

ISSUE # 81



JULY 2021

The official and registered publication of the BMC-Leyland Car Club Inc in Victoria in 2014. A00615200N

The “WOBBLE KNOCKER”



NOW THE CAR OF THE CENTURY GOES AUTOMATIC

How do you improve on a car that's already acknowledged by experts as "years ahead of its time"? In advanced engineering, luxury ride and roadholding? Go automatic. Austin 1800, the most sophisticated car in its class now offers the Borg Warner 35 3-speed automatic transmission as an optional extra. Test drive soon. See how automatic transmission adds a new dimension in pleasure to this remarkable car. \$2,625 including tax. Prices slightly higher in country areas.

ASTOUNDING AUSTIN 1800



BMC-Leyland Car Club Inc

A0061520N

Committee of Management

Website: www.bmcleylandcarclub.org

Email for all contact bmcleylandcc@iinet.net.au

Phone number for all contact 0421841939



PRESIDENT.	(CO FOUNDER)	Gary Turner.
VICE PRESIDENT.	(FOUNDER)	Francis Borg.
SECRETARY.		Norma May.
TREASURER.		Cheryl Sawyer
MEMBERSHIP.		Sue Wilson.
EVENTS & SOCIAL Coordinator.		Sue Wilson
EDITOR.		Gary Turner.
WEBMASTER.		Gary Turner
VICROADS CPS PERSON.		Sue Wilson and Francis Borg.
COMMITTEE MEMBERS.		Bryce Eishold, Cheryl Sawyer. Ramy El Sukkari. Vince Stok, Terry Sawyer.
REGALIA.		Gary Turner and Sue Wilson

The following members are authorised by the club to sign VicRoads renewals.

Gary Turner, Francis Borg, Norma May, Sue Wilson, Terry Sawyer, Vincent Stok.

The following members are authorized to sign Standard Declaration and Eligibility forms for the CPS. These members are club scrutineers and Safety Officers.

Gary Turner, Francis Borg, Terry Sawyer, and Vincent Stok.

(No new cars will be admitted to the scheme unless the VicRoads CPS person, Sue Wilson, grants prior permission.)

Club Scrutineer's and Safety Officers are for signing off on the VicRoads Vehicle Eligibility and Standards Declaration Forms and for advice only. As of March 31, 2017, all cars must require a RWC including all those of pre-1949.

This publication contains general information, which does not necessarily reflect the views of the Club, its Committee or Editor and should not be relied upon without specific advice from a qualified professional.

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Anyone wishing to reprint an article can do so if the source is acknowledged.



President's Report



Hi everyone.

More Covid and more lockdowns are back again. We were lucky to hold our AGM when we did. Sue nearly decided to hold it a week later which meant we could not have held it. But we did and everyone who attended had a good day and the club decided to pay for everyone's main course which made it even more enjoyable.

Last month we did a small newsletter which I emailed out only. Apologies to those who would normally receive a mailed out one as to be honest I completely forgot, sorry.

However, I have included the articles that were in it so you can catch up. Just put it down to old age, I am losing the plot!!

We recently held an impromptu AGM at Wallen Hotel where the current committee positions remained without change. A quorum was available with the number of financial members in attendance. This was to keep our obligation to Corporate Affairs Victoria.

November the 14th, which is a way off yet, our community managers have asked us to hold a car and bike show and shine on the large empty block opposite Lifestyle Shepparton. Along with Shannons and our own club as major sponsors we have managed to get local businesses on board with the backing and support of the Greater Shepparton City Council who may provide us with a grant to hold the event. Asking for volunteers to attend from our club to function as marshals and helpers. Accommodation, if required and a meal afterwards to relax and help me celebrate my birthday which is on the same day. If you can help, please let me know ASAP so we can arrange accommodation for you at a low price.

If anyone has any business, repairer, RWC places you recommend, please let me know so we can pass it onto others to help them out.

That is all from me,

Stay safe out there and enjoy the lockdown.

Gary Turner

Editor

BMC-Leyland Car Club Inc.



AUGUST 8th Sunday

Our member Steve Haralambous has invited us to view his extensive collection of 15 cars at his factory in Seaford. Light refreshments then lunch at Seaford RSL. This was to be held in June but was cancelled due to COVID.

SEPTEMBER 12th Sunday.

Richard Simpson is holding one of his terrific spring runs. From Warrandyte to Kingslake Bakery for a quick stop over then onto Healesville for lunch Further details are further in this newsletter.

