



# *Torque Talk*

The Journal of the Milton Ulladulla Vintage & Classic Car Club

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**Our Cover**  
**Bob Wilson and his daughter, Susan present the  
 1937 Railton Claremont DHC**

**The January General Meeting was thirsty work!!**



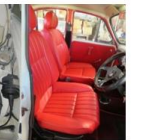


**Puzzle Solution: Royalty**

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 to see all the details and special features of this impeccably finished vehicle.

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 Note: The Car is currently in Ulladulla, but can be made available in Sydney given some notice.

**Important Member Information**  
**Historic & Conditional Registration**

The MUVCCC is part of the Historic & Classic Club Plates Registration Scheme. Registration of such vehicles is available to Club Members with vehicles which qualify for the scheme. Club Members with such vehicles must carry the "Club Event Program" while participating in club events. (Note: You can also download this to your mobile phone or access to the Club website event page.)

**Key Points:**

1. **You must be a financial member of an approved Car Club**
2. **You must also carry the Certificate of Approved Operation whilst using the vehicle.**
3. **If you drive a modified vehicle, it is highly recommended you carry the appropriate Engineering Certificate.**
4. **If you are using your vehicle for any other purpose, you must fill in your log book.** This must be completed before leaving your residence and vehicle use under the logging date is valid for that nominated date only.

**Please note: It is your responsibility as Member to ensure that you are a Current Financial Club Member, otherwise you are deemed to be driving an unregistered vehicle.**  
**All memberships fall due on 30<sup>th</sup> June each year.**

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**Message From the President**

Hi All,

The Annual Picnic and General Meeting was held at Leaning Oak, Lake Conjola. This was our first meeting of the year and it turned out to be a great day with 72 members attending. This was also the first time we used the new BBQ trailer and it worked very well - once a few little hiccups were sorted out. A great job done by the cooks - thanks!!

I would also like to thank the owner of Leaning Oak, David for letting us use this great location and to know that he is more than happy for our club to continue to use this wonderful venue.

Australia Day was another great day and the rain did not dampen the motor vehicle enthusiasts in displaying their cars & motor bikes. There was a great turn up of members and their wives, who enjoyed a stroll through the markets - another great day!

Wheel Nuts is still going strong with about 40 members in attendance at the February event. It was great to see new members participate and display their cars. We used the BBQ Trailer again for a sausage sizzle which was a great success. We are thinking of doing this ever second Wheel Nuts. A big thank you to Vicki, Tom, Jane & Alan for organising this.

I would also like to thank Dave Joice for arranging the new signs for the trailer. Dave & myself attended Tom's place and the 3 of us fitted them to complete our Club Trailer. A lot of people contributed to this project and my thanks to all involved.

That's about it for now...

Cheers

*Colin*

**President - MUVCCC**



*Colin's TR6 felt at home in the wet weather on Australia Day*





# Leaning Oak BBQ & General Meeting – Lake Conjola 12 January 2025



On 12<sup>th</sup> January, the club held its first event for the year at Leaning Oak – Lake Conjola. A perfect summer’s day greeted our 72 members and all had a great time. Colin and the committee led proceedings for the General Meeting and once completed, we anxiously awaited lunch. Members enjoyed an entrée of enormous (!! ) prawns which rapidly disappeared. The new Club BBQ had its maiden “cookout” and passed with flying colours. Our chefs particularly liked the extra shade. The ladies ensured members had a balanced diet with a variety of salads and bread to enhance the steak & sausages. After lunch, we relaxed and had great conversations, whilst some kept a look-out for ice cream... and they were not disappointed!

Thank you to all who helped make the day a success. Lastly and most importantly, a very special thank you to David, the owner of Leaning Oak. He provides us with such a great facility for our club members who really enjoy this event!



