



An incorporated club

A0035462V

A friendly family social motoring club

Edition 83

March 2005

Your ABCCC News

A SPLENDID TRIUMPH 1800



The beautiful Triumph 1800 Roadster owned by Paul and Maggie Brooks, see inside for details of this fine motor car was brought back to life. These fine cars had many attributes, such as a tubular steel chassis and a body formed from aluminium supported on a wooden frame. The front mudguards were steel, no doubt to save the cost of under-guards to prevent the dreaded stone pimples syndrome.

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

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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 \$30.00.

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

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

ABCCC EVENTS DIRECTORY

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.

February 2005

- 26 – 27 Shannons Historic Race Meeting
Venue – Phillip Island GP Circuit, Back Beach Road, Phillip Island, Victoria.

March 2005

- 12 – 18 4th RACV Fly The Flag Tour – ABCCC Inc. Frank Douglas (03) 8704 2533
"Alpine & Lakes Tour"
- 19 Set-up Session for RACV British & European Motoring Show Ross Gardiner (03) 9818 5094
- 20 RACV British & European Motoring Show – AOMC Frank Douglas (03) 8704 2533
Venue – Dandenong Showgrounds, enter from Sinclair Street. Mike Allfrey (03) 9729 1480

April 2005

- 3 Pub Lunch – ABCCC Event Lyn Higginson (03) 9336 7306
Note the venue and the change of event organizer.
Venue – Panton Hill Hotel, Panton Hill. Meet at 12:15 pm.
- 16 Set-up Session for RACV American Motoring Show. Frank Douglas (03) 8704 2533
- 17 RACV American Motoring Show – AOMC Frank Douglas (03) 8704 2533
Venue – Mornington Racecourse, Mornington. Mike Allfrey (03) 9729 1480

May 2005

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

June 2005

- 11 – 13 Weekend Away – ABCCC Event Lyn Higginson (03) 9336 7306
On the Sunday, take part in display at the Echuca Steam Rally.
Venue – Flag River Country Inn, Meninya Street, Moama, New South Wales.

25 – 26 RACQ Motoring of Yesteryear 2005 Centenary Celebrations Albert Budworth (07) 3361 2424
Finish point of run from Cairns to Brisbane organized by the RACQ.
Venue – St Joseph's College Playing Fields, Vivian Street, Tennyson, Brisbane, Queensland.

26 Event to be advised.

July 2005

10 Event to be advised.

24 Annual Dinner – ABCCC Event. Frank Douglas (03) 8704 2533

August 2005

14 The Grand ABCCC Trivia Challenge Frank Douglas (03) 8704 2533
Note – The date has changed!

27-3 Sep Escape to Norfolk Island Paradise Rob & Mary Nolan (03) 5978 7798

September 2005

14 Mid-week Run – ABCCC Event

25 Event to be advised.

October 2005

9 Event to be advised.

23 Morning Tour & Lunch Run Tony Pettigrew (03) 9739 1146
This will be a scenic run and will finish for lunch at Kelly's Restaurant, Olinda.

November 2005

1 Yarra Glen Races (Cup Day) Colin Brown (03) 5964 9291

20 Mystery Bus Ride – ABCCC Event Ray Higginson (03) 9370 5236

December 2005

11 Christmas Luncheon – ABCCC Event Frank Douglas (03) 8704 2533
Venue – RACV Country Club, Healesville.

Note – The date has changed!

18 Event to be advised.

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 83

Due to the early release of the February issue, there has been a pause in the Editorial schedule. That does not mean that the Editorial desk has been idle. Far from it, work has been done putting together the AOMC Events Directory and other non-ABCCC activities. We have also been involved with the RACV Great Australian Rally. This is an important event in our calendar and it is satisfying to know that all the funds raised go to the Peter MacCallum Cancer Institute. This year we raised approximately \$30,000 for that important cause. This demands a thankyou to all who helped on the day – and before, too.

Our 1949 British Classic this month features the DB18 model Daimler, a car that was built when a Daimler was really a Daimler, albeit with a Lanchester inspired worm drive rear axle! Our family ran Daimlers from this model on, for over twenty years. The final Daimler we had was a metallic blue Majestic Major. This was a car for fast, comfortable touring and we covered many miles in this very reliable Daimler. All of our cars were second hand in those days, my father believing that others should suffer the massive depreciation

losses! It was a sad occasion to visit home in 1981 and not see a Daimler in the driveway, at one time there were three of them – the Majestic Major, a SP250 Dart and a Barker Sports Special. What a choice!

Our purveyor of Club Regalia has some nice new items coming into stock. Details were announced at the AGM and these are all items that we should not be without. Be sure to place your orders with Bill.

Don't forget that we need your help with the two AOMC Motoring Shows, details are inside. Maps showing the venues for the Shows were in the last edition of *Your ABCCC News*.

