

# THE HARRY WARLOW-DAVIES SUITCASE STORY

This fascinating story began on 28th July 2015 with the following email addressed to the VSCCA from the RAAF Association:

*Good afternoon gentlemen,*

*My name is Carol Moreau and I am the Executive Officer of the RAAF Association (NSW Division).*

*We have received an old wooden suitcase found in a dumpster at Liverpool with some interesting items but unfortunately no name/s or address/s that are current.*

*In fact it dates back to 1947.*

*There is a 1947 Mountain Trial, Under 1100 cc Class trophy with the name H. Warlow Davies on it as well as an A S C C silver mug engraved with: Experts Trial 17<sup>th</sup> – 18<sup>th</sup> January 1948, Second Class Award, H Warlow Davies.*

*There is his Pilot's licence and log books, several certificates of achievement. He was a World War II pilot awarded the 1939-45 Pacific Star, 1939-45 Star, Australian Service Medal 1939-45.*

*I realise it is a long shot but I've just about exhausted every other avenue I can think of to try to maybe find a descendant of this gentleman and pass on his mementos.*

*If you have any records of this gentleman and maybe some later information that may help locate someone who would be interested in his mementos I would appreciate it.*

*Regards,*

*Carol Moreau  
Executive Officer  
RAAF Association (NSW Division) Inc.*

*P: (02) 9393 3485  
E: raafansw@bigpond.com*

This email was of considerable interest as I had previously read of Harry Warlow-Davies's tragic death in an air crash in 1948 and I had also discussed his case with early VSCCA member Ron Heine who had clear recollections of Harry in his time in the VSCCA. Partly what made the crash so tragic was that Harry, at the young age of 27, left not only a young widow, but their first child only three weeks old. I immediately replied to Carol Moreau as follows:

*Hello Carol*

*What a fascinating discovery and in a rubbish dumpster of all places. Harry Warlow Davies was certainly one of the early members of the VSCCA and actively participated in many early events including those of the Australian Sporting Car Club (ASCC). I will look up the details, but I think off hand that he was killed in a plane crash in about 1948 leaving a wife and infant son. I do know that he was a friend of one of the early members, Ron Heine, who I am still friendly with today. In fact we have discussed Harry on a number of occasions as he drove a three wheeled Morgan in events.*

*The contents of the suitcase are naturally of great interest to the club and if a descendant can't be found then you might consider giving the trophies and other contents to the club archives which we treasure most carefully. A number of early trophies have come back to us in recent years.*

*I will come back to you tomorrow with some more details.*

*Kind regards Tim Shellshear  
President VSCCA*

I then sent Carol's email off to the VSCCA Committee as follows:

*Hi Committee*

*The whole matter of Harry Warlow-Davies death is very poignant as is the final throwing out of the timber suitcase by some un-*



On the 29th July 2015 I emailed Carol again.

*Hello Carol*

*I am not sure I am reading your message quite correctly, but I take it you would be happy for us to continue the search for the Warlow-Davies family and in the meantime have possession of the suitcase. In the event that we can't find any descendants then the contents will be added to our own archives. One of our committee members last night, a practicing barrister, felt confident that using the resources of the legal world that he would be able to trace a descendant. I noted in a quick search of Trove this morning that some family background immediately became apparent, but it is of course a long time ago. I also noted that there are no Warlow-Davies listed in the white pages of Australia. Many factors could account for this such as Harry's widow remarrying and taking a new name. He may have had no brothers to carry the family name on. So an interesting search.*

*If I have read your intention correctly we would be pleased to take delivery and you could send it to my home address at 55 Ballast Point Road Birchgrove.*

*Thanks you again for making the contact*

*Kind regards Tim*

And so after waiting what seemed quite a period I rang Carol and was advised that I could pick up the suitcase any time convenient to me. On the 21st October 2015 I went into the city to meet Carol Moreau at the high security Defence Plaza in Pitt Street, met Carol on the footpath outside, and was given possession of the suitcase.



Having got the case home I then carefully inspected it. The suitcase is quite small and although of battered appearance was quite sturdy and intact. The case appears very home made with plywood top and bottom, quarter inch redwood sides nailed together with no dovetailing and, unusually, redwood bolection moulds forming the sides of the lid. Although timber suitcases were quite common around this period it has none of the finesse of the better made cedar cases.