*Our crack BBQ team test out the new device!!*



*Whilst our crack salad team ensured we all had our “greens”*



*Oh Ohhh...what has Jan committed Neville too?*



*Helen, Jim & Kevin relaxed & enjoying the shade*

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*Neil & Andrew arrived in the Datsun 180B  
That was a surprise!!*



*Andy brought along his perfectly restored  
Morris Minor Traveller*



*Jan & Steve's Austin enjoying the shade*



*Who needs shade when you have a Bunnings Hat!*



*Members were keen to test the BBQ results*



*The Gibson 1947 Jaguar 3.5 is a real  
work of art*



*Peter Hughes' Buick Riviera drew a lot of attention*



*New members Susan & Ron enjoying their first club BBQ*



*Well, 3 out of 4 ain't bad - It seems Dawn was  
more focused on her ice cream*



*Warren brought along his 1987 Ford Mustang convertible.  
A rare model in the club's stable of Mustangs!*



## Member Story: "Saved from the Brink"

### Bob Wilson restores his 1937 Railton Claremont



Bob's 1937 Claremont DHC near completion

Club Member, Bob Wilson joined MUVCCC in 2022 after purchasing a unique vehicle that was manufactured in 1937 – a Railton Claremont Drophead Coupe. However, it did need a bit of a restoration (*well – quite a bit actually!*) before it was driveable. It is believed there were only 50 ever made and now, there are just 6 Claremont DHCs in existence. 3 in the UK and 1 each in Australia, NZ and the USA.

Noel Macklin who previously produced Invicta Cars at same location started the new venture of Railton Cars in 1933. The business was located in Cobham in the UK. Coachwork for their vehicles was sourced from a variety of UK firms, but they used US made Hudson engines and running gear. The coachwork to Bob's car was supplied by *Carbodies (famous for the English Taxi)* in the UK. The cars were designed to be faster than the competitors. In fact, Railton motor vehicles were used by Scotland Yard because of their speed! In 1939, the business was sold to the Hudson Motor Car Company, but WW2 saw it close. In the 1950s and 1980s, there were unsuccessful attempts to revive the marque, so now it's up to people like Bob to keep the Railton flame alight.



The manufacturer's plate affixed to the firewall - Engine & Chassis numbers match

Bob actually found his "project" in Unique Cars Magazine and thought it was a car that needed restoration.

In undertaking this project, Bob

had a couple of things in his favour. He had a very detailed photo portfolio from another Railton owner, Mike Stenhouse, showing exactly how it all fits together and Bob has always been a *natural* with motor vehicles and using his hands – something he inherited from his father.

Interestingly, when Bob was born, he came home from the hospital in the sidecar of a Douglas Motor Cycle. He grew up in the family home in Lane Cove, a suburb of Sydney and whilst still at school, he started working for his Dad at the petrol station, building his knowledge each day. During the 1960s, Bob owned his own petrol station and a lawn mower shop.



The 1937 Claremont DHC before Bob's restoration

When his Dad opened a hardware store, Bob again joined forces with his Dad to operate the business. In 1979, Bob married his current wife Roslyn and the couple had their daughter, Susan. Sadly, in 1982, Bob's Dad passed away and Bob assumed ownership of the hardware store.

After the hardware store was sold in the mid-1990s, he tried a couple of other ventures with varying degrees of success. In 1999, the family moved to the USA living in Youngstown Ohio for 15 years. Youngstown was known as "The Buckle on the Rust Belt". In the 1950s, Youngstown was the largest steel producer in the world, but by the 1980s, times had changed and the steelworks closed down. Whilst in the USA, Bob was involved in a property renovation/maintenance business before returning to Australia in 2014.

In 2019, the family moved to Mollymook and rented homes for a couple of years. In 2021 they found the perfect home in Ulladulla enabling them to be close to family, enjoy retirement and work on projects - the home has a great workshop!

Roslyn is pleased Bob has undertaken this project. She knows he needs to be doing things with his hands. Whilst Roslyn does not get involved with the work, she is proud of Bob's achievement.

Fortunately, Bob was able to source quite a bit of the car's history. It was first sold & registered on 17<sup>th</sup> July 1937 to J. Martin of 14a Glenfield Rd London. In 1965 Chris Essen planned to use it for spares but...nothing progressed. During the 1970s it had 3 more owners all with grand plans which did not come to fruition.

