



An incorporated club

A0035462V

A friendly family social motoring club

Edition 80

November 2004

Your ABCCC News

FLY THE FLAG 2002



You were warned! No pictures coming in means more Jowett photos on the front page. This one is fairly low key as it is not purely of the Jowett genre. Taken at the Bairnsdale afternoon stop on the first Fly the Flag Tour, after coming down from the Omeo Highway and the 'billiard table smooth' section from south of Mitta Mitta to Glen Valley. A raised Jupiter bonnet is always sure to attract attention, as shown.

Please send in photographs of your British Classic so that it can be featured here – otherwise, more Jowett pictures! A small description of the car and how it was purchased would also be nice.

"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	patjdouglas@abccc.com.au
	Colin Brown	(03) 5964 9291	colinbrown@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.

November 2004

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|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| 14 | 'Round the Bay – In a Day Tour – ABCCC Event
Refer to page 10 and Issue 78 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 Inc. | |
| 19 | Inter-Club Dinner – ABCCC Function
Venue – RACV Country Club, Healesville. | Frank Douglas (03) 8704 2533 |
| 20 | Preparation for RACV Centenary Great Wings & Wheels Day.
Volunteers requested, start at 2:00 pm
Meet at – Lilydale Airfield, Lilydale, Victoria. | Frank Douglas (03) 8704 2533
Ray Higginson (03) 9370 5236 |
| 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

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|----|-----------------------------------------------------------------------------------------------------------------------|------------------------------|
| 5 | Christmas Break-up Luncheon (Note the confirmation of this date)
Venue – RACV Country Club, Healesville, Victoria. | Frank Douglas (03) 8704 2533 |
| 12 | Early Morning Run – ABCCC Event | Chris Newell (03) 9735 2335 |

January 2005

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|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|
| 16 | Rally Bag Stuffing Day. | Frank Douglas (03) 8704 2533 |
| 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 |

February 2005

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|---------|--------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
| 13 | ABCCC Annual General Meeting. Commences at 2:00 pm
BYO Picnic Lunch and a chair.
Venue – Como Gardens, Basin-Olinda Road, The Basin. | Val Jeffereyes (03) 9725 1117 |
| 26 – 27 | Phillip Island Phollies – ABCCC Event. | Jim Spence (03) 5956 6124 |

March 2005

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|---------|------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|
| 12 – 18 | 4 th RACV Fly The Flag Tour – ABCCC Inc.
"Alpine & Lakes Tour" | Frank Douglas (03) 8704 2533 |
| 19 | Set-up Session for RACV British & European Motoring Show | 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

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|----|----------------------------------------------------------------------------------|-------------------------------------------------------------|
| 3 | Pub Run – ABCCC Event | Bill Allen (03) 9846 2323 |
| 16 | Set-up Session for RACV American Motoring Show. | Frank Douglas (03) 8704 2533 |
| 17 | RACV American Motoring Show – AOMC
Venue – Mornington Racecourse, Mornington. | Frank Douglas (03) 8704 2533
Mike Allfrey (03) 9729 1480 |

May 2005

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|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|
| 1 | Como House Luncheon & Tour – ABCCC Event
In addition to the lunch and tour, there will be a Farmers' Market in the grounds.
Como House, Como Avenue, South Yarra. | Lyn Higginson (03) 9336 7306 |
| 22 | Club Run – ABCCC Event
Visit a country car club for a joint tour and lunch. | Mike Allfrey (03) 9729 1480 |
| 28 – 29 | Historic Winton – Austin 7 Club. | Grant Campbell |

June 2005

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|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|
| 11 – 13 | Weekend Away – ABCCC Event
On the Sunday, take part in display at the Echuca Steam Rally.
Venue – Flag River Country Inn, Meninya Street, Moama, New South Wales. | Lyn Higginson (03) 9336 7306 |
| 25 – 26 | RACQ Motoring of Yesteryear 2005 Centenary Celebrations
Finish point of run from Cairns to Brisbane organized by the RACQ.
Venue – St Joseph's College Playing Fields, Vivian Street, Tennyson, Brisbane, Queensland. | Albert Budworth (7)3361 2424 |
| 26 | Event to be advised. | |

July 2005

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|----|------------------------------|------------------------------|
| 10 | Event to be advised. | |
| 24 | Annual Dinner – ABCCC Event. | Frank Douglas (03) 8704 2533 |

August 2005

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|----|----------------------------------|----------------------------|
| 14 | Event to be advised. | |
| 27 | The Grand ABCCC Trivia Challenge | Colin Brown (03) 5964 9291 |

September 2005

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|----|----------------------------|--|
| 14 | Mid-week Run – ABCCC Event | |
| 25 | Event to be advised. | |

October 2005

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|----|----------------------|--|
| 9 | Event to be advised. | |
| 23 | Event to be advised. | |

November 2005

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|----|--------------------------------|------------------------------|
| 1 | Yarra Glen Races (Cup Day) | |
| 20 | Mystery Bus Ride – ABCCC Event | Ray Higginson (03) 9370 5236 |

December 2005

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|----|-----------------------------------------------------------------------------|-------------------------------|
| 11 | Christmas Luncheon – ABCCC Event
Venue – RACV Country Club, Healesville. | Frank Douglas (03) 8704 2533 |
| 18 | Early Morning Run – ABCCC Event | Tony Pettigrew (03) 9739 1146 |

PLEASE NOTE!