Enjoy your new magazine and, let's celebrate the passing of Lousy Rotten Petrol!

Mike Allfrey.

CLUB FINANCES

Currently, the club's financial state is solid, we have income from the RACV Great Australian Rally which has given us a good boost. It is income from conducting those important events that keeps our annual subscription as low as it is. Nevertheless, we should not become complacent about our current financial status and we still need to put in some drive to make the AOMC Motoring Shows a success. Our club will derive some income from both of these important shows. As well as income from the two shows, there will be some income from the RACV Fly The Flag Tour to tide us over the year.

Your help with the two AOMC Motoring Shows will mean that we can all take a bit of a rest and enjoy the remainder of the year. It is your help at these major events that enhances our club's financial situation.

Joining Fee Increase

Over recent years the cost of issuing the New Member Kit, has escalated to a level where consideration has to be given to increasing the joining fee. At the AGM it was decided to increase the joining fee to \$30.00 per membership application.

Unfinancial Membership

Annual subscriptions were due in December of last year. For those who are still in an unfinancial standing, this is your last issue of *Your ABCCC News*. It should also be noted that, if a member is unfinancial, a motor car operated on the Victorian Club Permit Scheme, under the auspices of the All British Classics Car Club Inc., is deemed by VicRoads to be unregistered.

If you wish to continue as a member of our club, please ensure that your subscription is paid before the 18th March, 2005. For subscription details see Page 3.

AN EXCEEDINGLY SPECIAL THANKYOU

The turn-up for our Rally Bag Stuffing Day was nothing short of exceptional. It was a true case of many hands making light work. This was an inauguration going-on for the new garage in Grandvalley Drive. The weather was outstandingly kind to us, with its mildness for the time of year. First, the car shampoo labels were applied to the sample bottles. There were splendid new tables to work upon, and these were soon loaded with the commodities that would be placed in the RACV bags. Reserve supplies were kept close-by and the bag stuffing commenced in earnest. In what seemed like no time at all, we were close to the quantity required and had to start counting down carefully.

The filled bags were divided into quantities to match the rally start point numbers. Roger Stanley and Barrie Wade loaded the trailer with the Hastings lot and after a pause, set off for Hastings in Roger's polished Jaguar XJ-6. Our thanks to Len Butcher for lending the trailer. Rob and Mary Nolan took care of the van and trailer load for the Casey start point. These loads emptied the garage somewhat.

All that remained was to have a BBQ lunch and discussion about various rally marshalling duties, then it was time to finish off those magnificent prizes in readiness for the big event the following weekend.

We noticed that our President, Frank was, to some extent, pleasantly overwhelmed by the turn-out of our membership to help with this important activity. A most satisfying situation. Your very generous help was appreciated – it was a splendid effort!

On top of that, our thanks on behalf of all who helped, to Pat and Frank for allowing us to use their BBQ facilities. It was a lovely relaxed lunch and a fitting way to run-in the new BBQ.

Thankyou, club members, from our hearts.

Ray Higginson, Tony Pettigrew, Rob Nolan, Ross Wolstenholme and Mike Allfrey.

Brain Teaser

How many times does the number/digit '7' appear in the numbers between 1 and 100?

Look for the answer, it is hidden in the text – read the small print first!

SPECIAL NOTICE

THOSE OF YOU INTENDING TO ASSIST WITH MARSHALLING AT THE RACV BRITISH & EUROPEAN MOTORING SHOW SHOULD CONTACT ROSS GARDINER ON (03) 9818 5094 (AH) or 0408 531 281. ROSS HAS UNDERTAKEN TO COORDINATE THE VEHICLE MARSHALLING AT THE SHOW.

WE NEED YOU!

PLEASE CONTACT ROSS AS SOON AS POSSIBLE SO THAT THE SHOW CAN BE RUN SMOOTHLY.

WE ALSO NEED VOLUNTEERS TO HELP SET UP THE SITE ON THE SATURDAY BEFORE THE SHOW – COMMENCING AT 10:30 AM.

Frank Douglas – President.

MAJOR EVENTS' PROGRESS

THE AOMC MOTORING SHOWS

The RACV British & European Motoring Show – Sunday 20th March, 2005.

Hard on the heels of the RACV Fly the Flag Tour, will be the RACV British & European Motoring Show and, as usual, we are looking for help to set up the event on the Saturday and to assist with running the show on the day. Our task of setting up the display site will commence at 10:30 am on Saturday 19th March. We will need to mark out the display areas and place signage for clubs.