The fact that the suitcase was full is remarkable given it was retrieved from a rubbish skip. Fate has played a very good hand in the preservation of this remarkable collection of Harry Warlow-Davies personal possessions. Inside the case the following items were stored:

- Trophy from the VSCCA for best under 1100cc in the 1947 Mountain Trial.
- Trophy from the ASCC for a second class award in the Experts Trial of January 1948
- Rolled up oil painting of Harry Warlow-Davies on canvas
- Ceremonial Baton
- Pilot's knee strap writing board
- An initialled silver cigarette case
- RAAF uniform badges and buttons
- Four service medals and colours from service in WW11
- Pilot's Certificate and Licence
- Aircraft Operator's Certificate of Proficiency
- RAAF Flying Log Book 1942-1944
- Pilot's Log Book (ANA period) 1945-1947
- Pilot's Log Book (ANA period) 1947-1948

- An envelope containing a letter marked “keep for Susan Warlow-Davies –Her father’s last letter to his father.”
- A seven page letter dated 18.7.49 from Harry’s father to an unknown person.
- An extensive collection of contemporary newspaper cuttings from Sydney. Melbourne and Hobart newspapers.



It’s truly remarkable that this was all intact. So next step was to get on with trying to trace a related person to hand back the suitcase to. It always remained a possibility, although unlikely, that the suitcase had been thrown out by the family themselves as so much time had passed. This was just one of the possibilities that had to be eliminated.

So the first step was to put down the facts that were now known about Harry Warlow-Davies from the contents of the suitcase. The important facts to begin the search with were these:

- Harry’s birth date and place of birth as Hobart were given
  - His wife’s name was Elizabeth and the newborn baby was Susan.
- It was a fair bet that Mrs Mather who arrived to inspect the baby the next day was Elizabeth’s mother and, therefore, Mather was her maiden name.
  - Harry and Elizabeth were living at 42 Central Ave Mosman at the time of Susan’s birth.
  - Harry’s father lived in 5A Stoke St Hobart.
  - In a letter from Harry’s father eight months after Harry’s death it noted that Elizabeth and Susan were back living in Hobart.

The obvious starting point was to go to Ancestry.com and put in those facts. An immediate result of this was that in the 1949 electoral role Harry was shown as living at 42 Central Ave, but that his wife’s name was Joan Elizabeth, hence the references to her as Jo in the suitcase letters. The second almost immediate result was a dead end. Nothing coming up on Ancestry was helpful and indeed I couldn’t even be sure that Joan Elizabeth’s maiden name was Mather.

So off to research Trove.com.au, that wonderful collection of searchable scanned Australian newspapers. By typing in Harry’s full name, selecting the Tasmanian newspapers and the decade 1940-49 it immediately provided a wedding photo of Harry and Joan being married on the 19th June 1943 and confirming her maiden name as Mather. Lots of information on the 1948 crash of the DC-3 were available, but nothing giving any information on the future of Joan and young Susan. Once again after a great deal of searching virtually a dead end was reached. The Warlow-Davies name seemed to disappear and all sorts of possibilities came with that. Possibly Joan had remarried and taken a new surname, possibly young Susan had had a short life and was no longer with us. It was beginning to look like the suitcase might stay in the VSCCA Archives.

Now the only real resource left was to get into some serious research on Google, constantly cross checking with Ancestry and Trove, trying all the known names and address-

es. This revealed that a Susan Margaret Warlow-Davies had resided in Edgecliff in the 1980's and that she held an Australian Business Number giving the possibility that she might still be around. In addition, further searching on Ancestry finally found a clue that Joan had remarried, did indeed have a daughter called Susan Margaret, but unfortunately owing to the privacy provisions of Ancestry any further information was marked 'Private' and therefore inaccessible. It also revealed that there were two more children as a result of the second marriage, but again marked 'private'.