THIS COMING EVENTS DIRECTORY IS AS ACCURATE AS WE CAN MAKE IT. HOWEVER, IT IS POSSIBLE THAT AN EVENT'S DATE, FORMAT OR VENUE COULD CHANGE. ALL CHANGES TO EVENT INFORMATION WILL BE PLACED IN THIS DIRECTORY AS SOON AS THEY ARE CONVEYED TO THE MAGAZINE EDITOR.

IN FAIRNESS TO OUR EVENT ORGANIZERS, PLEASE ADVISE THEM OF YOUR INTENTION TO TAKE PART IN AN EVENT. THEY NEED TO KNOW NUMBERS, PARTICULARLY IF ANY CATERING OR MEAL BOOKINGS ARE INVOLVED.

EDITORIAL NOTES – ISSUE 80

There are movements with respect to clubs having concern about the number of modified vehicles being operated on the Victorian Club Permit Scheme (VCPS). It has always been understood that, to be eligible for use under VCPS, a vehicle should be in its authentic build state. However, a visit to any historic race meeting will reveal a fair number of modified sports cars carrying 'CH' plates. Some of them can be considered to be a bit over the top, but then, if a car was modified more than twenty-five years ago, should it be excluded from the VCPS? A sticky question.

It has always been common belief that, if a motor vehicle can be fully registered for public highway use, then it should also be allowed to enjoy the benefits of the VCPS. Some care needs to be taken with respect to this subject, because there is a threat of making the Scheme unnecessarily expensive and complicated. By introducing additional costs, club members are going to turn away from the VCPS. The same will happen if it gets too complicated.

There has been some call for adopting the same type of concessional registration scheme as is now used in South Australia – ninety days free use of the vehicle. It sounds great, but think about it, here in Victoria we currently have one-hundred and four days use, if there is an event every weekend of the year. Back in June, a South Australian Jowett Car Club member stated that the ninety days had just about been used. It is ninety days only over there, and if care is not taken, a classic car could be dormant for half the year!

Here in the ABCCC we have an excellent policy of running two events per month. This is an ideal amount of vehicle usage, it keeps the battery charged, oil in the right places and the coolant circulated. It also helps with keeping suspensions supple and brakes free from binding. What more could you wish for?

Please enjoy this magazine, there is a wonderful article by Mary and Rob Nolan about the Tasmanian Experience and a heap of other news.

Mike Allfrey.

MAJOR EVENTS' PROGRESS

The RACV Centenary Great Wings & Wheels Day

This event is shaping up to be a big one! As this report is written, more than 800 cars have been pledged by historic motoring clubs. A number of clubs are assembling major displays. The Morris Minor Car Club are celebrating their Day of the Morris Minor, the Humber Car Club are making a big effort and the Rolls Royce Owners Club have an undertaking to have thirty cars present. No doubt other clubs are assembling groups for display that are proportionate to their size.

A large amount of work has been put in by the RACV Centenary Great Wings and Wheels Day by the organizing committee in the past few weeks. A map depicting the spaces allocated for individual clubs has been prepared. Thirty-five car spaces have been reserved for ABCCC members' cars.

It is important to be aware that the display vehicle gate will be open till 11:00 am. Any display cars arriving after that time will have allocated space provided in the public car parking area. Entry to that area will be charged per person in the vehicle, or walking into the grounds. Display cars will be charged a blanket entry charge of \$10.00 per car – no matter how many people it is carrying. There is a good incentive to arrive early on the day.

This event is being heavily promoted, with press releases, items in RoyalAuto and 240,000 copies of a programme booklet being placed in Leader Newspapers in the eastern suburbs. All of this promotion will mean big crowds on the day. You will no doubt be aware that we are still calling for assistance on the Saturday afternoon (20th November), to help set up the display area. If you can help, and you should, then please call Tony Pettigrew on (03) 9739 1146 AH to volunteer. Believe us, we need all the help we can get, so don't be shy!

The RACV Great Australian Rally

The planning meetings are being held once a month at the various start and finish locations. A fair amount of effort has been put into ensuring that legitimate entries only are accepted. For the Hastings start, it is planned to have a display of sample cars at the Hastings Thursday Market in the two weeks prior to the event. This will provide an opportunity for gaining good publicity from the local newspaper and would help make market goers aware of the start point at Hastings and the finish display at Mornington. We are therefore, asking for some volunteers to display their cars at the market, if you can help promote this event by displaying your classic on two Thursdays, please contact Mike Allfrey on (03) 9729 1480.

