

# THE CARRIER PIGEON



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BULLETIN OF BALLINA CLASSIC VEHICLE CLUB INC.

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ISSUE NO. 411

AUTUMN 2024

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Where would we be if not for them.....

Turn to page 6



Presidents Run is ON...why not come? Talk to Lindsay now.



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We need  
your input



PLEASE SUBMIT  
ALL ARTICLES,  
PHOTOS AND  
CONTRIBUTIONS  
FOR THE CARRIER  
PIGEON TO THE  
EDITOR.

ALL OTHER CLUB  
CORRESPONDENCE  
TO THE SECRETARY.



**CLUB MEETINGS:**

1st Tuesday of the month,  
7pm sharp,  
Ballina RSL Club.

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## FROM THE EDITOR

### Welcome the unexpected.....

It all started with a phone call on the Wednesday prior to this year's 2024 Formula One race at Albert Park, Melbourne. I had to be at Albert Park racetrack at 7.30am the following morning being Thursday.

Tickford Racing and the Fox Classic Car Collection Museum had arranged to provide me with fast laps around the Albert Park track with Cameron (Cam) Waters in his new Ford Mustang race car (not electric).

Thursday started with no breakfast, meeting the race team at the team's semi-trailer transporter, being fitted with a full race suit, helmet (look after it as they cost about \$10,000.00) and provided with a clipped on neck brace.

After being wedged, pushed and heaved (I don't bend easy) into the race car, strapped in (hot and claustrophobic), mixed with some trepidation and excitement and pumped with adrenaline the car was started.

Noisy, hot and rattles was my first impression, after checking out the high quality roll cage and welding (just in case) we were off, swaying to warm the tyres, the first lap was fast! A bit glad it was over as I was feeling a little off.

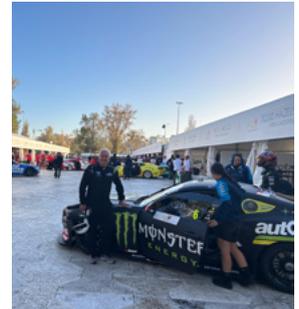
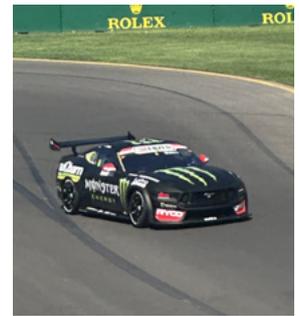
The next lap was (unexpected) faster!!! Corners and stopping really takes it toll. The drivers really earn their money.

After being wedged, pushed and heaved in reverse and crawling out of the car the "fast laps" was over. Just a tad under 300kms per hour.

It was a fantastic, once in a life experience. A special thankyou to Tickford Racing and the Fox Classic Car Collection Museum and my wonderful son and son in laws for arranging it all.

What a morning.....

Mark, Editor



## PRESIDENT'S NATTER

The Show and Shine Day set down for April 7th was postponed for weather that had been around all that week and meant people had little time to get cars out and wash them and the roads were not conducive to driving cleaned cars and the weather would have kept the public away. There was an alternative date but the continuing poor weather meant it was probably better to wait for a definite change in the current wet period before setting a new date.

As the minutes reported, member Paul Crollick has passed away suddenly and our sympathies go to the family. Paul had attended the Club Run to Iluka so was active in club events.

This is a call out for ideas for ideas for coffee runs and lunch venues for club runs so if you have any suggestions, you can email myself or the Events organisers or pass on ideas at the meetings.

And to conclude, Editor Mark is always looking for articles and a few pictures for the magazine and these can be your personal vehicles, special runs you have been on or articles from other sources you found interesting. His contact email is in the front of this Carrier Pigeon!

