



An incorporated club

A0035462V

A friendly family social motoring club

Edition 76

July 2004

TOM'S PRIDE AND JOY!



Continuing our series on member's cars.

Tom and Heather Cannon's superb 1964 Rover P5 3 Litre. This car is finished in Rover Pine Green and really shines. It is an Mk III with the famous Rover overhead inlet and side exhaust valve six cylinder engine and automatic transmission. Not the fastest accelerating car built by Rover, but, once at cruising speed, it has plenty of get up and go, and at 70 mph the silence and comfort are joys to be experienced. This model was the successor to the 'Auntie' Rover P4 models and was a true 100 mph motor car. This model is a true British classic in all ways.

This picture was taken on our very enjoyable Peninsula tour. In the background is the Ray and Lyn Higginson Mercedes-Benz (an ABCCCC – the extra 'C' stands for continental!) parked alongside Bill and Terri Allen's Rover 90 P4 model.

“Owning and Appreciating the Spirit of Fine British Classics”

Your ABCCC News

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

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

Introduction

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 25th 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 14th 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.

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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 fourth 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 14th 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.

July 2004

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|----|---|------------------------------|
| 10 | Trivia Night – ABCCC Inc.
Venue – Meg Woods Deli & Wine Bar, 372a Warburton Hwy, Wandin. | Frank Douglas (03) 8704 2533 |
| 25 | Annual Dinner – ABCCC Inc.
Venue – Tokar Estate, Coldstream, Victoria. | Colin Brown (03) 5964 9291 |

August 2004

- | | | |
|----|---|------------------------------|
| 8 | Pirates and Parrots, Polly Woodside – ABCCC Inc. | Ross Gardiner (03) 9818 5094 |
| 22 | Run to Castlemaine, Historic Motor Car Centre for our Nation
Full details from Bill and Terri in next <i>Your ABCCC News</i> . | Bill Allen (03) 9846 2323 |

September 2004

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|----|--|--|
| 12 | Scheduled ABCCC Inc. Event | |
| 26 | To be Organised by Tom and Heather Cannon. | |

October 2004

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|--------|--|----------------------------|
| 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

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|---------|--|------------------------------|
| 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

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|---|--|--|
| 5 | Christmas Break-up Luncheon (Note could be on 12 th) | |
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January 2005

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|----|---|------------------------------|
| 23 | The RACV Great Australian Rally – ABCCC Inc.
Start Points – Fox Classic Car Collection, Docklands; Brandon Park, Glen Waverley; Casey City Council, Narre Warren and, Western Port Marina, Hastings.
Finish point – Mornington Racecourse | Frank Douglas (03) 8704 2533 |
|----|---|------------------------------|

March 2005

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|---------|--|------------------------------|
| 12 – 19 | 4 th RACV Fly The Flag Tour – ABCCC Inc.
"Alpine & Lakes Tour" | Frank Douglas (03) 8704 2533 |
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EDITORIAL NOTES – ISSUE 76

There have been many happenings since the last issue of *Your ABCCC News* – the phenomenally successful Burgundy Street Hill Climb for pre-1904 motors, seven cars on display at Historic Winton and the enjoyable day out on the Mornington Peninsula with twenty-five cars taking part. To top all that, there is more to come. So, please let our organizers know if you will be taking part in our forthcoming activities. They are listed in the Coming Events section.

Other notable happenings have also been quietly taking place. Work on our major events has been progressing well. Firstly, for the RACV Great Australian Rally, the Department of Justice and Fair Trading have granted the ABCCC a permit to be an official fund raising entity. This means that we can control the fund raising as well as the actual running of the rally. In addition, the Peter MacCallum Cancer Institute has approved the ABCCC as a fund raiser and, accordingly, has arranged Public Liability Insurance cover for the 2005 RACV Great Australian Rally.

Secondly, work has been progressing on the 4th RACV Fly the Flag Tour. There have been some minor changes to the itinerary for this event as shown in *Your ABCCC News*, issue number 75. It was discovered that, for our two day stop at Metung, there was no venue capable of seating the expected number of Tour participants. Our two day stop-over in the Gippsland Lakes Area will now be at Lakes Entrance. The activities announced for this part of the Tour will take place as planned. Also, it was found, during the confirmation of venue bookings, that at Dinner Plains, our booking had 'dropped off' with the change of ownership of the facility. There will be a luncheon function at Dinner Plains, however, the overnight stop will now be at Bright. The facilities in Mansfield have been checked and found to be suitable for our purposes.