OCTOBER 3rd Sunday

Euroa Show and shine.

This is a show we have never been to as a club but have heard plenty of good things about it. You must pre book online to attend. More details to follow.

OCTOBER 23rd Saturday

Bryce Is organizing this run which again looks to be a great day out. Details to follow.

NOVEMBER 2nd Tuesday – Cup Day.

Jo and Kel Hawkesworth are holding a cup day special. The club will be paying for the meat and it' BYO salad etc. Details to follow closer to the date. EXPRESSIONS OF INTEREST.

NOVEMBER 14th Sunday

Lifestyle Shepparton Classic Car Show and Shine \$5.00 per car including passengers. Cars, 25 years and older. Many sponsored prizes and trophies will be available. Time: 9am-2:30pm. Details further in this newsletter.

NOVEMBER 26th – 28th Saturday & Sunday

Geelong Revival Motoring Festival. Details to follow.

DECEMBER 11th- Saturday-Xmas lunch

BMC-Leyland Christmas lunch with Show and Shine.

Venue will be at the Kilsyth Club, Canterbury Road. From 11am.

(Con't)

1st JANUARY 2022.

New Years, Day. Now becoming a tradition with the club Kay & Rick Smith will hopefully be holding a get together at Flinders for Fish and Chips on New Years Day. Details and confirmation to follow.

How to organise and put on a run.

Choose a month and a date that you can help

Once chosen, decide on a time and place to meet

Contact Sue and let her know so she can co-ordinate with the editor and committee.

Ask members to say if they are attending and make sure you have their phone number and give members yours. This will be possibly put in the newsletter anyway.

On the day get to the meeting point a few minutes early if you can.

Wait for members to arrive and leave at the designated time.

Try and travel in convoy. Do the right thing and if you cannot see the member behind you, stop and wait for them in a safe place. Another reason why you need phone numbers.

Upon arriving check that everyone has arrived.

Take a note of who came, where you went, what happened, any story and any other details for doing a run report.

Forward your notes to Gary so he can write up a run report for the magazine

OUR NEXT RUN.

Sunday 8th AUGUST *(Covid willing!)*

Steve Haralambous's collection of classic cars.

Seaford.

Meet at Steve's place at Factory 1, 69 Hartnett Drive, Seaford at 9.30 /10:00am.
(Next door to VicRoads)

We will have a tour of his cars for around 2 hours and then we will go to the Seaford RSL where we have booked for lunch.

Steve will be supplying morning tea so we need to know how many members will be attending the RSL for catering purposes. **Ring Sue 0421841939.**

Also bring your own chairs and a table to Steve's if you wish.

My 1970 Triumph Auto Stag. An article by our member Ian Fox

(Re published)

Facebook tells me it's been a year since I took delivery of my 1973 Auto Stag, and I don't think I've properly documented it. Time to share.

As delivered, just over a year ago according to Facebook.

Firstly, a lesson I should have learnt ages ago: Do your research. Secondly: do not buy a car without a roadworthy unless you're prepared to put in some serious work, because undoubtedly the car will require more attention than either the seller or you initially expect. I thought a new set of tyres would see me right. The good news is I was able to drive the car down for its first RWC inspection after I replaced the water pump - which was allegedly 'the only thing wrong with it'. The bad news was the long list of repairs requiring parts from the UK meant I was never going to get it done in the seven days covered by the first inspection. Long story shortened (a bit). I needed to replace the undersized front rotors, so they were ordered. One of the calliper pistons was seized, so I bought a new pair of callipers too. Rubber hoses looked suss, so I got a set of them as well. Then I thought I would do the rear cylinders, and while I'm there, I got some copper-nickel tubing and replaced all the hard brake lines as well! What the heck, the only 'old' component left was the master cylinder, so, yeah, I got one of those too. After doing all that, it seemed like a good opportunity to switch it all over to Silicone (DOT 5) brake fluid. I needed to replace every rubber suspension bush-front to back, so they were ordered. Rear body mount rubbers were also shot. Needed a new trans sump gasket to stop a leak.

New callipers, rotor, flex-lines, hard-lines, suspension bushes, springs and (internal) shocks. New wheel cylinders, shocks, more hard lines and rubber bushes. Coat of paint mandatory.

The car sailed through its second RWC, so I booked a VicRoads appointment for some rego.

