



An incorporated club

A0035462V

**A friendly family social motoring club**

**Edition 73**

**April 2004**

**Your ABCCC News**



### **Committee Members' Cars – 1956 Bentley S Series**

Here is the absolute ultimate in continuity! Last month we featured the Panther Kallista owned by Mary and Rob Nolan. Here it is again, leading your eye to the very lovely Bentley, arguably the most handsome of the 1950s Bentleys, an S Series owned by Lynn and Ray Higginson.

This car was purchased new by GJ Coles of retail fame. The Bentley is in superb condition and is a credit to its previous and current owners. It has a six cylinder in-line engine that features overhead inlet and side exhaust valve operation. This engine is supremely quiet and smooth running.

This photograph was taken at the RACV British & European Motoring Show – a full report inside.

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### **AOMC Presentation to Mike Allfrey**

At the AOMC Delegates meeting on Monday 25 February night a presentation was made to none other than our Mike Allfrey for his long service to the AOMC and tireless efforts in producing the AOMC quarterly magazine. Many profound and scholarly words were used in extolling his patience, virtues and ability, they also presented him with a mantel clock, not as flash as the one we gave the RACV but it probably keeps pretty good time anyway!

When one's peers are subjected to a public ritual mortification in recognition of their deeds I feel it behoves us to perpetuate the brutality!

*Ross Gardiner.*

## ALL BRITISH CLASSICS CAR CLUB (VIC.) INC. – YOUR COMMITTEE

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THE ALL BRITISH CLASSICS CAR CLUB WEBSITE IS <http://www.abccc.com.au>

### IMPORTANT CLUB INFORMATION

The All British Classics Car Club of Victoria Incorporated, hereafter called the ABCCC, is a fully incorporated club in accordance with the Associations Incorporation Act. Accordingly, any publication or document officially issued by the ABCCC, must carry the ABCCC's Association Incorporation Registered Number: A0035462V.

#### The ABCCC Magazine (Including Disclaimer)

The publication, *Your ABCCC News*, is the official magazine of the ABCCC Inc. It is published once a month, with the exception of December. The magazine's issue date is during the week of the 25<sup>th</sup> of each month. To make the editor's task a little easier, it is requested that articles, events information and photographs are with the Magazine Editor prior to the 14<sup>th</sup> of each month.

Articles published in *Your ABCCC News* may be used without permission. However, the ABCCC does ask that appropriate acknowledgment be given.

This publication contains general information that should not be relied upon without specific advice from a suitably qualified professional. The authors and the All British Classics Car Club Incorporated expressly disclaim liability for anything done or omitted to be done by any person in consequence with the contents of this publication.

Those products and/or services mentioned in this publication are not necessarily endorsed by the ABCCC Inc. Articles and photographs published in *Your ABCCC News* do not necessarily reflect the views of the Committee, the Club's Membership or the ABCCC Inc. Events, other than those conducted by the ABCCC, are included for interest purposes only, and they are reproduced in good faith. The ABCCC Inc. cannot be held responsible for any inaccuracies relating to other clubs' listed events.

For those members who receive their issue of *Your ABCCC News* via E-mail, the magazine will be available to download from the ABCCC website <http://www.abccc.com.au> at the same time that the printed copy of the magazine is mailed to those club members who do not have access to the Internet.

Address all correspondence to: The Magazine Editor, 59 Rowson Street, Boronia, Victoria, 3155. Other editorial contact information is listed above.

#### The Association of Motoring Clubs Inc.

The ABCCC Inc. is a long-time member club of the Association of Motoring Clubs Inc. (AOMC). It maintains two Delegates to the AOMC, who attend four Delegates' Meetings conducted by the AOMC per year. The meetings are on the last Monday of February, May, August and November and they commence at 8:00 pm. The venues for the meetings can be obtained from the ABCCC Delegates. Visitors are very welcome at all AOMC Delegates' Meetings.

The ABCCC also sends representatives to AOMC conducted Information Seminars. The ABCCC also supports, enthusiastically, the motoring shows presented by the AOMC.

### **The Victorian Club Permit Scheme**

The ABCCC Inc. is a club that is authorized by VicRoads to operate vehicles under the Victorian Club Permit Scheme. On the Committee there are two Victorian Club Permit Scheme Officers, and their contact details are listed in the Committee Directory.

Club members will be kept up to date with respect to changes and improvements to the Victorian Club Permit Scheme. However, it cannot be stressed enough, that a vehicle operated on the scheme, must carry the VicRoads Permit (current), the AOMC Victorian Club Permit Scheme Handbook and a copy of *Your ABCCC News* that contains details of the event the permitted vehicle is participating in.

All enquiries should be directed to the ABCCC Victorian Club Permit Scheme Officers.

### **Membership Subscriptions**

The annual membership subscription for the ABCCC Inc. is \$35.00.

There is a joining fee of \$20.00.

Membership subscriptions should be paid prior to the end of December.

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## **COMING EVENTS**

**Note: All events listed in this directory are placed in good faith. Events for inclusion must be with the Magazine Editor prior to the 14<sup>th</sup> of each month. Events organized by other clubs or associations have a contact telephone number, that should be contacted prior to the event, if giving consideration to take part in it, to confirm date and venue.**

**There are some important non-ABCCC events listed so that, at the planning stage, the ABCCC events do not clash.**

### **March 2004**

- 28 RACV American Motoring Show – AOMC Inc. AOMC (03) 9555 0133  
Featured Marque – 40 Years of Ford Mustang  
Venue – Greaves Reserve, Dandenong Showgrounds, Bennett Street, Dandenong.

