



An incorporated club

A0035462V

A friendly family social motoring club

Edition 78

September 2004

Your ABCCC News

A SUPERB BRITISH CLASSIC TONY'S LATEST PROJECT



Tony Pettigrew's new project is a Lagonda 2½ Drophead Coupé, a six-cylinder engined luxury car with all round independent suspension. This model is enthused over by the menfolk, but the ladies are not overly impressed with the styling. Maybe the interior appointments and the superb ride converted the ladies. Whatever – it is a very beautiful car and a true British Classic!

More on this fine car inside.

"Owning and Appreciating the Spirit of Fine British Classics"

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) 5659 0264	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) 5659 0264	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.

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 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.

September 2004

- | | | |
|----|--|------------------------------|
| 5 | Snowballs in September – ABCCC Inc. Event | Frank Douglas (03) 8704 2533 |
| 26 | Tasmania Temptations Tour Briefing Barbecue
Venue – 12 Noon at Teletech, 61 Betula Ave., Vermont. All welcome to join in. | Don Johnson (03) 9830 0945 |

October 2004

- | | | |
|----------------|---|----------------------------|
| 9 – 17 | Tasmania Temptations – 2004 – ABCCC Inc. Event | Don Johnson (03)9830 0945 |
| 30 –
2 Nov. | Cup Day Weekend at Lorne – ABCCC Inc. Event
Early Details, but Book Now! | Tony Hodges (03) 5263 1580 |

November 2004

- | | | |
|---------|--|------------------------------|
| 14 | 'Round the Bay – in a Day' Coach Tour – ABCCC Inc. Event
See back page for details of this superb bus tour.
Start Point – Alexandra Avenue, near Anderson Street, South Yarra. | Ray Higginson (03) 9370 5236 |
| 13 – 14 | Bendigo National Swap Meet – FVV & CVC | |
| 21 | RACV Centenary Great Wings & Wheels Day – ABCCC Inc.
'Vampires in the Valley'
Venue – Lilydale Airfield, Lilydale, Victoria. | Frank Douglas (03) 8704 2533 |

December 2004

- | | | |
|---|---|------------------------------|
| 5 | Christmas Break-up Luncheon (Note the confirmation of this date)
Venue – RACV Country Club, Healesville, Victoria. | Frank Douglas (03) 8704 2533 |
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January 2005

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

- | | | |
|---------|--|---|
| 12 – 19 | 4 th RACV Fly The Flag Tour – ABCCC Inc.
"Alpine & Lakes Tour" | Frank Douglas (03) 8704 2533 |
| 20 | RACV British & European Motoring Show – AOMC
Venue – Dandenong Showgrounds, enter from Sinclair Street. | Frank Douglas (03) 8704 2533
Mike Allfrey (09) 9729 1480 |

April 2005

- | | | |
|----|--|---|
| 17 | RACV American Motoring Show – AOMC
Venue – Mornington Racecourse, Mornington. | Frank Douglas (03) 8704 2533
Mike Allfrey (03) 9729 1480 |
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EDITORIAL NOTES – ISSUE 78

We are going international! It has been reported that *Your ABCCC News* has been downloaded from the Internet in Germany. Well, that means that we will have to drop in the odd Stoßdämpfer, Auspuffrohr and Ausgleichsgetriebe – anyway, welcome to our magazine to those from far off places – words in other languages may be a bit more difficult to find and incorporate. Although, with the convenience of the Internet and all that it places in your home, maybe the term 'global' now means next-door.

Did anyone find the answer to last month's *Brain Teaser* question? It was hidden in the first sentence of *Editorial Notes*. Maybe it was too easy, because there has been no comment about it at all. This time it will be a little harder to find! Our thanks to Lyn Higginson, for these little gems. Perhaps we should make them really difficult and award a small monthly prize?

Over the past twelve months, I have been involved in a project for the Association of Motoring Clubs (AOMC) whereby 900 plus club newsletters have been surveyed. The reason for the survey was to find out how much AOMC news reportage was being issued to club members. The results were quite interesting and will be discussed at a later date. One point that was noted was the amount of e-mailed, or Internet, sourced information that is being used by club editors. Some of this information is useful, some is very badly used by editors and quite an amount of it is not really suitable for a car club magazine. This reliance on such material from 'the information super highway' indicates that the clubs' membership are not pitching in and supplying the editors with worthwhile material. Fortunately, in our club there is a supply of useable information that trickles in to the Editorial Desk, and thankyou for it.

However, we still need more items and photographs (digital or painted with light) about members' cars and their stories.