Mike Allfrey.

Stop Press! While on holiday in Alaska, Frank Douglas caught a 45lb King Salmon and, after an exhausting fight lasting an hour, landed it successfully.

AOMC NEWS

Victorian Club Permit Scheme (i)

There has recently been a case where a car club member was issued with an infringement notice for driving an unregistered vehicle, while driving his Club Permitted motor car. This was for the standard \$500.00 fine for driving an unregistered vehicle. The owner of the motor car was using it to drive to a tyre supplier to have new tyres fitted. This was explained to the police, but they were adamant and the infringement notice held firm.

The car's owner contacted his club about the matter and they in turn, informed the Association of Motoring Clubs (AOMC) who took the matter up with the authorities and the matter was thankfully resolved in the owner's favour. This was an example of the police not fully understanding the rules of the Victorian Club Permit Scheme (VCPS).

It does pay to carry your club supplied handbook while operating a vehicle on the Victorian Club Permit Scheme. It is quite in order to use your club permitted vehicle on public roads, outside club activities, to take the vehicle for specialist repairs and test runs prior to a club event.

Victorian Club Permit Scheme (ii)

Committee members of the AOMC have been advised by VicRoads that the idea of issuing a Log Book for Club Permitted vehicles has been scrapped.

Also discussed at the meeting with VicRoads senior staff, was the subject of highly modified vehicles being operated on the VCPS. This matter was raised at the February Delegates' Meeting by a Delegate from the Fiat Car Club of Victoria. Within some clubs there is quite a concern about modified vehicles being operated on the VCPS. As expected, VicRoads would not take a stand on this topic. They say that it is up to the club to accept or reject modifications to vehicles eligible for the VCPS.

The AOMC is proposing to produce a code of conduct booklet as a guide to help clubs decide about modifications to vehicles. There will be more on this in the future.

On a personal note, it has nearly always been considered that, if a vehicle meets all of the criteria for full registration and is more than twenty-five years old, it should be entirely eligible for the VCPS. Of course, if the vehicle has been modified to such an extent that an Engineer's Report is required for full registration, then the same would apply for a vehicle being placed on the VCPS. (Editor Comment)

PAST AND FUTURE EVENT REPORTS

THE BURGUNDY STREET HILL CLIMB – Sunday 23rd May, 2004

Back in 1904, in the formative year of the RACV, there was a test hill climb in what is now Burgundy Street, Heidelberg. Motorists had been invited to pit their motors against each other and the clock. This year, the RACV and the Veteran Car Club worked together for a re-enactment of that worthy event of one hundred years ago. The ABCCC was asked to provide marshals for the event that was to take place in the closed-off Burgundy Street. The climb course was from Rosanna Road at the bottom, up to Mount Street by the railway station. This was not quite the entire length of the hill, but consideration had to be given to guaranteeing access to the Austin Repatriation Hospital. Very likely, from both the spectator and the cars' point of view, the climb course in 2004 was long enough.

Mount Street had also been closed off for a top of the hill gathering area. This worked very well, the modern two-way radio making it easy to send the cars back down safely at the end of each batch. In addition, there was a display of interesting motor cars of all ages and types arranged in the parking bays in Mount Street.



The exuberant thrill of your accelerational velocity on the hill!

A good crowd had turned out to witness the hill climb re-enactment, even though the weather looked grim. Just before the first run was despatched by the starter, there was high drama as a large fire engine raced down the closed-off street. It was fully crewed and was obviously responding to a real call for help. Later it materialized that at the supermarket undercover car park, one of the Veteran cars on its trailer, had dislodged a sprinkler. The fire engine responded to a signal from the drop in water pressure in the sprinkler system. The undercover car park was the marshalling and holding area for the competing cars.