Being a devoted car enthusiast for early cars my attention was drawn to an article I found on Google on one Eric Warlow-Davies written by Robert Sharman of Tasmania. This article threw up immediate links in that although Harry was not mentioned, it was clear that this Eric must have been Harry's brother and by chance he was also an aircraft engineer and passionate collector of veteran cars. I read the article carefully for clues and imagine my absolute surprise to find this note at the end of the article:

***About the author:***

*Robert Charles Sharman, BA 1949 (Tasmania), was the foundation archivist of both the Tasmanian State Archives (now the Tasmanian Archives and Heritage Office TAHO, 1949-59) and the Queensland State Archives (1959-1970).*

*His first wife was Joan Elizabeth Mather, who in 1942 married Harry Warlow-Davies, the brother of Eric John Warlow-Davies. Harry Warlow-Davies died in 1948, and I married Joan Elizabeth (always called Elizabeth) in 1951. So Eric was the brother-in-law of my first wife.*

What a remarkable find. I immediately went back to Ancestry and ran the family tree backwards using the Sharman name to find those previously available details of Elizabeth's first marriage and child marked 'Private'. A full circle! Further research in Google quickly revealed that Robert Sharman, having a celebrated life as an important archivist in Tasmania and Western Australia, was still alive in 2015 and involved professionally in archival matters. Ancestry had also provided the names of his two children from Elizabeth's marriage to him and so the search was just about at an end, but of course no guarantees that I would find Susan, who I took to be the rightful heir of the wooden suitcase.

Google immediately revealed a Dr Peter Sharman living in Hobart and on the 24th October I emailed him the following email:

*Dear Dr Sharman*

*I hope this matter may interest you and that I have the right person.*

*I am the president of the Vintage Sports Car Club of Australia here in Sydney and in the immediate post war years we had a member by the name of Harry Warlow-Davies. Recently the RAAF Association in Sydney made contact with me as they had an old battered timber suitcase handed in to them containing the personal effects of Harry Warlow-Davies. These include various cups won by Harry in the VSCCA together with his flying records and other personal effects. The RAAF came to me because of the Club badges on the cups. Incidentally the RAAF had given up all hope of tracing any family connection before coming to me. As I also look after the archives for the club I had been aware of Harry's tragic end in the ANA crash of 1948 and so the suitcase has provided considerable interest to myself and our members, many of whom are very keen flyers. The fact that Harry's daughter was only three weeks old made the story extremely poignant. Through Ancestry.com and then Trove.com, but particularly an article on Eric Warlow-Davies written by Robert Sharman I feel I am getting closer to solving the suitcase riddle. In the article by Robert Sharman, who I take to be your father, he referred to his first marriage to Joan Elizabeth Mather who was of course the widow of Harry Warlow-Davies. I have also become aware of a woman called Susan Margaret Warlow-Davies, the daughter of Elizabeth and Harry, who lived in Sydney for at least some time and who I take to be your step sister. I wonder if she has passed on in recent years as she would be the obvious person to keep and presumably treasure such personal mementos.*

*The VSCCA is happy to keep these effects in our club archives, but I assume much of it may be of personal interest to other members of the Sharman or even Warlow-Davies families. The RAAF appears to have no interest in retaining the flying records.*

*If this is of interest to you I wonder if you would be kind enough to give me a call or an email sometime on the numbers below.*

*Kind regards*

*Tim*

Within hours a response was received from Peter.

*Thanks Tim*

*I am totally gob smacked! You are spot on!!!!*

*My 'step sister' Susan Warlow-Davis is alive and well and lives no more than 6km from me in the Huon Valley!*

*I can't wait to tell her and my father Robert Sharman who also lives close by!*

*Thank you so much for your contact. I would like to talk to you!!*

*Regards  
Peter Sharman*

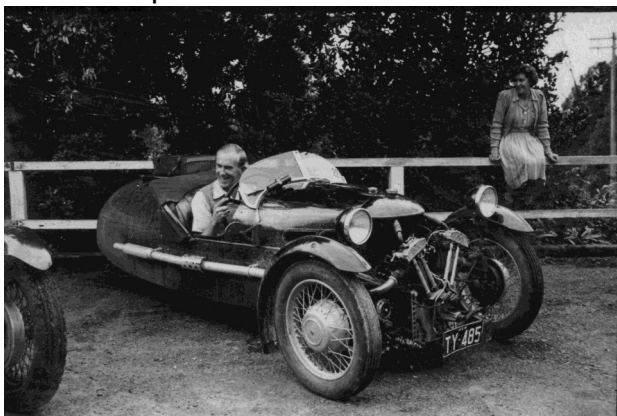
Naturally this resulted in a very worthwhile phone discussion with Peter and still on the 24th October Susan herself was fully aware of the find:

*Dear Tim*

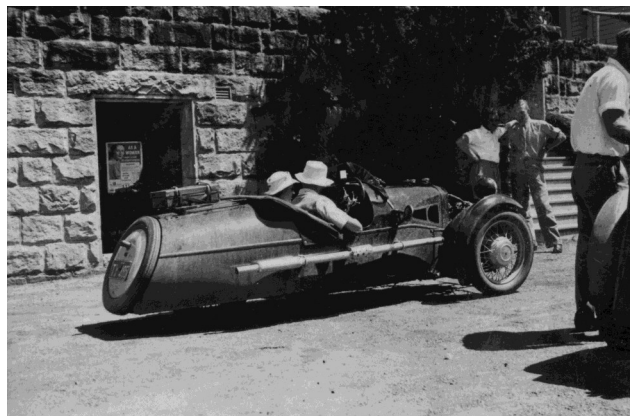
*Peter, my brother, forwarded your email to me.  
I am Harry Warlow-Davies ' daughter, Susan Warlow-Davies born in 1948 .  
It is wonderful to hear from you in regards to my late father's effects. Thank you so much for taking the time and trouble to trace his family.  
I will give you a call tomorrow.  
Kindest regards  
Susan*

The phone call soon revealed that Susan knew of the suitcase, but it had been lost many years, even decades, earlier and it's loss had played on her mind. The case is to be handed over to Susan's son in Sydney and, in many ways, that ends this interesting episode. Where the case has been or who threw it into the rubbish skip will probably remain a mystery. However it is worth considering why, despite there being only one VSCCA trophy in the case, that this matter is of such interest to the current VSCCA members.

Harry had joined the VSCCA in February 1947 as an Associate Member owning at the time a new Morgan three wheeler. Harry and Elizabeth must have immediately thrown themselves into the spirit of the club as he quickly appears in the club records. In fact the very cup in the suitcase was won on the February 1947 One and Half Day trial set around Lapstone in the Blue Mountains.



Harry in the Morgan at Lapstone Hotel car park



Harry and Elizabeth leaving Lapstone Hotel

Harry appears to have been immediately received into the Club as one of the 'good guys' and was immediately popular. No doubt the war time stresses for these boys allowed them to feel pretty free and invulnerable after the war leading to some fine driving and risk taking. In early 1948 Harry was persuaded to become Assistant Secretary of the Club.

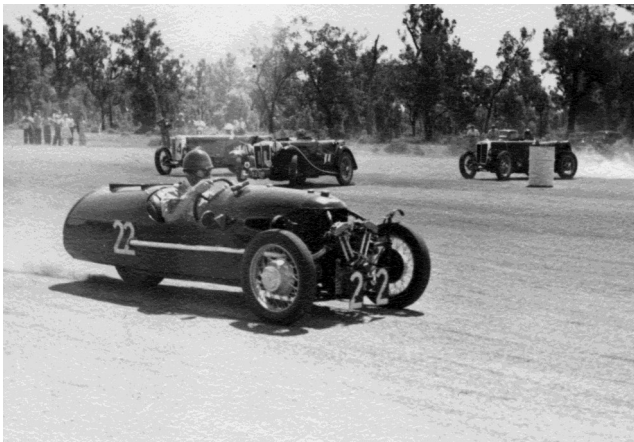


A fine portrait of Harry taken at Lapstone Hotel.

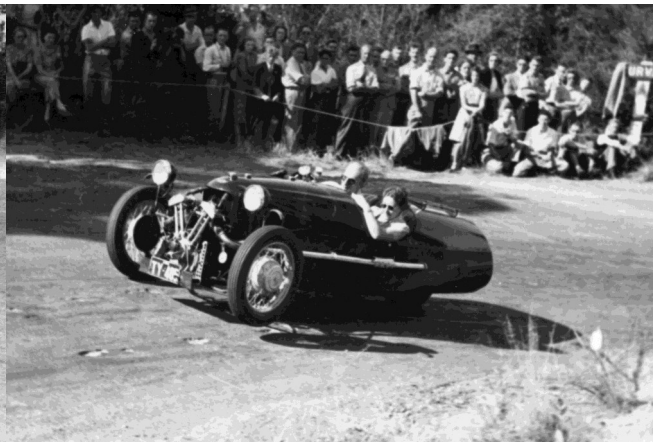


Some of the roads were atrocious !