The venue for the RACV British & European Motoring Show is Greaves Reserve, Bennet Street, Dandenong, Melways Map Reference 90 A7. On the day, entry gates will be opened to admit display vehicles from 9:00 am and the spectators will be admitted from 10:00 am. The only entrance for display vehicles will be at the Sinclair Road gates. Vehicles entering the grounds are requested to form two rows in Sinclair Road, this will help speed access to the display area. Please take notice of directions given by marshals. At this year's RACV British & European Motoring Show the Mercedes-Benz Club, the Daimler Lanchester Club and the Wolseley Club will be conducting their Concours d'Elegance events. Featured marques this year are Austin, Citroën and the MG Model 'A'.

The AOMC and the ABCCC look forward to your enthusiastic support of this important event.

The RACV American Motoring Show ®

On Saturday 16th April, we will be setting up the site at Mornington Racecourse from 10:30 am. Please give us your assistance for marking out the display areas and placement of signs.

Come along, on Sunday 17th April, and enjoy acres of gleaming sheet metal and chrome that are the American Dream! Listen to the burbling V8s and Bill Haley or Elvis Presley being belted out by those wonderful cartridge players as the big convertibles cruise in for the big display.

The venue for the RACV American Motoring Show, this year, is Mornington Racecourse. Melways Map Reference 146 B3. This year there is the facility to pre-book your car into the show. Included on the booking form is space to order a specially struck grille badge as well as other worthwhile merchandise. It should be noted that any ordered merchandise can only be collected from the show venue.

The AOMC and the ABCCC look forward to your participation in this important event.

Some Extra Notes on Both Shows

The two shows are major fund raisers for the AOMC and those funds are used in the cause of the historic vehicle movement. Lyn Higginson is coordinating the ticket sales force at the gate. If you can help, then please contact Lyn as soon as possible on (03) 9336 7306 To provide your help in other areas, simply call Frank Douglas. Remember, many hands make light work, and, this work helps to keep subscriptions low in our club.

Mike Allfrey.

HANKERED AFTER!

FOR THE RACV BRITISH AND EUROPEAN MOTORING SHOW, PROUDLY PRESENTED BY THE ASSOCIATION OF MOTORING CLUBS INC., WE HAVE A NEED FOR 14 VOLUNTEERS TO MAN THE GATES TO SELL ENTRY TICKETS AND THE SALE OF TICKETS TO THE VIEWING PUBLIC.

TO DO THIS, WE WILL BE WORKING TWO SHIFTS AS FOLLOWS:

DISPLAY VEHICLES – 7:00 am TO 10:00 am; 10:00 am TO 1:00 pm.

VIEWING PUBLIC – 8:00 am TO 11:00 am; 11:00 am TO 2:00 pm.

IF YOU INTEND TO VOLUNTEER FOR THIS IMPORTANT TASK, PLEASE CALL LYN HIGGINSON ON (03) 9336 7306 (AH), AS SOON AS POSSIBLE. WE NEED TO BE AWARE THAT MOST OF US ARE AWAY FOR THE RACV FLY THE FLAG TOUR, HENCE THE UTMOST URGENCY OF THIS HANKERING FOR YOUR ASSISTANCE!

THE PEOPLE WHO HELPED US AT MORNINGTON DID AN EXCELLENT JOB AND IF YOU ARE ABLE TO HELP AGAIN, IT WOULD BE GREATLY APPRECIATED BY THE ORGANISING COMMITTEE.

HERE IS THAT NUMBER AGAIN – (03) 9336 7306

Thankyou – Lyn Higginson.

PAST AND FUTURE EVENT REPORTS

RACV GREAT AUSTRALIAN RALLY – Sunday 23rd January, 2005.

In the lead up to the RACV Great Australian Rally, the Hastings start point sub committee displayed three cars in the High Street on the two Thursday Markets before the big event. The local Lions Club runs a market on the wide pavements in the street and there was generous space for our three cars in a blocked-off lane entrance. The cars on display were Len Butcher's new acquisition, a Standard Vanguard, Roger Stanley's London Hackney Taxi Cab and the Editorial Jupiter. On the second showing, Roger brought his Jaguar XJ-6 Series III.

The first display was on a fresh sunny morning and we attracted considerable interest from the busy street. We handed out posters publicizing the Rally and directed people where to see the cars on the day. It was also interesting to hear comments about Dads being London cab drivers and childhood memories of cars Jowett and Standard Vanguard. The second display was not too good weather-wise, there was a shower and thunder storm early and the street was deserted. As soon as the weather fined-up crowds of people suddenly appeared.

Right: During a brighter interval at the second display.

The idea of the display was to help get some press coverage about some of the cars taking part in the Rally and, hopefully, a picture appeared in the local paper. What the display did achieve was a public awareness of the event, with a number of people saying that they would have a good look at Mornington.



Our thanks to Len and Roger for their time and the use of their motor cars.

Our early morning drive to Hastings in the Jupiter was an exhilarating experience. Daylight was just appearing and there was a lovely softness about the bands of mist over the Dandenong police Paddocks and in other areas heading down the Peninsula. The morning was crisp and clear, and, just before reaching Hastings, we were treated to a fantastic sunrise. This was open car motoring at its best!