For a while, the Coming Events section has displayed the 5th December date as being for our Christmas break-up luncheon function, and it has had the rider "Note could be on 12th". The fixed date is 5th December and the rider should have been deleted several issues ago. Apologies to those who may have been inconvenienced by the confusing dates. The important issue is that your diaries are marked NOW and that your bookings are with Frank as soon as possible.

Please note that the RACV Centenary Great Wheels & Wings Day is coming up soon. We are asking for help on the Saturday afternoon prior, to set up the display ground. If you can be there on the Saturday, please call Ray Higginson, your call will be very welcome.

Mike Allfrey.

MARSHALLING AT MAJOR EVENTS

A very significant part of our club is the organising of major events, such as the RACV Great Australian Rally, the RACV Great Wings and Wheels Day and the RACV Fly the Flag Tour. In addition to those, we have now taken on the two AOMC Motoring Shows. These events are vital for our club because they promote our club and contribute to its funding. As has always been said, nothing is for free, and we all have to contribute something in return. As a rule, we do this by providing marshals for our events.

The most important aspect of an event marshal's task is to ensure that the participants in an event, or the general public attending an event, quickly gain a feeling of being welcome and, more importantly, experience a feeling of being looked after. These are the two most substantial aspects of marshalling for an event. We all remember queuing up to visit the Melbourne Motor Show and being greeted by a glum looking cashier when we paid for our tickets to go in. That glumness, did in some ways, cast a dampener on what was anticipated to be an exciting event.

Marshalling for our events is a very simple task that should be handled with confidence. The Senior Marshal has the responsibility of positioning the marshals within the event's designated areas and ensuring that the segment allocated for control runs smoothly. For larger events, we will have maybe three Senior Marshals who are in constant radio contact with each other to ensure that all runs smoothly.

It is accepted practice that display vehicles are parked in such a way that doors can be opened without striking the vehicle parked next to the one being parked. It is also a good idea, where several vehicles of one model are being lined up, to ask the drivers to pull up with the windscreen pillars in line. The windscreen pillar is a reference point that the driver can easily line up with, a number of drivers are – during display parking – somewhat confused as to where front bumpers or wheels actually are. If a one-make car club comes into an event as a group, it is a good idea to ask them to control their parking in a designated

area. They know their vehicles, and more importantly, their club member-drivers, and can make the display parking a very simple operation.

Approximately three weeks before each major event we will be holding a briefing session so that all aspects of the event, from the marshalling point of view, are properly covered. These sessions and their locations will be listed in *Your ABCCC News*.

The marshalling activity is a true beneficiary of the saying, many hands make light work. For events like our RACV Great Wings and Wheels Day, the more volunteers to marshal we can get the better it is for our club, and the better it is for you in that it keeps our annual subscription at a low level. We are calling for marshals for that event, the RACV Great Australian Rally and for the two AOMC Motoring Shows. For our club to continue in its current financial format, we need your support for these events.

Above all, marshalling at any of our major events can be a very rewarding experience. It is an essential part of the historic motoring movement's make-up, just the same as the friendship and banter that is a vital part of the swap meet scene.

We are looking for your help at our major events, so, please call Ray Higginson (Vice President) on telephone number (03) 9370 5236, or, Tony Pettigrew on (03) 9739 1146, or, Frank Douglas (President) on (03) 8704 2533 if you can help.

Brain Teaser

A murderer is condemned to death, and he has to choose between three rooms for the sentence to be carried out. The first room is full of raging fires, the second is full of assassins with loaded guns, and the third is full of lions that haven't eaten for three years. Which room is safest for our convicted murderer?

Answer – Look for it, hidden in the text in this magazine!

PAST AND FUTURE EVENT REPORTS

THE ABCCC ANNUAL DINNER – Sunday 25th July, 2004

A Letter Of Appreciation

The letter reproduced below was received from the President of the RACV, Mr David Bullard. The faxed copy was not of good enough quality to print from, so it is re-typed here.

26 July 2004

Mr Frank E Douglas
President
All British Classics Car Club Inc.
PO Box 201
Chirnside Park, Vic. 3116

Dear Frank,

Your lunch yesterday was a most enjoyable and relaxing function and Pat and I are very grateful to have had the privilege of attending as guests of the Club.

The hospitality and friendship extended by your members makes a visit to the ABCCC an enjoyable affair.

Not only do you have good parties, but you provide excellent support in organising and marshalling events and RACV is most appreciative of the efforts of all the members of your Club.

Yours Aye,

David Bullard (Signed)

President
Royal Automobile Club of Victoria (RACV) Ltd.