Harry also participated in circuit racing and hillclimbing at Foleys Hills

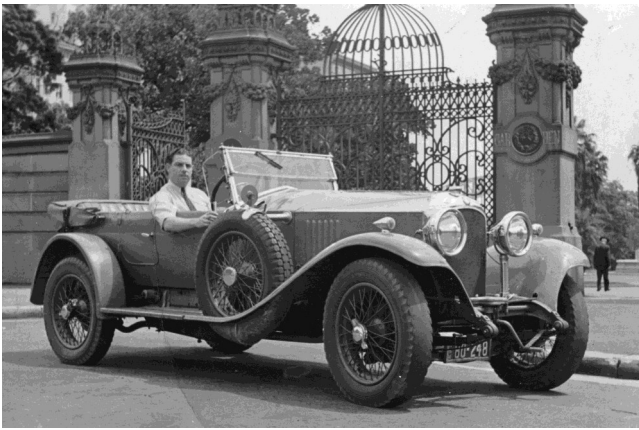


Harry racing at Marsden Park 1947

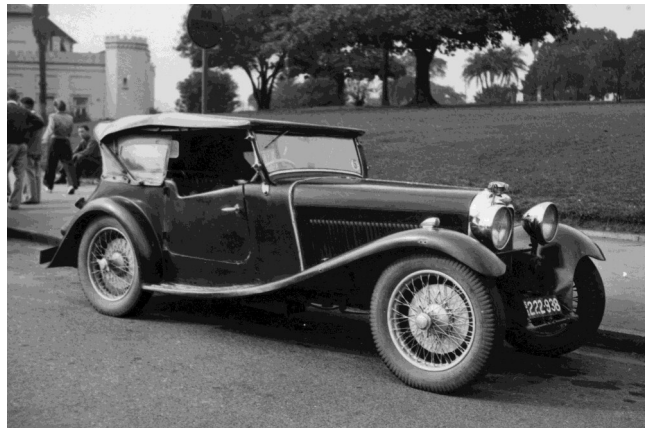


Harry lifting a wheel with Elizabeth as passenger at Foleys

A Lagonda Rapier tourer was purchased from South Australia in June 1947, but it is not known if it still exists. By mid 1948, Harry had sold the Morgan and bought himself a proper vintage car. He is then recorded as having bought the Vauxhall 30-98 from Alan Wilson in country NSW, this car being OE131. A photo is shown overleaf of the car immediately after Harry's time with Jack Jeffery sitting in it in front of the gates of Centennial park. This car is still in first class condition and lives in the UK.



Jack Jeffery in the grey Vauxhall 30-98 OE131 outside Centennial Park Gates C1949

