



ALL BRITISH CLASSICS CAR CLUB

VIC

An incorporated club

A friendly family social motoring club

A0035462V

**Edition 21
November 99**

Your A.B.C. News



A.B.C. Car Badges.. See page 2

President
Frank Douglas
9801 3411
.....
Vice President
Tom Verney 9584 3482
.....
Treasurer
Tony Hodges
5263 1580
.....
Secretary
Val Jefferyes
9879 1213

EVENTS
Chris Gardner 5942 7535
Lyn Higginson 9336.7306
Tom Cannon 9791 2949
Ray Higginson 9336.7306
.....
Early morning runs
Neil Wakeman 0411 456 047
.....
Membership
John Gardner
5942 7535

Frank & Pat Douglas

Would like to advise that as of 1 December 1999 we will be living at

" MELROSE PARK "

12./14. Grandvalley Drive

CHIRNSIDE PARK 3116

Melbourne Australia

Phone 61.3.97394829 . Bus. 61.3.9801 3411

Email. Frankd@opals aust.com.au

Mobile...0419,598 505

FOR SALE.. Must sell, going overseas

63. Super Minx VGC. Good engine, registred ,very good paint.
Interior good, new tyres. .Tony Sant 9308 1842.

Car badges as shown on page 1 are a limited
edition run..\$25 ea & available from John
Gardner 59427535..ONLY 20 in stock.....
FIRST COME FIRST SERVED BASIS.ring now..

Our next AGM will be held in February giving our
treasurer time to prepare our accounts for the
calendar year 1999. Date will be advised prior.

RACV Great Australian Rally is being held on the
23rd January year 2000. We need your support
as a Marshall or official. Please reserve this date.

Events Events Events

Early morning Runs.. Sunday 21 November starting at 7 am
From the Nunawading Civic Center at 7 am for a 7.15 am departure.
Be there & enjoy the wind in your hair & marvel at all the other
silly people up & about at that time...

17 Oct. Point Cook aircraft museum.

Meet at the Todd Rd Service center just prior to Westgate Bridge ready
to leave at 10.15am for RAAF Point Cook. There is no admission fee. At
1pm there is an interactive flight display. Bring lunch & chairs. We
will also visit the Point Cook Coastal Park. Inquiries Tom Cannon 97912949

30 October - 2 November (Melbourne Cup Weekend)

Day 1. Saturday - drive down the Great Ocean Road, staying
overnight at Lorne where a terrific evening meal is promised.
Day 2. Sunday - continue along this scenic drive taking in the
12 Apostles, Loch Ard Gorge then Cape Otway Lighthouse.
Stay overnight at Warrnambool. **Day 3. Monday -** travel inland
taking in more sights through the Otway Forest ending up in
Ballarat for our 3rd and final night away. Plan for this
weekend. Ring Heather Cannon or Tony Hodges ...
Discounts available if enough members attend.

21 November.. Observation run / Teddy Bears Picnic.

Run will commence from the K Mart car park cnr Burwood Hwy &
Blackburn Road at 9 am and we will have a small observation run
on the way to our picnic destination at Bundoora Park. { Mel. 19. F3}
contact John Gardner for further details etc. 59427535 A.H.

5 December. 12 noon. Christmas Party, BBQ & swim in the Pool.

Bring your swimming gear & meat for the barbie.. Drinks supplied by
the club. Dont forget the sun block. **COME & ENJOY CLUB FRIENDSHIP**

12./14 Grandvalley Drive Chirnside Park. Phone 9739 4829

31 Dec. Year 2000 party at same address.

Join in & ENJOY life

You will only have ONE LIFE.. This is it, use it or lose it

FOR. EVER

Annual Subs..The next edition of the ABC News will include your annual subs notice..Good News, we have kept the subs at the same low rate as 1999.

Visit to Ken Russells private car collection. 10 oct and a dozen members enjoyed the viewing of a wonder full collection of 18 exotic motor cars. It would be every members wish to own such a top collection. Ken kindly took a number of us for a ride in a Stanley Steamer..BOY can that car go... Thanks both to Ken & to Tom Cannon for organizing.