### **April 2004**

- 4 Yarra Valley Tourist Railway Healesville Frank Douglas (03) 8704 2533  
Details on Page 6.
- 8 – 13 Broken Hill Bush Rally – ABCCC Inc. Frank Douglas (03) 8704 2533  
Details – Page 7.  
Venue – Tour to Broken Hill, NSW for participation in Bush Rally.
- 18 Visit to Joan & George Chrystie Tony Pettigrew (03) 9739 1146  
Details – Page 7.  
Venue – Kinglake, Victoria.

### **May 2004**

- 2 Walhalla via Moe – ABCCC Inc. & JCC of Aust. TBA  
Venue – Walhalla, Victoria.
- 23 Burgundy Street Hill Climb – RACV & ABCCC Frank Douglas (03) 8704 2533  
Hill Climb for Pre-1904 Vehicles. Details – Page 7.  
Venue – Burgundy Street, Heidelberg (Between Heidelberg Rd & Rosanna Rd)
- 30 Winton Historic Race Meeting – ABCCC Inc. Mike Allfrey (03) 9729 1480  
Race Meeting conducted by the Austin 7 Club  
Details – Page 7.  
Depart – Lilydale International Car Park 6:00 am.  
Venue – Winton Motor Raceway, Benalla, Victoria.

### **June 2004**

- 6 Peninsula Tour – ABCCC Inc. TBA
- 20 Confectionary, Catering & Lunch – ABCCC Inc. TBA

## July 2004

- 10 Trivia Night – ABCCC Inc. TBA  
25 Annual Dinner – ABCCC Inc. TBA  
This will be a 'Christmas in July' Lunch.

## August 2004

- 8 Scheduled ABCCC Inc. Event  
22 Scheduled ABCCC Inc. Event

## September 2004

- 12 Scheduled ABCCC Inc. Event  
26 Scheduled ABCCC Inc. Event

## October 2004

- 9 – 17 Tasmania Temptations – 04 – ABCCC Inc. Don Johnson (03) 9830 0945  
30 - Cup Day Weekend at Lorne. Tony Hodges (03) 5263 1580  
2 Nov. Early Details, but Book Now! – Page 8.

## November 2004

- 13 – 14 Bendigo National Swap Meet – FVV & CVC  
21 RACV Wings & Wheels Day – ABCCC INC. Frank Douglas (03) 8704 2533  
Venue – Lilydale Airfield, Lilydale, Victoria.

## December 2004

- 5 Christmas Break-up Luncheon (Note could be on 12<sup>th</sup>)

## EDITORIAL NOTES – ISSUE 73

I think the March issue of Your ABCCC News went out to readers successfully. The team has had its dress rehearsal and from now on the system should run smoothly. For this to happen, we need input from the membership about their motor vehicles and how they came to own them, there is always a story there worth sharing. We also need reports on those events that either myself or Mary can not attend. Not much is needed, just the basics that can be bolstered a little.

Due to other club commitments, Sue and I will not be able to take part in both the Broken Hill Bush Rally and the Tasmanian tour. Our Jupiter will be down in Tasmania over Easter for the 2004 National Jowett Meet, which is being held in Somerset near Burnie. After the Meet, we will be touring the Island State in an anti-clockwise direction, to take in most of the attractions.

In this issue, we are commencing a series of cameos of how motoring writers described the range of motor cars available in this country for 1949. In those instances where a marque is still available here, I will endeavour to include a modern revue – should make a fascinating comparison! Wait till you see the one for the Rover entry.

*Mike Alfrey.*

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## PAST AND FUTURE EVENTS

### McCLELLAND ART GALLERY – Sunday 7<sup>th</sup> March, 2004

Assuming it was due to the Grand Prix event, there were only five people attending the McClelland Art Gallery event on Sunday 7<sup>th</sup> March, 2004. The day was overcast with the sun managing to poke its head through the clouds every now and then.

There were outdoor sculptures ranging from one foot high to well over thirty feet high. A few of the sculptures seem to be made of recycled materials: like the use of the cover of the old frying pans; strips of corrugated iron wound into a horn shape and pop riveted together. We wandered over to some sculptures which we thought were made from a hedge bush as it was very green, probably too green compared to the surrounding grass. Upon closer inspection, it was the

synthetic grass! Another item which caught our eyes was the scattering of silhouette of the Webber BBQ made from aluminium sheeting. The best one was the lopsided water tank on the edge of the lake. You enter the tank via a door and close it behind you. You wait a minute to adjust your eyes to the darkness and then, suddenly, you have the reflection of the outside on the inside wall of the tank but upside down! Now I know what it is like to be inside a camera! The best art work which the majority voted for was the orb made of steel rods.

The inside gallery had a showing of contemporary art, which I had no idea what it was trying to say!: there were several frames of the same female with abstract objects and numbers and letters. Our President commented that the girl definitely needed a hair cut! You had to be there! The more interesting part of the art gallery was the aboriginal art and the portraits of the McClelland family which was very life like.

The day ended with a light lunch at the gallery sitting outdoors enjoying the company and trying to figure out some of the outdoor art work.

*Mary Nolan.*

### **THE RACV BRITISH & EUROPEAN MOTORING SHOW – Sunday 14<sup>th</sup> March, 2004**

This year the RACV British & European Motoring Show, presented by the AOMC, was significant in two ways. Firstly, the Rover Car Club was celebrating the Hundredth Anniversary of Rover Cars. Secondly, the Peugeot Car Club was celebrating its 50<sup>th</sup> Birthday. To say that both clubs put on sensational displays would only just be a suitable description.