There were twenty-one 1904 and before vehicles entered for the serious competition – the oldest motor being the 1896 Benz Velo entered by George and Pat Hetrel through to the 1904 de Dion Bouton entered by Brian, Sonja and Joan Scudds. A very small number of entries cancelled prior to the event, but the entry was still impressive. Motor cycles were represented by three 1904 cycles, a Kynoch entered by Graeme Balfour, a Lewis entered by Graeme Balfour and a Minerva entered by Barry Forryan. Supporting the competitors were period bicycles, notably two penny-farthings which were ridden enthusiastically alongside the competing cars. The same must have happened 100 years ago!

To boost the day's entertainment, there was a large contingent from the Veteran Car Club, also racing up the hill. Amongst these were some mighty impressive motors, the forerunner of the AC Cobra, a 1908 Auto Carrier delivery tricycle (yes, there is a direct lineage there), a 1911 Hotch-

kiss, a 1912 Daimler, a 1913 Sunbeam, the wonderful 1916 Stutz Bearcat and the amazing aircraft engined Minerva.



George and Pat Hetrel at speed on their Benz Velo.

Ray Higginson's group of marshals were based at the top of the course, Tony Pettigrew's group were controlling the unloading of trailers and Frank Douglas' group controlled the order of the running of the whole event. The crowd was particularly large in the start area, and we had a very interested group of spectators at the top end. Here we had two Veteran Car Club officials with red and green flags. These were used to indicate to the start officials if the course was clear (green) or not (red). The starter used a white flag to set the pairs of motors on their way up the hill. From some points, the hill appeared to be quite tame – but it wasn't, there was a steady climb from just beyond the start line.

Viewed from the finish area, it seemed that there was little movement as the first pair of motors left the start line. Then, as their speed increased, it all started to happen! They were surprisingly quick in reaching the top. This was a day of motor sport to be savoured, each run was keenly watched by all and the competition was great. There was a minor breakdown on the hill, but the RACV van was there to render assistance so quickly, we had better not expect such in the future! Soon it was fixed and the motor car continued its run to the finish.

Usually, from the position of an event marshal, complaints are heard from someone not too happy with the day's activities. This time, not a single complaint was heard. It was a wonderful day of top quality motor sporting fun. No safety cars, no course yellows, no sirens, no flashing lights – just plain good wholesome fun. The look on George Hetrel's face as he approached the finish on his first run said it all!

It all goes to prove that the simplest of events can be the most enjoyable.



Two erstwhile competitors nearing the course finish (Stanley Steamer on right).

The public were kept well informed by Don Kinsey and John Dymond via the Tannoy system, the commentary was most interesting and superbly presented. After the competitors had finished their several runs up the course, there was a grand presentation of awards ceremony at the start area. The presenters of the awards were local dignitaries, celebrities, enthusiasts, sponsors and organizers.

As happened in 1904, all competitors, officials and invited guests gathered at the Old England Hotel for Champagne and afternoon tea. All the stories of events while climbing the hill were being told here, very likely with as much enthusiasm as those pioneers of one-hundred years ago, a most fitting way to close-off a very satisfying day.

Our thanks must go to the RACV, the Veteran Car Club, Tattersall's, the people at Waringal Shopping Centre, Banyule Council, Leader Newspaper Group, Friends of Austin Hospital, Briamar Press, Heidelberg Central Traders Association, the Old England Hotel, the Sir Henry Barkly Hotel, and – to the public who came to view the proceedings.

Here's hoping that we don't have to wait another hundred years for a repeat performance.

Mike Alfrey.

HISTORIC WINTON – Sunday 30th May, 2004

A few hardy souls met in the 6:00 am darkness at the Lilydale International car park. It must be said that we didn't hang about waiting for stragglers. The cars participating on this run were the Jaguar 420G of Frank Douglas with Tony Pettigrew navigating, the Morris Minor of Frank and Val Sawyer, the Triumph Stag of Chris Newell, another Triumph Stag of Terry Hickey, the HMB of Bill Bonner and our Jowett Jupiter. Joining us *en route* were Elinor Boyd and Ross Paul in their MG 'B'. Running sheets were handed out to ensure that no one would go astray. The arrangement was that we would stop at Swanpool to telephone our breakfast order to Bouwmeesters Bakery in Benalla.