See you at the meeting

Lindsay



**AUTO PARTS STORE**

**6/46 De Havilland Crescent, Ballina**

### DO YOU NEED PARTS?

Purchase your parts at B-Line Auto through the club cash account to receive trade pricing just show your membership card

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## PLAYING WITH OLD CARS

### Motorclassica 2023 - Lindsay Smith

After missing out on the Motorclassica on my Melbourne round trip due to it being cancelled, I went to a number of car displays which were all good.

The first was the Lindsay Fox Collection in Melbourne Docklands in a building originally built as a customs house and later a mint before becoming a car museum. It has been converted with a car lift so the cars can go onto both floors and are beautifully displayed with spotlighting.

Fox has 250 cars in his collection but there is only room for around 60 in the museum building allowing him to vary the display and have different themes for his display. The display when I visited was mainly Mercedes Benz and Porsche cars with a few other specialty makes.

Fox likes to get rare cars when they are released and also collects and restores older classics like the Gullwing Mercedes that was on display. The rare Porsche and Mercedes cars on display was worth millions so the former Customs House built with strong walls to protect goods that excise had to be paid on is useful for the current valuable contents. Pictures are easier than my descriptions.

There were two other auto museums I visited while on holidays in Victoria. The first one was found accidentally while driving around in Arthur's Seat.

Charlie's Auto Museum is owned and run by Charlie who is 85 years old and likes a talk. I looked around his collection. It has lots of cars with classics like his Studebaker collection, a coffin nosed Cord through to more commonplace cars like Mini Mokes and VW Beetles but it is the other ephemera he has collected that is amazing with lots of old tools, carburettors, model cars, motorbikes, alternators and advertising in a large collection. Arthur's Seat is well south of Melbourne on the Mornington Peninsula and a very scenic part of the area and a visit to this museum is recommended for car collectors.

The photos include the Cord, a beautiful model of an Italia in great detail, a mini Moke with other small cars and the last is the Lightburn Zeta which was an Australian car made by a washing machine company and I think their washing machines would have been better adapted to being a car than these were.

The last car collection I had read about and went back north via Gippsland to see the museum which is at Maffra. Similar to the car museums at Cooma and Inverell, they were established by a local car club to provide car storage for members who then decided to develop them into display tourist venues with café facilities and parking for the public. The Maffra display uses half the floor space for a themed display that they change every six months and the other half is for members cars in general. The theme when I visited was Australian Muscle Cars and was a good representative collection. They also had a donated model car collection that contained thousands of models that they had put on display and many motorbikes as well.

I thought going back north through Gippsland would be nice and allow a trip over the mountains at Mt Hotham which I had not done for about twenty five years but the entire high country was blanketed in a very thick fog and has very tight twisting roads with steep drop-offs so was a slow trip but the descent into Bright is beautiful and still made that route worth while.

The photos from the Gippsland Museum include a Holden Station Wagon. Holden never marketed one and only made a one-off as a design exercise but the one on display is one of six made by Cordell's who were specialist bodybuilders. Next is a Bolwell Nagari which was a very pretty Australian sports car, a Monaro and the very rare Leyland Force 7 of which 7 prototypes were made to get production details sorted just before Leyland crashed so were sold off to recover debts owing after the crash. The Falcon Gt belongs in any display of Australian Muscle cars and the last was the quirky Mini Mini.



## Ladies Page

Since early automobiles rolled onto the scene in the late 1800s, the entire industry has been considered a masculine endeavor. That's far from the truth.

A little peek under history's hood shows how much influence women have on automotive innovation and the rise of the industry through the years.

From the very beginning of the automobile craze, decades before women would get the right to vote, women were in the driver's seat of vehicle innovation.

Many of the features that improve vehicle safety, comfort and driveability are the product of a female's

brainchild whose innovation improved through the years:

- ☞ Early brake pads
- ☞ Car heaters
- ☞ Windshield wipers
- ☞ Brake and turn signals
- ☞ Roadway markings
- ☞ WiFi and GPS
- ☞ Illuminated interior mirror
- ☞ Retractable seatbelts

Women have persevered because of their love of cars and the open road earning accolades, awards and greater power in the automobile industry along the way, not without some road bumps.