An Important Message About The RACV Great Australian Rally

Meetings to plan for the finish of the event at Mornington are just as important as those for the start points. We will be holding monthly meetings right through to the RACV Great Australian Rally on 23rd January, 2005 and we are calling for assistance. If you live in the Mornington area and can help us, then please call Ross Wolstenholme on (03) 5975 0970. Your help on this sub-committee will be greatly appreciated.

Frank Douglas.

An important aspect of the RACV Great Australian Rally, is the bag that contains the rally kit and other items. To make up these bags we have what is now known as the Bag Stuffing Day. This activity will take place on Sunday 16th January. We look forward to your help with this important part of the rally. If you can help on the day, please call Frank on (03) 8704 2533.

A Major Events Comment

Reading the foregoing reports on our major events progress, you can be forgiven for thinking that we are over-playing the calling for volunteers matter. This is largely true. However, **it is our major events that are the financial backbone of our club.** Monetary donations from these events go a long way to providing the funds required to operate our club. There are some costs that membership subscriptions alone can not cover. It is therefore vital that we all put in that little bit of effort so that we can continue to enjoy a very low subscription, but have a great amount of wonderful club activity in spite of those low rates. We look forward to your help as it is called for. **The ABCCC is an equal opportunity volunteer recruiter!**

Mike Allfrey.

ANNUAL SUBSCRIPTIONS

Already it is that time of year again when membership subscriptions are due. The importance of being a financial member of a club cannot be stressed enough. Currently, our Public Liability Insurance premium is based on the number of financial members our club has. In addition, a member of this club who operates a motor vehicle on the Victorian Club Permit Scheme, through the authorisation of the ABCCC Inc., must be a financial club member. If not, the vehicle being used on the Scheme, is judged to be an unregistered motor vehicle, and the normal penalties apply for driving an unregistered vehicle.

Please send your subscription of \$35.00 to Pat Douglas, 12-14 Grand Valley Drive, Chirnside Park, VICTORIA, 3116. Cheques should be made payable to the All British Classics Car Club Inc., not to the ABCCC. Please ensure that your subscriptions are lodged prior to the end of December.

Thankyou.

Pat Douglas – Membership Secretary.

CLUB PUBLIC LIABILITY INSURANCE

As most of us will be aware, the cost, and the need for, Public Liability Insurance has increased dramatically over the years. Accordingly we have reviewed our situation when premium renewal time came around recently. The ABCCC Inc. now has cover from TCIS Insurance Brokers Pty. Ltd. This insurance cover is that presented to motoring clubs at the AOMC Information Seminar last July.

TCIS manages insurance premiums for clients ranging from domestic through recreational groups to large corporations. TCIS have two specialist facilities – transport and recreational liability. We are benefiting from their recreational liability expertise. This change in our insurance provider has meant considerable savings for our club. In addition our cover is also improved.

Tony Hodges – Treasurer.

Brain Teaser

FINIS-HED FILES ARE THE RES-ULT OF YEARS OF SCIEN-TIFIC STUDY COM-BINED WITH THE EXPE-RIENCE OF YEARS. How many 'Fs' in this sentence, we can trust you to count them only once?

Look for the answer, on Page10!

PAST AND FUTURE EVENT REPORTS

TASMANIA'S TEMPTATIONS – Saturday 9th to Sunday 17th October, 2004

After we had all voted on Election Day, the participants convened on Beach Road near Kerferd St at Port Melbourne before we boarded the Spirit of Tasmania in convoy with Don and Aurora Johnson leading.

Surprise, surprise! We had a big bon voyage send off from Tom and Heather Cannon who were in the vicinity. Tom and Heather would have loved to come and enjoy the company and Tasmanian experience but were not able to. Bill and Terri Allen regrettably were not able to join us as well. (*We wanted to go too! Ed.*)

Dinner was on board the ship with a choice of bistro or a la carte dining. After dinner, some of us watched the outcome of the election before heading to bed for an early morning start, as Tasmania is an hour ahead of the Victoria. The ship had all the modern conveniences – Shopping, bar, gaming room, lounges, TV and kids play area.



David Foster with group in his Hall of Fame - Latrobe

We arrived at Devonport after a smooth crossing over Bass Strait. Blue skies greeted us as we prepared to disembark at 7.30am and go through customs. We proceeded on convoy to Latrobe for a superb cooked breakfast at the Axeman's Hall of Fame where we were all greeted by the one and only David Foster, champion and legendary axeman, whom has won over one thousand championships and the most successful axeman in the history of the sport of wood chopping. The Axeman's Hall of Fame building is made up of tree trunks (to indicate the size of the tree trunk, you can't wrap your arms around it) of various types to represent each state of Australia. One of the tree trunks is a Tasmania Huon Pine of some

3000 years of age which was under water where they found it. One room is dedicated to

all his trophies and ribbons. The ribbons have nearly covered the whole room and he still has more stored away!