This rally report is mainly from the Hastings angle. There were, very likely, similar activities, at the other start points. But it was at the Hastings Marina that all RACV Great Australian Rally participants came together as one strung-out group as it were. The main function of the Hastings stop-over was the mid-rally refreshment break.



It was also a start point for some of the older motor vehicles. In all, eighty-one vehicles were to start from there, Twenty-one chose not to, but five participants booked to other start points, chose Hastings as their start point.

We had the local MP Mr. Greg Hunt present for the flag-off ceremony and other council dignitaries were also guests of the rally and rode in suitable motors to Mornington. Unfortunately, the view of the start was dazzled by the freshly risen sun on a crystal clear morning, so, photography of the cars being flagged off from the front was just about impossible. Jim French's

1885 Benz Replica led the starters into Skinner Street and out of our sight. Amongst the early starters was the beautiful blue 1930 Lagonda owned by Bru Jones. The car is shown above just exiting the Marina car park, just the way it should be – kids in the back and enjoying themselves immensely. Sadly, we can't bring you the noise emitted by that huge exhaust in the magazine, but who knows what the future holds? That picture just about perfectly sums up the 2005 RACV Great Australian Rally – fantastic car, beautiful sunshine and a great road ahead. The Austin Healey Sprite was green with envy!

The local Lions and Rotary Clubs did a marvellous job of providing breakfasts and marshalling the cars. It was a shame that the Lord Mayor arrived too late for his ride in Peter Bradbury's 1923 Diatto 20S, one of only nineteen left in the world. Hopefully, his Lordship managed a ride in a car just about as interesting. An anxious Peter left when the mass of cars was arriving from the other start points for their refreshment break, with the number of rallyists, it was of great importance to keep the cars moving. Sorry, Lord Mayor, better luck next year?

By this time the loud hailer and the PA system was exhorting drivers that the stop was of twenty minutes duration and they had to keep onwards to Mornington. Motor vehicles were arriving in good numbers and our marshals were busy assisting traffic management within the Marina car park. Once the last of the cars had departed for Mornington via the Bittern-Frankston Road and Safety Beach, it was time to pack up and head for Mornington Racecourse ourselves.

There, the displays of judged cars, special interest vehicles and the general display were something to behold and savour. There was a really good turnout of BMW motorcycles, their club had put on a good display of the flat twin family. There were fine displays of Rovers, Austins, MGs, Holdens, Triumphs to name a few. It was also good to see a number of Jensen Interceptors, surely a true classic in style and the all important presence. For me, some of the real highlight vehicles were: the four-valve Rudge motorcycle from

long before the multiples four-valve badges became trendy items, the 1912 Thornycroft twin-cylinder lorry entered by Brian Dawes, the 1934 Triumph Gloria entered by Des Williams, the very special real Sunbeam that was on display next to the RACV dais, the DKWs – another good club display, a number of British Ford 8 and 10 side valves that appeared to be a bit too shiny. And, a lovely and most desirable Bristol that was for sale – someone is going to be very lucky. There were also the VDC display of beautifully presented cars and a good number of highly polished classic era American cars, superb Packards, a really nicely presented Studebaker GT (right) and a great looking 1940s two-tone Hudson.



The quality of the vehicles exhibited and used is a credit to their owners, and at events such as this, the quality is increasing. It was good to see such well presented vehicles as 1940s-1950s British Fords and Australian Holdens so well presented. Thank you all, for helping to make our rally so full of variety and motoring interest. All too soon it was time to hand out those splendid prizes for the winners of the differing vehicle categories. Being a judge at this event was a job not to be envied.

Special thanks are due to our untiring marshals, all volunteers on the day. We set off for home with Maxine and Tony Pettigrew following in their Lea Francis. The Bungower Road incident was all my fault, and the excuse that the maps in my possession didn't reveal the long corrugated gravel section is not valid. As our car slewed violently on the severe corrugations, Sue said – "Maxine's not going to like this!" Most likely an understatement. Thoughts about going back and trying to identify dropped hardware as being Lea Francis or Jowett were not entered into.

A most enjoyable day, here's to next year.

Mike Allfrey.

A PROCLAMATION OF THE GREATEST CONSEQUENCE!

LADIES AND GENTLEMEN! GIRLS AND BOYS! AND ALL SUNDRY BUT WORTHY OTHERS! LET IT BE KNOWN, OFFICIALLY, THAT LYN SMITH AROSE FROM HER COZY BED IN THE TOWNSHIP OF OFFICER AT 5:00 AM ON THE MORNING OF 23rd JANUARY, IN THE YEAR OF 2005. THIS MOMENTOUS AND MOST REMARKABLE HAPPENING TOOK PLACE SO THAT LYN COULD PARTICIPATE AS A MARSHAL IN THAT ILLUSTRIOUS EVENT – THE RACV GREAT AUSTRALIAN RALLY, ADMINISTERED ON THAT VERY SAME DAY.