We all set off with the Stags and our Jupiter with tops down as they should be. We set off last to do the 'Tail End Charlie' act. Frank and Val set off just in front of us and the Morris' tail lights were easy to pick out. In Yarra Glen, a Falcon pulled out in front of us and I thought he would soon catch and pass the Morris. It turned out that the Ford was a slow vehicle and we could not get past for quite a long time. It was at the Yea River bridge that we really felt the cold! After passing the Ford, it took us all the way to Yea to catch the Morris. From there on we had the road to ourselves and we cruised into Swanpool, where just before phoning the bakery, we were joined by Elinor and Ross. They had stayed the night in Mansfield and had timed their joining us to perfection.

After breakfast, we set out for the circuit at Winton and were greeted and directed by members of the Austin 7 Club. Space had been allocated for us in the display area. It was as we were deciding whether to raise the Jupiter's hood, that the traditional Winton Heavy Dew started to fall. For the whole day we were in low cloud. The track was just wet enough to make things interesting during the close racing that is always a feature of Historic Winton. At times we could not see the far side of the circuit!

The racing was very entertaining, the mix of bike and car events was really good – the sidecars were particularly entertaining. It was also satisfying to see Minis leading much faster cars that were hampered by the damp conditions. The last sports car race was a special event with a Ford GT40 and a Lola T70 swapping the lead several times.

Our cars attracted quite a bit of attention while on display. A very pleasant surprise was Bill Bonner's HMB winning a display prize. The announcement over the Tannoy was quite interesting to listen to, they were trying to work out what an HMB was. Frank and Tony left early, to slip down to Mansfield to check out venues for next year's Fly the Flag Tour. This visit turned out to be successful.

At about 3:30 pm, we started to feel a bit cold, so we set off for home earlier than usual. Part of the reason for the earlier start was to try and beat the Melba Highway traffic, which can be rather frightening with all those four-wheel drives and their impatient drivers. We cruise at 100 kph in the Jupiter, but this is slow by others' standards.

We hope that those who joined us enjoyed the early morning drive and the racing at Historic Winton – we did. Unfortunately there was no spectacular sunrise, maybe next year. Our thanks to the Austin 7 Club for putting on such an enjoyable event. Thanks are due also to those hardy souls who joined our run. The Austin 7 Club have organized superb weather for next year – we look forward to it with keen anticipation. Don't forget – the last full weekend in May!

Mike Alfrey.

THE PENINSULA TOUR – Sunday 6th June, 2004

Traditional British Luncheon – I Think Not!

The sixth of June 2004 marked a number of pretty significant events, the 60th anniversary of the 1944 D Day Landing on the beaches of Normandy, and the Mornington Peninsula Cruise wrought by Rob and Mary for the benefit of the members of the All British Classics Car Club. The morning tea and tour of the Pine Ridge Car Museum was an enjoyable start, some mayhem on the roads of the Peninsula that brought about a significant flashing of lights, creative 'U' turning and general chaos took us to the T'Gallant Winery, the first of the wineries we visited in the course of the day.

Then it was 'up the hill, darn the hill' to our appointed luncheon at the Hickinbotham Winery, where we were regaled with all manner of rebellious Irish music and that most British of lunches, wait for it a beefsteak and Guinness pie, or chicken casserole and veg! Far be it from me to criticise the cuisine, but one had thought we'd have managed a roast sirloin or a beef Wellington, something just a little more British than such profoundly Celtic music and food! On a personal note, one did enjoy 'The Rose of Scotland'. Just as well the wines chosen were of a quality to allow one to ameliorate one's misery at the diabolical misrepresentation to which one had been subjected! I blame it all on Mary's Irish heritage!

The cheese platter was extremely well received, as was the dessert fortified, a cherry concoction of suitably alcoholic bent, that Rob finangled out of our hosts! Upon the sating of our appetites, we were given a tour of the winery and hit the road to Mornington. Well, that was the idea, actually a couple of us made the mistake of following Rob and Mary for the second time into the construction cul de sac at the Safety Beach Creek; more 'U' turns and more flashing of lights put us back on the path of righteousness and virtue once again. God it's a boring track!



