



An incorporated club

A0035462V

**A friendly family social motoring club**

**Edition 74**

**May 2004**

**Your ABCCC News**

## **FLYING THE FLAG!**



*RACV Centenary Fly the Flag Tour – Maxine Pettigrew, your Editor and Sue Allfrey pausing for a moment at the summit of Mount Leura. It was a perfect day for viewing the surrounding countryside, in fact it was a just what the doctor ordered for touring our wonderful State in open cars. It was interesting to note that, apart from one Holden, the only tour participants' cars on Mount Leura were British*

*Photo – Tony Pettigrew.*

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

<b>President</b>	Frank E Douglas	(03) 8704 2533	frankdouglas@abccc.com.au
<b>Vice President</b>	Ray Higginson	(03) 9370 5236	higginson@abccc.com.au
<b>Treasurer</b>	Tony Hodges	(03) 5263 1580	tonyhodges@abccc.com.au
<b>Secretary</b>	Val Jefferyes	(03) 9725 1117	valjefferyes@abccc.com.au
<b>Membership Secretary</b>	Pat J Douglas	(03) 8704 2973	patdouglas@abccc.com.au
<b>Magazine Editor</b>	Mike M Allfrey	(03) 9729 1480	mikeallfrey@abccc.com.au
	Facsimile No.	(03) 9720 0283	moubray@tpg.com.au
<b>Assistant Editor</b>	Mary Nolan	(03) 5978 7798	marynolan@abccc.com.au
<b>AOMC Delegates</b>	Bill Allen	(03) 9846 2323	
	Tom Cannon	(03) 8707 5957	cannons@abccc.com.au
<b>Club Regalia</b>	Bill Allen	(03) 9846 2323	
<b>Victorian Club Permit Scheme</b>	Frank Douglas	(03) 8704 2533	frankdouglas@abccc.com.au
	Tom Cannon	(03) 8707 5957	cannons@abccc.com.au
<b>Events Co-ordinators</b>	Lyn Higginson	(03) 9370 5236	higginson@abccc.com.au
	Pat Douglas	(03) 8704 2973	patdouglas@abccc.com.au
	Tony Pettigrew	(03) 9739 1146	
	Bill Allen	(03) 9846 2323	
<b>Website Maintenance</b>	Chris Newell	(03) 9735 2335	chrisnewell@abccc.com.au

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.

Please send membership subscriptions to Pat Douglas, 12-14 Grandvalley Drive, Chirnside Park, Victoria, 3116.

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

---

## **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.***

### **May 2004**

- |    |   |                              |
|----|---|------------------------------|
| 23 | Burgundy Street Hill Climb – RACV & ABCCC<br>Venue – Burgundy Street, Heidelberg (Between Heidelberg Rd & Rosanna Rd) | Frank Douglas (03) 8704 2533 |
| 30 | Winton Historic Race Meeting – ABCCC Inc.<br>Venue – Winton Motor Raceway, Benalla, Victoria.                         | Mike Allfrey (03) 9729 1480  |

### **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.<br>Venue – Tokar Estate, Coldstream, Victoria. | Colin Brown (03) 5964 9291 |

### **August 2004**

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

### **September 2004**

- |    |                            |                                     |
|----|----------------------------|-------------------------------------|
| 12 | Scheduled ABCCC Inc. Event |                                     |
| 26 | Scheduled ABCCC Inc. Event | Tom & Heather Cannon (03) 8708 5957 |

### **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!.          |                            |

### **November 2004**

- |         |  |  |
|---------|--|--|
| 13 – 14 | Bendigo National Swap Meet – FVV & CVC |  |
|---------|--|--|

21 RACV Wings & Wheels Day – ABCCC INC.  
Venue – Lilydale Airfield, Lilydale, Victoria.

Frank Douglas (03) 8704 2533

#### **December 2004**

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

#### **March 2005**

12 – 19 4<sup>th</sup> RACV Fly The Flag Tour – ABCCC Inc.  
"Alpine & Lakes Tour"

Frank Douglas (03) 8704 2533

### **EDITORIAL NOTES – ISSUE 74**

Due to 'overseas' touring in our Jupiter, two weeks have been lost, as far as putting a Your ABCCC News magazine together is concerned. Believe me, they were not lost weeks in the real sense because, overseas in this case means that we were touring in Tasmania. There is a small article on our tour that should whet the appetite of those taking part in the ABCCC Tasmanian Temptations Tour in October.