Strangely, normal maintenance prevented our Jupiter from being on display. 'Normal Maintenance' took the form of simply re-lining the rear brakes. The reconditioned parts were collected from Eastern Brakes on the Friday, and installation commenced on the Saturday. This was when trouble intervened, the RHS drum would not fit over the new brake linings! It is probably better to have too much lining material, but it meant that the Jupiter was a non-starter for the show. Not too much of a disaster, as the Rover 75 could ably step in. I know that the Jupiter was extremely jealous of the Rover – the brake shoe on the side that did fit properly, left me with a nasty nip on my thumb!

Sunday morning was one of those special Melbourne in March mornings, the reason why we all live in Melbourne. The weather was perfect for open air motoring and all looked well for a good show. As we drove down Stud Road, we mixed it with a group of pre-1940 Morris. Already, we had a fine turn out. Very surprisingly they all kept pace with the traffic around them, so things have not progressed too far in that department. As we drove into Sinclair Road, we were joined by Heather and Tom Cannon in their dark green "Car for Old Men" (*Motor Sport's* William Boddy, not me!), Rover P5. It was not at all hard to find the Rover Car Club's display area and we parked our car next to the oldest Rover on display. They were only centimetres apart, but were separated by 77 years of Rover development.

The Rover Car Club's target was one-hundred examples of the Rover marque. On the Friday evening at the Club meeting, it seemed as if it would be difficult to reach the magic one-hundred, but, not only did we reach it – we exceeded it by five. There were 105 Rovers in the display at a certain time. In total, there may have been more because cars were leaving and arriving around lunch time. There was certainly a great amount of hectic counting of cars by Glenys Williamson and Jane Petryszyn, an unenviable task due to the fluidity of display cars. It very nearly got to the stage where Jane would have confiscated our car keys!

The ABCCC was well represented with members sprinkled around amongst their own interest marques. We did find Mary and Rob Nolan (*Kallista*), Bill Allen (*Rover*), Ross Gardiner (*Cortina*), Lynn and Ray Higginson (*Bentley*) and Heather and Tom Cannon (*Rover*), Chris Newell (*TR7*) and, no doubt, there were more.

A walk around revealed some wonderful displays. The Bristol Owners Club had a display of very nicely presented cars, the Jaguar club had a superb 'D' Type with the bonnet raised. A small child could have looked straight into the six intake trumpets! Gives you goose bumps. The Singer Owners Club had again put on a truly magnificent display. There were nice line-ups of Minis and Morris and it was a pleasure to see a number of Gerald Palmer's MGs and Wolseleys. It is quite rare to see so many MG Magnettes and YB saloons. Already, it is fifty years since the desirable MG Magnette was introduced. There was just one of Palmer's 'from the ground up designs' – a Jowett Javelin, and very smart it looked too.

The biggest surprise of all had to be the presence of **four** Standard Vanguards – at last! The Rootes Group were well represented, and the 60s Humber Vogues seem to be like a good wine, they mature nicely. Another good display was that of the British Fords, particularly the side valve brigade. It is good to see such highly polished examples of the Popular and the Anglia. Back in the 1950s, these were cheap cars, but their owners spent just as much time polishing them as did owners of much more expensive motors. There was a really nice example of the V8 Ford Pilot in shining black. Another striking car was the green Humber Snipe. The display of Vauxhalls was a very good mixture from Vintage to the last of the Crestas. A pair of Austins were real head turners, both in bright red (Post Office?) an A40 Sports and an A90 Atlantic.

The Norton Owners Club had a mouth watering display of some very impressive Commandos and Dominators. There is something about a well restored bike, it must be its nakedness, due to all of the restorer's skills being on show!

Of the Europeans? Surprisingly, we did not spend much time in that area. The Mercedes Benz Club's Concours was in full swing. Here there was a display of all types of Mercedes Benz motor cars with a few well restored 1950s 'Roundies'. There was a large display of Peugeots, with new cars shown, Citroëns, Renaults and other European exotica were there too.

But it was the line of P5 and P5B Rovers that impressed greatly. There were examples of each model from the fifteen-year production run. Rover P6 and P6B models were also well represented. The Rover Car Club had motor cars manufactured between 1925 and 2002 on display, and, in the main display there was a very early Rover motorcycle.

Our compliments to the AOMC and its hard working officials, it was a superb event and, from the ground, appeared to be a great success. Our thanks to the RACV and the other sponsors, Unique Cars Magazine, Autobarn, The Rubber Connection, Australian Classic Car Magazine, Meguiars Professional Detailing Supplies. Please support these sponsors, because without them, such enjoyable events just would not happen. Also, please be supportive of the AOMC, they do a great amount of work for the historic vehicle movement as a whole.

*Mike Alfrey.*

### **NIGHT OWL TROLLEY RIDE – Sunday 4<sup>th</sup> April, 2004**

A night not to be missed, the ABCCC has organised a Night Trolley Ride on the Yarra Valley Tourist Railway at Healesville. This is the illustrious Night Owl Trolley Ride, with a 6:00 pm start, departing from Healesville Station.

The night starts with a glass of bubbly or orange juice at the station, then travel under the stars along the track to see the sights and hear the sounds of the valley at night. The trolley travels through the bush, over and under bridges, through cuttings to the 100 metre tunnel and on to valley views. You may like to bring torches to look at possums and other wildlife on the way. The ride returns to Healesville Station for a smorgasbord meal, cheese, tea and coffee.

Rug up, keep warm, **BOOK NOW** and **ENJOY** an outing with only your car club friends.

You **NEED** to book with Frank Douglas on (03) 8704 2533.