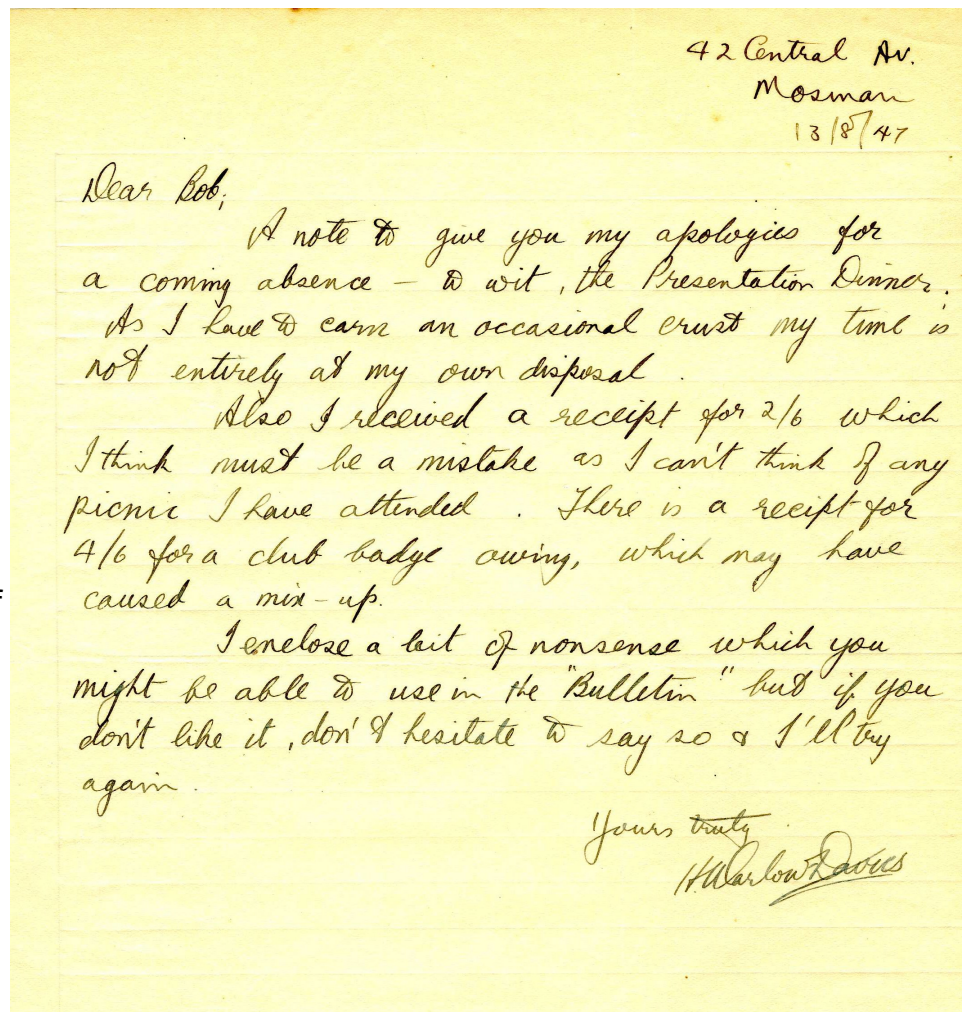


The Lagonda Rapier bought in June 1947 outside the NSW Conservatorium of Music in June 1947

Harry's early commitment to the club showed in this letter received by VSCCA Secretary Bob Pritchett in August 1947 offering an article for inclusion in 'The Vintage Car'.

As the poem reproduced on page 2 of this article was published in April 47 one must conclude that Harry may have been a regular at this sort of light hearted contribution.

Nothing can be found relating to this letter as the magazine soon after almost headed for oblivion and only several more issues were published before a long break.



And finally in the photos is a very well known shot of Harry at Foleys Hill Climb on Easter Monday 1947 when he famously ran out of road in the Morgan. Australian Motor Sport on p43 of the May 15 1947 edition noted: "The day was not without incidents; Harry Warlow-Davies distinguished himself by an excursion into the scrub -on the hairpin, the Morgan's inside wheel lifted and with great presence of mind Harry steered away from the corner, but didn't have quite enough road to get the offending wheel back on the road again without motoring into the bush. The Morgan being undamaged, he reversed out and completed his climb with little loss of time."





Harry famously running out of road, Foleys Hillclimb Easter Monday 1947.

I took the suitcase to the VSCCA general meeting on the 10th November 2015 and before about 40 highly attentive members outlined the history of the suitcase ownership and my success in finding Susan Warlow-Davies. I noticed during this talk that one or two members were particularly attentive, notwithstanding the general interest in aviation amongst the membership. After the meeting one of the older members, Vic Nicholson in his late 80's, came and told me that he had known Harry quite well and that even though Harry was around 8 years older they had got on well. Vic of course was still a teenager. Vic told me that Harry used to call at his fathers motorcycle shop and talk motorbikes and Morgans. Vic also told me that Harry had given him his old worn RAAF leather flying jacket when he started riding which had the words THE LONE RAIDER lettered across the back in gold. The Nicholson's have looked for it in the hope it survived, but it can't be found. By coincidence the Nicholson's have been restoring a three wheeler Morgan for some years now only two numbers removed from Harry's car.

I later on spoke to Ron Heine, also in his late 80s, who also knew Harry, but given the age gap of about 8 years at that age did not regard him as a close friend. He said Harry was a very popular and lighthearted person. Ron was also competing at Foleys that day on Easter Monday in his MG TC (which I now own) and was watching as Harry ran out of road and immediately went to see if he was OK.