An important item to look out for on Page 13, is the RACV Fly The Flag 2005 – 'Alpine & Lakes Tour'. Yes, we are putting together another tour that is not to be missed. Work is already well in hand with preliminary preparations well advanced. In a literal sense, work on the next tour started well before engines had cooled after completing this year's RACV Centenary Tour – and the engine in our Jupiter had not achieved a very high temperature at the completion.

Pat Douglas has kindly contributed an item on the visit to the Chrystie Collection. We missed this one, but saw another probably as interesting at Pearn's Steam World at Westbury in Tasmania. It is truly amazing what an amount of our heritage is being collected and preserved for our viewing enjoyment. Our thanks to George and Joan for letting a few of us have a few moments of pure nostalgia, and restoration of memories.

This issue has an Allard aura about it, continuing our series from the 1948-1949 Motor Manual Annual, there is an item describing the Allard 30 hp V-8, and, there is also a request from England for information about an Allard P2 Monte Carlo Saloon. If anyone out there can help with a small bit of this desirable car's history, I am sure that it would be very welcome.

A more meaningful magazine is promised for next month, this one was rushed.

*Mike Allfrey.*

---

## **PAST AND FUTURE EVENT REPORTS**

### **YARRA VALLEY TOURIST RAILWAY**

#### **Night Trolley Run**

We all met at the Healesville Railway Station in time for a glass of Champagne and were given an introduction to the preservation society's activities by their lady President. We were informed that, when the railway from Yarra Glen was built, the money ran out where the station building now stands. The intention was for the station to be right in Healesville township. We were also told the story of how the tunnel was built and that there was a serious cave-in during construction, with loss of life.

Soon it was time for the twenty-something of us to board our trolley. This was the point where some amongst us realised that we would not be dining on the train! A trolley ride is quite an experience. The 'train' is formed of three trolleys with seats facing outwards, so that passengers sit back to back and enjoy the view – and the experience. The seating on the trolley is hard, but the helpful staff at the station gave you a cushion to sit on. My seat was right on top, literally, of a small generating engine, that fortunately was not in use as the sparking plug was completely exposed. Most of us had brought torches for spotting wildlife along the line.

Even at this time of year, you need to wear a wind proof coat, because there could be a chill in the air. The lead trolley was powered by a small diesel engine and there was an elaborate lighting system that, using trailer plugs and sockets, could be swapped from end to end of our train. There was even a green light for the Guard to signal the off. Our driver set off smartly but smoothly and we 'trolleyed' along towards Yarra Glen. We were alarmed to see motor traffic completely ignoring the flashing red level crossing lights at the Healesville to Kinglake Road. Thankfully there was no accident and our train's brilliant headlamps must have done their job as we drew near the crossing.

As we trundled onwards, we took a look up into a stand of pine trees where an eagle was reputed to be nesting. We saw no possums or such, but had an interesting journey none-the-less and soon approached the brick lined tunnel. In the night, this was quite an experience as the bright light from the headlamps quivered on the brickwork. The tunnel is about 150 metres long and our slow pace gave us time to appreciate the craftsmanship of the brickliners. The tunnel is still in good condition about a century on from its building.

Just after exiting the tunnel, we came to the end of the reconstructed line as far as it goes at present. The aim is to continue restoration right into Yarra Glen. It is good to know that such a line is being re-opened, because there is a need for a closed-off steam railway. A 'J' Class oil burning locomotive (a British classic!) is being restored to operate the line with proper trains. This work is being funded by trolley rides and such.

All too soon, it was time to head back to the station for our evening meal. Just after exiting the tunnel, the Guard – now at the front of our train – spotted a large rock that had been placed on the rail. He held aloft a red lamp and the trolleys came to an abrupt stop. The rock was removed and a brief search was made for the perpetrators of sabotage. After finding nothing untoward, we continued our journey back to the station.