By Order – Lyn Smith.

PLEASE, LET IT ALSO BE KNOWN TO YOU, LADIES AND GENTLEMEN, GIRLS AND BOYS, AND ALL SUNDRY BUT WORTHY OTHERS, THAT AT 3:30 PM ON THAT SAME EVENTFUL DAY, AFTER LABOURING AT HER DELEGATED ASSIGNMENT, LYN SMITH STILL LOOKED AS FRESH AS AN ENGLISH DAISY ALWAYS DOES, JUST AFTER THE BUD HAS COME INTO FLOWER.

Anon.

PUB LUNCH – Sunday 3rd April, 2005

At our planning meeting last year, Bill and Terri Allen offered to organize a lunch run to a suitable hostelry for your enjoyment. Unfortunately for us, Bill and Terri have other important responsibilities for this day, and Lyn Higginson has very kindly offered to run the event. Now, this is no small task, because we are all involved rather heavily with such activities as the RACV *fly the Flag Tour* and the RACV *British & European Motoring Show*. Due to the short time frame, we will not be having a mapped-out run, but will meet at the Pantan Hill Hotel at 12:15 pm for lunch at 12:30 pm. The Pantan Hill Hotel is located in the Kangaroo Ground to St Andrews Road, Pantan Hill. UBD Street Directory Map 139, Reference G14; Melways Street Directory Map 263 Reference K8 The hotel is on the left when driving towards St Andrews.

So that numbers can be confirmed with the catering staff, please book before 28th March. Please call Lyn Higginson on (03) 9336 7306.

COMO HOUSE LUNCHEON & TOUR – Sunday 1st May, 2005

For the luncheon function of this event, if you have any dietary requirements, then please let Lyn Higginson know well in advance. Como House have advised that special dietary needs can be catered for. But, advance information must be provided. For further information please contact Lyn Higginson on telephone number (03) 9336 7306. There will be more details about this interesting event in the next edition of *Your ABCCC News*. Watch this space!

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

If you wish to participate in this great weekend, then get your booking at the Flag River Country Motel – now! The motel has kindly offered to provide all the makings for the evening barbecue meal. This means that we will not have to carry uncooked foodstuff with us. The cost of the barbecue meal is a very reasonable \$12.00 per person. Those with special dietary needs can be catered for, please let me know your requirements, the number is (03) 9336 7306.

We have also received the entry form for the Echuca Steam Rally vehicle display and by the time you read this, the formalities will have been completed for our display.

Lyn Higginson.

A TOAST TO OUR MARSHALS AND GATE KEEPERS!

The phenomenally splendid success of this year's RACV Great Australian Rally was due, substantially, to the jobs so well done by our marshals and those managing the ticket sales and turnstile flow control. The smooth running of the entire event was appreciated by all who took part or were involved in some other way. Your input was marvellous and the accolades go to you. Our thanks to all who helped on the day.

I salute you.

Frank Douglas – President.

THE PASSING OF LEAD REPLACEMENT PETROL

The media have been reporting for a while now that lead replacement petrol (LRP – or, as some would have it – Lousy Rotten Petrol) is becoming scarcer at our petrol stations. They can no longer be called 'service' stations, the service provided has long since, gone. The LRP saga was interesting in that there were several alternatives to lead in petrol to help prevent exhaust valve seat recession and provide inlet valve stem lubrication, but none of the fuel companies would give answers to questions put to them by the Association of Motoring Clubs. There were weighty concerns about the effect of the additives on engine components of vehicles that may be used only infrequently, as against 'daily runners' and these concerns were largely unanswered.

It soon became obvious that the fuel companies, and the Federal Government, were only interested in supplying LRP while there was still a significant fleet of pre-1986 vehicles to keep production profitable. At the best, the historic vehicle movement was not treated at all well with respect to the changeover to unleaded petrol. With additives such as sodium and potassium being talked about, and the questionable in-tank, in-fuel line canisters of tin particles with all sorts of wild claims of benefits to the historic vehicle motorist, one can be forgiven for wondering about the effects of such chemicals being used in our beloved engines. Both sodium and potassium are alkalis that, mixed with water, form caustic substances. We all know that caustics can clean metals and expose them to rapid corrosion.

So, what are the alternatives now?

If your engine's compression ratio is higher than 9:1, and maybe 8.5:1 would be a more realistic start point, it would probably be best to use a premium unleaded petrol. For compression ratios below 8.5:1, standard unleaded petrol should suffice. In both scenarios, an anti valve seat recession additive should be added in proportion to the amount of petrol poured into the fuel tank. It does pay to stay with the additive manufacturer's recommended dosage. Exceeding the dosage would only cost more and would not give any extra protection.