The crash of the DC-3 on the 8th November 1948 was of national impact and was one of three crashes of DC-3s owned by Australian National Airline (ANA) in a relatively short period. The details of the crash occurring only 10 minutes after leaving Essendon for Sydney into the side of Mt Macedon flying well below usual recommended flying heights and eight miles to the west off course was bewildering to the public and airline authorities. The tragic loss of Harry Warlow-Davies as the Captain, killed immediately, and the loss of the First Officer who died an hour later, was tragic news, but the remarkable survival of all 19 passengers and the Air Hostess, despite the total loss of the aircraft, made

this a front page article around Australia. The details have been written up many times and clearly outlined in detail in the 1992 book 'Air Crash' Vol 2 by Macarthur Job detailing the development of air safety in Australia.

Harry Warlow-Davies and his co pilot were both extremely experienced, Warlow-Davies himself having over 5,000 hours flying time. The circumstances of the crash came as a huge shock. His death was recorded in the VSCCA magazine, but the most personal comments come from the daily motoring log book of VSCCA President Gordon Nicol at the time:

MONDAY. NOVEMBER 8th.

Truly shocking news today. Our old pal, Harry Warlow-Davies was killed in an air crash today. He was killed in a crash landing in the Douglas at Mount Macedon, Victoris, just after leaving Melbourne for Sydney. I had been out this morning, and when I saw Lovie's face I knew that something serious had happened, but I was not ready for such tragic news. It seems by the initial news, that the plane iced up and Harry made a crash landing. There were fifteen passengers and only three were injured and none seriously. But the two pilots were killed. Harry was killed outright and the co-pilot died later in hospital. I feel this so deeply because of our close association with him in the club. He was one of the "real guys". His wife only got out of hospital last week with their first baby. It has cast quite a gloom over the club.

THURSDAY. NOVEMBER 11th.

Funeral of Harry Warlow-Davies.

What a melancholy day. If anyone had told me that we would have been so affected by the death of anyone outside our own family, I certainly would not have credited it. Everyone seemed to be full of emotion. It was quite a quiet affair with a service at the Congregational Church, Mosman. At 10.15 the prayers started and then we proceeded to the Northern Suburbs Crematorium. The pallbearers were from the Air Force and the Veintage Club was represented by the Nicols, McKinnons, J?Crouch, Phyllis Pritchett, Jacka Jeff, Barry Helsham, Harry Tompsitt Roy Murray and Ralph Newson.

To end this article's look at the VSCCA involvement with Harry I feel duty bound to refer to the report on pages 87-93 of 'Air Crash Vol 2' the 'Story of how Australians Airways were made Safe' written by Macarthur Job in 1992, 44 years after the accident. Job was a highly regarded Senior Inspector of Air Safety for the Department of Civil Aviation and eminently qualified to report and review all of Australia's Civil Aviation accidents back to the beginning of Australian air travel. Air safety was essentially his life's work. It is clear from reading various reports on the accident that blame was ultimately left with the crew as no fault was found in air control or the aircraft. In Macarthur Job's summing up of this accident he raises the following contentious conclusion:

For the Department, lacking a clear overall explanation for the accident and clearly embarrassed by the allegations in Parliament with their further slur on the worth of the ATC system, it was a case of the less said, the better. As to the reason for the DC-3 being so far west of its planned track, the factor that ultimately led to the crash, the investigators' report had no more than a similarly formal finding to offer: "The pilot failed to make good the track specified in his flight plan ... this deviation was either deliberate or due to an error in navigation."

Despite their investigative best, Lum and McDonald had been unable to come up with the slightest hint as to why *Kurana* was so far off track – or why its captain had insisted, against the better judgement of the Essendon Flight Checking Officer, on a cruising altitude that was below the level of the surrounding terrain.

Why indeed? There can of course, be no way of knowing with certainty so long after the event, but there are possible, if unusual, answers to both these questions which, in the normal course of events, could hardly have been known to the investigators.

Warlow-Davies in private life was a vintage car enthusiast, the proud owner of a superb late 1920s Vauxhall 30/98, and a leading Sydney member of the then flourishing vintage Sports Car Club of Australia. As such he was not only a keen reliability trial competitor, but also a planner and organiser of such trials, some of which occasionally crossed State boundaries.

His expertise in this field had been noted in the then "bible" of sporting motorists, the monthly *Australian Motor Sports* magazine, published by aircraft owner and private pilot Ken Wylie. Reporting a trial that had been held not long before, a recent issue of *Australian Motor Sports* had commented

92 Air Crash Volume 2

favourably on Harry Warlow-Davies' organisation of it "in ANA time", a tongue-in-cheek reference to the fact that he did much of its preliminary planning while shuttling about the country in the cockpit of an ANA DC-3.