Next stop was at Carrick to view and buy some artistic copper and metal artwork at Marik's Copper Gallery.

We then headed onwards to Woolmers Estate at Longford for a guided tour of the main house. After a delicious filling 2 course lunch, we wandered around the colonial estate to view the National Rose Garden, which was not quite in full bloom as yet, but still a wonderful display with fantastic views. The Coach house is home to a 1913 Wolseley Tourer in original condition.

A quick browse and drink at Longford Hotel to view memorabilia and read about the famous Longford car races where Jack Brahmam, Lex Davison and other international drivers have raced down the track.



1913 Wolseley Tourer – Woolmers Estate

Final stop of the day was at the National Automobile Museum of Tasmania where they had a display of classic and modern cars and motorbikes. They also had a special display of Italian cars which included a Maserati and a Ferrari signed by N Lauda and E Irvine.

After a noisy and chaotic breakfast which was not surprisingly caused by our group at the hotel, we headed off to Marakoopa Caves, well that was the intention! Colin and Joy Browns' car would not start in



50s Diner parterre garden - Deloraine

the cold morning and had to be jump started by our car. With the others already 20 minutes ahead, we had a bit to catch up to them and were made further late by a road blockade which made us take the scenic Great Western Tiers Tourist route, a slower route than the A1. Thinking we were the last of the group, we bumped into Jim Spence and Val Jefferyes at Deloraine. Ray and Lyn Higginson were in front of them and Ray decided to take a 4WD route through the paddocks in his Jaguar to rejoin the convoy after the blockade, while Jim and Val wisely took a normal road as their TR does not do well cross country style! In Deloraine, we discovered a fabulous, swinging 50s diner off the main road with 50s memorabilia, an antique store and a parterre garden of hedges. After another jump start of Colin and Joys' Jaguar, the guys discovered that the cars' 6V batteries

(near the front wheels) were the problem.

We eventually met up with the rest of the group at Cradle Mountain for lunch and then a short walk along Lake Lilla to take in the spectacular views.

It was a long drive to the mining town of Zeehan for a break before arriving at the picturesque fishing town of Strahan on the shores of Macquarie Harbour where we stayed for 3 nights.

At Strahan, we cruised Macquarie Harbour, through to Hells' Gate which is where the harbour opens out to the sea. We were greeted by a group of dolphins that swam in front of our boat. We then cruised into the Gordon River, went ashore for a short nature walk amongst the wilderness, and later visited Sarah Island for an entertaining guided tour of the penal settlement.

At the end of the day, we went to see an outdoor drama called The Ship That Never Was, which was funny and entertaining, and the two actors made sure there was plenty of audience participation. It was a story about escape and an extraordinary voyage.

The next day we boarded the West Coast Wilderness Railway for a journey from Strahan on a diesel train to Dubbil Barril where we had a boxed lunch and enjoyed a short walk to King River. We then changed to a steam driven train. The train uses the rack & pinion third rail ABT system to climb up the 1:16 grade hills and to slow it down into Queenstown.

That evening we partook of a fresh seafood buffet dinner at Macquarie's Hilltop Restaurant with stunning views of Strahan ended our day with a full tummy! Again the meal was delicious and never ending.

Some of us in the group got up bright and early with the birds and headed for Hobart. Along the way, some of us experienced 4 seasons in one day – sun, hail, rain and snow. Rob and I stopped at the Franklin River Nature Trail for a nature walk to experience the Franklin Rivers' pristine water and heritage rainforest. Lunch stop was designated at Derwent Bridge Pub with a warm fireplace, cosy atmosphere and hearty lunch. Jim Spence had a very filling hamburger which was almost a foot high and Val Jefferyes had a pie & pea floater extraordinaire. You didn't need dinner after that! Joan and Patrick Swinchatt were smart and asked for a small bowl of soup each after seeing the large bowl that Don and Aurora each ordered and couldn't finish.



Steam Train & ABT rail – Strahan to Queenstown

Then a stop at Lake St. Clair to view the lake and scenery (providing the weather permitted) and wander through the beautifully designed information centre to read about the animal inhabitants of the national park.

Rob and I drove through the small Hydro Electric Power station village of Tarraleah where you can get up close and personal to the enormous pipe lines carrying water from the river to produce electricity.

Some of us stopped at the classified historic town of Hamilton for tea and scones and to browse the local crafts. Others stopped at New Norfolk, another classified historic town for a break and petrol stop. Rob

and I visited the Oast House where hop were dried to make beer but it is now a museum, craft centre and coffee shop.