Our evening meal was of the buffet style and very enjoyable it was too. We dined in the Waiting Room of the station building, a building that is, thankfully, on the Historic Building Register. All in all, it was a very enjoyable evening and our thanks go Frank Douglas for organising it for us.

See you on the Walhalla train trip in May!

*Mike Alfrey.*

## **VISIT TO GEORGE & JOAN CHRYSTIE'S PLACE FOLLOWED BY LUNCH AT THE FLOWERDALE PUB.**

After gathering at Coldstream we proceeded to Kinglake where George and Joan live.

A lovely big plate of scones, jam and cream for morning tea greeted us. Very nice indeed.

George Chrystie is obviously a man approximately 200 years old as no one person would have collected all the motoring memorabilia that George has in a normal lifetime.

He has trucks, tractors, caravans, farm machinery, models, old newspapers, chain saws, various oil drum collections and on and on and on.....

Joan's collection of lamps was very extensive some collected from all over the world.

It would be impossible for George and Joan to even think of shifting and settling into a smaller house and housing all their treasures.

George and Joan's son gave us a demonstration on how to make a long timber jinker into a short timber jinker. Very interesting and very large.

We all thank George and Joan for making us welcome at their place.

We then drove to Flowerdale Pub where we had a very nice two course lunch with tea and coffee for a reasonable price that Tony and Maxine had organised. As lunch finished a musical group playing some very nice jazz music entertained us.

After a very pleasant day it was time for us all to leave.

*Pat Douglas.*

## RACV CENTENARY FLY THE FLAG TOUR



**Above:** Government House – Start of magnificent auspicious tour. **Below:** On route in Hamilton



## **BURGUNDY STREET HILL CLIMB – 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 – 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.*

## **CHRISTMAS IN JULY LUNCH – Sunday 25<sup>th</sup> July, 2004**

This splendid event is also our Annual Dinner, so let's get together and really enjoy a Christmas in winter. The lunch will have all the trimmings, Christmas carols (song sheets will be provided), Father Christmas, bonbons and lots of good cheer!

The venue for this important function is Tokar Estate, Coldstream Melway Map 276 Ref. K10. We will be gathering at 12:00 noon for a 12:30 pm lunch. Tokar Estate is in the heart of the picturesque Yarra Valley. We have arranged the following menu for your enjoyment:

Entrée	Pumpkin Soup or, Potato and Leek Soup
Main Course	Banquet Buffet – A Feast of Traditional Christmas Fare
Dessert	Plum Pudding – With Brandy Custard Sauce
Beverages	Coffee and a Selection of Twyning's Teas with Shortbreads
Drinks	Our Club will pay for Beers and Wines

Each person bring along a \$5.00 gift to exchange. Father Christmas will be there to assist.

All this for only \$35.00 per person.

## **BOOK NOW! NUMBERS ARE LIMITED!**

To make your booking, please call Colin and Joy Brown on (03) 5964 9291, or, you can e-mail Colin at:  
colin.brown@hotmail.net.au

*Colin Brown.*

### ***NOTE! BELOW IS A REVISED ANNOUNCEMENT!***

## **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 the **Coachman Inn** at Lorne, south west of Geelong, on the Great Ocean

Road. The Coachman Inn has been selected because its accommodation is somewhat cheaper than our previous booking. Tariff is \$140.00 per double per night and the rooms include kitchenettes with microwave oven and toaster etc, so that you can prepare your own breakfast if you wish.

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. The Coachman Inn is already asking for firm numbers, so early booking is paramount. We look forward to your company in Lorne.