### Bertha Benz

Pioneer of the long-distance car journey and inventor of brake linings

Bertha Benz is the original road-tripper. Early one August morning in 1888 she set off in her husband's car, without permission, spare fuel or a map, to make the 106km (66-mile) journey from Mannheim to Pforzheim in Germany. Her husband was Karl Benz, and the car was the world's first.

Powered by an internal combustion engine with an output of barely one horsepower, hills could be problematic for Karl's three-wheeled Benz Patent-Motorwagen. It could also topple easily, but these design flaws did nothing to deter Bertha, who believed it was ready for the open road, and that the world was ready to see a woman setting its new course. Her pioneering drive wasn't without

incident, but Benz's stoicism and ability to adapt and improvise makes her even more impressive. When the Patent-Motorwagen's engine overheated, she used water from ditches and streams to cool it, and when a fuel line became blocked, she cleaned it with her hat pin. She even used her garter as insulation material and paid a cobbler to cover the brake shoes in leather – and in doing so invented the world's first brake lining.

It was inevitable that she'd run out of fuel, but she found a pharmacy in Wiesloch, which is now considered the first petrol station in history, and purchased ligroin (a petroleum based solvent). Benz arrived at her destination 12 hours after departing, and sent Karl a telegram to let him know that she'd successfully completed the first long-distance journey in his motor car. In his autobiography Karl Benz wrote: "In those days when our little boat of life threatened to capsize, only one person stood steadfastly by me; my wife. She bravely set new sails of hope". Bertha died in 1944, aged 95.



### Beatrice Shilling

Beatrice "Tilly" Shilling's story is one of two wheels and wings. Born in 1909, she spent her childhood playing with Meccano and her pocket money on tools. Championed by The Women's Engineering Society, Shilling realised ambitions that were way ahead of her time. In 1932, when she graduated from the University of Manchester with an honours degree in engineering, she was listed as 'Mr' on her student record card, as female titles were not yet a recognised option.

In 1934, Shilling became the second woman to be awarded a Brooklands Gold Star when she recorded two laps at over 101mph. She'd fitted her Norton motorcycle with a revolutionary supercharger and later became the circuit's fastest female racer ever with a lap speed of 106 mph.



### Katharine Blodgett

Katharine Blodgett was a physicist and chemist and was also the first woman to be awarded a PhD in Physics from Cambridge University in 1926.

She worked at the General Electric's Research Lab in Schenectady New York and discovered methods for working with monomolecular coating on glass. Her work improved the glass used in eyeglasses, camera lenses, de-icing for aircraft materials, poison gas absorbents and even car windscreens.

In 1938 she invented non-reflecting glass which forms the basis of the technology that is now used on every car windscreen across the world. GE called this invisible glass, as ordinary glass is visible due to the light rays reflecting on it.



## Dorothee Pullinger

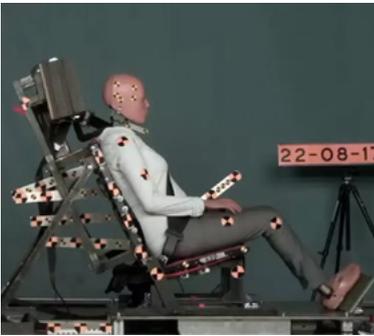
Engineer and entrepreneur who designed a car for women, that was built by women

Dorothee Pullinger made room for women in a man's domain, and designed a car fit for them too. Born in 1894, her time to make a difference came during the First World War when she was in charge of an estimated 7000 munitions workers producing bombs for the front line. She'd been refused entry to the Institution of Automobile Engineers on the grounds that "the word person means a man and not a woman" – a decision that was later reversed.

By the early 1920s Pullinger was manager of Galloway Motors, a car factory run by a female workforce that adopted the colours of the suffragettes. An on-site engineering college offered women apprenticeships that lasted three years, rather than the usual five for men, because it was believed women were faster learners.