In 1978, the Railton arrived in Australia thanks to Ray Pank of Adelaide SA, who purchased the car and had it shipped to Australia (in fact he was required to buy 2 cars in the deal). In subsequent years, the Railton was on-sold, eventually being purchased by Allen Tolfts during this period. The vehicle was advertised for sale and in 2022, Bob completed the purchase from Allen. Finally the vehicle was in the hands of someone ready to take on the restoration that so many before had promised! However, the Railton arrived in 16 plastic crates - quite the jigsaw indeed!

The Railton has original FPH388 English number plates. Interestingly, the registration number always remains with the vehicle. As Bob waded through the crates, he realised the enormity of the project, but his affinity with cars soon had the project making progress.

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As Bob commenced the work he effectively had to re-machine, remanufacture and reassemble many of the parts. Luckily, local trades were available to assist in the process, but the majority of the work is Bob's.



The early stages of the restoration show marked improvement

The engine had a hole in the cylinder block so Bob sent it to a local engineer to repair and restore the Hudson Straight 8. However, hubcaps had to be remanufactured in NZ...at significant cost!



The Hudson Straight 8



Restored to a thing of beauty

Bob has had to re-manufacture some items to look like the original as he wanted the vehicle to look as original as possible, with some refinements considered to improve safety and practicality – *providing they don't impact the Claremont's appearance*. For example, the engine originally used a US made carburettor, but Bob finds the English SU carburettor better for engine performance.



SU Carbies installed

The Railton Claremont was originally painted grey, but in this restoration, Bob has selected Cream & Burgundy. The grille is painted cream to match the colour of the interior, which was a British tradition, most notably on MGs.



Electrical wiring renewed using the original diagrams - no computers here!



Careful panel fit!



Cream grille to match upholstery



The wood work jigsaw



The wood frame required finesse

At the time of writing, the Railton Claremont is almost ready for registration and presentation to members. The interior fit out is the final step and Bob hopes this is completed in time for March Wheel Nuts.

It has been an astounding effort by Bob. When I asked Bob what was the most challenging aspect of the restoration, Bob thought for a moment (I suspect there were quite a few frustrating moments), but he suggested that remanufacturing the panels himself was the most challenging aspect as he need to get the curves and lines perfectly accurate.

Bob & Roslyn are looking forward to sharing the *Reborn Railton* with other club members as it is a vehicle that needs to be seen to be truly appreciate

Bob's restoration achievement – it really was "saved from the brink"!!



Nothing was left untouched in this restoration

My Thanks to Bob, Roslyn & Susan for sharing their story and their hospitality (love the coffee!) - DJ



## ***Member Story: "A Jag in Need"***

### ***Morrie shares his story of saving a Jaguar MKV***

***Story & Photos by Morrie Morgan***



***Morrie & his late wife, Carol & their Jaguar MKV***

Let me share with members the convoluted story as to how I came to have a 1950 MKV Jaguar.

In 1975 I was teaching engineering at Goulburn Tech when the Head Teacher of Automotive, Bob Harrison, (who had a MKV in the family since new) asked if I could make a set of main bearings as they were no longer available. Note that this is an OHV engine design from the 1930's, pre the twin OHC engine that was introduced in 1951-52. After a bit of research, I worked out that Jaguar did not make their own engines, gearbox, diff or anything else for that matter but rather bought in what parts they needed to build cars. It became apparent that the Standard Motor Company (Vanguard, Triumph) also made engines for Jaguar and Ferguson tractors amongst others. From an engineering point of view there had to be some commonality in these engines so I chased up bearing sizes to find the Triumph TR3, the Fergy petrol and the old Jag engines all shared the same diameter mains and big ends but there were different widths. This presented a simple solution. Get two sets of Fergy tractor bearings and machine them to the correct widths and you have Jag bearings. Even now I still do bearings for members of the Classic Jaguar Club as Fergy tractor bearings are still readily available and reasonably priced.



***The starting point!***

So, back to the main story. When I had finished the bearings for Bob he asked if I would be interested in a MKV at a good price. I responded *"Not especially but I would*

*have a look"*. Bob did not tell me just what I was going to look at! We went to a brake mechanic's workshop in a unit block. There in the middle of the shop was a stripped body shell only. No bonnet, boot, guards or doors.