Annual Dinner Report

Two actions of great consequence were used to change the character of the ABCCC Annual Dinner function. Firstly it became a grand luncheon held at Tokar Estate Wines facility half way between Coldstream and Healesville. Secondly, the luncheon became a 'Christmas in July' full scale dinner with all the trimmings. Whatever, it was a grand do and those who partook of the food and the glorious views from so commanding a position on one side of the Yarra Valley, all enjoyed themselves immensely.

We were greeted by Colin and Joy Brown, our 'hosts' for this event and placed our Krissy Kringles in the 'his' and 'her' receptacles. Being winter time, it was nice to see holly being used decoratively – complete with red berries. About seventy people sat down for a very enjoyable dinner, with a choice of soup and a superb buffet style main course. The buffet was a little bit perplexing in that there were roast meats, gravy and a copious assortment of complementary sauces – to be accompanied on the same plate by oysters and prawns, with salads. It all seemed to mix well and many went for seconds.

During the course of our meal, some club business with respect to coming events was aired, there was a delightful speech given by Tore Pannuzzo about how he came to be involved in our club and his gratefulness for the way it operates. This was very much a "Hear, Hear" sort of speech and was greatly appreciated. There were also words from Frank Douglas and David Bullard about the involvement of our club in events with the RACV. Then it was time for Vice President, Ray Higginson to say a few words and present Frank and Pat with a superb clock, from the club, in appreciation of the work that they have put in to the ABCCC.

A special thanks to Mary for creating the photo montage that appears below.

Photo montage captions: Auctioneer Bill Wellwood did a fantastic job entertaining us! Well done Bill for helping raise money for the club! Thank you to all that participated in the auction.

Joy and Colin Brown set up the table decorations and provided the Christmas tree and its trimmings. Hosts, Leon Tokar and wife Rita.

Presentation to Frank and Pat Douglas, a magnificent Clock.



Then Father Christmas, obviously raised from his northern summer forty-winks, was escorted in by his little helpers Joy and Mary, to hand out the presents by the tree.

With Bill Wellwood present, we could not let the opportunity of having an auction pass us by. Three paintings were donated to the club for auction to help raise some funds for our club. Alex Mendelssohn (of Andamooka fame), Joy Brown and Frank Douglas donated the paintings. Bill soon got into his stride and some of us were not sure where the bids came from but it was all great fun. Thanks are due to Bill for

generating the enthusiasm for those present to bid, and we raised over \$1,200 for the kitty, and this is part of the reason you are reading this now. Our thanks to the successful bidders and may you enjoy your paintings.

Then it was time for plum pudding and brandy custard.

But Colin would not let it rest there, oh no, we still had carols to sing in good voice. After the last resounding chorus of Jingle Bells, it was time for mince pies and coffee.

A special thanks to Joy and Colin for organizing such a lovely luncheon in such gorgeous surroundings. Thanks also to Bill Wellwood for his entertaining auction.

PIRATES AT POLLY WOODSIDE – 8th August, 2004



This was supposed to be a pirates themed fancy dress do, but most of us arrived wearing our club attire. Rob and Mary did go to enormous trouble to appear as authentic pirates. A comment was made that modern piracy demands State Government politicians' clothing – quite appropriate! However It seemed that we all arrived a bit late, probably due to the fact that no actual start time had been placed in the magazine. The Editor's fault, should have walked the plank.

A most interesting tour of the Maritime Museum was taken and it was most satisfying to see that a good number of ship models have found a good home. A great amount of modelling skill has gone into these models, that used to decorate the offices of shipping companies and agents.

After reminiscing about the steamers that used to ply the bay, it was time for a good look at the outside displays. There were some old small vessels moored in the old dry dock amongst a lot of very modern flotsam. Then we went aboard the Polly



Master and Commander Captain Sparrow (Rob) & Squawk (his parrot), and best mates (Mary & Ross), leads this motley crew from the Polly Woodside to seek out the absconding, roguish Frank & Pat Douglas.

Woodside and explored her below decks accommodation. It was interesting to find an un-politically correct lead bath near the stern. The whole display was well presented and we enjoyed it immensely. It was
Your ABCCC News – September, 2004

then time for the motley crew, who, after all that exploring, were as hungry as lions that hadn't eaten for three years (but we were certainly not *dead*), to seek out the barbecue that had been provided for our exclusive use. Frank had it well heated and our barbecuing cooked quickly.

During our meal there was a mini-meeting to discuss our forthcoming major events. Those who made up the 'crew' were Tony Pettigrew, Frank & Pat Douglas, Ray & Lyn Higginson, Bill & Terri Allen and Mike & Sue Allfrey. The pirate ship's officers were Rob & Mary Nolan and Ross Gardiner.