*Tony Hodges.*

---

## 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.

Richard and Pauline Tonkin	Alvis Crested Eagle	1936
	Alvis TA 21 D.H.C.	1952
	Alvis TE 21 Saloon	1964
	Alvis TF 21 Saloon	1967
Aris and Lyn Imbardelli	No car yet but was on the Fly the Flag Tour	
Don and Marlene Pepper	MGB Roadster	1962
Vanne and Judy Trompf	Bentley Mk V! Continental	1952
	Rolls Royce Silver Shadow	1967
	Jaguar S Type	2000

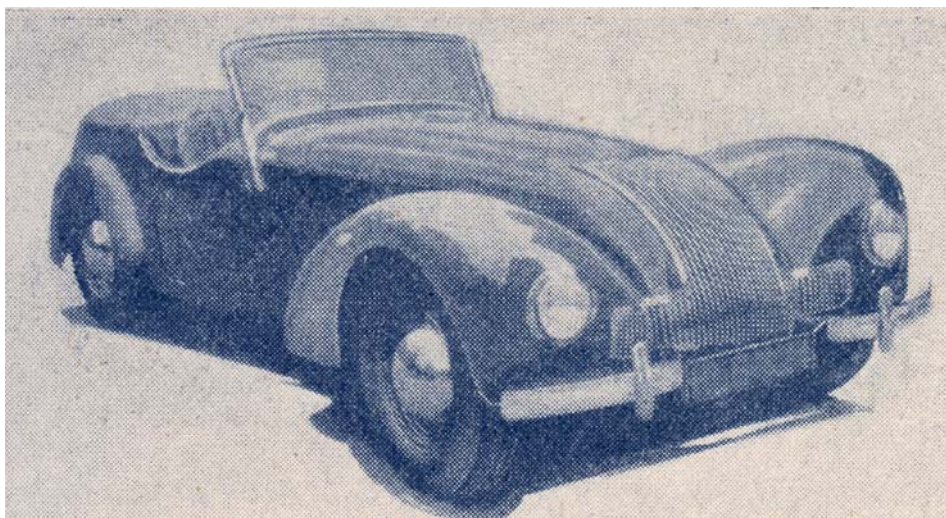
*Pat Douglas – Membership.*

---

## 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.

Here is Number 2 in this series:





One of England's most successful trials cars is in full dress production for the individualist, yet it has a 3½ litre, 30 h.p. Ford V-8 motor with its servicing facilities. Despite its low sleek silhouette the Allard has adequate ground clearance for our roads and its improved suspension and chassis allows exceptional stability at cornering. On the straight the speedo will register over 90. Vivid acceleration and superb roadholding endorse its consistent wins in English and Continental Trials competitions, a rare attribute for a town car too.

*From Motor Manual – with thanks.*

## **CLUB REGALIA**

Set out below is a listing of the ABCCC's current stock of Club Regalia items:

- |   |               |
|---|---------------|
| 1. Metal Bumper/Grille Badge                                  | \$35.00 Each  |
| 2. Window Decals – Club Logo                                  | \$2.00 Each   |
| 3. Polo Top White, Blue and Black (some with ABCCC on collar) | \$35.00 Each  |
| 4. Tee Shirts White, Black with Club Logo                     | \$7.50 Each   |
| 5. Caps with Club Logo, Blue/Fawn                             | \$15.00 Each  |
| 6. Jackets with Club Logo (Heavy Weight)                      | \$140.00 Each |

Notes about the above listed items:

Various sizes of Polo Shirts are in stock. With respect to the Tee Shirts – one size fits all. The jackets are ideal for motoring in winter and are large size only.

For all your Club Regalia needs, please contact me on (03) 9846 2323.

*Bill Allen – Regalia Purveyor*

---

## **A LETTER TO THE ALL BRITISH CLASSICS CAR CLUB**

*Mr David Bullard, President of the RACV sent this letter to our club, and it is appropriate that it is re-printed here:*

2 April, 2004

Mr & Mrs F Douglas  
12-14 Grandvalley Drive  
Chirnside Park  
VICTORIA 3116

My Dear Frank and Pat,

Once again we had a Rally which, at least to the participants, appeared to run without a hitch. Minor hiccups which were attributable to other people (thank stage entertainment and food shortages) did not interfere with the camaraderie and good humour of the participants.

I do not think you understand how much we appreciate your good work and efficiency and the competent and cheerful and unflagging work of the marshals. I hope we can do it all again.