*Frank Douglas.*



### **VISIT TO THE GEORGE CHRYSTIE COLLECTION – Sunday 18<sup>th</sup> April, 2004**

Here is an event not to be missed! The start venue is the parking area on the Maroondah Highway, opposite the intersection of Killara Road in Coldstream. We will meet here for a 10:00 am departure to Kinglake, approximately 20 – 30 minutes drive.. Here, we will have coffee and bikies and view Joan and George's extensive collection – old trucks, cars, machinery, memorabilia, antiques, old lamp collection – something for everyone!

We will then leave to arrive at Flowerdale for a 1:00 pm lunch at the Flowerdale Hotel. Arranged for us will be roast of the day, chicken, fish or steak, dessert and tea or coffee. Cost of lunch will be \$20.00 each.

The Flowerdale Hotel needs to know numbers, so please let me know on (03) 9739 1146.

*Tony Pettigrew..*

### **EASTER BUSH RALLY, BROKEN HILL – 8<sup>th</sup> – 13<sup>th</sup> April, 2004 (Easter Weekend)**

This year Easter weekend is the time to have some extended fun in Broken Hill, by taking part in the Broken Hill Historic Vehicle Club's Easter Bush Rally. The weather is going to be perfect and this is an event not to be missed.

Our group will be departing for Mildura on Thursday 8<sup>th</sup> April and the intention is to arrive in Broken Hill at lunchtime and participate in the Easter Bush Rally. After enjoying the rally, it is our plan to arrive back in Melbourne on Tuesday 13<sup>th</sup> April.

This exciting tour is one that is not to be missed, and you can be assured of a warm welcome at Broken Hill, the home of some very interesting motor cars. There are still a few vacancies, and, as you all know, call Frank!

*Enquiries to Frank Douglas on (03) 8704 2533.*

### **BURGUNDY STREET HILL CLIMB – Sunday 23<sup>rd</sup> May, 2004**

As a part of the RACV's Centenary celebrations, there will be a hill climb event in Burgundy Street, Heidelberg. This important event will be a re-enactment of a hill climbing trial conducted by the Automobile Club of Victoria (ACV) in 1904. The hill climb is for pre-1904 vehicles only. The Veteran Car Club is organising the motor cars and the ABCCC is providing the marshals for the event. There will be more details in the next issue of *Your ABCCC News*.

It will be a great fun day on a closed street, so we ask you to come along and enjoy the performance. If you wish to get close to the action, then please volunteer as a marshal. We look forward to seeing you there.

*Frank Douglas.*

### **WINTON HISTORIC RACE MEETING – Sunday 30<sup>th</sup> May, 2004**

Note the date! We have been allocated space in the display area, but the Austin 7 Club recommends that we enter the circuit as a group so that we can be guaranteed group parking.

It is our plan to depart the Lilydale International car park at 6:00 am, drive to Yea, Bonnie Doon, Swanpool and Benalla. At Benalla, we shall partake of breakfast at a bakery in the main street before driving out to the circuit.

If you wish to join us, please let us know before 15<sup>th</sup> May. We need to keep the Austin 7 Club informed of our numbers. Our contact details are on Page 2.

It will be an official ABCCC event, and those vehicles operated on the Victorian Club Permit Scheme will be eligible to take part.

*If you wish to join us, contact Mike & Sue Allfrey on (03) 9729 1480.*

## **LORNE, GREAT OCEAN ROAD WEEKEND TRIP – 30<sup>th</sup> October to 2<sup>nd</sup> November, 2004**

Following on from the great success of last year's Melbourne Cup weekend visit to Marysville, we are pleased to advise that another great weekend away has been planned for us by Tony Hodges. Provisional bookings have been made at Erskine House in Lorne, south west of Geelong, on the Great Ocean Road.

Come and join us at Lorne for a weekend of motoring and other activities. Yes, there is television at Lorne, so you won't miss the action of the Cup! Join in our rewarding Cup Sweep, you could be a winner – of something.

If you wish to join in, please contact Tony Hodges on (03) 5263 1580, or you can E-mail Tony at:

[siddeley@pipeline.com.au](mailto:siddeley@pipeline.com.au)

Lorne is a very popular place in October/November, so, to ensure that our accommodation is firm, please contact Tony as soon as possible. Erskine House is already asking for firm numbers, so early booking is paramount. We look forward to your company in Lorne.

*Tony Hodges.*

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## **A WARM WELCOME FOR NEW MEMBERS**

The All British Classics Car Club extends a warm welcome to our new members, and their cars, who have joined our club since the last issue of *Your ABCCC News*. We look forward to meeting you at one of our events very soon.

Brian Sanders and Vera Evison-Sanders with Daimler 250 V8 (3 off), 'E' Type Jaguar and a Triumph motorcycle.

*Pat Douglas – Membership.*

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## **THE WHY IS IT? PONDERABLES DEPARTMENT**

From time to time little gems in the form of questions will appear under this heading, If you have any such, please convey them to the Editor for inclusion. Here are three to start us off:

### **Breakfast Cereal**

Why is it that, when obeying the printed instructions for opening the carton, the top flaps finish up in useless shreds – but, when after the carton has been emptied, the bottom flaps separate cleanly? This applies to biscuit cartons too!

### **Men's Aftershave Lotion**

Why is it that, the more expensive the aftershave, the larger the pouring orifice in the bottle?