Some of our older engines have hardened valve seats already, if so then all that is needed is a measured quantity of upper cylinder lubricant. Remember the old days, when we added a shot of Redex at the pumps,

with sometimes one for the pot, as a bonus? Sadly, upper cylinder lubricant is getting harder to obtain, it is another of those victims of modern times. Some would say 'progress' – some wouldn't!

The February edition of Royalauto has a comprehensive chart of which petrol types to use for differing era vehicles. The list was kindly prepared by BP for Royalauto.

On a personal note, after a fair bit of experimenting with my then Jaguar XJ-S and the Jupiter, I have settled for BP Ultimate with 50 ml of upper cylinder lubricant (BP) when it can be found, per 50 litres of petrol. For the XJ-S, designed to use unleaded petrol, BP Ultimate resulted in the cleanest exhaust tail pipes when compared with other premium petrols. The same applies to the Jupiter, where the effects are more pronounced.

As for products like Flashlube and Moreys Power Booster – both oily substances, your own tests will have to suffice. Most likely, it would be best to take the plunge and have hardened valve seats and bronze valve guide bushings installed by a specialist workshop, and use straight unleaded petrol. In the overall scheme of things, the cost of such a conversion is not too great and, what price peace of mind while classic motoring? I, for one, am not going to mourn the passing of Lousy Rotten Petrol!

Mike Allfrey.

SEEKING PUBLICITY?

There is a Saturday morning column in the Herald Sun, written by Graham Smith. Graham likes to feature older and unusual vehicles in his column. He has asked if any of our members would like to have their car featured in the Herald Sun paper. This would be good publicity for your favoured marque and for the ABCCC – should we get a mention.

Graham can be contacted on, Mobile 0409 705 062, or telephone number (03) 9583 4911.

His E-mail address is grah.smith@bigpond.com.

A TRIUMPH ROADSTER'S RESTORATION STORY

I had always wanted a Triumph 1800 Roadster, why – I am not sure. Perhaps it was because I was born in the late 1940s in England, and I admire cars of that era. It has to be admitted that there are many British classics of the late 1930s through until the early 1950s that I would like to own. There is just one drawback – lack of dollars.

Late in 1989 I found a Roadster in pieces, I think in Cranbourne, Victoria, placed a deposit on the car, and took some Polaroid photos that I still have. When I went to collect the car, I was informed that day by the guy that he had changed his mind and was keeping it. This made me even more determined to get one.

At a Phillip Island Classic race meeting, I saw the distinctive blue with white hood Roadster, owned by Jack Bowden of Yarram. We chatted for a while and I indicated to Jack that if he ever came across another car, I would be interested. Five years later, I received a call from Jack to tell me that his brother had a car on blocks at his farm at Won Wron Flats. Was I interested? I made an appointment for the following weekend to have a look and drove down in our BJ8 Austin-Healey.

As a result, I bought the Triumph in January 1995, and probably paid too much for it. I felt that having already missed out, I learnt to bite the bullet and went for it! This car was previously owned by a Mr Chick of Bundoora. The Triumph was still on blocks and it had been painted white over three previous colours. It had been partly stripped and the hood bows were either broken or missing. Basically, it was an honest car with just some badly repaired accident damage at the passenger side rear quarter panel.

Right: This view well illustrates the meticulous detail that has been achieved in the Triumph's restoration.

Slowly I stripped the car down, taking many still and video pictures as I went. In addition, I made many notes and drawings of how components should be at assembly time. There was no other car to just pop over and have looks to see how it all should be. At this time, I joined the Triumph



Roadster Club in the UK and this club was of great assistance with technical information and the sourcing of spare parts.

After the car was stripped, the body was lifted off and all rivets carefully drilled out of the panels were then re-riveted. The passenger side rear quarter section was rebuilt, timber framework had rotted away in many places and had to be replaced. The engine, gearbox, rear axle assembly and steering box were stripped and rebuilt. All mechanical chassis parts received the same treatment. Various parts of the car came from overseas club members who make specific reproduction parts. The generator, wiring loom and stainless steel exhaust system were brought back with me from trips overseas, as cabin baggage. One Customs Officer wanted to know where I had stashed the rest of the car!

The original leather had a nice texture feature which I wanted for the new upholstery. All known Australian leather companies were tried, with no success. I then jumped on to the Net and eventually found a company in Scotland, who were most helpful. They sent samples over and eventually I bought two hides from them, which I had shipped to my mother's home in England. This caused a small amount of concern, because I had not informed her that the hides would be arriving. When the postie called to deliver them she was out. So, living in a small country village, what you do is knock at the house next door and deliver there if at all possible. When I finally got to the UK, my mother told me how her frail ninety-three year-old neighbour had somehow managed to place my two metre long parcel up the stairs. When my mother saw it, she had no idea what it was, nor any idea why it was sent to her. I subsequently got a good old rollicking for lack of communication!