Just a part of our group enjoying the lunch

Mornington turned on a rather beautiful late afternoon and the folks at the Old Bank Café did us proud with 'low-fat, low-cholesterol' yummys (we took advantage of the ABCCC dispensation for calories) and some really good coffee. We were disappointed to find that the management of this fine and hospitable establishment doesn't do take out. The big bag of cheesecake and stuff that we had envisaged hauling away was not to eventuate!

Rob and Mary are both to be congratulated on the smooth operation of the day and they both deserve a medal for their ability to recover from navigational dysfunction!

Ross Gardiner.

PS. Rob & Mary add that because of the large number of participants, "The Traditional British Lunch" had to be changed to something the chef's could handle for the masses & to keep in the budget of \$15.00 p/head. Also the All British Jazz Band unfortunately couldn't make it, so Irish was as close as we could get (sorry). The detours were just to add some "driving fun" to the day!

Participants on our Mornington Peninsula Tour: Robert & Mary Nolan (Organizers), Mike & Sue Allfrey, Ray & Lyn Higginson, Frank & Val Sawyer, Richard & Pauline Tonkin, Tony Pettigrew, Bill & Terri Allen, Jim Spence, Harry & Jean Cooper, Val Jefferyes, Mel & Carol Kitchen, Brian & Emily Skewes, Bob & Peggy Kilpatrick, Tom & Heather Cannon, Ken & Karen McDonald, Geoff & Judy Birkett, Geoff & Pam Andrews, Frank & Pat Douglas, John & Shona Cheeseman & Friend, Derek & Jenny McNab, Colin & Joy Brown, Ross & Pat Wolstenholme, Ross Gardiner, John McNellie & Friend, Marg Wilson & Rob Loughton, Guy & Simon Royce. Thankyou all for coming along.

Mornington Musings

Upon our arrival at the shopping centre at Pearcedale, we and the locals, were amazed at the display of British Classic motor cars. From memory, there were a few of the BMC Minis, a host of Jaguars, several Rovers, the very desirable Bristol Britannia (not the four turboprops version!), a very nicely presented Vauxhall Victor, amongst the MGs was the nicely proportioned Y Saloon, a sporting Panther Kalista and our Jowett Jupiter Roadster. A veritable mini-motorshow for the morning shoppers. It is great to see such a variety of classics on display and in use. Richard and Pauline Tonkin are still experiencing the joys of new ownership with respect to the Bristol.

CONFECTIONERY CAPERS RUN – Sunday 20th June, 2004

The day started out bright and clean-looking, after a good rain in the night, but as we drove over Pretty Sally, the weather started looking ominous. Usually it is the other way round – the weather clears up after Wallan. Upon arrival at our meeting point in Heathcote, it was a cool fresh breeze that greeted us in the park. The Jumbuk Jumper came into its own as we stood around and chatted while waiting for others to arrive. It certainly was a relaxed morning coffee break in the drive, some of the ladies went off in search of olives, apparently a Heathcote delicacy.



From the left:– Barry Coates, Bob McGrath, Kate Moore, Terri Allen, Judi McGrath, Bill Bonner, Bill Allen, Rob Nolan, Mike Allfrey, Ray Higginson, Sue Allfrey, Mary Nolan, Pat Douglas, Val Jefferyes, Jim Spence, Lyn Higginson, Heather Bonner, Geoff and Pam Andrews. (Derek and Jenny McNab should have been in the picture too.)

Once all were assembled and watered, we set off for Junortoun to our morning's entertainment at 'Confectionery Capers'. This was met with a degree of disappointment by those expecting a sweet factory – it certainly was not. Bob and Judi McGrath in their lovely red Jaguar joined the group here, so we had two and a half British cars on the run. The 'half' being our Rover of somewhat doubtful nationality. Lyn and Ray introduced us to the proprietor, Cam, for an overview on what we were about to see and learn. We waited a few minutes while things were switched on by Cam.