The sales pitch went like this. As a mechanic he had stripped all mechanicals from the body and given it to a panel beater to work over. Sadly, the guy tried to run across the old Hume Hwy, got run over and killed before he did much work on the body shell. The brake mechanic had to take the car back to his small workshop where it took up too much floor space affecting the business so he wanted to get rid of it.



***Jaguar MKV – Some Assembly Required***

If memory from 1975 serves me right, I paid \$500 for a lot of work or was it trouble I just bought? The body shell was easy to retrieve but the rest of the car was under the back of his house. I was presented with numerous cardboard boxes from the local fruit shop. All filled with a variety of mixed parts. Yes, mixed in no logical order. Several trailer loads later, most of the car was at my place. I still have several dozen of those boxes on the shelves in my garage. What a puzzle to sort out. It became apparent that I had the remains of two cars not one. Two engines, gearboxes, two sets of doors and lots of little bits and pieces.



***Morrie now has a rolling chassis***

body work are my own. The body was off the chassis making it easy to work on. I was able to get all new suspension rubber bushes from England, Nissan Urvan shocks fit the front. I had to pull the (non-repairable) worn out rear lever action shocks apart to machine out the housing to take a bronze bush and modern lip seal to keep the oil in.





The water pump has a carbon seal so I built the impellor up about 5mm with bronze to improve water flow, re-machined it and bored the housing to take a

modern ceramic seal. I had to get the engine block bored and bought new pistons, bearings for the gearbox and diff.

**Jaguar – A Brief History**

The name SS Cars Limited was dropped after the war and had become Jaguar Cars Limited by March 1945. Post WW2, Jaguar purchased the tooling for the 2.5- and 3.5-litre engines from Standard giving them some independence. The MKIV with timber framing was continued after the war until the MKV appeared at the 1948 motor show as an interim model. The MKV was wider, taller, longer and heavier than the MKIV it replaced. Head lights were now flared into the front guards.

Interestingly, there was never a Jaguar MKVI. This is because Bentley had a MKVI on sale at this time. The engine and gearbox were a carry-over from the previous model, however the MKV had a new chassis with independent front suspension intended for the MKVII that was then in development. For the first time hydraulic brakes were employed on a Jaguar. The MKV had a short production life ending in 1951 with the introduction of the MKVII in 1950.

The Jaguar Heritage Trust maintains all the production records. If you send them your chassis number, they will for a nominal fee provide a birth certificate for your car. Accordingly, my car was dispatched 12 December 1949 to Brylaw Motors, Sydney as a Saloon, right hand drive. Chassis, engine and gearbox numbers are original.

The MKV is not a bad car to drive considering the age. On the road the MKV had good brakes and reasonable steering load but I avoid parking in confined spaces like Coles Ulladulla unless I feel up to fighting the steering at low speed. Your arm muscles need to be in top shape when low speed parking such a heavy car!!



I started spraying the body but, in the end, gave up. I am right on the ocean and there was just too much moisture to paint successfully outside so I had to get it painted in town. As a record of what work was done, I took numerous



photos during the rebuild. I have put these together in a slide show taking about fifteen minutes. If ever I sell the car, it will be a good record for the new owner.



*My thanks to Morrie Morgan for sharing this great story! – DJ*

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### **Club Event: Wheel Nuts – February 2025**

With the holiday season almost over, members were keen to bring out their cars and this month 40 members attended Wheel Nuts. Members for the local Hotrod Club also joined us, together with members of the public. The new BBQ got another run as we enjoyed a sausage sizzle, much to the delight of members. A great time was had by all!!