With warm regards,

Signed, David Bullard

President

---

## **A TOUR OF TASMANIA IN A BRITISH CLASSIC**

At the Jowett Car Club's National Rally in 2002, it was agreed that the 2004 Rally should be in Tasmania. There were a few raised eyebrows at this momentous decision, but for most there was a positive attitude. Right from the start, we decided to stay on after the Jowett activities and travel around the Island State in our Jupiter. We chose a tour of ten days duration, essentially driving around Tasmania in an anti-clockwise direction. This meant that we would not have to drive so far – being on the left hand side of the road and all that!

The centre for Jowett activities over the Easter weekend was at Somerset, and thus, we covered the north-west coastal area fairly well. The highlight here was our visit to Stanley and its famous Nut. On a clear day the view from the top is spectacular and well worth the chair lift ride, or the not too strenuous climb up the well laid out pathway. After the Rally, we filled the Jupiter with BP and headed south on the Murchison Highway. Until we reached the Waratah Falls turn-off, we had the road to ourselves alone. It was a lovely drive, twisty in places, but a good road surface all the way. Our immediate destination was Cradle Mountain which was not too far. The road in has a couple of steep climbs where second gear had to be used. Fortunately traffic volume was low, so we didn't hold anyone up.

As soon as we reached the Cradle Mountain Information Centre, the cloud came down and things became quite wet. We chose to take the Dove Lake walking track that circumnavigates the lake. It soon became obvious that our shoes were not suitable for the track's surface and, as we could not see Cradle Mountain due to the low cloud, we turned back about quarter distance. What we did see, we enjoyed very much. The benefit of taking the shuttle bus to the end of the road was the excellent commentary given by the drivers.

After leaving the park, we drove to Tullah Lakes for our overnight stop. It was still sort of raining and was noticeably cooler. Our accommodation was at the Tullah Lakeside Chalet and our room faced right on to the lake. It was very peaceful and serene. The Chalet accommodation is getting quite old and at \$120.00 for one night, was fairly expensive. At night, from our room, the night was pitch black, there being not a sign of man made light.

Next morning we drove to Strahan for a two-night stay. In the afternoon, we explored the town on foot and collected our pre-booked Gordon River cruise tickets for next morning's cruise. This commenced at 8:30 am. Sue loaded up on anti seasickness pills while I enjoyed, probably one of the best breakfasts in the world, at Banjo's Bakery. The cruise was good value, even though it was raining heavily, so heavy in fact that when the commentary pointed out items to port and starboard – we believed him, because we certainly couldn't see them! The rain cleared as we went out through Hells Gate and it was quite fine for the remainder of the cruise with low cloud threatening. The Gordon River is very beautiful, and we did see some good reflections in the still water. The rain forest board walk was a mite bit disappointing though. Far too short for the experience it should have been. To us, the most amazing fact was that there was no bird sound at all. This must be the first time we have experienced this phenomenon in a forest.

The cruise also took us to Sarah Island where we spent some time examining the ruins of the convict settlement there. Also visited was a fish farm in Macquarie Harbour. All very interesting.

We returned just in time to catch the preserved diesel train that follows the King River on its route to Queenstown. We rode as far as Lower Landing and, once there, were given an enormous afternoon tea package each. We made good use of this next day for lunch! At Strahan we filled with BP again and were assisted with topping up the gearbox by the helpful attendant.

We then set off for Hobart, just over 160 miles south. The road was twisty most of the way and, on a great number of corners the camber was not what it should have been. The road to Queenstown is a road that, in a fifty-four year old car on skinny tyres, needs a good deal of driver concentration. It was noted that all the way, as far as New Norfolk, the screen wipers were in use constantly. Strangely, we seemed to be forever driving into sunshine, but with rain lashing down on the screen. The road ahead looked to be dry, and cars that came towards us were not using their wipers. We were leading the rain to Hobart! This was uncanny, over such a long distance and with such consistency.

The climb out of Queenstown is long and, in places, steep. Great care needs to be taken on this climb. The road is good, but some of the side drops are great. This is the sort of road, due to the paucity of settlements along it that makes a driver wish to get it over with. If the weather had been drier, a few breaks would have been good. There are a number of wilderness walks with parking bays along the way. There were a number of gradients that looked as if they should have been taken easily in top gear, but were in fact, hard work in third gear. A look in the rear vision mirror would confirm how far we had climbed.