Our thanks to Ross Gardiner, a wealth of knowledge of the museum's exhibits, for organizing this enjoyable day out. We promise to enter the spirit of the theme next time.

SNOWBALLS IN SEPTEMBER – 5th September, 2004

This event will take place in Marysville – note that the date is now 5th – and we will meet at Coldstream at 9:30 am for a 9:45 am departure to Marysville and morning tea at the Marysville Motor Museum. Club members Fred and Dot Sawyer own this interesting museum and will be providing morning tea for us. Fred will give us an entertaining tour of the museum's goodies. After this, we will then visit the Mountain Lodge Guest House, where we have previously stayed as a club, and enjoy a great four-course meal with Suzette our hostess. Cost is only \$26.00 per head. This lady cooks a top meal! After lunch, we head for Lake Mountain and play snowballs.

This should be a real good day and we need bookings for catering. Please ring Frank on the usual number, (03) 8704 2533, to make your booking.

Frank Douglas.

TASMANIA TEMPTATIONS – 9th – 17th October, 2004

Following recent changes to our tour activities, we are pleased to present the confirmed itinerary:

Day 1 – Saturday 9th October. MELBOURNE TO DEVONPORT

- Spirit of Tasmania departs Station Pier at 21:00 hrs. Check-in time is 19:30 – 20:30 hrs. Dinner is available on board, but book early after boarding. Dinner cost not included in tour price.

Day 2 – Sunday 10th October. DEVONPORT TO LAUNCESTON

- Spirit of Tasmania berths at 07:00 hrs. Upon disembarkation depart for breakfast and demonstration show at David Foster's Axeman's Hall of Fame. Ten minutes from the wharf; breakfast is included in tour price.
- Carrick Copper-Art factory and showroom. Morning tea at own expense.
- Woolmer's Estate – admission and two-course lunch included in tour price.
- National Auto Museum – optional.
- Check-in at Great Northern Hotel – dinner, bed and breakfast provided.

Day 3 – Monday 11th October. LAUNCESTON TO STRAHAN

- Depart for Strahan via Cradle Mountain. Visit Marakoopa Caves, Mole Creek. Tea – own expense.
- Lunch at Tavern Bar, Cradle Valley Lodge at own expense.
- Mineral and Mining Museum at Zeehan – optional.
- Check-in at Gordon Gateway Resort. Dinner at Hamers Hotel – own arrangements for dinner.

Day 4 – Tuesday 12th October. AT STRAHAN

- Continental breakfast – provided.
- All day Gordon River Cruise, Sarah Island (with lecture). Lunch – provided.
- Tour of Heritage Landing.
- Evening show – 'The Ship That Never Was'.
- Dinner – Hamers Hotel – own arrangements.

Day 5 – Wednesday 13th October. AT STRAHAN

- Continental breakfast – provided.
- Free day – optional West Coast Wilderness. Abt Railway departs Strahan at 10:15 hrs arrives at Queenstown at 15:15 hrs. Return by road coach. Fare is \$94.00 – at own expense.
- Dinner at Strahan Village Restaurant – own arrangements.

Day 6 – Thursday 14th October. STRAHAN TO HOBART

- Continental breakfast – provided.

- Drive to Queenstown. Morning tea.
- Lunch at Derwent Bridge Pub – own arrangements.
- Check-in at Corus Hotel, Hobart. Dinner – own arrangements.
- Bed and cooked breakfast – provided.

Day 7 – Friday 15th October. IN HOBART

- Free day – suggest Mount Wellington summit drive, Richmond Village and Cadbury's Factory Tour.
- Evening meal at Mure's – provided.

Day 8 – Saturday 16th October. HOBART TO DEVONPORT

- Cooked breakfast – provided.
- Visit Salamanca Markets.
- Drive to Melton Mowbray, lunch at pub – own arrangements.
- Historic Ross – refreshments. (Recommend tea at the Old Ross Bakery Inn – Ed.)
- Drive to Devonport for Spirit of Tasmania, check-in at 19:30 hrs to 20:30 hrs. Sails at 21:00 hrs.

Final tour costs, including deposit: Per Adult \$1,197.00; Per Senior \$1,152.00; Per Pensioner \$1,026.

For West Coast Railway booking – add \$94.00

Payment is now due, cheques to be made payable to the All British Classics Car Club Inc.

Post to Don Johnson, PO Box 72, Parkville, VICTORIA, 3052.