Q. How would you arrange the letters in the words "new door" to make one word,

ANY QUESTIONS

A beautiful dumb blonde & a lawyer are seated next to each other on a flight from Melb to Perth. The lawyer asks if she would be interested in playing games???. The blonde is Tired and just wanting to sleep, she declines & rolls over to sleep. The lawyer persists and explains that the game is easy & a lot of fun, he explains, "I ask you a question and if you don,t know the answer you pay me \$5 and visa versa"

Again she declines & tries to sleep, the lawyer , now agitated says, OK, if you don,t know the answer you pay me \$5 & if I don't know the answer I will pay you \$500..

The blond thinks & finally agrees. The lawyer asks the first question. How far is it from the earth to the moon? The blonde shakes her head, does not say one word, gets \$5 out of her purse & hands it over. The lawyer says Thanks, your turn. She THINKS - - -

She asks the lawyer, What goes up a hill with three legs & comes down with four legs? The lawyer puzzled, takes our his laptop computer & searches all references, no answer. Frustrated he sends emails to friends, to no avail. After a hour of this he quits & wakes up the blonde & hands her the \$500. The blonde says, thanks & turns over to sleep.

The lawyer, very miffed, wakes the blonde & asks, What goes up a hill with three legs & comes down with four legs?

Without a word the DUMB Blonde reaches into her purse, hands the lawyer \$5 and goes back to sleep.

Neil Wakeman's 1951 Morris Minor Tourer

Neil Wakeman, our ESCAPE Group organiser is, on his own admission, "one sick puppy" – in addition to his Sprite and MGB, Neil owns a Morris 850, a 1936 Morris 12 and a 1951 Minor tourer. This is an abridged version of the story of the Minor.

Ten years ago, my son Brett, who was 16 or 17 at the time, purchased this car, the idea being that we would restore it for him to drive on a daily basis when he was 18. It took Brett and his younger brother Mark about two days to reduce the Minor to a pile of bits, and it was at that point we realised that we had bought ourselves a few problems. Brett then discovered that there are girl people in this world, so the dismantled Minor lay around for some time, in all its rusty glory. After a year or so taking up space in the shed, the body shell was consigned to a corner of the back yard where it lay for another couple of years under tarpaulins. A couple of attempts were made to sell the thing but there were no takers – people simply do not want to buy dismantled cars, especially when they could now see the rusted sills, holy sub frames and gapping holes in the floor.

By this time, I was starting to feel guilty about encouraging Brett to purchase the car in the first place, so I reimbursed him for the initial cost, and the cost of some parts we had subsequently purchased (new swivel pins and Major front brakes) – so I was now the owner of this disaster. I built a fence around the hulk which removed it from sight and enabled me to forget about it for a couple more years, until another project, No. 2 son's daily use Minor 1000, had been restored (using, I suspect, quite a few bits off the convertible) About five years ago, the big decision was made to start work on the original car.

Because it required a lot of body repairs, I enrolled in a hobby panel beating course at Richmond Tech, where I was taught to gas weld as well as to repair panels. The front guards were both rusty at the trailing edge so we fabricated and welded in a three inch wide section, from top to bottom. The front chassis sub frames, and the sub frame across the front were all badly rusted, so new sections were folded on the school's folding machine, and new panels for the floor and the engine bay were also made up.

There were similar problems under the back end – the rear sub frames were also rusty and new metal was fashioned and welded into several places. Fortunately, the spring hangers, which usually rust badly, were in good condition, which goes to show that sometimes a cloud does have a silver lining. The main rail under the left hand side of the car was very rusty and was replaced with the help of my welding teacher, who also welded in the front cross members for me. Body repairs took more than twelve months alone, mainly because I had to learn what to do before I did it, and also because my enthusiasm for the project was minimal.

Whilst all this was happening, I was also restoring a Bugeye Sprite, a much more interesting project. Fortunately nothing got mixed up – for a while there was a real prospect of a very fast Minor and a very slow Sprite, but we ultimately got the right mechanical bits in the right chassis.