We had two nights in Hobart and we stayed in Lindisfarne, right by the Tasman Bridge. The jaunt into Hobart was really easy from our accommodation. On the Saturday morning we took a cab into town to 'do' the Salamanca Market. Here we spent more than we should have and certainly compounded our already

stretched luggage carrying capacity. It is not everywhere that you can buy a most beautiful Tasmanian Blackwood bowl and a few other souvenirs, so we indulged.

My afternoon was spent surveying a vast amount of Jowett spares (new) being hoarded by a club member. I must say that I came away with mixed feelings about the twelve Javelins, two Jupiters, one Bradford and one 1930s Jowett 10 hp Four. Thankfully they are all in dry storage, although what the owner is going to do with it all – I wonder.

Our route now took us north to Richmond to have a look at the beautiful bridge and other buildings. It was here that we met a Rover P4 owner who had driven his car down from Parkes, NSW. There were twenty-two historic cars from the Parkes club touring like us. After Richmond we spent time with another Jowett owner and then headed north to Ross where we were booked into the Old Ross Bakery Inn for night. Here we photographed the stone bridge in the soft evening light. Our evening meal was partaken at the Man O'Ross Hotel. The meal there was superb and is strongly recommended. Breakfast at the Bakery Inn was also sensational. There were so much freshly baked breads and croissants that we were given doggy bags and butter packs to take with us for lunch.

We then set off for Coles Bay and the Freycinet National Park. There the sunny weather turned quite foul and we found a sheltered BBQ area near the Coles Bay shops. To accompany our breakfast extension to lunch, some cheese was bought – this made a very satisfying lunch. Our next overnight stop was at Bicheno (pronounced Bisheno), where we spent the afternoon exploring the foreshore path.

Next morning was an easy drive to Scottsdale, where our accommodation was at Annabel's of Scottsdale. Here we found our first booking hitch. No, they had never had a booking from us. They were informed that the booking had been made some months previously by telephone and confirmed by fax message. No, I was told, we don't take faxes. But there was, fortunately a room available in the beautiful National Trust listed building. So all was not lost – but there was a small feeling that advance bookings should be re-confirmed prior to leaving home.

Our route then took us up to Bridport and then on over to George Town. This was an interesting place where early settlers had hoped that George Town would become the bustling place that Launceston now is. We then continued on to our accommodation on Windmill Hill in Launceston. The Windmill Lodge Motel in High Street is an old mansion that has a bronze plaque by the front door that proudly states that "On this Site in 1788 – Nothing Happened"! Here we found a proprietor who was an MG enthusiast and gave our Jupiter a thorough look over. Our room here was huge and very comfortable. We had an afternoon walk in the Cataract Gorge Park before spending our last night in Tasmania.

Then came two of the highlights of our tour. First up was an inspection of Pearn's Steam World in Westbury. Here there was a vast collection of farm machinery and stationary engines for us to enjoy. Coming from a life in farm machinery, there were many memories there. We then drove on to Deloraine where we spotted a sign to Liffey Falls, 29 km. A nice little jaunt before lunch, so we set off and drove through Golden Valley and found the turn off for Liffey Falls. This was a dirt road, but commendably smooth. We drove into rain forest for about six kilometres, along this very narrow and, sometimes, steep road. I think Sue had visions of being stranded there and the Spirit Of Tasmania sailing off without us.

This was probably the most enchanting part of our tour, the walk down to the falls was signed as a 45 minute round trip. We did it in just over 50 minutes and it was well worth the effort. Here we felt as if we were in a real wilderness forest, there was no board walk but the path was easy. It did not seem to be fabricated like the Gordon River walk. Also, there was bird life which made it all sound more natural. If in the area, this walk is a must. And, our Jupiter had no trouble at all in climbing out from the car park area. The afternoon was then spent whiling away time before catching the ferry home. Another super smooth crossing.

A couple of general notes about touring in Tasmania. We certainly found it strange when some of the accommodation facilities charged for everything separately. Yes, separate Visa payments for bed, dinner and for breakfast. Bed and breakfast had to be paid before they were used. It really seemed as if we were not trusted at all. Overall the accommodation was good, probably a bit more expensive than here in Victoria for the same type. In some places accommodation was per person, not just for the room.