After another buffet style breakfast, we went to Cadbury's Chocolate Factory for a decadent tour of yummy chocolates! For occupational health and safety reasons, they made us wear hair nets, beard nets and any dangly bits had to be taken off or taped just in case they fell into the chocolate vats! The guys that wore the hair and beard net reminded me of Kilroy!



I'm sure we sampled half a kilo of chocolates on the tour before we scoured the shop for more chocolates to take home with us.

We then proceeded to Richmond, a classified historic colonial town, to view the local craft and art, lunch and visit the oldest convict gaol, built in 1825; and oldest bridge, built in 1823, in Australia. On the grass at the bottom of bridge, we were entertained by a variety of ducks, ducklings and geese feeding on bread. You had to be careful where you placed your feet in case you stood on a duckling.

There was of course another superb 3 course meal, our last meal together as a group in Tasmania, at the infamous Mures Seafood Restaurant. Most of us astute people had seafood, fresh from the days' catch, but a few others illogically decided to have steak!

Our last day in Hobart was spent at Salamanca Market in the morning browsing through the variety of fruit and vegetables, food, art and craft wares, antiques, clothes and listening to the entertainment. Salamanca Market is a 10 minute walk from the hotel, down by the docks and alongside some historical buildings housing more arts and crafts. I believe everyone came away with something to remind them of their trip to Tasmania as well as gifts to friends.

Next meeting point was at Melton/Mowbray Pub, at the turnoff to Bothwell. Rob and I decided to visit the Australian Golf Museum at Bothwell, 20kms from the pub. Well worth the visit to see the history and birth place of golf in Australia. For any golfers out there, Bothwell has Australia's oldest golf course which is still in use and open to anyone holding membership of another golf club. This golf course keeps its fairway trimmed by the grazing sheep, except for the greens which they fence off. If you hit the fence, you get another shot to get on the green!

Rob and I explored to Oatlands before stopping at the next meeting point Ross for afternoon tea. Oatlands is another historic town where you can see the Old Mill that used steam to ground flour. Ross is a lovely historic town with a few antique stores to browse through; The Wool Centre where you can purchase woollen products and see and feel the various wool off the back of the sheep; view the restored Female Factory site from the convict days; view the bridge that is still in perfect condition since built in the early 1800s.

On our last leg of the journey before boarding the Spirit of Tasmania in Devonport, Rob and I made sure that the last lot of our group, Joan and Pat Swinchatt, would make the departure on time of 9.00 pm. We had time to stop at Elizabeth Town at a café called ETC, 30 minutes from Devonport, to have coffee and cake and a rest stop. We passed beautiful scenery of grazing land and plantations where we saw a sign on a recently cleared and replanted pine plantation that said 'Quiet, Trees Growing'.

We got on board just after 8 pm and everyone in the group was glad we had not missed the boat.

The Spirit of Tasmania arrived back to Melbourne before 7 am to a beautiful, blue, warm day. We can now re-adjust the time to Melbourne time and have that extra hour.

At each place we stayed, we had pre-dinner snacks and drinks, through the generous courtesy of Ray and Lyn Higginson; Frank and Pat Douglas; and Chris Newell and Janet McGregor in their rooms. Thank you for the yummy snacks!

On behalf of the participants, we would like to show our appreciation and thanks to Don and Aurora Johnson for the immense effort in organising this trip which included the recce trip to make sure that all was ok. The itinerary was great in that all had time to do our own thing as well as with the group; the places we visited were fabulous; food was plentiful and delicious. The companionship on the tour was fantastic and we all enjoyed each others friendships. There was always someone making sure that no one was lost, or got left behind, or made sure that everyone was at the designated accommodation when arriving at a new town. Definitely enjoyable and fun trip! A much appreciated thank you to Don and Aurora.



Tourers: Don & Aurora Johnson, Kate Moore & Barrie Coates, Pat & Frank Douglas, Lyn & Ray Higginson, Val Jefferyes & Jim Spence, Chris Newell & Janet McGregor, Joan & Patrick Swinchatt, Joy & Colin Brown, Rob & Mary Nolan.

Mary & Rob Nolan.

GEMBROOK LUNCH RUN – Sunday 17th October, 2004

This day was intended to be a display of classic cars at George Hetrel's Como Gardens as a feature of the gardens Open Day. Tony Pettigrew put a large amount of work into preparations for the display. On the Wednesday prior to the event, Tony found that a permit to conduct the event had been cancelled by VCAT. This was a disappointment, so, when Tony rang to give the sad news we discussed it and decided to continue with an event of our own. A call was made to the Ranges Hotel in Gembrook, yes, they could accommodate us for lunch on the Sunday. Tony contacted all the display starters that he had organized and I contacted those few that I had persuaded to come along. We advised of the change of plan and told all to meet at Lilydale at 10:00 am for a Pub Lunch Run.