Pullinger also designed and developed the Galloway – the world's first car specifically for, and built by women. The proportions of Edwardian cars were often too large to accommodate a smaller female frame, so the gear levers in the Galloway were placed inside rather than outside so that they were easier to reach. The seat was also raised, the dashboard lowered and the steering wheel was smaller.

One of the first automobiles to introduce a rear view mirror as standard, Pullinger's pride in the Galloway was justified.



## Dr. Astrid Linder

You might not know this, but until recently, most adult crash test dummies were modeled after adult males. These dummies measured 175cm tall and weighed 78kg, and while they have no doubt helped carmakers design safer vehicles, they didn't represent the build of the average woman. This meant that researchers couldn't gather enough data to accurately predict the injuries that most women might face in a car accident. In fact, a seat-belt-wearing woman in the front seat is 17 percent more likely to be killed in a car crash than a seat-belt-wearing man.

In 2022, Dr. Astrid Linder and her team in Sweden designed a new crash test dummy to more accurately represent the average woman measuring 160cm tall and weighing 62kg. This replaces the old dummy which at 142cm and 48kg, is

roughly the size of a 12-year-old girl. With this new crash dummy, carmakers can more accurately design their cars to be safer for more people.



## Odette Siko

When the French flag was lowered to signal the start of the 24 Heures du Mans on the 21st June 1930, Odette Siko made motorsport history as the first woman to race the endurance classic. Competing alongside Marguerite Mareuse in a Bugatti T40, they made it home in seventh position – a result that's yet to be beaten by an all-female team. They were the first, and remain the best.

A year later Siko and Mareuse, both French, were disqualified for a refuelling infringement. It did not put her off; Siko would contest Le Mans twice more. In 1932 she claimed fourth spot overall and a class win aboard an Alfa Romeo 6C 1750 with Louis Charaval – another record finish for a woman that still stands today. In the 1933 event, Siko skidded off the circuit on her 120th lap. Her car hit

a tree and caught fire, but despite her best attempts to extinguish the flames she was forced to retire from the race.



## Stephanie Kwolek

Most of us are familiar with kevlar used in bulletproof vests. However, it was initially developed in the 1960s by Stephanie Kwolek, a DuPont chemist tasked with developing a fuel-efficient alternative to steel reinforcements in car tires. Kevlar is now used in several safety features in modern cars including in kevlar-reinforced tires and brake pads. Thanks to her invention, Kwolek became the fourth woman to be inducted into the National Inventors Hall of Fame in 1995.

## HELPING OUT THE LISMORE HISTORIC POWER STATION



On the 11<sup>th</sup> Nov last year I tagged along with the Ballina Classic Car Club on an organised visit and guided tour of the Lismore Historic Power Station in South Lismore. My Group had a very interesting and informative guided tour presented to us by Vern Keys, one of the main volunteers who explained in detail all about the old engines and how the system used to work.

When the tour through the Power Station was complete I stayed back and had a chat with Vern, I have actually known Vern for over 28 years as I built him a Traditional Queenslander Home out the back of Lismore about that long ago.

We were standing next to an old desk that was pretty trashed as it had been under 2.5 m of water in the flood, Vern asked me if I would have an old bit of timber at home that they could use to put a new top on it as the old one was not the original for the age of the desk and was only out of chipboard, hence it was about three times as thick as it should have been and falling apart. I told Vern I would do better than that, I said I would take it home to my workshop and fully restore the desk for them. He was very excited.



I picked up the desk a few weeks later and took it home, pulled off the old top and completely paint stripped the frame and draws back to bare timber. As it was in poor shape and a lot of the joints had let go I reglued and cramped the whole thing back together. I then found an Old Silky Oak dining room table top (that was in 4 pieces) in my shed that I had acquired from a renovation I had carried out on some ones home. I dowelled and glued the top together then sanded all the old varnish of it back to bare timber. Once I reassembled the top and desk I then rubbed a mirror wax into the complete unit and it came up a treat.