BP petrol outlets are in most country towns, more so than other brands and we thank BP for sticking by these small communities and for providing premium grade petrol. There was evidence that a couple of bowsers in remoter areas were running a bit too 'fast', at one time the Jupiter took 36 litres when the fuel

gauge was reading half full, and a normal fill at this point takes 22 litres. The tank holds just under 45 litres.

The banks have deserted the small towns. In a popular place like Strahan, there was just one ANZ ATM, and cash could be Eftpossed at the Post Office. In a State so oriented towards tourism, it is strange that the banks have left such places.

Overall, in Tasmania, the roads are of good quality and are well aligned. Traffic, during our tour, was very quiet. There were, however, several occasions where we were overtaken at double white lines – once dangerously. Our car is quite capable of cruising at the posted limits, but it is still regarded as a troublesome obstacle by those who are impatient. Another aspect to watch out for is log trucks, they are generally courteous, but their size can be a bit daunting.

We were very distressed to see how much wild life is killed by traffic on country roads. The local crows were having a veritable feast at times and would not fly off until we were right on them. We didn't do any night driving in the country, and so, because we only saw one echidna crossing the road in daylight, most of this unacceptable carnage must be happening at night.

Those of you going on the Tasmanian Temptations tour later this year, you have a wonderful tour ahead of you. Take the opportunity to do it in your British Classic, it will be most rewarding. The Tasmanians are now well aware that Jowetts do exist. Amongst our club members, there was not a single breakdown. On our little tour, we drove over 1,100 miles and had a most enjoyable experience. You can do it too!

*Mike Allfrey.*

---

## **A REQUEST FROM ENGLAND**

### **Wanted, An Allard P2 Monte Carlo's History**

*I received an E-mail from a Mike Knapman in England, requesting historical information about an Allard P2 that he imported into England from Australia recently. As is usual with E-mails, there is no postal address, just an assumption that the whole country is on the 'system'. Should anyone know of the Allard's history, and are not E-mail compatible, please send the information to me and I will be pleased to forward the information to Mr Knapman.*

*Incidentally, back in the 1950s, my father was very desirous of purchasing a P2 Allard, but my mother forbade him to do so, on the grounds of the car's ugliness (in her eyes)! My father tried to convince her that, because of the enhanced view over the bonnet, it would be a very safe car to ride in. That argument didn't work, and I rode to school in a superb Railton.*

*Ed.*



*An Allard P2 Monte Carlo similar to that owned by Mike Knapman.*

Dear Mike,

I am located in the UK and am interested in Allard motor cars. In 2000 I bought an Allard P2 Monte Carlo saloon from a friend in Adelaide, South Australia, and shipped it to the UK and am now trying to put together the history of this car. The period I am particularly interested in is from its date of manufacture in

the UK, in 1955, until the time of its 'liberation' from a scrap yard near Wollongong in New South Wales. I wonder if, via the columns of your newsletter any of ABCCC's older and more venerable members might be able to help me with this quest?

The following facts are known:

- ❖ Only 12 of this model Allard were made and none were exported directly to Australia.
- ❖ My car was 'liberated' from the Neville Brothers wrecking yard in Port Kembla in about 1982 by Bill McGilvray, a Citroën enthusiast, working as a Transport Manager with Broken Hill Pty Ltd.
- ❖ Bill gave the car shelter for a few years and then sold it to a resident of Sydney.
- ❖ In 1985, after being advertised in Unique Cars Magazine, it was bought by a Rootes Group (Chrysler/Mitsubishi?) Dealer in the Adelaide area. Later, he sold it to an Allard enthusiast, from whom I bought it.
- ❖ Although much travelled, the car is still in much the same condition as it was in 1982.

According to Allard records, the car was sold in 1955 to a Mr WE Wyatt, a newspaper man of Port Moresby, Papua New Guinea. After being used for an extended touring holiday in Europe, the car was shipped overseas in late 1955. Originally the car was painted dark metallic blue with lighter blue leather trim. It was fitted with a Mercury side-valve V-8 engine and three speed Ford Pilot gearbox. The car is quite large and the bodywork was distinctive with an enormous one piece forward opening bonnet requiring an hydraulic ram to operate it.