In total we managed about twelve interesting classic cars, and a few came in their daily runners (sorry Nello). It was a beautiful morning as we consulted our running notes for the drive to Gembrook. We drove up the Warburton Highway to Woori Yallock where we turned south for Cockatoo and then on to Gembrook. The countryside was in perfect condition and, from an open car, the various shades of green were something to behold – it all looked so fresh and clean.

As soon as we arrived in Gembrook it was obvious that something was 'ON'. Yes, one of the Puffing Billy line's small tank engines was decked out as *Thomas the Tank Engine*, and had attracted huge crowds. A quick look around the railway station revealed that the American owners of *Thomas* had done a huge job of politically correcting it all. There was no *Fat Controller*, but a slim man in tails and top hat. The engine crew were now *Engineers*, not drivers and firemen. Oh dear! Here's hoping that *Claribell* gives them all a hard time! However, in amongst the paraphernalia, we did see a sign that had only one 'f' in Puffing.

We retreated to the Ranges Hotel for a much needed drink and lunch. Inside, it was remarkably peaceful and uncrowded and our excellent lunches were served promptly and efficiently. After our lunch and a chat, it was soon time to go out and see Puffing Billy (N12a) and its carriages on their way to Emerald.

Our thanks to Tony and Maxine for organizing such an enjoyable event. Thanks also to those who came along, your company was appreciated. And, who suffered from jet-lag induced by the Spirit of Tasmania?

Mike Alfrey.

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

We are pleased to report that the response to this tour has been such that our coach has been filled. However, if you wish, you can leave your telephone number so that if there is a cancellation, we can fit you in. All enquiries to Lyn and Ray Higginson on (03) 9370 5236.

Ray Higginson.

INTER-CLUB DINNER – Friday 19th November, 2004

Paul Caro, a foundation member of the Queensland All British Classics Car Club, has now been elected President of that club. Paul is known to quite a number of us, having taken on the management of the funds for last year's Opal Safari to Andamooka. He is a long time friend of Frank and Pat Douglas and he

has accepted an invitation to visit Melbourne at the RACV Centenary Great Wings and Wheels Day. At this major event, Paul will be a judge of the historic vehicles on display. He will be staying with Frank and Pat during his southern sojourn.

It is our intention to strengthen the ties between the two clubs and, to assist with this, ALL MEMBERS are invited to join Frank and Pat at an inter-club dinner at 7:00 pm, Friday 19th November, at the RACV Country Club Healesville. The cost of the dinner will be a very reasonable \$30.00.

Please note that ALL MEMBERS are invited to join us and welcome Paul Caro.

For bookings, please telephone Frank Douglas on (03) 8704 2533 **before 10th November** to CONFIRM your attendance.

Frank Douglas – President.

CHRISTMAS LUNCH – 5th December, 2004

This year our Christmas lunch function will be held at the Rotunda, RACV Country Club, Healesville. Book now to join us on this festive occasion. Lunch will cost \$25.00 per person and drinks will be provided by the ABCCC. Bookings are essential and should be made with Frank Douglas on (03) 8704 2533.

Be sure not to miss this special event.

Frank Douglas – President.

ANNUAL GENERAL MEETING – 13th February, 2005

The Annual General Meeting of the All British Classics Car Club Inc. will take place at Como Gardens, 79 The Basin – Olinda Road, The Basin. The meeting will commence at 2:00 pm sharp.

We look forward to your input into our club.

Val Jeffereyes – Secretary.

QUEEN'S BIRTHDAY WEEKEND AWAY – 11th to 13th June, 2005

We have made a booking at the Flag River Country Inn at Moama just across the Murray River from Echuca, where we will be taking part in the display of historic vehicles at the Echuca Steam Rally. The rooms booked are twin share and have been booked for two nights, Saturday and Sunday. Eighteen rooms have been reserved in the ABCCC name, and it is up to you to confirm the booking with the River Country Inn. We recommend that you make your confirmations soon, this will avoid disappointment later. It took a fair amount of persuasion to make the booking for just the two nights on a long weekend, so if you wish to spend a third night there, it would be well to confirm that also. The negotiated room rate is \$104.00 per night, with further discount if using your RACV blue, bronze, silver or gold card. The River Country Inn's telephone number is (03) 5482 5511 and the fax number is (03) 5482 2591.

It is proposed that on one evening we have a barbecue evening meal in the motel's courtyard that is sheltered on three sides and can seat thirty people. It is also anticipated that we will travel to Moama via Shepparton, so that we can visit the Goulburn Valley Motor Vehicle Drivers Club's clubrooms. Our display at the steam rally will be on the Sunday. More on this later. Be sure to get your bookings in at the River Country Inn soon!

If you have any questions about this event, please call me on (03) 9336 7306 AH.

Lyn Higginson.