*A Jag for everyday use*



*This 1934 Graham Model 69 stole the show*



*Members just love the February humidity*



*Our "Apron Models" can also be seen in the latest K-mart catalogue*



*Nick's black Alfa looked great, but gets so hot in the sun!*



*New Member Pete Sherlock's Ford XY Falcon looks "showroom ready"*



*Immaculate is a word that comes to mind*



*A startled MX5*



*Just a few of the many cars on display*

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**Club Event: Picnic at Narrawallee - 5<sup>th</sup> Feb**

The humidity of February made its presence felt as the MUVCCC joined both the Shoalhaven Historic Vintage Car Club and the Great Southern Car Club at Narrawallee Reserve for a picnic. Some brought baskets while others took the easy option of buying something (including your scribe!) The location was very relaxing and all who attended enjoyed lunch and the shade of the park. We also had some great vehicles in attendance!

**Club Event: Eurobodalla Gardens -14<sup>th</sup> Feb**

Yes – Valentines Day!! When young hearts make spontaneous plans, and older hearts check pacemakers. For the MUVCCC, we made the trip to the beautiful Euroballa Gardens, with 16 Members making the journey. Whilst the potential for rain kept the roof up on Nick Granville-Smith’s Alfa, the weather actually behaved! We all enjoyed some great meals and then members “walked-off” their meal in the beautiful gardens.



*Some competition for the Hoy Ford!!*



*Ian v Cheese cake*



*Jim looks enviously at the next table. What was their secret to getting food?*



*Both these cars standout from the crowd*



*Roses Chocolates were getting passed around...but then made an extended stop along the way.*



*The perfect picnic spot!!*




*Mike & Stacey say grace before their meals arrive*

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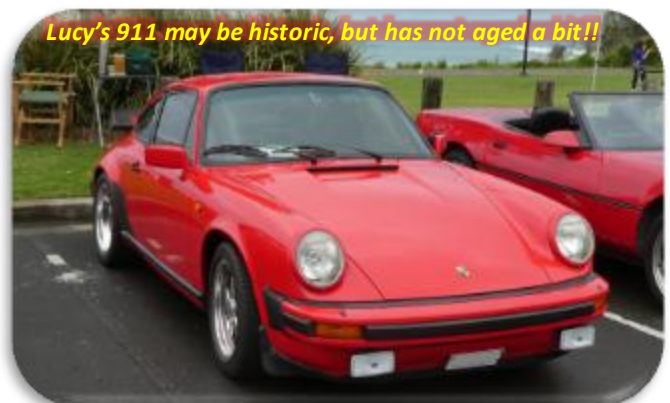




## Australia Day – Mollymook Beach – 26 January 2025



Australia Day at Mollymook is always a great day, but this year the weather decided to rain on festivities. Alan McLennan promptly arrived at 6.30am to secure the area (Thanks Alan!) – and then the rain fell. Fortunately, it was just a passing shower!! Your scribe arrived to be met at “Checkpoint Charlie” (i.e. Registrar Joe Bowdler & Alan McLennan) who debated the legitimacy of a '91 Subaru being able to pass entry (hmm - cruel but fair). We had a wonderful display of cars from the MUVCCC, with new member Steve, bringing his stunning 1960 FB Holden (see the photo below). Cars from other clubs were also in attendance alongside the local motorbike club adding a great variety of vehicles to the historic display. There was a great crowd (despite the weather) who enjoyed the vehicles on display and the markets as well. 45 MUVCCC members were able to attend for an enjoyable morning, which included a chance to watch a passing pod of dolphins!



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Just how much knowledge is stored in these 4 men?



1948 Chev Stylemaster Coupe

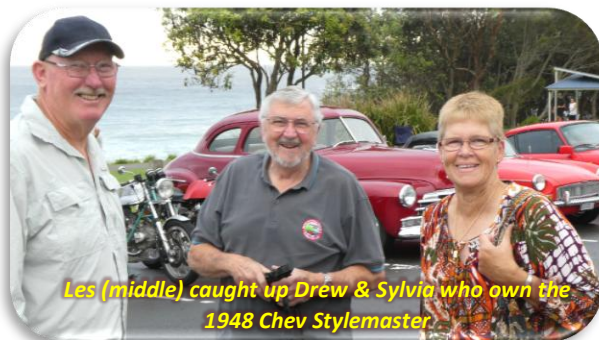
This vehicle was partly restored when bushfires destroyed it in 2001. Over the next 10 years, Drew & Sylvia restored the Chev to what you see today.