This will be lesson three: NEVER drive an unregistered car on the road without the right permit, and insurance (thanks Shannon's). 10 minutes out from the depot, I was side swiped by a Ford Ranger coming into my lane, with damage on every panel on the right side. The door mirrors was also taken out. I managed to keep my VicRoads appointment, and the lovely inspector took pity on me for the missing mirror and granted me my rego.

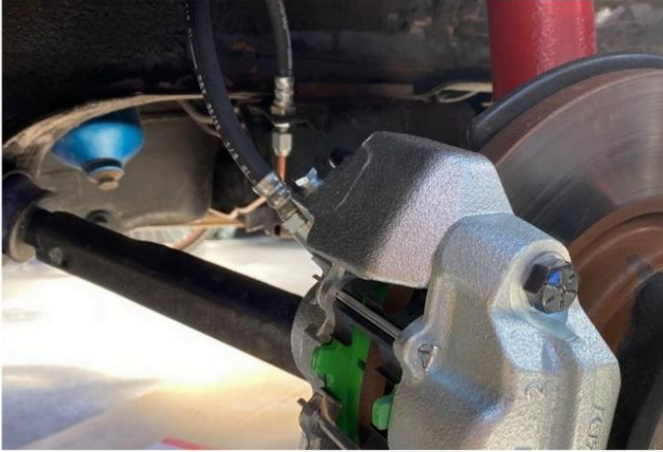
Next stop panel beaters. While it was away and seeing as I needed to order a door skin from the UK, I thought I'd also order the springs and shocks. Shame to let an order slip through without filling it. After the car returned from the panel beaters, I set to work replacing the front and rear shocks and springs. The panel beater kindly handed me the paint he had left-over to do some touch-ups, which I put to good use repainting the boot, and eventually the bonnet, along with some rust repair to the front of bonnet panel.

Cleaning up the valance prior to paint.

Bonnet was repainted due to some dubious touch-ups.

I keep telling myself to stop, and that the car is perfectly fine and reliable now, but there always seem to be 'improvements' to be made. Like central locking. I suspect I'm not the only one to suffer this condition.

Mostly done, and Club debut on the Bellarine Winery run.



CLUB RUN

September 12th SUNDAY

A Spring Run presented by Richard Simpson.

The September Spring Club Run is on the 12th of September.

Starting point is the usual spot at Stiggants Reserve, Warrandyte at 9:30 for a 10:00 departure.

We will leave the reserve at Warrandyte up to the Kinglake Bakery for a morning coffee and snack stop. Then we will travel Eastwards along the ridge road to Toolangi and on down to Healesville for lunch.

A visit to the Healesville Railway Station for a look over the restoration progress with trains running on the day.

Home run through the beautiful Yarra Valley. This is a great circuit and if the spring sun is shining and it is warm enough, those with a soft top or tonneau cover can strip off and go topless!

We would appreciate if you could RSVP to Sue on 0421841939 ASAP.



The sensational views to be had on Richards run.

Reprinted from the AOMC Magazine with thanks.

Days of cheap rego loophole for 'classic' cars could be numbered

By Tom Cowie

The Age July 17, 2021



Daniel Paproth loves his 1985 Honda City, even though others might not consider it a classic. He describes the colour as either lime green or highlighter yellow.

"It's a beast," he said. "An absolute weapon. I always wanted a car that suited my extra personality."

Attached to the front and rear of his compact Japanese hatchback are a set of maroon number plates, which entitle it to cheaper registration than regular cars as part of Victoria's club permit scheme for historic vehicles.

But while Mr Paproth fills out a logbook to show he only uses his car less than once a week, there are concerns that others are rorting the system for commuting or work.

The scheme is clearly attractive to those looking for a loophole to save a buck. A 45-day permit costs just \$120 each year, compared with \$850 for standard vehicle registration. There is also a 90-day option costing \$195.

"I love it, it's brilliant for my purposes," he said. "It would be a much harder decision about keeping the car if it didn't exist. It's not a daily driver."

The Department of Transport is currently conducting a review of Victoria's road rules, with access to the club permit scheme and its cheap rego set to be tightened.

Among the changes being proposed is an increase to the age for an eligible car from 25 to 30 years, while new penalties will also be considered for those who breach the rules

Iain Ross, president of the Association of Motoring Clubs, said that a major issue with the scheme at the moment was there was no definition of what vehicles were eligible.

"It doesn't matter once a car turns 25, it can be an old truck or a rusty Ford Laser," he said.

"That's meant a lot of daily drivers are slipping onto the scheme when they turn 25 years old. We need to define what constitutes a classic or historic vehicle, it's a very difficult task."