The Old Multi Watt meter that was on the desk was trashed so I pulled that apart and cleaned it all, and repaired some parts, and with some expert guidance from Neil Chalker repaired and painted the metal frame around it and refitted it.

When I returned the desk to them they were over the moon.

All in all a rewarding exercise and a nice way to help them out and say thank you to them for giving their time and showing the club through. All their work is Voluntary and they get no Government grants.

PS now have a second desk to restore for them, and happy to do so.

Noel Cupitt



## From Rat Reek to Reggie Reek – a wife’s perspective

By Lizzie Key

Bruce has always loved Purvis Eureka's. They are old, sporty, nice to look at, and if we are totally honest – annoyingly difficult to get in and out of. They limit wives to wearing jeans or shorts for modesty reasons – more details on this further down).

Rat Reek was Bruce's first Eureka (or "reek" as they are fondly called by enthusiasts). We owned a computer shop at the time and Bruce swapped a new computer for it from a friend who had a rat-infested reek in his back paddock (hence the name "Rat Reek"). Bruce spent most of his time "restoring" the beast, but it was always known as Rat Reek (but I called it the "money pit" or "that bloody thing"). Bruce won club awards for the loudest car, the motor was deafening and you could not hold a conversation while driving – that may have been deliberate on Bruce's part so he couldn't hear me nagging him or asking him to go slower. He also got awards for the car that broke down the most.

We had a lot of adventures in the car... I remember fondly (as do other club members I'm sure) when the battery

died on a club run on the side of the highway. For those who aren't familiar with reeks, the way out of the car is by the roof lifting using electronic lifters... and yes, you need the battery for them to lift; so the windows needed to be removed and we had to climb out the windows. Bruce deftly exited the car... I went head-first out and got my jumper hooked on something and was left dangling upside down in front of everyone. No-one came to my rescue. Yes, such fond memories.

I did agree (I'm not sure why) to go on a Eureka run with him down south with the other Eureka enthusiasts. I'm not sure how many times we broke down, it was a bit of a joke among the club on how often we would break down. One incident saw us coasting around a roundabout – and yes, I mean coasting – the steering broke (there was none) and we went around a roundabout and straight over an embankment. Needless to say, I did not get back in the car for the trip back to the motel.



One day, Bruce found his dream Eureka for sale in Perth. It was during covid lockdown and I should never have let him pass time googling away on the computer – totally my fault! My rule for being allowed to purchase the car was that he was not to fiddle with it and that all maintenance was to be done at a qualified mechanic to which he agreed (he would have agreed to anything to get the car at that point – maybe I should have negotiated a European cruise while I was at it. He did some swift negotiations with the owner and had it shipped over from Perth. Of course, it got stuck in Melbourne on the car carrier for a long time as the borders were shut between Victoria and NSW. Finally, the big day arrived and his pride and joy was delivered. I admit, it was a pretty impressive car. The Simmons wheels alone are probably worth more than the European cruise I didn't get. My new Mazda was quickly thrown out of the shed and relegated to the driveway or the side of the road out the front of the house so the reek could settle into its new home in the shed. Bruce did not want club rego, he wanted full rego so he could drive it whenever he wanted. There lay the problem. Being registered in Perth, it needed NSW changeover. I won't go into the dramas we had trying to get it on full rego, historic rego or even any rego! You can ask Bruce for those details. But we spent months trying to get it registered so Bruce could drive it. I nick-named it Reggie as we had so much drama getting it registered and its name stuck.

I actually quite like Reggie, it is not as loud as Rat Reek and we get more people telling us it is awesome than we did Rat

Reek (which, if we are honest made me a bit embarrassed with its multi coloured rough bodywork and loud noise, oh - and multiple break downs). He even had an article done in Retro Magazine of Reggie. Reggie is still Bruce's pride and joy; he drives it around regularly and it is his everyday car on full registration.