SUMMARY OF TOUR INCLUSIONS

1. Return fares on Spirit of Tasmania – twin-berth, port hole cabins.
2. Axeman's Hall of Fame – full breakfast, exhibition featuring David Foster.
3. Woolmers Estate, Longford – tour and two-course lunch.
4. Great Northern Hotel, Launceston – dinner, bed and cooked breakfast.
5. Marakoopa Caves – inspection.
6. Cradle Mountain National Park – entry fees.
7. Gordon Gateway Resort – three nights bed and continental breakfast.
8. Gordon River Day Cruise – includes lunch.
9. Entertainment, 'The Ship That Never Was'.
10. Corus Hotel, Hobart – two nights, bed and full breakfast.
11. Cadbury's Factory Tour.
12. Mure's (Famous fish restaurant) – farewell dinner.

Finally – don't forget the briefing barbecue on Sunday 26th September, at 61 Betula Avenue, Vermont.

Note: Barbecue commences at 12:00 noon.

Don and Aurora Johnson.

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

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, 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.

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

Please contact Tony as soon as possible. We look forward to your company in Lorne.

Tony Hodges.

'ROUND THE BAY IN A DAY' COACH TOUR – Sunday 14th November, 2004

On the back page, where all the interesting news is, are details of our tour around Port Phillip Bay in a luxury coach. The picture of the coach is a little misleading, well, we needed something to attract your interest and what better than a Snow Coach standing on more than 1,000 feet of pure ice. Our coach will have slightly smaller wheels and will not rely on Nature for its air conditioning. It will also be easier to drive in traffic as we tour around our interesting bay.

Hopefully this year, there will be no wind to blow our breakfast across the Yarra. Breakfast is BYO food and coffee or tea. There will be an urn for hot water to make the coffee or tea. We ask you to NOT bring

your classic car to the tour start point. Cars will be parked in Alexandra Avenue for the day, so it is wise to leave your more secure modern car for the thieves to have a look at.

Please arrive in plenty of time to cook, consume your breakfast and clean up, prior to the coach's departure time of 09:00 hours.

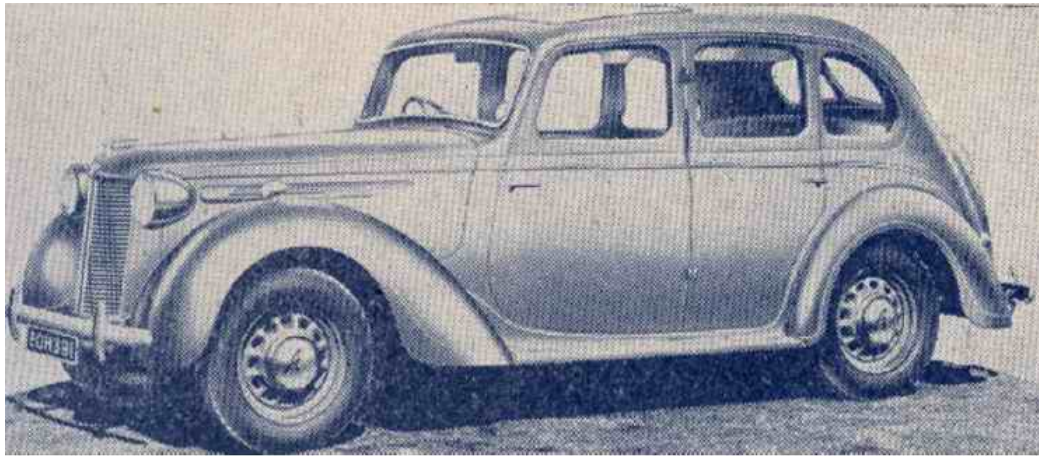
Reminder – start point is Alexandra Avenue, adjacent to the Anderson Street intersection, South Yarra. This is an event not to be missed, so please make your bookings early – so that we can decide on the size of the coach. All enquiries to Lyn and Ray Higginson on (03) 9370 5236.

Ray Higginson.

1949 CLASSICS

The *Australian Motor Manual 1948-9 Annual* features interesting reviews 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. Here is Number 6:

AUSTIN 16 h.p.



The feel of a quality car and the assurance of Austin dependability in the medium-sized car range, are two reasons for the continuance of this model. Withal it still offers economy with its four cylinder O.H.V. motor which cruises happily at 60 but with a maximum of over 70 m.p.h. It is a top gear performer and is orthodox suspension and specification except that it has many refinements for comfort usually associated with higher priced cars, such as interior heating, demisting devices, four wheel hydraulic jacks. Its appeal is to those who prefer convention.

From Motor Manual – with thanks.

Editorial Note: Do any of this model Austin exist in Victoria? It is years since one of these has been seen.

NEED SOME BODY REPAIRS?