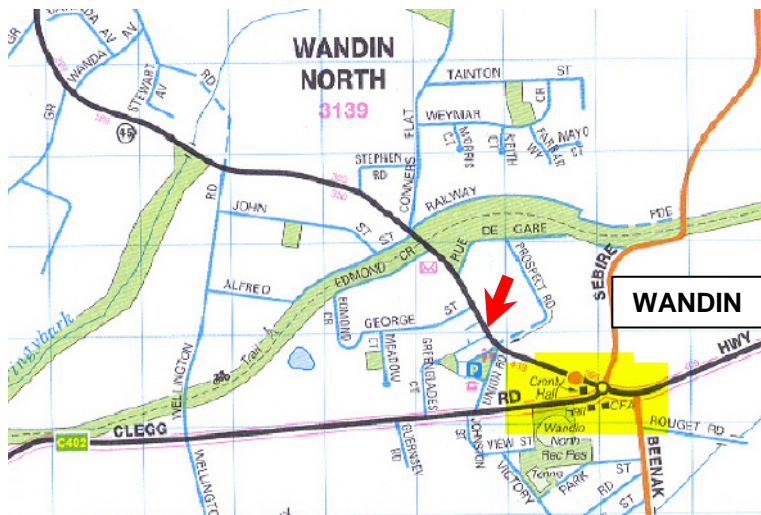
Upon entering the building, the scene was nothing short of incredible. Old industrial Bendigo was crammed in, with shafts, pulleys and flat belting driving all manner of concoctions by all types of drives. It was a vast array of mechanical gadgets based on things that go round, up and down, in and out, left and right. Each mechanism was an example of how the English language can be used to interpret different things. There was Tutenkahmen's Grave (Tootin' Car Men), a Gravy Train (a bit more subtle this one – a model of a grey V-Line Train) and a Barbie Doll with a plastic sausage laid across her midriff (put a sausage on the barbie). There were many push button operable gadgets in this paradise for lateral thinking children and adults alike.

All too soon, it was time for the climax of the day. Would two large bearing balls snake their way around the 'Enigma Machine'? Cam informed us that more often than not, one or both balls would go astray on the tortuous course that was the machine. There was a scissor lift, an elevator and a catapult to assist the mainly gravity driven bearing balls on their way. Both balls completed the course successfully to great applause. The last act, was a random knock out game, where a Mars bar was won by a lucky participant – that was the confectionery connection!

Then it was time for a group photograph before we crossed the road for lunch at the Farmers' Arms Hotel. After a lengthy lunch which, other than a medium steak being cremated, was good we said our goodbyes and took our various routes home. Our thanks to Lyn and Ray Higginson for organising such an enjoyable day out for us.

Mike Allfrey.

Cost of food and the ABCCC Trivia Challenge is just \$15.00 per head. Drinks are available at individual cost. The Trivia Night commences at 7:00 pm.



(I think it is right – Ed.)

We would appreciate your advice of attendance so we can have food and table settings to suit. Please call Frank or Pat Douglas on (03) 8704 2533 or (03) 8704 2973 to confirm your attendance for this fun night.

Frank Douglas.

The venue for this important function is Tokar Estate, Coldstream. 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. Each person bring along a \$5.00 gift to exchange. Cost of dinner is just \$35.00 per person.



Maddens Lane is located on south side of the Maroondah Highway (B360) about 10 km past the Melba Highway turn off.

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

Colin Brown.

PIRATES AND PARROTS, POLLY WOODSIDE – Sunday 8th August, 2004

The Museum open hours are from 10:00am to 4:00pm.

I thought we could take the room for three hours, 11:30am to 2:30pm and make use of the on site barbe-cue facilities rather than dragging ours along and attempting to set it up in whatever weather early August provides.

There's all sorts of activities and interesting stuff to see quite apart from the Polly Woodside herself, easy car parking right at the rear door of the Museum and a really great indoor play area for the kids should the weather turn sour!

http://www.nattrust.com.au/pages/default.cfm?page_id=4823

I figure to make it a fancy dress costume affair where we all turn up dressed as "Pirates of the Carribean" thus reducing overheads by circumventing the need to employ a professional pirate.

Practice saying after me "AAAAAAAAAAAAHHHHHR HEARTY!!!"

Get out your eye patch and a colourful bandanna, sharpen your cutlass, buckle on your swash and be with us on Sunday 8 August!

Cost per head \$11, family of two adults and two children \$30, I'm delighted to crunch them for a discount but I need an indication of numbers.