DIGITALISING YOUR CLASSIC

Some of us have owned our classic cars for many years, some probably from times before colour photographs became popular and cheap. Forty years ago, the keen photographer used colour slide film for colour photography, and black and white film for prints. In those days, it was normal practice to pay for processing and slide mounting at film purchase time. The film cassette came in a container packed with a mailing bag. After the film was processed by the manufacturer, a box of slides would arrive in the post, usually a two day service. Imagine that happening now!

The title of this article may be a bit misleading, what it really means is the process of placing colour slides or photographs on to a CD-R disc. The terms related to the modern technology of 'burning' and other such tasks are, for us older people, a bit daunting. For me, it was with a stroke of luck, and the assistance of two computer literate sons, that I had a brush with CD-R technology. For some years I had contemplated the purchase of a Nikon colour slide scanner, a one-purpose device that scans colour slides into computer format. In some ways, it was fortunate that the

Nikon scanner's price was rather prohibitive, because Hewlett Packard recently released the Scanjet 3570C at about a tenth of the price of the Nikon device.

Having been railroaded into being Editor of the club's magazine, a good quality scanner was needed. After a spot of research and after very successful use of a Hewlett Packard printer/scanner/copier/fax machine, it was decided to opt for the HP Scanjet 3570C, a flat bed scanner. The beauty of this model is that, on the underside of the lid, there is a frame and light for scanning colour slides – there is also a fit-in frame for holding 35 mm film strip. In addition, like the printer's software, the scanner's software is extremely simple to use. As a result, I now have 41 years worth of Jowett colour slides on just one disc.

Once I had mastered the system and learnt how to handle the scanner's idiosyncrasies, the drought broke here and in a spell of damp weather, I commenced scanning all my old colour slides – Jowett ones, dating from 1963. Looking back, it is a pity we weren't as free with taking photographs back in those days as we are now. It is also a shame that some of the older slides have deteriorated quite a bit. I have looked after the slides, keeping them dry in dark boxes. It is an interesting exercise comparing the way different brand films have suffered, Kodachrome slides have darkened and taken on a reddish hue, Perutz slides have just generally lightened, Ilford slides have faded a small amount and Ferraniacolor (an Italian made film) have not faded or suffered at all. At the time, in 1966, the Ferraniacolor film was a few shillings more expensive than the Kodachrome, but was of the same 25 ASA rating. An example of how a faded Perutz slide was rescued is shown below. It is a good indication of what can be achieved, and it also emphasises what would happen if the slide were viewed via a projector on a screen. The bright light would have the effect of lightening it even more. This is where a modern computer really helps.



Faded 1968 Perutz slide straight from scanner.



Same slide after moderate enhancement.

The Scanjet software very conveniently places scanned pictures (slides) into monthly files. I started scanning my slides at the beginning of August and, over the month, about 350 slides were scanned into that month's file. By trial and error, mixed with a spot of self education, I found the best resolution to scan the slides at to be 600 dpi. This is where it gets a bit computer digitalish what with dots per inch (dpi) and pixels, I elected to stay with dpi and found that for my purposes the setting of 600 dpi was the best for television viewing. A compromise has to be decided here, because the Scanjet 3570C is capable of scanning to 1200 dpi. This higher figure is all very well if you have plenty of time and sufficient hard disc space. At 600 dpi the scanning of a colour slide is a fairly quick operation, it also gives a good result from the resolution point of view. Another factor to be considered is the original picture quality with respect to focus, exposure, depth of field and lack of camera shake, because no amount of dpi and picture enhancing will help fix these problems.

Before scanning commences, the final viewing format needs to be known. In my case it is via the DVD player and large (for us) television set. To view slides via the DVD player, it has to be capable of Picture CD & MP3 CD Playback. It was a stroke of good luck that, while the DVD player was being purchased, I asked if still pictures scanned onto a CD-R could be viewed. The salesman then guided me to the Philips Model DVD733K which has several other features, none of which I will ever use. This DVD player works well with the CD-R with scanned slides to jpeg format.

Prior to scanning colour slides, the actual slide must be perfectly clean – on both sides. Care needs to be taken because the slide material and its emulsion can be very easily scratched. I use a little camera lens cleaning puffer brush to clean dust and hair off the slides. Good camera stores sell pressure pack cans of pure compressed air of suitably low pressure for blowing dust particles off slides.

A point to watch out for is the thickness of the slide mount. The old blue and white Agfa mounts are much too thick to slide into the scanning frame. It was but a simple matter to open up the original slide mount, remove the transparency and insert it into a new slim mount. I used Reflecta mounts available from Ted's Camera stores. These are made to DIN 108, fit easily into the scanner frame and are not expensive. A box of one-hundred costs about \$17.00. Care needs to be taken when re-mounting slides, be sure that finger prints are not on the viewing area and, be extremely sure that the viewing side of the film strip is to the white side of the slide mount. This point can not be stressed enough, particularly if the slide is to be used in a slide projector. Should the dark side of the slide mount be on the viewing side, then it will melt in the heat of the lamp.