The restoration of the Triumph took five years, with many specialist people assisting, it was not a project I had the skills to do in total myself. I had been involved with the restoration of other cars over the years, but the Triumph Roadster was a real challenge.

The car was registered in 2002, with the number TRI 47. She looks resplendent in gun-metal grey Duco, with blue leather interior and a black hood, the same as her original colour combination. The triumph is as original as I have been able to make her, and I believe that it is all very close. At the car's first show, we were awarded the prize for *Best New Restoration* over some pretty stiff competition. Not that I am a real show person as far as seeking trophies goes, but it was splendidly satisfying. Maggie was very proud of the trophy which she waved in the air, showing it to many cars as we drove home.

We have displayed our Triumph 1800 Roadster in a number of events, including the Shannons Grand Prix Show and Shin 2002 and 2003, the RACV British & European Motoring Shows in 2003 and 2004, the 2004 RACV Great Australian Rally and the recent RACV Wings & Wheels Display.

Paul & Maggie Brooks.

FOR THOSE INTERESTED IN GASTRONOMIC WONDERS

For some of us, it is not just the classic British cars that are so enjoyable in our club scene, but also some of the items that make up an afternoon tea session, such as at the RACV Great Australian Rally bag stuffing session. Here, kindly supplied by Lyn Higginson is the recipe for that wondrous delicacy, Chocolate Frozen Pudding. Anything described as 'pudding' has to be pretty good, but this one is – sort of special. If you are the type who cannot resist sampling the sherry, for the pudding's sake, leave the half cup measure for the recipe.

The ingredients are as follows (Humber Imperial measure);

1 Tablespoon gelatine	1 Large block 'Old Gold Chocolate'
4 Egg whites	4 Egg yolks
A pinch of salt	Vanilla essence
1 Cup icing sugar	1 Unfilled sponge
½ Cup of sherry (<i>Harvey's Bristol Cream would be nice!</i>)	½ Cup of boiling water

For decorating:

½ Pint Cream	Flaked almonds or chocolate
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Method:

Soak the gelatine in the sherry.

Beat the egg yolks and gradually beat in the icing sugar. To this add the vanilla essence and a pinch of salt. Beat in the melted chocolate.

Add boiling water to swollen gelatin and stir until dissolved. Gradually beat this into the chocolate mixture until it is smooth.

Beat the egg whites until stiff, fold into chocolate mixture. Pour 1½ cups into the bottom of a spring-form cake tin.

Cut the sponge into one-inch squares. Push the squares into the chocolate mixture in the cake tin. Repeat again in layers until sponge and mixture are all used up.

Chill for at least five hours or longer.

Take the pudding out of the cake tin and cover with whipped cream and almonds (or chocolate flakes) for decoration
Enjoy!

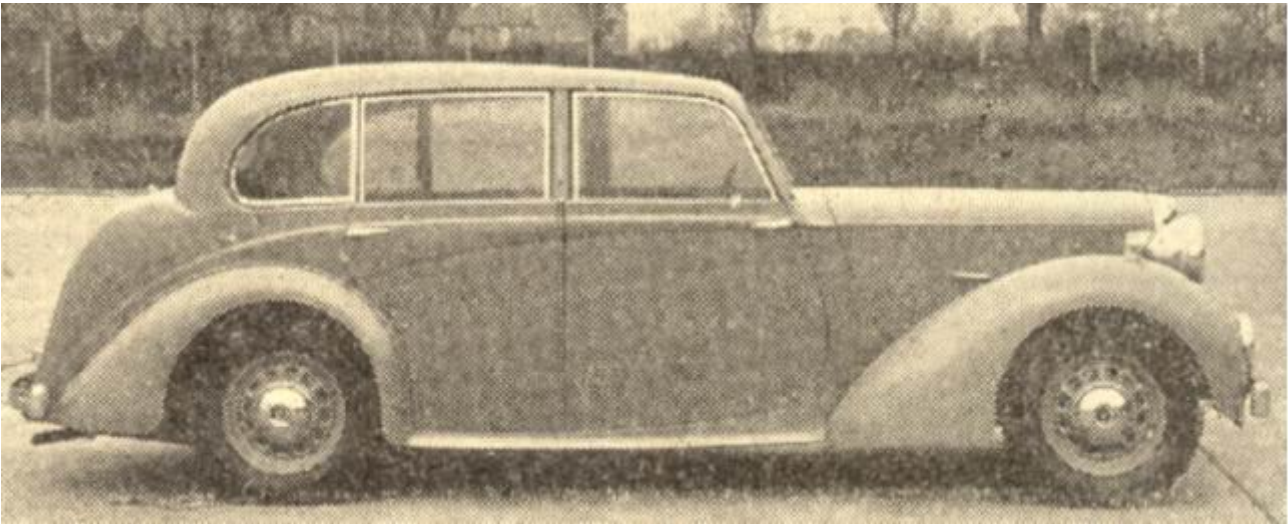
Lyn Higginson.

