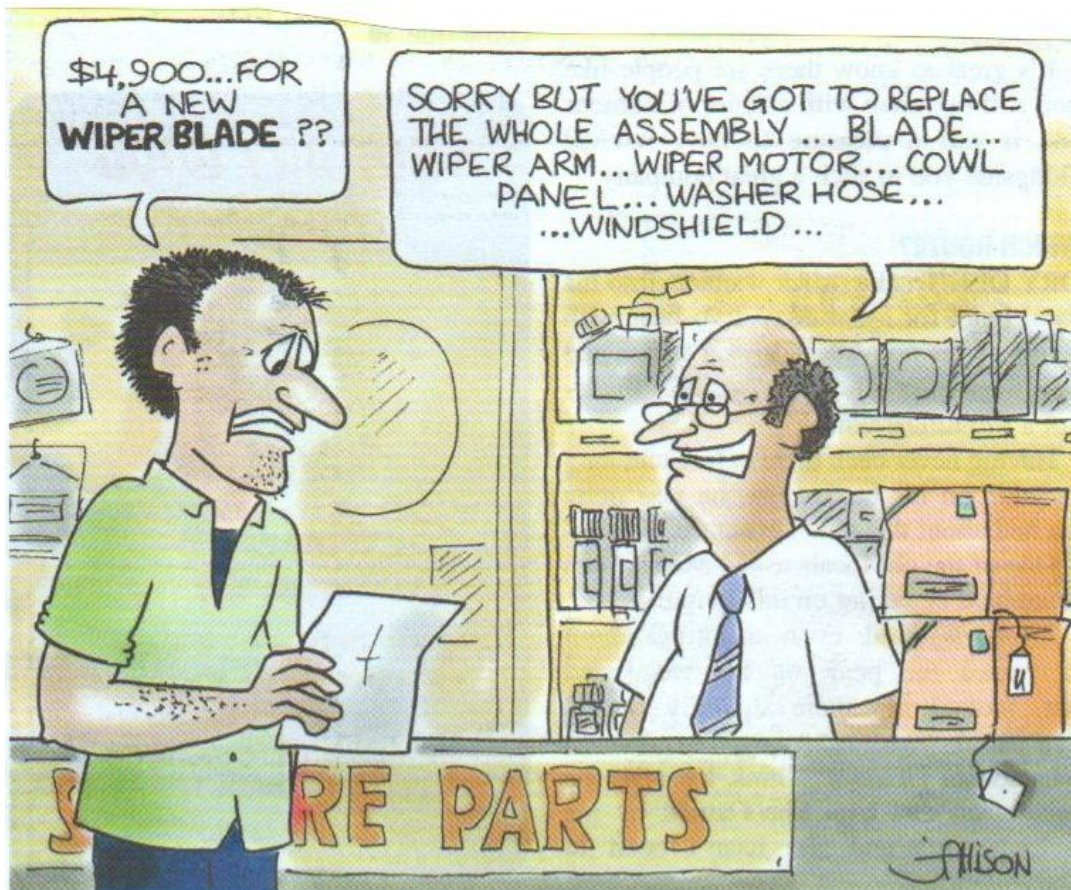


So here it is. A 1985 Jaguar Series 3 Sovereign in Cranberry Red. Asking price is \$10,000 as is. It is currently on club plates and is a beautiful car - both to look at and to drive. I've owned it about two years and it has been serviced by Grahame Ratcliffe motors in Ringwood.

The Golf TDI 2 litre diesel is also available, and has just been serviced by the same organisation. It is \$8000.

Trust there will be some interest among you for the Jag.

John Wood. 0414 644 812.



Haven't we all been here??? (Courtesy of Peter Flavelle)

How to write good...

1. Avoid alliteration. Always.
2. Prepositions are not words to end sentences with.
3. Avoid clichés like the plague. (They're old hat.)
4. Eschew ampersands & abbreviations, etc.
5. One should never generalize.
6. Comparisons are as bad as clichés.
7. Be more or less specific.
8. Sentence fragments? Eliminate.
9. Exaggeration is a billion times worse than understatement.
10. Parenthetical remarks (however relevant) are unnecessary.
11. Who needs rhetorical questions?

A few tips from your editor.



A B C C C

P A R T Y

It's our 21st Birthday and you are invited.

Saturday, 22nd September at 5.30PM at York on Lilydale.

The All British Classics Car Club Vic Inc. was founded by the late Frank E Douglas on 19th September 1997, and we have booked the Ballroom at the York on Lilydale to hold a special night time dinner to celebrate the 21st Birthday of our club.

Venue: York on Lilydale Cnr York and Swansea Roads, Mount Evelyn. (Directions)

Dinner: Entree-Main-Dessert- \$40 (subsidised by the club)

Drinks: Provided by the club.

Time: 5.30 for 6.30 dinner

Entertainment: Gavin Lydell

Dress: Party

We look forward to your compay.



BOOKING FORM

Please reserve places @ \$40 for

Name:Partner.....

Forward with payment to: Colin Brown PO Box 40 Coldstream 3770

Alternatively you may make a direct deposit (with name included) to our bank, and foward your details via e-mail to colin.brown@hotmail.net.au

Bank Details

BSB 063 863, A/c No 1001 3709