The body work was eventually finished and the long and laborious task of preparing the Minor for painting began. It didn't take long to strip the body, since it didn't have a lot of paint left on it anyway, but getting the surface right took a while. The car was painted in acrylic, the colour matched to the original mist green.

All mechanical components were dismantled, checked and rebuilt – all new bearings in the gearbox, the differential has a new crown wheel and pinion and the donk has new everything. Just for fun, I fitted a 1950s Kleinig high compression alloy head and a Monaro twin carby kit, but it's hard to tell how much difference those bits have made. They look interesting though! Major brakes are an excellent investment in safety and make a huge difference without being obvious – a bit fiddly with modifications to the master cylinder required to maintain braking efficiency.

The trim was done by Jim Lobb, from Abingdon Trimming in Lilydale. Jim made the hood from imported material in beige, similar to the original, and re-covered the seats in vinyl, in a colour close to the original – exact matches for Minor trim materials are simply not available, so restorers are forced to make do with what they can get. The genuine ribbed Westminster carpet came from a house being renovated by a friend's daughter – although forty or more years old, we were able to salvage just enough unstained material to do the job.

Strange to say, the car was hardly a 'labour of love' but I am now getting to like it. And now that the work's done, the original owner, Brett, is showing a very unhealthy interest in it once again! Pity he doesn't have any spare money to buy it back from me!

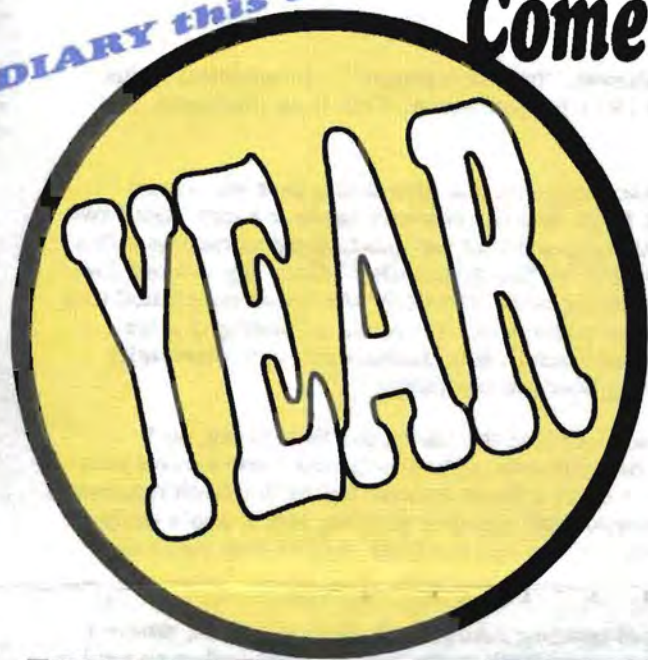
Neil Wakeman

For sale:	1936 Morris 12/4 saloon	CH0581	Restored	\$12,000
	1951 Morris Minor Tourer	CH4524	Restored	\$ 9,000
	1958 Bugeye Sprite	CH4106	Restored	\$18,000
	1963 MGB Roadster	LMJ000	Part Restored	\$12,000
	1963 Morris 850	CH3659	Original	\$ 2,000

Rationalising fleet due to storage problems, and to buy a Jag, or an MGA, or a TR6 or
Contact Neil Wakeman 9841 7773 or 0411 456 047

DIARY this date

Come to the



**New Years eve
Millennium Bug**

Party

**Where; Pat & Frank Douglas's home at
12/14 Grandvalley Drive Chirnside Park.**

When; From 6 p.m. Fri 31 December 1999.

**What to bring; Eats for Bar B Q. Drinks,
swimming gear & maybe a sleeping bag if
you wish to stay OVERNITE. Zzzzzzz..  Lzz**

**This will be The All British Car Club's
last, biggest & best bash for the 20th
CENTURY >> So come along. RSVP.....**

0419 598 505