PANELBEATING SERVICE AVAILABLE – REASONABLE RATES. TEN YEARS EXPERIENCE IN RESTORING FINE BRITISH CLASSIC CARS. WORK WITH STEEL OR ALUMINIUM ALLOY.

ENQUIRIES WELCOME.

CONTACT AARON ON 0419 541 465

TONY'S NEW PROJECT

In addition to the picture on the front cover, this Lagonda merits more information about its technical features and some of its history. It could be, that this write-up may trigger a memory somewhere out there that would fill in some of its history.

Technically, this car was years ahead of its time and it had a number of features that are, only now becoming commonplace. The engine is a wonderful six-cylinder and is something special in that it was designed by WO Bentley, and it has been claimed by those who know, to be WO's best ever design. In fact, David Brown who owned Aston Martin, bought the Lagonda company to get hold of the engine for the famous Aston Martin DB2. WO's masterpiece is a 2.6 litre straight six cylinder engine with double overhead camshafts, wet cylinder liners and twin SU carburettors. In this form it developed a very respectable 105 brake horsepower.

The gearbox is four-speed, with synchromesh on all four forward gears and controlled by a steering column mounted change mechanism. The chassis is a massive, but light, full cruciform type with independent suspension for all wheels. The front suspension is by wishbones and coil springs, the rear suspension is of the torsion bar type. The rear brakes are mounted inboard. All this on a car introduced in 1946 too! Just 112 Drophead Coupés were built between 1949 and 1952, with the earlier ones being coach-built by the Lagonda works, later Drophead Coupés had bodies built by Tickford (a famous name still in use today, albeit dubiously). The body on this car is a Lagonda built one and it came to Australia in 1950.

Due to its then high price, it took two years to sell it to its first owner, Mr Dowd of Berlei bra fame. The car's history for the period to 1962 is not at all clear, but it was owned by a Mr Chandley in the 1960s and in the late 1960s it was reading 75,000 miles on the odometer while owned by Mr Denis Trinick, a well known Aston Martin owner. The Lagonda's history with its next three owners is well documented and the current mileage reading of 90,000 is said to be genuine – hopefully.

Restoration should start in about six weeks and is anticipated to take about two years, Maxine willing. There are known to be six of these Drophead Coupé bodied Lagondas in this country, with only one currently on the road, now residing in South Australia. The original body colour was silver-green, then black and finally the horrible grey that it is now. The next colour is going to be Maxine's choice.

Tony Pettigrew.

Editor's Note: It was while going through over forty-plus years worth of colour slides, to place all Jowett ones on compact disc, that two slides of what was thought to be Tony's Lagonda taken some years ago, turned up. The two photographs were taken at one of the early AOMC British Motoring Shows at Flemington. Tony was immediately contacted, thinking it was his Lagonda, but it turned out to be the South Australian car. I remember, as a schoolboy, thinking that one was really 'in' if one spoke about 'Lags', 'Buggs' and 'Masers'! Now, Lagonda sounds so much nicer. Careful study of both pictures reveals that it is probably younger than Tony's car. Incidentally, the CD project worked really well, a topic for a future article.

THE RACV CENTENARY GREAT WINGS & WHEELS DAY

21st November, 2004

THE ALL BRITISH CLASSICS CAR CLUB IS CONDUCTING THIS IMPORTANT AVIATION AND MOTORING EVENT. WE ARE ASKING FOR ASSISTANCE ON THE SATURDAY AFTERNOON PRIOR TO THE EVENT TO HELP SET-UP THE GROUNDS FOR THE MOTOR VEHICLE DISPLAY AREA. YOUR HELP WITH THIS WILL BE GREATLY APPRECIATED.

THE ABCCC IS AN EQUAL OPPORTUNITY VOLUNTEER RECRUITER.
PLEASE CALL RAY HIGGINSON ON (03) 9370 5236, IF YOU ARE AVAILABLE.

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
Martin Wilson	TBA	TBA	TBA
Peter and Jenny Hill	Range Rover	Classic	1973

Pat Douglas – Membership.

OF WANDERING LIGHTS AND STARTING DEVICES

At the Christmas in July function, a number of us received a present in the form of a Quick Start device which, for me, triggered a few memories. Back in the early 1960s our family had two cars – one for proper use and one as the small-holding's workhorse. My mother really put her foot down about goats being carted to and from billie goat servicing in the back of the family Daimler! Hence the two cars, and, as is normal in these situations, the working car did not get as much use and attention as the everyday runner. As a result, the workhorse car's battery was always fairly well discharged, particularly in the British winter months. We developed a few methods by which the battery was charged. An important part of our motoring kit was the Wandering Light, a little lamp that had about eight feet of electrical flex wound in its base. It featured a nice little folding crank handle to wind the cord onto the drum. With our cars being what they were, the Wandering Light came in useful several times, mostly on the way home. It was used when changing wheels, fixing non-existent brakes, repairing fuel leaks and other motoring maladies.