If you wish to join in, please contact Ross Gardiner as soon as possible on (03) 9818 5094, or you can E-mail Ross at: consultanalogue@hotmail.com

Ross Gardiner.

RUN TO CASTLEMAINE – 22nd August, 2004

Come along with us and visit the historic Castlemaine township, the centre for historic vehicle activities – probably for the whole of the country. There is much to see in this interesting town, many historic buildings and a delightful setting for a day out. There will be full details in the next issue of *Your ABCCC News*. For advance details please contact either myself or Terri on telephone number (03) 9846 2323.

Bill Allen.

TASMANIA TEMPTATIONS – 9th to 17th October, 2004

A Special Note for New Members

May I take this opportunity to extend a warm welcome to all new and prospective members of the All British Classics Car Club, and at the same time, invite you to join us for our 'Tasmania Temptations' tour in October.

There will be a pre-tour briefing on Sunday 26th September, including a barbeque.

If you would like to join us, please call Don Johnson on 0417 118 093 for further details, or

E-mail: aurora@corplink.com.au

Don & Aurora Johnson.

LORNE, GREAT OCEAN ROAD WEEKEND TRIP – 30th October to 2nd November, 2004

CUP WEEKEND AT LORNE - UPDATE

I have secured accommodation at the Lorne Coachman Inn, which is situated on the right just as you enter the town. Prices are currently \$150 per double per night, or \$170 with spa. I was shown the rooms which are beautifully presented with fully stocked bar fridge, microwave oven and kitchenette so you can make your own breakfast. Double beds with extra sofa bed if required.

I have booked for the two nights - namely Saturday and Sunday nights, and have devised the following program for the weekend:

SAT 30 Oct. Leave Melbourne around 10 am to arrive Anglesea in time for lunch at the Anglesea Golf Club.

From there, travel down the Great Ocean Road to Lorne. Check in to your accommodation, have a walk along the main street - plenty of shops, cafes for afternoon tea, visit the tourist information center, etc.

Dinner is at 6 pm at the Lorne Hotel, where a large table is being reserved for us, overlooking the ocean.

SUN 31 Oct. Free morning to walk on the beach, and out to the pier to check out the day's catch - usually more fisherman than fish though.

11 am Leave Lorne for a drive up Deans Marsh road to Gentle Annie's Berry Gardens and tea rooms for a light lunch. Pick your own berries if they are out yet. After lunch I suggest a scenic drive inland and down to Apollo Bay and back to Lorne along the Ocean road. Dinner is at 6pm at the same venue, the Lorne Hotel.

MON 1 Nov. Monday morning we say our goodbyes or else you could extend your holiday if you wish.

If you wish to join in, please contact Tony Hodges as soon as possible on (03) 5263 1580, or you can E-mail Tony at: siddeley@pipeline.com.au. 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.

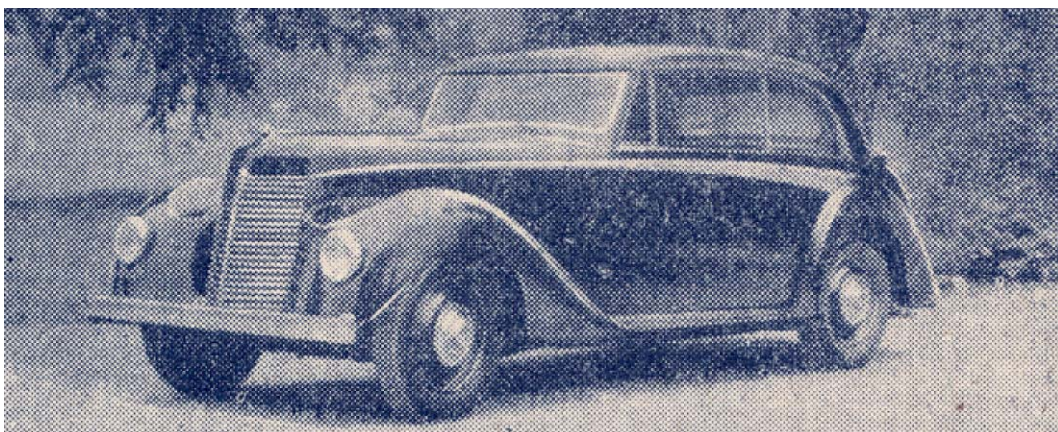
New Members	Motor Car Model		Year
Geoff and Pam Andrews	Morris	Cooper 'S'	1970
Len and Glenda Butcher	MG	Midget	1970
Barry Coates and Kate Moore	Jaguar	420G	1970 (Under Restoration)
	Jaguar	XJ-S	1976
	Jaguar	XJ40	1987
	Jaguar	XJ40	1994
Les and Margaret Lee	MG	BGT	1974
Walter and Susanne Thompson	Ford Ute	493A	1950
	Ford Sedan	100E	1956