Only one small teeny tiny thing I had to let go – against our original agreement - Bruce has never taken it to a mechanic and he has done the odd repair and modifications himself ... just a few things ...

New rear disc brake rotors and pads; repaired bonnet catch and back hood catch; replaced radiator and fans; upgraded the fans on the motor; cut out holes for new air vents; spraypainted the bonnet (ask him about the time the bonnet came up while he was driving); replaced the actuator motor and control; replaced window seals; re-gassed and tightened air conditioner; replaced dashboard and instruments ( he blew up the taco while changing the actuators and couldn't get one that fit into the old dashboard); changed gearbox oil; put in new reupholstered seats; repositioned the number plate (after being fined \$515 and losing three demerit points); new steering wheel; new gear shift mechanism (couldn't get reverse); replaced battery; got a picture of the car made into a cartoon and bought customised merch – hats and cups....

Lucky he has a few friends who have helped him out on the way...



## Car Trivia Questions

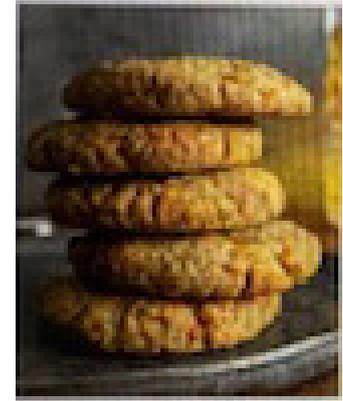
1. What Japanese automaker uses the expression "Zoom-Zoom" which describes the "emotion of motion" it claims is inherent in its cars? Obviously, the word later became more associated with a videot technology company.
2. What famous filmmaker behind "Patton" and "The Godfather" received his middle name because of the car company that sponsored the radio show where his father worked?
3. The world's first road made specifically for cars was paved in which of New York City's five boroughs?
4. Higher octane gas leads to less premature ignition which in turn reduces the rattling noise in cars most commonly known by what "K" term?
5. The LeSabre, Century, and Roadmaster are all automobile models from what brand? This brand was the first manufacturer to start General Motors.
6. The first internal combustion engine suitable for use in transportation applications was named for its German inventor who had what four-letter palindrome last name?
7. What internationally-recognized car brand, commissioned in 1934 by the country's notorious leader, translates in English to "People's car"?
8. Known widely as "il Commendatore" or "il Drake," what famous motor racing driver became a household name once his surname became attached to an automobile brand?
9. Founded in 1914 and owned by FIAT since 1993, what is the name of the Italian Italian luxury car manufacturer that features a trident as its emblem?
10. Although the technology has existed for at least 50 years, in the 2000s was the first time that efficacy and output increased enough in LED lights to be used in applications such as car headlights. What does LED stand for?
11. Invented by John McAdam, the material macadam was one of the early mixtures that was used in creating what transit-related thing? These things are seen every day by the majority of the world's population
12. What is the two-word name for a drag racing vehicle that features a tilt-up fiberglass automotive body and an engine placed in front of the driver rather than behind the driver?.
13. In 1968, Elliot Handler came up with what brand of toy cars as a competition to Matchbox? They are a two-word brand that starts with "H", modeled as highly modified and fantastical, as opposed to realistic car toys
14. Established on November 11, 1926 and stretching 2,448 miles across the United States, what famous highway is also known as the Will Rogers Memorial Highway?
15. Which British manufacturer of luxury cars was founded by Lionel Martin and Robert Bamford in 1913?
16. A hallmark of '70s automobile design was a small fixed window found behind the rear side window in cars with vinyl roofs. Without being too much of a diva, tell me what type of music inspired its name
17. A company once known as "Anonima Lombarda Fabbrica Automobili," or "Lombardian Car Factory," is now better known by what two-word name, which incorporates an initialism of the company's earlier name?
18. What's the name of the French brand of luxury sports cars that includes the Veyron, Chiron, and Divo?
19. What German automaker's brand name comes from the Latin for "listen," itself a translation of the last name of founder August Horch?
20. In 2008, which over 100-year-old American automaker sold its former UK brands Jaguar and Land Rover to India's Tata Motors?