One point about a Wandering Light was that its cable was always just that bit too short to do the job of illuminating the repair area on a large car. This concern was soon fixed by arranging, three live at all times, sockets on the motor car – one on the dash panel, one in the engine compartment and one in the boot. The plug on the Wandering Light was a simple two-pin type and sockets to suit were available from such outlets as Gamages. The plugs and sockets were colour coded for positive and negative, with both pins being the same. But this type of socket had other uses too. A couple of my motorcycles were fitted with such sockets and very useful they were for those late night repairs by the roadside.

On our small holding we used three options to charge a discharged battery, all making use of those Wandering Light sockets. Firstly, we used the overnight trickle charger which had outlet cables with a Wandering Light plug attached. This was simply plugged into one of the sockets on the car, a very simple process. Later we developed a high-rate charger by mounting a tractor dynamo, voltage control box and an ammeter on a board. The dynamo was driven by an electric motor and there was a two flex lead with a plug to match the socket on the car. The motor and dynamo were direct coupled via a piece of wire braided hydraulic hose clamped to the shafts. This provided a good flexible, but cheap and durable, drive coupling. This set-up provided a fast charge facility and soon had the discharged battery delivering cranking voltage.

The third system was to use a length of flex with a Wandering Light plug on each end. This was our 'Field Charging Station' and was simply plugged from car to car, the discharged battery being charged from the running engine. In those days our Humber had been fitted with a Perkins P6 diesel engine, which had the luxury of a low-idle engine speed control on the dash panel. All this required was an adjustment to increase the charge rate via the adjustable throttle mechanism.

To the modern state-of-the-art Quick Start device, it seems to be a cable with two plugs, in this case the plugs are designed to plug into a car's cigarette lighter socket. But there is an ubiquitous little black box mounted close to the running car's designated plug. The other plug on the end of the long cable plugs into the disabled car's socket. What is in the black box? Is it some secret device to protect modern computer circuits, or is it simply a diode to prevent reverse current flow? No doubt, in time all will be revealed. Car computers should have reverse polarity protection diodes built in.

On the black box there is a label showing the various conditions and the charge times associated with them. To elaborate, the conditions describe the symptoms revealed when turning the disabled car's key to the engine cranking position. If the engine is slow to turn over, the charge time will be five (5) minutes. If there is just that dreaded 'click' emitted by the starter solenoid, then the charge time is claimed to be ten (10) minutes. If there is no response at all when the key is turned to engage the starter, the charge time

will be twenty-five (25) minutes. The Quick Start device appears to be one of those useful pieces of motoring kit that should be stored in the motor car, probably in the spare wheel well in the boot.

It may be wise to take precautions when using this device on your classic car, quite a number of Lucas systems featured cigarette lighters that were live all the time, not key switched, so care needs to be taken when plugging the Quick Start into the two vehicles. Another matter that needs to be considered is the battery polarity of the two vehicles that are using the device.

But, back to the Wandering Light, are any of our classics equipped with such a lamp? I haven't seen one for many years.

Mike Allfrey.

CLASSIC SALE YARD

Note: Victorian law requires that the full selling price of a vehicle must be stated in any advertisement that is circulated within Victoria. A motor vehicle advertisement must also state the vehicles current registration number or engine serial number. Should the vehicle be operated on the Victorian Club Permit Scheme, then the engine serial number must be shown. Advertising material must be with the Editor prior to the 14th of each month.

FOR SALE: 1965 Wolseley 6/110 Mk. II

This, automatic transmission model, is in good condition in the body, the engine is fair to good and the interior is good. 125,000 miles approx. Asking for \$5,000. The car's Engine Number is H-6671.

Contact Brian Storrie on (03) 9755 1270 (BH).

TREASURER'S REPORT

For the period 1 January 2004 – 31 July 2004

Cash balance 1 January			3402.18
ADD <u>receipts</u> for the period:			
Members subscriptions		2711.00	
Club events	Tas tour	1260.00	
	Broken Hill	642.00	
	Other	1595.00	3497.00
Sales of club merchandise			1538.00
Donations – RACV			3000.00
Bank interest			10.33
			<hr/>
Sub total			14158.51
DEDUCT <u>payments</u> for the period:			
Club events	Tas Tour	1485.00	
	Broken Hill	642.00	
	Other	3019.50	5146.50
Purchase of club merchandise			4174.28
Bank charges			21.50
AGM fee			35.00
Postage and stationery			
	(including magazine)		1563.68
Register catering trailer			31.40
Internet web page			350.00
			<hr/>
= cash balance 31 July			2836.15
CBA statement page 84		1601.15	
Add outstanding deposit		<u>1235.00</u>	
		<u>2836.15</u>	

A.J. Hodges, Club Treasurer. 5/8/04.