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.

Apologies for the quality of the pictures, they have been taken from a 55 years old booklet, with well browned pages, that cost three shillings and nine pence – then. Here is one that most of us have been associated with, Number 4 in this series:



First off the mark with a really new post-war car, the A.S. has been streaking ahead in popularity in the high class field. Its equipment is most comprehensive and there is the choice of conventional gear lever or that delightfully handy choose-your-gear-before-you-change pre-selector which frees both hands for traffic. Three body styles are fitted to this 16 h.p. six:— Lancaster 4-door saloon, Typhoon 2-door saloon or Hurricane drop-head coupé. Independent suspension and air-conditioning are added refinements. Over 70 m.p.h. and easy starting via its Stromberg carburettor ensures above average performance.

From Motor Manual – with thanks.

CLUB REGALIA

Pictured below is a superb pure wool, hand crafted Jumbuk Jumper, just right for those winter days. These jumpers are made specially for the ABCCC and there is an exclusive offer on them for our members.



Front (left) and rear (right) views of the Jumbuk Jumper, note ABCCC badge patches and the leather shoulder and elbow protectors.

These super winter quality jumpers are crafted from wool that is unique in this country. Jumbuk Wools is the only company that manufactures naturally greasy garments, from washed fleece to finished product, under the one roof. Some lanolin is left in Jumbuk Wools to give you all the natural benefits – extra warmth, resilience and water resistancy. The wool is soft, springy and durable – it holds its shape well, yet is quite soft for you to wear.

These Jumbuk Jumpers are available in two weights, light and heavy knit styles. Every jumper is individually created at Jumbuk Wools, a small family business located in Bairnsdale, East Gippsland. They are made with total 'hands-on' care. Individually knitted pieces and complete quality control through all stages of manufacture give you a guarantee of quality workmanship.

The ABCCC is offering the Jumbuk Jumper on an individual order basis. Please state the size and weight you require when you place an order.

The ABCCC Jumbuk Jumper, heavy or light knit, is available at the following very special prices:

With ABCCC logo patches, shoulder and elbow protectors	\$120.00
Plain with shoulder and elbow protectors	\$100.00

These are prices that will never be seen again, so, please get your orders to me soon. The Jumbuk Jumpers will be modelled during our winter events.

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

1. Metal Bumper/Grille Badge	\$35.00 Each
2. Window Decal – Club Logo	\$2.00 Each
3. Cloth Badge – 75 mm Diameter with Club Logo	\$3.50 Each
4. Cloth Badge – 205 mm Diameter with Club Logo	\$25.00 Each
5. Club Polo Top White and Blue (some with ABCCC on collar) All Sizes	\$35.00 Each
6. Club Polo Top White and Black – Small Size Only	\$7.50 Each
7. Club Polo Tops 1 White, 1 Dark Blue (Small Size Only)	\$12.50 Each
8. Tee Shirts White, Black with Club Logo (Small Size Only)	\$7.50 Each
9. Caps with Club Logo, Blue/Fawn	\$15.00 Each
10. Caps with Club Logo, Black	\$12.50 Each
11. Hats – Plain, Colour Fawn (Slightly Soiled) Large Size Only – Special at	\$5.00 Each
12. Jackets with Club Logo (Heavy Weight) S. M. L. XL. & XXL.	\$140.00 Each

I will bring a limited range of Club Regalia to all events that we attend for perusal or purchase.

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

Bill Allen – Regalia Purveyor.