A great example of a '65 AP6 Valiant Wagon



Stephen's Mini looks a great match for the Austin



Les (middle) caught up Drew & Sylvia who own the 1948 Chev Stylemaster



John brought along a security team



Whilst Roger brought the CIA!!



The Motor Bike enthusiasts also had a great display



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## Member News

On 12 January 2025, the Club held its General Meeting at Lake Conjola, with 72 members in attendance. A great turnout.

Remember, the Next General Meeting will be held at:

**Ulladulla ExServos Club**

**10.30am – 12 March 2025**

## New Members

The MUVCCC is pleased to welcome new members to the club:

**Peter & Sue Sherlock**      **Ronald & Susan Vella**  
**Stephen & Mabelle Thomas**    **Benjamin Mansfield**

We hope you enjoy the camaraderie and become a regular participant at club events. *It's all about "Having Fun!!"*

## Thoughts for members who are unwell

If you know members who may be unwell, please reach out to our Welfare Officer, Viv Burns so the club can provide some support. Her contact details are on Page 3.

With this in mind, our thoughts are with Alan Burns who is currently receiving treatment.

## Registrar Update

Our Registrar, Joe Bowdler has reported that the MUVCCC has **233 vehicles & 195 members as at the Feb 2025.**

*Don't forget, members should also ensure the appropriate **Certificate of Approved Operations** is with the vehicle (or a copy) at all times. We have been advised that many vehicles are being checked by police and they will immediately look for this document.*

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## Building a Shed – the MUVCCC way!

As we have a new BBQ trailer, we thought we should give it a nice home. The committee got together and had a great time putting up a shed. Tom Taylor had completed the preliminary work, but a team was required to get the roof & walls done!

So with tools at the ready, Alan & Colin clambered on the roof (and it was HOT!) with roofing panels passed up by Joe & DJ. Tom & Dawn were working on walls. Vicki & Jane made sure we were all fed, whilst Molly supervised.



*Who wants to get on the roof?*



*Joe wisely chose supervision*



*We tried the Council approach  
4 supervisors & 1 worker*



*Colin & Alan are never shy in giving  
me their opinion*



*And Dawn had her trusty  
encouragement tool at the ready*

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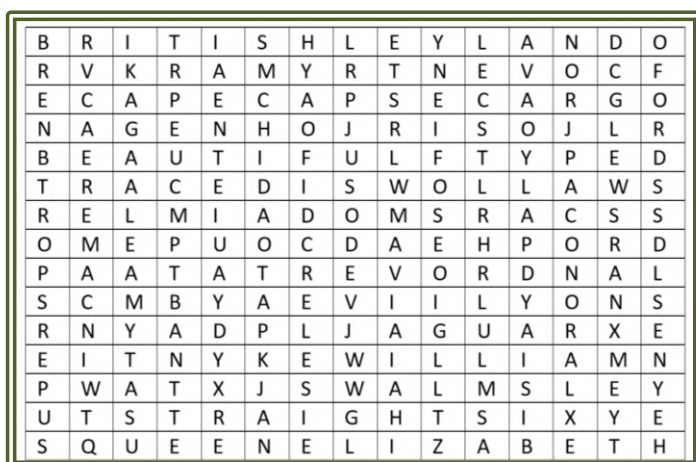


### Coffee Break Time!

Within the club, there is a bit of love for the famous Jaguar brand (Just ask Morrie Morgan & Jim Rouse). Jaguar have an amazing history and some amazing vehicles. Of course, owning a Jag may also be a bit challenging but that is all part of the experience...right?

Find the words listed below to reveal the solution from the remaining letters after all other letters are crossed off. (See page 2 for the solution)

### Jaguar – One of the iconic brands in motoring history



### Solution Hint: They Know Style.

Beautiful	Land Rover	Swallow Sidecar
BMC	Lyons	SuperSport
British Leyland	Jaguar XE	Tata
Coventry	JLR	Twin cam
Daimler	Mark V	VII
Drophead Coupe	Queen Elizabeth	Walmsley
E Type	Sir John Egan	William
Ford	SS Cars	XJS
F Type	Standard Motor Co	XK
Grace Space Pace	Straight Six	
Heynes	S Type	

For Sale: 1963 MGB Roadster MK1 Manual Black \$30,000 Negotiable



This vehicle is in outstanding condition. The bodywork is perfect with no rust! Mechanically, this car is very reliable and runs well with a strong motor.