To put the matter in perspective, it needs to be remembered that airline flying as a profession in Australia was a much more leisurely affair in 1948 than it is today. The relatively slow cruising speed of the lumbering DC-3s, the frequent good flying conditions, the widely separated radio navigation aids, and the small amount of conflicting traffic, all helped generate a need for some inflight interest to mitigate the boredom of long stage flights. Reading in the cockpit in flight was common practice, and the day's newspapers were often a "must" for crews on early morning flights. Indeed, among some who earned their living as pilots in the

early postwar era, there was a "culture" that inferred if you couldn't read a book and route fly at the same time, your ability was probably lacking!

So was this why *Kurana* followed the Bendigo road to Mt Macedon instead of climbing on track to Deniliquin? Was it the reason why Warlow-Davies was so keen to fly visually on this first leg – that he was planning a motor sporting event over the route and wanted to have a good look at it from the air?

The aerodrome control officer who cleared *Kurana* for takeoff from Essendon tower, commented that he particularly remembered *Kurana's* takeoff because it turned on to course immediately, rather than first climbing to altitude as did most departing airline aircraft. In doing so, the DC-3 would have been able to immediately parallel the Bendigo road which almost

skirted the southern boundary of Essendon Airport.

Was this also the reason why Warlow-Davies had the first officer flying the aircraft from the left hand seat, thus leaving him free to do his planning in the right hand seat? When Hostess Fry went into the cockpit and spoke to the crew only two minutes or so before the accident, she noticed that Warlow-Davies had a paper on his lap which "appeared to contain pencilled figures". The investigators assumed these were the aircraft's flight documents – but they could equally have been notes he was making concerning the road and the terrain over which the aircraft was tracking.

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It is safe to say this argument was not put before the investigators in 1948. And, what evidence is there for this remarkable claim?

I have reviewed every article in *Australian Motor Sport* (AMS) back to January 1947 when Harry joined the VSCCA and, indeed, an article appears on p8 of the August 16 1948 issue titled 'VSCCA Annual Treasure Hunt' in which Harry's involvement is mentioned. The event was a low key fun day's jaunt from Milsons Point on Sydney Harbour up through the northern suburbs of Sydney to Whale Beach on Pittwater. The actual wording in the article is:

*'At West Head. Harry Thompsitt was waiting with crossword composed by Warlow-Davies in A.N.A.'s flying time, and the next clue was on the far side of a very muddy and cold looking dam.'*

At the end of the one page article it states:

*'Harry Warlow-Davies, unfortunately, had to fly, and so was unable to enjoy the effects of his Machiavellian plotting.'*

So it's quite likely that Harry was involved in the setting of the days event and may even have found time in his flying to think about a crossword. This does not seem at all unlikely given the traditions of reading the newspaper etc. whilst flying which was an accepted custom and perfectly safe given the capacity of the two crew members. However, setting a crossword and setting a rally are vastly different activities.

I can find no evidence in the VSCCA files, nor AMS magazine, that the VSCCA, primarily a NSW Club by this stage was in any way involved in trials that crossed the border. By 1945, Victoria had set up its own division of the VSCCA separate from NSW which remains to this day known as the VSCC of Australia. I do not think Harry would have been involved, given his short membership of the NSW Club, with any of the Victorian division's trials and nor is his name mentioned in AMS in connection with any of them. It seems most improbable that Harry could have been involved in setting a Trial in the Melbourne or Bendigo area.

Mac Job, as he was known, the author of the book was himself a keen vintage car racer and early member of the Alvis Car Club. I believe his comments do Harry a great injustice and are not supported by any evidence in AMS or the VSCCA records. There is no evidence that the route followed nor the low altitude of the plane on the day of the tragic accident had any connection with the setting of a VSCCA car trial.

The discovery of the battered suitcase in a rubbish skip ultimately fell to the VSCCA to solve it's ownership and as current President I believe we have done a successful job of this. The whole exercise has given us a great opportunity to look carefully at the early events of the club and to develop a new familiarity with the esteemed early member Harry Warlow-Davies for which we are grateful.

Tim Shellshear

VSCCA President  
November 2015