THE VICTORIAN CLUB PERMIT SCHEME – IMPORTANT NOTICE

We must inform members who operate vehicles on the Victorian Club Permit Scheme, that it is a condition of the Scheme that, if a vehicle is being operated on the Scheme, the owner and/or driver of the vehicle must be a financial member of the club through which the vehicle is operated on the Scheme. The situation where a vehicle is operated on the public road system, and the owner and/or driver of the vehicle is not a financial member of the operating club, is that the vehicle is in an unregistered condition. Therefore the penalties that apply for driving an unregistered vehicle will apply.

Please ensure that all drivers of your vehicle are made completely aware of this requirement for operating a vehicle on the Victorian Club Permit Scheme.

Bill Allen – Club Delegate to AOMC.

HUMOUR TIME

Due to the amount of material in this edition, we have had to go out to sixteen pages instead of our usual fourteen. As a filler, here is an amusing story that was sent in by Ross Gardiner.

The location is a North American radio station, National Public Radio, and the interview is by a female radio presenter talking to US Marine Corps' General Reinwald. General Reinwald was about to sponsor a Boy Scout Troop visiting his military installation.

The interview starts:

FEMALE INTERVIEWER: So, General Reinwald, what things are you going to teach these young boys when they visit your base?

GENERAL REINWALD: We're going to teach them climbing, canoeing, archery and shooting.

FEMALE INTERVIEWER: Shooting! That's a bit irresponsible, isn't it?

GENERAL REINWALD: I don't see why, they'll be properly supervised on the rifle range.

FEMALE INTERVIEWER: Don't you admit that this is a terribly dangerous activity to be teaching children?

GENERAL REINWALD: I don't see how. We will be teaching them proper rifle discipline before they even touch a firearm.

FEMALE INTERVIEWER: But you're equipping them to become violent killers.

GENERAL REINWALD: Well, Ma'am, you're equipped to be a prostitute, but you're not one – are you?

The radio went silent and the interview ended.

THE RACQ CENTENARY RALLY

Should you be planning a holiday in Queensland during 2005, consider this – it could be an event worth taking a closer look at. The event, Motoring of Yesteryear, will celebrate the RACQ's 100th year of being a motoring club. Historic vehicles will be taking part in a Pied Piper Rally, starting at Cairns and finishing at Brisbane, picking up entrants all along the route. There will be a grand display at the finish.

The date of this Rally is not yet available, but will very likely conclude on the last weekend in June. This is an opportunity to see some historic vehicles that have never been seen in Victoria.

For details contact Rod Murray, RACQ on (07) 3872 8674. As more information comes to hand, it will be published in *Your ABCCC News*.

DON'T FORGET, SNOWBALLS IN SEPTEMBER!

CLUB REGALIA

Pictured below is a superb pure wool, hand crafted Jumbuk Jumper, just right for those winter days, and on *Spirit of Tasmania's* deck during crossing. 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

'ROUND THE BAY - IN A DAY'



We are off on an omnibus tour! But not on the Athabasca Glacier in a Snow Coach!

Our Tour:

We will be departing from Alexandra Avenue, South Yarra, near the Anderson Street intersection at 9:00 am for a tour right around Port Phillip Bay. Our bus, one of the world renowned Higginson Charabanc Touring Company's fleet of modern touring coaches, will take us down the east side of the bay to Sorrento. There will be a stop for morning refreshments along the way. At Sorrento we will take the ferry to Queenscliff where we shall have lunch at a hotel.

Then we will tour along the Bellarine Peninsula to Geelong and then up the west side of the bay to arrive back in Melbourne in late afternoon.

All of this is free, except refreshment stops and the lunch stop. There will be expert commentary about points of interest along our route.



Tour Starts From:



We will be having a bring your own BBQ breakfast from 8:00 am at the area indicated by the orange arrow (left). There is ample day parking in Alexandra Avenue for your modern car. Don't bring your classic car. The bus will leave at 9:00 am sharp, we have to keep with the ferry schedule.

If you wish to join this tour, please contact Ray or Lyn Higginson on (03) 9370 5236. We need to know numbers, so, advise of your intention early in order to not miss a seat. This tour is limited by the size of the bus we will be using.

ROUND THE BAY TOUR DATE: 14TH NOVEMBER, 2004

higginson@abccc.com.au