## GOLDEN OATY APRICOT CARROT COOKIES

Ashley is 12 years old and loves cooking. She is also the Editors Granddaughter, and one day wants to ride my Matchless 500 single.

- 100g chopped apricots
- 125g firmly packed brown sugar
- ½ cup firmly packed grated carrot
- 1 egg yolk
- ½ cup plain flour
- ½ teaspoon bi-carb soda
- 1 teaspoon ground cinnamon
- 1 cup rolled oats
- 1 tablespoon milk



Preheat oven to 180 degrees, grease oven trays and line with baking paper.

Beat butter, sugar, and egg yolk in a small brown with an electric mixer until combined. Transfer to a medium bowl. Stir in carrot then combine the sifted flour, bicarb soda, chopped apricots, and cinnamon. Stir in oats and enough milk to make firm dough. Using damp hands, roll heaped teaspoons of mixture into balls, place balls 5cm apart from each other. Flatten into 3cm round.

Bake cookies for 15 minutes or until golden, cool on trays and enjoy.



**Happy Birthday  
Santo**



**Coffee with some members of the  
North Coast Street Machines 9th March**

## 1946 ... LIFE IN THE SLOW LANE



*Austin 10: UK's favourite in 1946*

*THE last time the number of cars in Britain fell was in 1946, when life on the roads was very different...*

- Most roads had no speed limits in 1946. However, there was a 30mph limit in built-up areas, the same as today
- In 1946 there were just over 4,800 fatalities on the road - compared to 2,538 in 2008
- Petrol prices were at their lowest in history due to petrol rationing. A gallon would have cost two shillings

(10p today), the equivalent of about 2p a litre.

- Many drivers on the road in 1946 had never passed their test as it was suspended for the Second World War
- Cars cost less than £200. The Austin 10 - one of the most popular cars of the era - cost as little as £155
- There were no seat belts. The law making them compulsory came in 37 years later

DATES FOR YOUR DIARY

11th May

Summerland House on the Saturday after the meeting

19th and 20th October

2024 Presidents Run

26th May

Casino Show and Shine

take the  
MUSTANG  
PLEDGE!



I WILL NOT...

I will not sell tickets to all the people who want to ride in my '67 Mustang.

I will not keep the neighbors up all night by playing my Mustang's stereo tape player.

I will not yawn when people talk about the performance of other cars.

I will not show off my Mustang's overhead console by turning on its map lights (at least, not in the daytime, anyway).

I WILL...

I will tell the truth about my Mustang's low price and not let people think I paid extra for bucket seats, vinyl interior, plush carpeting and all those other no-cost extras.

I will spend the money I save with Mustang on a good cause... myself.

I will love, honor and obey the Convenience Control Panel when its lights tell me to fasten seat belts and release the parking brake.

I will stick to my diet even though my Mustang's Tilt-Away steering wheel is so adjustable.

I will keep the "helpless-female" look by shifting manually only when I'm driving alone. All other times I will let the SelectShift work automatically.

I will catch up on my diary... one of these days.



ANSWERS - Car Trivia page 10 1. Mazda 2. Francis Ford Coppola 3. Queens 4. Knocking 5. Buick 6. Otto 7. Volkswagen 8. Ferrari 9. Maserati 10. Light emitting diode 11. Roads 12. Funny Car 13. Hot Wheels 14. Route 66 15. Aston Martin 16. Opera 17. Alfa Romeo 18. Bugatti 19. Audi 20. Ford

MY Mechanic

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Adam Prowse

Ph: 66 866 111

2/256 River St. Ballina 2478, NSW

Adam supports the Club with "lucky door prizes" for our meetings. Thanks Adam