### **And –**

Why, after having fought hard to get GL10 ignition points out of their bubble packs over the years, did they fall out of the packaging, which had magically separated, carried by the RACV escort vehicle on the RACV Centenary 2004 Fly The Flag Tour? (Incidentally, the RACV got 'Wendy' going again)

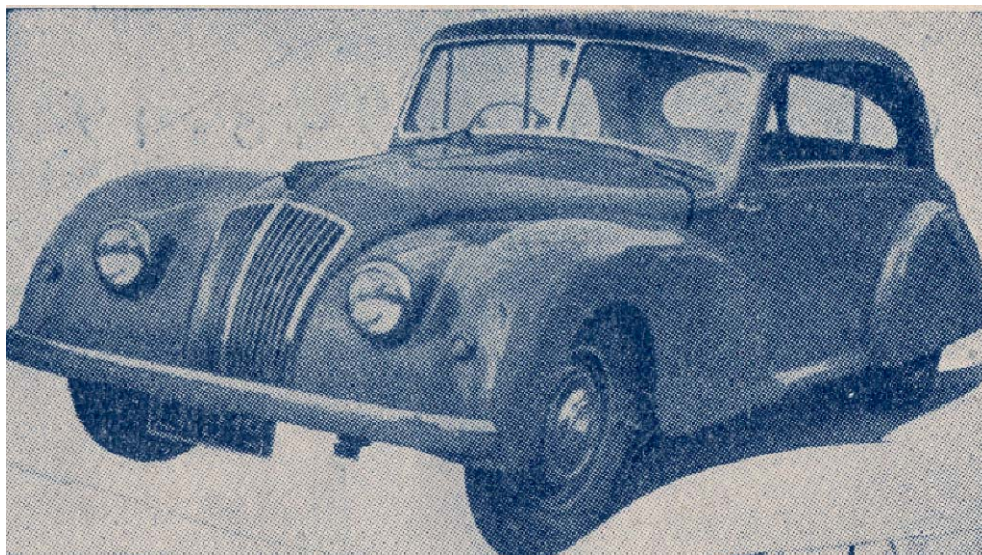
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## **1949 CLASSICS**

The *Australian Motor Manual 1948-9 Annual* features interesting revues on all motor cars that were available in this country for 1949. Each month we are going to feature one of the cars here. It is interesting to read what was said then, about the British cars in the market place. We now know how they all performed, but let's enjoy the writers' expectations of the British offerings for 1949. The motor cars described will appear in manufacturer alphabetical order.



## A.C. 16 h.p. Six



In the 50 years from the first Auto Carrier, from which the AC derived its name, to this lithe 2 litre they have been outstanding performers. Harry Hawker, the airman, drove an AC at 105 mph in 1921. The new airy saloon is a post-war light six with unusual contributions to flashing acceleration such as 3 SU carburettors, overhead camshaft, as well as a fine imported aluminium body. Its performance is in keeping with its modern lines and its visibility is a real virtue. A top gear car, developing 74 bhp at 4,500 revs per minute.

*From Motor Manual – with thanks.*

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## AOMC NEWS

At the February AOMC Delegates' Meeting the guest speaker was Mr Garry Edwards, Manager Automotive Business Development, from Kangan Batman TAFE.

Garry explained that his personal background was in the panel beating, spray painting field for 35 years, but that the last 20 years were in the TAFE system. He went on to give the Delegates a very comprehensive explanation of how the Kangan Batman Institute evolved by combining and developing the various areas and campuses associated with the automotive industry. He used a very well prepared visual display to demonstrate how the system now works. Those of us who are now or were tradesmen found little to recognize between the present and the past as we remember apprentice training and Trade Schools.

There are numerous campuses around Melbourne, such as Richmond, Coburg, Broadmeadows, Avondale Heights, as well as direct training within industrial automotive companies. Garry spoke of the new ACE at Docklands, which apparently has started to be built around the Lindsay Fox Museum site. You will remember we had the AOMC Office there about 12 Months ago. This ACE stands for "Automotive Centre of Excellence".

Mr. Edwards spoke about specialized courses which are run at Kangan Batman, ranging from hobby type classes which can be arranged for people like us, with restoration in mind, pre-apprentice training, to more advanced courses of a specialized kind for individuals or industry, as well as the actual apprentice courses.

Then there are other post apprentice courses covering special industry needs, and courses leading to Diploma and Certificate and even Degree qualifications.

There were numerous questions from Delegates regarding the sort of courses being run to train young people in restoration type work. The news was pretty bleak, in that Garry said that while

such courses would be available, nobody was seeking them. Industry was simply replacing parts and panels, rather than repairing them. He did say however, that if your club or group of clubs could get together people who wanted to do this type of work, they were happy to run a course. The problem would be to get a full class of at least 12 to 14 people. Subjects such as Restoration, Panel Fabrication, Painting, Trimming, Detailing, Welding, Auto-electrical etc. are available.

Garry was warmly thanked by Delegates for this very well presented and informative talk.

Tony Dixon (*Daimler Lanchester Club*) reported on Committee deliberations on correspondence from affiliated clubs regarding what they were expected to do about what they considered "grossly modified vehicles".

Tony reported that it had been decided to seek a meeting with the new Vic-Roads Manager (Mary Stanley), to discuss this and other matters. This raised a real hornets nest of objections, particularly from Ted Robinette (*Willys Overland Club Delegate*), who had been deeply involved in the establishment of the special red plate scheme (SR prefixed plates administered by the Street Rod Federation) for street rod type vehicles.

It was pointed out that it was entirely up to individual clubs (who are authorized by Vic-Roads to operate the Victorian Club Permit Scheme), to decide if they are prepared to accept a member's vehicle. The AOMC is not a body which is able to do this, and by following this too closely, we run the risk of having the best system in Australia, changed to be something like what exists in other States. See what has been done in South Australia, (Page 23 of February edition of AOMC Newsletter, which is a reprint of a report by Graham Allum from Restored Cars No.162).