Brain Teaser Answer: Not here! Where is it?

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 British cars here. It is now 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 11:

DAIMLER 2½ Litre.18 h.p. Six



A car to get really enthusiastic about because it is one of the few cars readily available with fluid transmission. This 18 h.p. Daimler is an ideal sized car and combines both looks and performance. 6 cylinder O.H.V. unit with 70 m.p.h. possible from a start – without changing gears. The rare smoothness, quietness and tasteful equipment of the car have won for it Royal Patronage. The Royal Daimlers have a straight 8 engine of 36 h.p. and the fluid flywheel enables slow procession speeds. The 2½ litre model is also equipped with the pre-selector self-changing gear lever on the steering column. This imported saloon will accommodate six. There is also a new 27 h.p. model.

Editor Note: Sadly, we cannot comment on a current model Daimler, Ford (who own Jaguar-Daimler names) have decided to cease production of the Daimler badged Jaguars. Dearborn has no understanding of the majestic heritage of 'The Daimler'. The last true Daimler was probably the Majestic Major – a very capable motor car indeed.

1949 Text from Motor Manual Annual with thanks.

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
Bernard & Christine Bridle	Morris	Minor	1954
	Ford	Anglia Tourer	1950
	Ford	Model Y Sedan	1934
	Ford	Model Y Roadster	1933
	Ford	Anglia (Ute)	1946
Peter & Rosalie McKiernan	MG	'B' Mk 2	1969
Grattan & Lucille Fitzgerald	Rover	P4 105R	1958
	Rover	P4 105S	1958

Pieter & Pamela Marchant	Jaguar	XJ-6 Series II	1975
Dr Athol & Pam Morris	Ford	Upright Sedan	1948
	Ford	Upright Utility	1949
	Ford	10-10 Parcel Del. Van	1948
	Ford	100E Sedan	1956
Thomas & Anna Moore	Lotus	521	1979
	Daimler	DJ 256	1956

Correction:

Bill & Sandra Ballard	Ford	Model CX DL Roadster	1936
	Ford	7W "Ten" Saloon	1937
	Ford	7W "Ten" Tourer	1938
	Ford	100E Escort Wagon	1960

Editor's Note: Apologies, Bill and Sandra, I did think that the TW prefixes were a bit strange. TW- is of course, the prefix for the Ford range of agricultural tractors producing 115 to 180 bhp!

Special Notice:

At the Annual General Meeting of the All British Classics Car Club, it was unanimously agreed that George and Pat Hetrell should be made Honorary Members of our club. Over the years, George and Pat have, very generously, provided their beautiful gardens and motor museum for both our enjoyment and for our Annual General Meetings. Thankyou George and Pat.

Pat Douglas – Membership.

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. Stainless Steel Key Ring (New!) | \$10.00 Each |
| 3. Window Decal – Club Logo | \$2.00 Each |
| 4. Cloth Badge – 75 mm Diameter with Club Logo | \$3.50 Each |
| 5. Cloth Badge – 205 mm Diameter with Club Logo | \$25.00 Each |
| 6. Club Polo Top White and Blue (some with ABCCC on collar) All Sizes | \$35.00 Each |
| 7. Club Polo Top White and Black – Small Size Only | \$7.50 Each |
| 8. Club Polo Tops 1 White, 1 Dark Blue (Small Size Only) | \$12.50 Each |
| 9. Tee Shirts White, Black with Club Logo (Small Size Only) | \$7.50 Each |
| 10. Jumbuck Jumper c/w ABCCC Logos | \$120.00 Each |
| 11. Jumbuck Jumper Less ABCCC Logos | \$100.00 Each |
| 12. Caps with Club Logo, Blue/Fawn | \$15.00 Each |
| 13. Caps with Club Logo, Black | \$12.50 Each |
| 14. Hats – Plain, Colour Fawn (Slightly Soiled) Large Size Only – Special at | \$5.00 Each |
| 15. 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. Some new items are due to come into stock, details at the AGM. The new key rings are rather special, place your orders now.

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

Bill Allen – Regalia Purveyor.

RACV FLY THE FLAG TOUR NOTICE

DURING THIS YEAR'S TOUR, THERE WILL BE AN AUCTION OF MOTORING THEMED ITEMS. AMONG THESE ITEMS IS A REPLICA RADIATOR MASCOT, THE FAMOUS TRUMPETING ELEPHANT, THAT GRACED THE RADIATOR ON THE LEGENDARY BUGATTI LA ROYALE MOTOR CARRIAGE.

PS. DON'T FORGET TO CALL LYN AND ROSS TO VOLUNTEER YOUR HELP!