The matter of average motors getting around on club plates has become enough of a sore point that a Twitter page, @ShilCarsOnClubRego, was set up to document them.

"Classic" models featured on the page include the Toyota Seca, Nissan Pintara, Mitsubishi Magna, and Ford Meteor.

As part of its review, the department highlighted problems of some people not complying with the club permit scheme's requirements.

One issue was that some people were using cars for commercial purposes, such as driving tools to work as part of a landscaping business or hiring out vehicles for weddings.

Another was that cars were being driven more than the 45 or 90 days allocated. Drivers are required to fill out their log book whenever they drive more than 100 metres.

For those who don't follow the rules, Victoria Police can issue a \$908 fine for driving an unregistered vehicle. The Department of Transport is proposing an additional \$363 fine as a specific log book offence.

Mr Ross also said that genuine motoring enthusiasts had a problem with car clubs being set up purely to take advantage of the discount registration. Under the rules, an owner needs to join a club before getting a permit.

"We are concerned about the number of clubs formed only to get vehicles on to the scheme," he said.

"There's clubs with tiny memberships, there's other clubs that are clearly businesses. These are not genuine clubs."

Of the 1057 clubs currently registered as part of the scheme, the Department of Transport said 462 clubs had 10 or fewer vehicles. Seventy two were one-car clubs.

A department spokesperson said there was no intention to ban one-vehicle clubs and that the changes to the age eligibility would not be retrospective.

"We're considering feedback on a number of proposed changes, including measures to protect the integrity of the scheme and to bring it into line with other states," the spokesperson said.

"There are significant penalties for breaches to log book requirements and new penalties are being considered to improve compliance and remove loopholes."

Mr Paproth said he fell in love with the Honda City after seeing some friends drive one around Australia as part of the Shilbox Rally raising money for charity.

He paid around \$2600 for it and reckons it has good resale value.

"I just love it so much, it's comfy, it's fun to drive," he said.

"It's a complete death trap, if I was in any minor accident. I would be in trouble because it's so small, there's no airbags or other safety features.

"But I'm always getting waves and honks from other drivers and I love it."

A Tale of Two Minis

(Re published)

A contribution to the Wobble Knocker by member Steve Buckley. Many thanks.

I bought my first car, a Morris Mini 850 for \$280 and used it to travel from Cheltenham to Frankston where I had begun teacher training. Many of us with cars picked up other students on the way.

My poor 850 often had three or four fellow passengers and struggled on anything resembling a hill. It was not in great mechanical condition. At one stage it had badly leaking exhaust valves which I could not afford to have repaired. A kindly neighbour offered to do the repair. It ran well for a while, but in time it needed so much work done that I sold it.

After a career in teaching, I came across a mini that had had a complete restoration. I was supposedly transitioning to retirement and decided I would try to find a mini to buy for enjoyment and to repair/renovate.

I finally found one up north of Sydney. I travelled by train up and now wish I knew more about minis then than I do now. I thought the car was okay (which it was not) so I bought it and drove it home to Mornington.

I knew a guy who was involved in all things mechanical, body repairs and spray painting. He also prepared cars for road worthies. As time went by, this chap cut the rust out and fully resprayed it. Then, unfortunately, one of the main bearings went kaput in the 1097 engine and a rebuild was needed. I had bought a Cooper S head and a 1275 block in the hope that I would eventually use these to build a stronger engine. That became a necessity, and it took over six months before that was completed.

Over the ten years that I have had the car, I have put on new wheels, new headlining, installed a heater, put wheel flares on, new seat belts, new sound system (and was extremely nervous about drilling through the roof to put an aerial in), second petrol tank (Cooper S's have two tanks), and have driven it quite a few places around Victoria.

I was a member of another club for a long while which is another story but was referred to the BMC Leyland Car Club last year and found it so refreshing and welcoming.

Steve Buckley.



No, Not BMC, British or Leyland,
But our son John's handywork and a project he did a couple of years ago. With a bit of imagination and a young son who is into dinosaurs our boy John painted his Ford Explorer into a Jurassic Park vehicle. Our grandson Jackson loves getting a ride to school in it. John has also used it on display at some Jurassic Park Movie Theatres.



Men..... Check your Prostate.

Republished as it is so important.

A message from our good member, Clive Millsum.

I am Clive Millsum, owner of a green MG Midget, and have been diagnosed with prostate cancer. (Sounds a bit like the start of an AA Meeting!) The prognosis, however, is excellent.