Vice President Philip Johnstone (*Triumph Sports Owners Association*) assured Delegates that the AOMC has no intention of having changes take place, since the close examination carried out late last year, of the systems operating in each State, convinced them that the Victorian Club Permit Scheme is fine as it currently is. It was simply intended to put out a sheet to add to the existing (Green) Victorian Club Permit Scheme Handbook, which clubs could use if they wished, as a guide to what was appropriate in the way of modifications.

*From a Report prepared by Graham Hutchinson.  
Classic & Historic Automobile Club of Aust. AOMC Delegate.  
With thanks.*

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## FROM THE 'GREENWOOD TREE'

The following item, from the 'Greenwood Tree', a Somerset and Dorset genealogy magazine, was published in a recent club magazine. Think about this when packing your classic's boot for a weekend away. Spare a thought for those travellers who left England for Australia during the mid-19<sup>th</sup> century, as illustrated in the instructions given to the Sherborne Poor Union.

### **21<sup>st</sup> February, 1850 – Clothing Required for the Voyage to Australia**

The emigrants must bring their own clothing which will be inspected at the port by an officer of the Commissioners; and all parties are particularly desirous to observe that they will not be allowed to embark unless they provide themselves with a sufficient supply for their health during the voyage. The lowest quantity that can be admitted is as follows:

#### **For Males**

Six Shirts  
Six Pr. Stockings  
Two Pr. Shoes\*  
Two Complete Suits of Exterior Clothing

#### **For Females**

Six Shifts  
Two Flannel Petticoats  
Six Pr. Stockings  
Two Pr. Shoes  
Two Gowns  
Two Pr. Sheets  
2 lbs. Marine Soap

\* Shoes or slippers are more convenient for use on board than boots.

As a general rule it may be stated that the more abundant the stock of clothing, the better for the health and comfort during the passage. The usual length of voyage to the Australian Colonies is about four months, and at whatever season of the year it may be made, the emigrants have to pass through very hot and very cold weather, they would therefore be prepared for both.

by Order of Her Majesty's  
Colonial Land and Emigration Commissioners  
S Walcott, Secretary.

### **A Voyage Note**

The item in 'Greenwood Tree' told us that in 1838 the sailing ship *Woodbridge* had sailed from England bound for Sydney, departing from Gravesend (Kent) on 22<sup>nd</sup> April and arriving in Australia on 18<sup>th</sup> September of the same year. On the voyage, nine emigrants died before they reached their destination.

*Editorial Note: Only a month over the expected journey time, so do not get too upset when you are delayed on your next overseas trip.*

*Somerset and Dorset, reminds me of our local (1930s) railway, affectionately known as the 'Slow & Dirty Railway'.*

*It should be noted that the women were expected to bring the soap and do the washing.*

*Margaret Buckley – Flat Four.  
With thanks.*

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## **THE 2004 RACV CENTENARY FLY THE FLAG TOUR**

This event, a major part of the RACV's Centenary Celebrations, was a close as possible re-enactment of the original Easter Tour organised by the Automobile Club of Victoria. On that first tour there were 12-14 motor cars and a similar number of motorcycles carrying forty-two ladies and members. This year, in the RACV's Centenary year, more than two hundred vehicles took part. There were Veteran, Vintage, Classic and other historic vehicles in the group that closely followed the original route.

It was a fairly cool morning when we gathered at the gates to Government House. Promptly the tour marshals beckoned us through the gate to form up in a loose historical order in front of Government House. The ABCCC Catering Trailer was pressed into service and great volumes of eggs, bacon and sausages were barbecued for the tour participants. All too soon it was time for Governor John Landy and Mrs Landy to inspect the gathered vehicles in the company of RACV President David Bullard and RACV Director Professor Peter Chandler. We were given a warm welcome by the Governor and then were conferred an enjoyable and successful tour. John Landy then flagged off the first several vehicles with Bruce and Elaine Bone leading off the group, in their immaculate 1913 Overland 69F, lead through the gate by a Highland Pipe Band.

We then drove up St Kilda Road, turned left into Flinders Street where there were a number of appreciative spectators, and found our way to the Westgate Bridge and onwards onto Geelong Road. It was an easy run down to Geelong where we turned off the Princes Highway to stop at the Naval and Maritime Museum for morning tea. Our Jowett Jupiter was welcomed by fellow Jupiter owners from Clifton Springs, Andrew and Katrina Henshall. This museum is in a lovely location right by the sea. We did not have time to have a look in the museum, maybe a later visit would be worthwhile. There were a number of interested local people showing a great interest in the cars on display. All too soon we were asked by our 'Wagonmaster' to set off for our lunch stop at Barwon Park near Winchelsea for our lunch stop. At the intersection with Inverleigh Road, the BP Roadhouse did a very brisk trade in lunches to take away. We had our lunch on the lawns and then had a good look inside the 'Mansion'. Looking inside these Western District 'Stately' homes makes one really wonder just how the initial plan was developed, but not only that, how were the logistics of getting the dressed stones and other building materials to such isolated (then) locations. All of this before even a foundation stone is laid. There must have been great amounts of bullocky colourful swearing at the bullock teams as the huge amounts of materials were hauled in!

After leaving Barwon Park, it was an easy run to Colac for another display in Memorial Square. In the grounds there was a local market in full swing and top quality ice creams from Cobden's Jersey cows were most refreshing in the warm afternoon sun. The Jupiter's bonnet was raised and heads went down and bottoms went up as interested spectators had a good look. Soon it was time to check into the motel and get ready for dinner. This was at the Otway Performing Arts and Cultural Centre. Here the room had been opened out to accommodate all of us. The meal waiting staff commenced serving dinner, and then the serving of meals came to an abrupt halt and a lengthy wait ensued. It seems that the local health inspectors pounced and put a stop on proceedings for a while. A result of this inspection was that, from



then on, only six meals at a time could be served.