Overall, the MG is in very good condition for a 60-year-old classic. She doesn't miss a beat and comes with hood cover and tonneau cover. Located Burrill Lake NSW.

Note: The vehicle is on historic plates which are not transferrable

Contact Dave

Ph: 0402 862 724

email: [davecath1@optusnet.com.au](mailto:davecath1@optusnet.com.au)

### MUVCCC Special Event Cancellation!!

The MUVCCC has a long history of supporting both: -

a) The Milton Show – 7 to 9<sup>th</sup> March 2025

b) The Blessing of the Fleet - 5<sup>th</sup> April 2025

Regretfully, organisers of these events have advised that the MUVCCC is **not** required to assist in supporting these events in 2025.

Whilst we are disappointed to be advised of this decision, we do hope that in the future we will be invited back to support both these special community events. Please update your calendars accordingly.

*If you have a story or photos you would like to share (or any other feedback) please write to me at:*

[editor@muvccc.org.au](mailto:editor@muvccc.org.au) - Thanks *DJ*

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# Upcoming Events

**Please consider our event organisers. If you wish to attend an event, please advise the Event Director of your participation as soon as possible, so as we can cater for all attendees - Thank You**

Month	Event
<b>March 2025</b>	
Sunday 2 <sup>nd</sup> 10am – 12noon	<b>Wheel Nuts, Ulladulla Harbour</b>
Friday 7 <sup>th</sup> , Saturday 8 <sup>th</sup> , Sunday 9 <sup>th</sup>	<b>Milton Show – <u>MUVCCC Club Participation cancelled.</u></b>
Wednesday 12 <sup>th</sup> <b>10.30am</b>	<b>General Meeting - Ulladulla ExServos Club <u>Note the New Location &amp; New Time</u></b>
Wednesday 19 <sup>th</sup> Depart 9.30am	<b>Coffee Run Big Red Bus Tomerong</b> Leaving Milton
Sunday 30 <sup>th</sup> From 7am	<b>Sussex Inlet Classic Show and Shine –</b> <b>Register Online at: <a href="http://www.sussexinlet.nsw.au/show-shine">www.sussexinlet.nsw.au/show-shine</a></b>
<b>April</b>	
Saturday 5 <sup>th</sup>	<b>Blessing of the Fleet - <u>MUVCCC Club Participation cancelled.</u></b>
Sunday 6 <sup>th</sup>	<b>Wheel Nuts, Ulladulla Harbour - Meet 10am -12noon</b> <b><i>VEHICLE REGISTRATION – The Registrar will be available</i></b>
Wednesday 9 <sup>th</sup> Leave 10.30am	<b>Lunch Run – Nelligan - Leaving Ulladulla 10.30am</b>
Wednesday 30 <sup>th</sup>	<b>Devonshire Tea On the Verandah – Geoff and Bev’s Lake Conjola – 10am</b>
<b>May</b>	
Sunday 4 <sup>th</sup> 10am – Wheel Nuts 12pm - Lunch	<b>Wheel Nuts, Ulladulla Harbour - Meet 10am Combined with Mothers’ Day Lunch –</b> Long Table Lunch - 12noon  BBQ lunch provided by MUVCCC - BYO plates, cutlery, drinks and chairs <b><i>VEHICLE REGISTRATION - The Registrar will be available</i></b>
Wednesday 14 <sup>th</sup> 10.30am	<b>General Meeting – Ulladulla ExServos Club</b>
Sunday 18 <sup>th</sup>	<b>National Motoring Heritage Day Berry - Arrangements TBA</b>
Wednesday 21 <sup>st</sup> 9.30am – Depart Milton	<b>Coffee Run Cudmirrah – Cuddy’s Café - Leaving Milton</b>

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