When the slide is scanned, it is placed in the Image Editor for doctoring. Here it can be resized, have the unwanted bits cropped, image tilted, the brightness and contrast altered, the colour altered and the sharpness enhanced. I tend to call all of this digital interfering, but with the older slides, all of the foregoing facilities have a use in the rescue of valued pictures. Some of the faded slides have come up really well and it is pleasing that such work can be done so easily. After altering the image, it is re-sized to 4 cm horizontal length, the height follows automatically in correct proportion. Every slide needs cropping, because the slide mount is included in the scan. After the Image Editing process, the picture is saved.

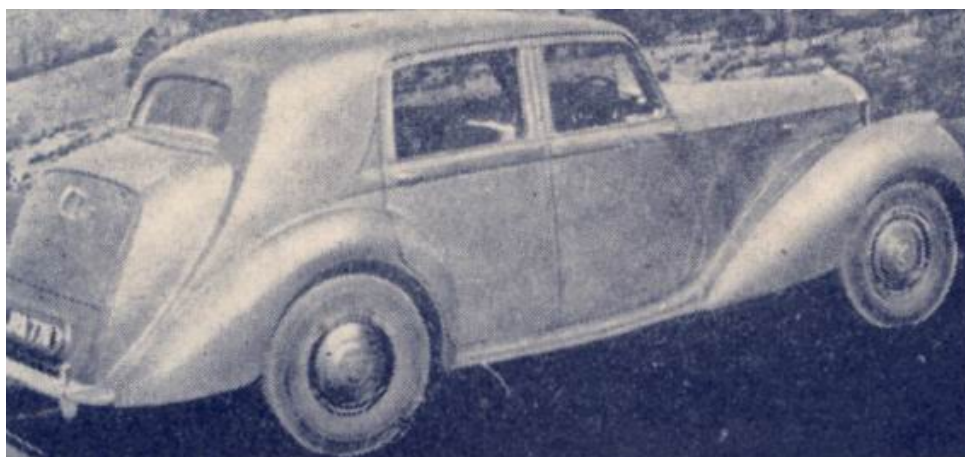
The beauty of this system is that the slides can be scanned in any order and the file edited after the scanning activity so that they are all in chronological order. Initially this takes a fair amount of time and is where the 600 dpi form helps a lot. If a group of slides are scanned at 1200 dpi, then it can take a very long time to sort them in the file. During the sorting process, each image is allocated an identification title, e.g. Jowett - 0001. Once they are sorted, and titled in numerical order, the entire file can be burnt onto a CD-R for posterity. This is a fairly complicated business and I have the sequence of stages mounted on the office wall for easy reference! The DVD player automatically accepts the file from the disc and takes just seconds to load. Once loaded the slides can be viewed at predetermined intervals between each slide. The picture quality is extremely good and the resurrected slides are a joy to behold.

Mike Alfrey

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 8:

BENTLEY 29 h.p. Six



Being bred in the Rolls Royce Works has given the Mark VI Bentley 29½ h.p. the resources of one of Britain's most advanced research plants. Consequently the buyer of a Bentley puts a loyal stake into an engineering project whose plane engines gave Britain air supremacy. This silent sports saloon can amble at walking pace or do 90 m.p.h. It is new right through with overhead inlet and side exhaust valves, improved front suspension, de-froster, de-mister, etc. Hydraulic dampers are controlled from the steering wheel. It has a gear lever near the right hand door – but it needs very little use as the Bentley needs no coaxing.

And, in 2004, the famous Bentley name is now owned by Volkswagen.

From Motor Manual Annual 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 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.

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
Mauro Farinola & Dina Maiale	MG	'A' Roadster	1959
Phil Cook & Glenda Veale	Morgan	4/4	1974
Andrew & Denise Crowley	Jaguar	'S' Type	1965
Paul & Maggie Brooks	Triumph	1800 Roadster	1947
	Triumph	Town & Country	1948
	Austin Healey	BJ8	1965

We are pleased to announce that the ABCCC Inc. now has 97 family members.

Pat Douglas – Membership.

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.

WE ARE ALSO CALLING FOR ASSISTANCE ON THE DAY TO ASSIST WITH MARSHALLING. IT SHOULD BE NOTED THAT, THIS EVENT HAS BEEN HEAVILY PROMOTED AND WE ARE EXPECTING A LARGE NUMBER OF PEOPLE TO ATTEND THIS, THE FINAL EVENT OF THE RACV'S CENTENARY CELEBRATION YEAR. WE NEED YOU!

THE ABCCC IS AN EQUAL OPPORTUNITY VOLUNTEER RECRUITER.

PLEASE CALL TO VOLUNTEER:

Ray Higginson: BH (03) 9370 5236, AH (03) 9336 7306

Tony Pettigrew: (03) 9739 1146 ah