My reason for writing this is to reinforce the message to men, especially those of you, like me, are (to put it politely!) over retirement age, to get regular checks.

I had none of the “normal” symptoms and it was only the fact that I have had for many years an annual PSA (Prostate Specific Antigen) test paid for by Medicare (when you are over 50). It was higher than normal, so my GP referred me to an oncologist.

He organized several tests including, MRI, biopsy, PET scan and bone scan. These tests confirmed that I did indeed have cancer, but it was confined to the prostate. I mention this because in the past there have been stories of “over-diagnosis” of prostate cancer but now with modern technology and knowledge I believe that is no longer the case.

It turns out that my cancer is aggressive but because it has been diagnosed early is completely treatable.

So, my point is if I had not had the PSA test and because I had no other symptoms I would have ignorantly continued and probably in 1-2 years’ time, Jill, my wife (widow) would have put my MG on the market.

Therefore, if you are eligible and not already being annually tested, I recommend that you do. Besides, I cannot afford to buy your car!!!



Minutes of our AGM 3rd July 2021.

AGM BMC-Leyland Car Club Inc

Meeting with lunch.

A total of 33 members attended this meeting at Wallan.

Minutes as per below.

Meeting started at 11:45am.

Gary welcomed everyone and thanked them all for attending.

Also said it was terrific to see our good friend Robert Quinn and Anne at the meeting after Rob had gone through some health Issues.

Apologies: Anne Pritchard, Jan Davies, Peter Holland, Bryce Eishold Terry and Cheryl Sawyer.

Membership 114. **Facebook** 2,500+. **Cars on the CPS** 106.

Treasurers Report:

BMC-Leyland Car Club Inc.

01/07/2020 – 01/07/2021 Financial Statement.

Closing balance as of 30/6/2020	\$9972.58
Income	\$5765.00
Misc. Outgoings	\$4775.98
Petty cash on hand	\$25.55
Closing balance as of 30/07/2021	\$10512.98

Outgoings include AGM Sands Hotel \$\$1810.30, Room Hire for AGM \$150.00, Hamper \$81.40, Silo Tour \$611.66, Flowerdale Lunch Door Prize \$181.40, Trophies for Show & Shine \$177.12, Assets \$189.99 (Scanner), Admin costs \$264.13, Corporate Affairs \$59.20, Website \$299.54, Domaine Name \$109.88.

Gary thanked Cheryl for a great job during a challenging year.

Gary then went through the runs coming up, and future runs up until 2022. We still need suggestions for runs and Sue asked people to contact her for suitable destinations.

Cliff Pritchard gave a talk about changes on the horizon for the Club Permit Scheme which we all found informative and interesting.

The main meal today was paid for by the club to make up for COVID-19 lack of runs etc. as the club usually pays and subsidises several outings throughout the year. Each member has a voucher to hand to the hotel staff when ordering their meals.

The meeting was then closed at 11:45am.

BMC-Leyland Car Club Inc Annual General Meeting. 2020 – 2021.

President Gary Turner opened the AGM at 12: 05pm.

All positions on the committee were then declared vacant and Gary announced that all the current sitting members have desired to keep their positions on the committee as they stand. Patrick Farrell decided not to continue on.

The current committee were confirmed and voted in.

Positions:

PRESIDENT.	(CO FOUNDER)	Gary Turner.
VICE PRESIDENT.	(FOUNDER)	Francis Borg.
SECRETARY.		Norma May.
TREASURER.		Cheryl Sawyer
MEMBERSHIP.		Sue Wilson.
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VICROADS CPS PERSON.		Sue Wilson and Francis Borg.
COMMITTEE MEMBERS.		Bryce Eishold, Cheryl Sawyer & Rami El Sukkari.
REGALIA.		Gary Turner and Sue Wilson.

Richard Simpson moved that the current committee members stay as they are until our next AGM, Ian Fox seconded, members voted, and it was unanimously accepted.

Meeting closed at 12.25pm.





Some of the cars at the Wallan AGM

Have you a project going on that you would like to share with other members? A story you'd also like to share? Got something for SALE? I need you to write about it for this magazine.

I would like to include some technical information, ideas, hints or stories for this magazine please. I'm sure members would like to read something other than my ramblings so please, I need some contributions.