When, why and how was this car imported into Australia? What happened to it before it ended up in the Port Kembla wrecker's yard? The original coat of blue paint had all been removed and a poorly applied coat of red paint has replaced it.

There were two employees of BHP, in the Melbourne area, a Mike Gibson and Bill McGilvray who were given the ride of their lives by (possibly) a Don Dyer, in an Allard Monte Carlo Saloon. It was the memory of that ride that inspired Bill to make a considerable effort to 'liberate the Allard in 1982.

An intriguing question is – if the car Bill McGilvray and Mike Gibson rode in in 1957 was not the one I have, where did it come from? And, what happened to it?

If anyone has any information, no matter how small, please contact Mike Knapman at;  
allardrocket@blueyonder.co.uk

I wish the ABCCC every success in its many endeavours.

*Mike Knapman.*

---

## **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 is another to keep us going:

Why is it that, in the historic motoring world, people will persist in telephoning just when the club contact is about to enjoy a good evening meal – or wishes to watch an important programme on television – or is about to install a delicate part in his Jupiter's engine rebuild?

---

**CHRISTMAS LUNCH IN JULY AND THE LORNE GREAT OCEAN ROAD ACTIVITIES. PLEASE CALL THOSE WHO ARE ORGANISING THESE EVENTS - BE SURE NOT TO MISS OUT!**

## **RACV FLY THE FLAG 2005 – "ALPINE & LAKES TOUR"**

### **Tour Concept**

Come and enjoy both the delights of our high country with its colourful autumn tonings, plus the wonders of the Gippsland Lakes area.

## Day 1.

We assemble at the RACV Healesville Country Club for a tasty BBQ breakfast and then, in lots of twenty vehicles at a time, head for Mt Baw Baw and our first night's stop.

## Days 2 and 3.

After a nice breakfast, we leave the high country and make our way south to the Princes Highway and on through the Latrobe Coalfields, Sale and Bairnsdale to the lakeside resort of Metung for a two-night stop over. This will include a visit to the 90 Mile Beach, a cruise on the Gippsland Lakes and lots of involvement with the local car club and schools.

## Day 4.

We head off once again to the High Country, through Omeo and the new resort of Dinner Plains in our sights. A challenge for some and an enjoyable tour through the High Country for all.

## Day 5.

Off again with a run to Bright and the Ovens Valley. Masses of amber tonings in the trees, then maybe a stop at Brown Brothers at Milawa. There is also the Mustard Shop to investigate while in Milawa. Then it is south to the Alzburg Lodge at Mansfield for the night.

## Day 6.

We enjoy Eildon Weir and picturesque grazing country on our route to Marysville for a great overnight stop.

## Day 7.

A great breakfast and we make our way over the Black Spur as we head for the RACV Country Club at Healesville for our Prizegiving, a top lunch and lots of farewells till the next tour.

The dates, 12<sup>th</sup> to 19<sup>th</sup> March, 2005 inclusive, are provisional. We will be able to confirm these dates for you in the near future. It would be a good idea to reserve these dates in your calendar and/or diary now! More information on the 4<sup>th</sup> RACV Fly The Flag – "Alpine & Lakes Tour" will be placed in this magazine as it comes to hand.

Watch this space!

*Frank Douglas – Tour Organiser.*

---

## ALL BRITISH CLASSICS CAR CLUB VIC INC TREASURER'S REPORT for the period ending 31 March 2004

Balance 1 Jan 04		3402.18
Add receipts		
Members subscriptions	1735.00	
Club events - Tas tour	1200.00	
- Broken Hill	642.00	
Sale of merchandise	1026.00	4603.00
Sub total		8005.18
Deduct payments		
Club events - Tas tour	1485.00	
- Broken Hill	642.00	
- Other	170.00	
AGM fee	35.00	
Gt Aust Rally deposit	100.00	
Bank charges	6.70	2438.70
Cash balance 31 Mar 04		5566.48

*A. Hodges - Club Treasurer.*