*Left: Bill Bonner folding aeroplanes from menu sheets, while waiting for his meal.*

This was a situation that was well beyond the tour organisers' and caterer's control. While we were waiting for our meal, there was considerable development of the aerodynamics of folded paper aeroplanes (gliders). The meal was good and, to the best of our knowledge, no one suffered from food poisoning – over-eating, maybe. We were seated too far from the entertainment action and therefore missed out on the speeches and the music.

Next morning, it was cool again for breakfast put on for us by the Colac Lions Club in Memorial Square. Not long after leaving Colac, we arrived at Purrumbete Homestead right on the shore of Lake Purrumbete. What a location! The homestead was built in 1842 and looked, from the rear, as if bits had been added over the years now. It was easy to imagine how grand the place must have been in 1904 when the ACV visited during its first Easter Rally. The original pastoral run for the homestead was 100,000 acres and it encompassed the original settlement of Camperdown.

It was here that we bought lunch pack for eating later on in the day, from the Camperdown College Parents and Friends Association who had an extensive stall in the grounds. After leaving Purrumbete Homestead we set off for Camperdown. Before entering the town there was a must do activity. This was a reasonably rapid ascent of Mount Leura, with rear vision mirror filled with Tony Pettigrew's Lea Francis. Luckily for us, there was no descending traffic. At the summit turntable we were rewarded with copious amounts of fresh air and those magnificent views over the Western District. Interestingly, apart from an early Holden, there were only British cars at the top while were up there.

We then motored through Camperdown and continued to Mckinnons Bridge for the turn off for Noorat and Mortlake. These are the good roads of western Victoria and bestow motoring at its best. A sunny day, top down and that superb countryside is very hard to beat! On through Mortlake and Caramut and then the right turn into Woolsthorpe Road (unsigned) for a visit to 'The Gums'. This was a mite confusing for some, because well before Caramut, there was a prominent road sign to the metropolis of Woolsthorpe!

We had lunch in the grounds and the Camperdown College Parents group can be commended for their egg and lettuce sandwiches. At 'The Gums' we came across an immaculate Mulliner bodied Bentley Continental. This car belonged with the property, which is still being worked by the Agar brothers, descendants of W Stuart Ross, one of the founding members of the ACV. We are most grateful for being able to visit 'The Gums' and picnic in their grounds.

From there it was a short drive to Hamilton, where we put our cars on display in the Botanical Gardens. Here we were given a warm welcome, and plied with tea and coffee, by the Hamilton Veteran, Vintage and Classic Drivers Club members. Being Sunday afternoon, there was a significant crowd that came to view the cars on display.

Our dinner function was held at Monivae College in the Sports Stadium. The excellent dinner was prepared by the college chef and we were entertained by a local theatre group. Again, in our desire to sit as far as possible from loud music, we could not hear much of what was going on. There was a spoof on space travel and a lengthy monologue delivered by a lady, that described how learning to drive got her



into prison. There were other short acts too, but their subject matter did not reach our end of the large hall. We did, however, give a splendid rendition to 'Lily the Pink', that famous lady who invented medicinal compound!

Monday morning early saw us enjoying breakfast in Lonsdale Street, Hamilton. This was a really successful event, there was good parking and the cook tent had been erected in the reservation between the street and its service road. The Hamilton Club provided a superb breakfast and there was even a choice of how our eggs were cooked – sunny side up, over easy and so on. As soon as breakfast was finished, lunch packs arrived and we set off for a day's touring west of Hamilton, on a route prepared by the Hamilton Club. It was a good drive, on excellent roads with interesting places to visit and have a good look at.

A number of the Hamilton Club's cars joined in on this tour and we visited the old post office tree. The red gum tree is actually called *The Dr Cussack Russell Tree* and, it was used as a post office drop point from 1850 to 1876. The tree is still alive, and it is wonderful to see that its history is well kept. Then it was on to the Tahara Bridge Herb Farm, a herb farm that is still being developed. It was nice to find a well restored Commer 3 Tonner and a David Brown 25 Cropmaster tractor that had also been restored. Both of these vehicles had been painted in "Herb Farm Shades of Green". There was a rather derelict late 1950s Humber sedan awaiting restoration, it was accompanied by a brace of unrestored David Brown 25 Cropmasters.

After we left the herb farm, we struck one of those roads that can only be described as a true Jowett road. First it was a nice twisty downhill run to the Wannon River and then it climbed for a long way to the top of a ridge on the far side of the Wannon Valley. From the top of the ridge, we descended into Coleraine and had a good look at the preserved railway station. It is a pity that there was no platform and a short length of track. Standing where the platform should have been, it was easy to imagine the debate that must have taken place amongst the locals whilst the railway station was in its planning stages. We can imagine the arguments put forward eloquently in justification. Sad that now the rail link is no more.

Then it was west along the Glenelg Highway until we reached the Chocolate Factory – a sort of Beechworth Bakery, but here it was all chocolate in all sorts of shapes and fillings. Quite a number of cars carried extra ballast out of Coleraine! We drove on to Wannon Falls for a picnic lunch. This lunch, organised by the tour organisers was superb and just the right amount. There was not a great volume of water flowing over the falls, and, having seen them in full flow last October, it made us very conscious of how, even a large river, can dry up over the summer months.

On the way back into Hamilton, we popped into the Big Wool Bales for a quick purchase. Then it was back to our motel for a short rest. Our evening meal was once again at the Monivae College Stadium and a dinner-dance had been arranged. The band played sensible music that was easy to dance to and once again, the meal was excellent.