Email: gazturn@netspace.net.au

Phone 0426951939

Lifestyle Social Club presents
SHEPPARTON

SHOW CLASSIC - AND - Shine

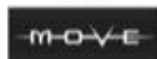
OPEN TO ALL VEHICLES 25 YEARS AND OLDER

\$5 Entry per Vehicle
(including passengers)

Opposite Lifestyle Shepparton
65 Channel Road, Shepparton
Sunday 14th November
9am to 2:30pm (Entry from 8am)
Contact Gary Turner 0426 951 939

Coffee truck and food trucks. Many categories and prizes!

OUR SPONSORS



Australian National Show and Shine Euroa—Sunday October 3rd.



EUROA SHOW PLANS FOR “GO”.

With the Covid-19 pandemic still casting a cloud of uncertainty over the running of the Australian National Show and Shine – Euroa on Sunday October 3rd, the committee continues to plan for the “best possible” scenario for the running of the event.

To date, the enthusiasm for the show from sponsors and exhibitors alike has been outstanding. With many potential attendees seeking information about the event, the growing list of interested motor clubs is already impressive.

The Mercedes Benz Club Victoria will display more than fifteen cars, including the immortal classic 300SL “Gullwing” of Patrick Devine. Mr. Devine became the sixth owner of the car in 1984, and has exhibited it at the Euroa Show on previous occasions. Converted to RHD around 1963, the Gullwing’s 3.0 litre slant 6 engine is the optional high-performance version developing 240bhp (180kW) and comes with a 180mph speedo.

Majestic Vanners, winners of the 2019 Best Club Exhibit award, will return with the aim of creating a “rainbow effect” by lining up twenty plus panel vans to replicate the colours of a rainbow! Spokesman Bret Kirwan said that they had performed this visual trick at a show in South Australia, with spectacular results for the crowd of spectators.

Perennial favourites, Central Victorian Corvettes will once again occupy Area 1 along the pathway with a display of around fifteen cars, intent on taking the “Best Club Display” trophy back from the Vanners.

The Victorian Monaro and Jaguar clubs are also scheduled to attend, with Jaguar again supporting the Darryl Twitt Motors display of new Jaguar and other cars.

Featuring in the motor cycle area will be Charlie Palmer, an expatriate Euroa man now residing in Sydney, with his 1937 Harley-Davidson “knucklehead”. The bike might be 84 years of age, but it still punches well above its weight in terms of performance. Together with the considerable talents of Charlie its rider, the knucklehead won the 2003 Australian Historic Championships, and recently added another win by taking out the legendary Sellick’s Beach race for historic motor cycles in South Australia earlier this year.

Show and Shine Motorcycle Manager, Glenn MacDonald said that Ducati bikes will be a special feature in displays for this event.

Over in Seven Creeks area five, the speedway stand will feature the Craig McDowell / Angie Luscombe FJ Holden restoration of local speedway legend Alan Luscombe. And talking about speedway legends, the ex-Barry Myers Camaro of Rick Pedler will return, together with Mr. Pedler's Pontiac Firebird.

With the theme for this year's event being the 1920s, Euroa hopes to display Judy McGrath's 1927 Capitol Chev as a feature around centre stage, together with the possibilities of a 1920s Austin 7 powered race car together with a Norton motorcycle – both still to be confirmed. 1920s vehicles are encouraged, and there will be prizes for the best 1920s costumes by both men and women, as well as trophies for "Best 1920s" car and bike.

There will be more than seventy trophies on offer across a great variety of car and bike classes.

Patrick O'Brien, winner of our 2019 event's GMCU Best in Show, will return with his immaculate 350 Monaro with the ambition of taking out the Euroa Show and Shine's first-ever "two-in-a-row". There will be plenty of other entries who are equally determined that this will not happen!

The iconic Euroa Show and Shine, now well established as one of the top motor and bike shows in Victoria, will continue to offer top value family entertainment for motoring enthusiasts, with live music, kids' entertainment, the Euroa mini railway and food & market stalls throughout the parks. Entrance fees will remain at an extremely affordable \$10 for display cars including driver, \$5 for display bikes including rider, \$5 entrance fee for adults with kids under 12 free.

Show and Shine President Ross Holt emphasised that if the show does go ahead, it will be a ticketed event only, under COVIDsafe conditions, with tickets available on line. Information and a ticketing link URL will be provided on the Euroa Show and Shine Website and Facebook page about a month prior to the event.

A firm decision on the running of the Euroa Show and Shine should be made around mid-August, and will depend on the approval of permits and the status of the Pandemic. In the meantime, the committee will keep prospective attendees advised on a regular basis on the Euroa Show and Shine Facebook and Web pages.



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