On the Tuesday morning, we were flagged off from the Hamilton Veteran, Vintage & Classic Drivers Club's clubroom that are located within the pioneer village museum. All had been well and truly breakfasted and we headed east along the Glenelg Highway for our morning tea stop at the mansion called 'Narrapumelap', just before Wickliffe. It was at this point that the sun really came out in a clear blue sky. After a short walk, we came upon a most impressive sight – there, against a cobalt blue sky, was the mansion in all its grandeur. This was a very interesting building in that it had a main tower of three and a half storeys with an attached spiral staircase in its own stone tower. On each side of the tower were the mansion's main rooms. The house had been severely vandalised over the years it had been empty. However, all is not lost, because the beautiful stained glass windows had survived and most of one marble fireplace had remained so that it could be restored. The whole mansion is currently under restoration to a very high standard. We may think we have problems with rusty cars, but compared with a very old (1841) building, we can go back to our rust and missing bits predicaments with more confidence!

From Narrapumelap it was a short drive to Lake Bolac where, with our cars ringed around the football oval, we had lunch provided by the Lake Bolac Development Association. Here there were the local school children who were enjoying themselves immensely around the display of cars. A group of girls sang a fine rendition of '*Chitty, Chitty Bang Bang, I Love You*' to John Link with his bright yellow American La France. There was nothing for it but to give the young ladies, two at a time, a ride around the oval. They won't forget that for a while!

Then it was onwards to Ballarat, but we took a deviation via St Marnochs, to avoid long delays for resurfacing work on the highway. Our last night's meal and entertainment was at the Bell Tower Convention

Centre. Here we were entertained by a local brass band who opened up with a rousing rendition of Ron Goodwin's *633 Squadron* and many other favourites. This was a 'right good do' and all too soon it was time to return to our motel.

After a display in the Botanic Gardens by Lake Wendouree, it was off to Bacchus Marsh for morning tea on a roof top car park at the shopping centre. It seemed that cakes and doughnuts were supplied from the shops below. We then drove to the Ultima Function Centre at Keilor for a final luncheon and prize giving. A nice touch was the calling forward of the tour marshals to present the prizes. These were magnificent and the winners were most worthy of them. Our thanks to the RACV and to the Tour organisers who arranged their creation. After what must have been an extremely difficult job, the judges finally came up with the following recipients and their vehicles:

Prize	Winners	Vehicle
<b>Best Motorcycle</b>	Barry Murfett & Wendy French	1950 Matchless G80 S
<b>Best Commercial</b>	Des & Barbara Laffan	1954 Chevrolet 1100 Truck
<b>Best Family Car</b>	Walter & Brenda Allen	1952 Holden FX
<b>Best Veteran</b>	Bruce Forbes & Russell Hurren	1916 Ford 'T'
<b>Best Vintage</b>	Aub & Shirley Smith	1929 La Salle 328
<b>Best Early Classic</b>	Geoff & Lisa Odgers	1934 Chevrolet Master
<b>Best Classic</b>	Bill & Rosalie Franzke	1951 Bristol 401
<b>Best Modern Classic</b>	Bruce & Judy Clementson	1971 Holden HG Monaro
<b>Longest Distance Driven</b>	Ann & David Mann	Warners Bay, NSW (MB 280SL)
<b>Best Open Sports Car</b>	Rey Oaks & Deidre Pownall	1949 Singer Sports Roadster
<b>Peoples' Choice</b>	Peter & Caroline Shepard	1923 Alfa Romeo RLN
<b>Hard Luck Trophy</b>	Marion & Phillip Simpson	1929 Dodge Victory 6 Sedan
<b>Best Overall</b>	David & Ellen Bailie	1920 Rolls Royce Silver Ghost

To all of the winners, our heartiest congratulations. Which brings us to what the Editor considered as striking vehicles. First up, there was the 1924 Arrol Johnston owned by Phil and Jan Humphreys, the extremely desirable 1963 Lagonda Rapide, owned by Richard and Wendy Shenfield, the 1970 Rover P5B Coupé owned by Kevin and Helen McNamara, the 1951 Bristol 401, owned by Bill and Rosalie Franzke and the very beautiful 1949 Armstrong Siddeley Whitley, owned by Graeme Hutchinson. The best sound heard was when Roger Dillon-Hensby, in his Jaguar XJ 6 accelerated smartly out of Caramut. A very efficient exhaust note indeed. An unforgettable sight was the little Fiat Arbarth, owned by Alan Pickering, hounding three Morgans on the way from Wickliffe to Lake Bolac – we were following and it was a most colourful sight in the crystal clear sunshine.

Our sincere thanks to all of those hard working people who made the 2004 RACV Centenary Fly The Flag Tour happen. I won't name anyone for fear of missing some hard working soul, but you all know who you are. Thanks also to the RACV for literally making it all happen so smoothly. Thanks are also due to the various Councils who provided valuable support.

We are already looking forward to next year's Tour. Such tours have enormous benefit for the image of the historic motoring movement as a whole. Our Tours need to involve the school children in the several display locations, it is very important for them to appreciate what our hobby is all about. We also need to make contact with the country clubs along the way. It can be guaranteed that we would get a warm welcome from the historic vehicle clubs in Horsham, Mildura, Shepparton, Bendigo, Wangaratta and many others.

For those of you who missed out on this very special event, well, maybe next time we will see you. The call goes out yet again – where were the Standard Vanguard? At last we managed to field three Jowetts and all were supremely reliable too.

There will be some photographs in the next edition of *Your ABCCC News*.

*Mike Allfrey.*

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## CLUB REGALIA

In the next magazine there will be a complete list of regalia items for sale – start saving!