



An incorporated club

A0035462V

A friendly family social motoring club

Edition 85

May 2005

Your ABCCC News

SAFETY FAST!



Graeme Ridgway, in his superb MG 'B', under hard acceleration out on the open road. See inside for a story on this Mallard Green MG. Certainly looks good!

Please send in photographs of your British Classic so that it can be featured here – otherwise, more Jowett pictures!

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the ABCCC Inc. is \$35.00. There is a once only 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.

THE ABCCC IS AN ACTIVE MEMBER CLUB OF THE ASSOCIATION OF MOTORING CLUBS INC.

"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 AH (03) 9310 5688 BH	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	
Club Regalia	Bill Allen	(03) 9846 2323	
Victorian Club Permit Scheme Officers	Frank Douglas	(03) 8704 2533	frankdouglas@abccc.com.au
	Colin Brown	(03) 5964 9291	colinbrown@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 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.

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.

May 2005

- 1 Como House Luncheon & Tour – ABCCC Event Lyn Higginson (03) 9336 7306
Como House, Como Avenue, South Yarra.
Please call Lyn NOW! Firm numbers are required for catering reasons.
- 22 Event deferred – see 25th September for details.
- 28 – 29 Historic Winton – Austin 7 Club. Mike Allfrey (03) 9729 1480
For group parking in the display area, contact Mike Allfrey.

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.
See Page 5 for details.
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. Colin Brown (03) 5964 9291

August 2005

- 14 The Grand ABCCC Trivia Challenge Frank Douglas (03) 8704 2533
- 27 – 3 Sep Escape to Norfolk Island Paradise – An ABCCC Event Rob & Mary Nolan (03) 5978 7798

September 2005

- 14 Mid-week Run – ABCCC Event
- 25 A Treasure Hunt with a Twist! – An ABCCC Event Mike Allfrey (03) 9729 1480

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)
- 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.
- 18 Event to be advised.

EDITORIAL NOTES – ISSUE 85

Once again, these notes are going to be really brief, there is so much other useful material to go in, that something has to give way. Our 4th RACV Fly the Flag Tour was a resounding success and, due to the digital revolution, we have a collage of images put together by Mary. This sort of stuff is way beyond my skills! There is also information about our Xmas in July event from Colin Brown and, for our newer members, another blast about our Norfolk Island trip. I will get out of your way now. Thankyou contributors!

Mike Allfrey.

A NEW HOME REQUESTED – A REMINDER

The ABCCC owns a well equipped small trailer, that is commonly known as the Catering Trailer. Because of its built-in equipment it requires safe under-cover storage. One of our club members, Colin Jenkins, has very kindly stored our trailer for a number of years. Due to extensive building renovations, it is now time for our trailer to change homes. The trailer is seven feet tall (2.14 metres) and is a normal 6 x 4 size. If you can help with storage of this valuable club asset, then please contact me as soon as possible and we'll make arrangements for the trailer's transfer. Any help would be greatly appreciated.

Our grateful thanks to Colin for storing the trailer for us.

Frank Douglas.

Not a Brain Teaser – The Clue:

It was a superb white Daimler V8 250 that was towed to the summit car park at Mount Baw Baw during the RACV Fly the Flag Tour.

We will say no more!

PAST AND FUTURE EVENT REPORTS

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

Arrive at Como House (Mel 2MC4), Como Avenue gates at 9.45 a.m. We will assemble outside until gates open at 10.00 and drive in. There will be someone available to tell us where to park our cars, so that they can be displayed in the gardens of Como. A tour of the house has been booked for 10.30 a.m. and lunch will then be served at 12 noon (consisting of sandwiches, cakes, tea and coffee).

The Farmers' Market that was to be a feature of our afternoon's activity has, unfortunately, been cancelled. There is one benefit from this cancellation, it will provide more room for us to park our motor cars. The cost will be \$25.20 per person which includes entry into Como, the tour of the house and luncheon.

For those who have indicated that they are participating in this attractive event, lunches have been confirmed. The caterer may be able to accommodate a few more – but please let Lyn know now if you wish to be a late starter.

For further information please contact Lyn Higginson on telephone number (03) 9336 7306.

Please contact Lyn if you are taking part in this event – now! The numbers are definitely required for catering, and need to be with Como House staff well in advance. (Ed.)

Lyn Higginson.

HISTORIC WINTON – Sunday 29th May, 2005

Yes, folks, it is on again and the Austin 7 Club are barracking for a fine weekend – who knows, they certainly need it! This event is going to be to the same format as last year, but with a 6:00 am start from the east bound side of the Maroondah Highway at Coldstream, just past the Killara Road intersection.

Be prepared for cool weather, particularly at the start point. It will also pay to bring wet weather clothing, just in case it rains up at Winton. Running notes will be provided.

We will travel via Yea, Yarck, Bonnie Doone, Mairdample and Swanpool to Benalla where a cooked breakfast will be ready for us. During the breakfast there will be a draw for free tickets to Historic Winton.

The historic vehicle display adjacent to the pits and the Start-Finish area always attracts a great amount of attention from the race-goers. Be sure to let me know if you are coming, so that an appropriate amount of space can be reserved for our display.

The racing at Historic Winton is always fiercely competitive and the track is very spectator friendly. For sheer gritty atmosphere, this weekend's motor sport leaves Albert Park way over the horizon. Not too much hype and hoopla, but buckets full to overflowing of pure enthusiasm. Our thanks to the Austin 7 Club for organizing this spectacular event for us – we appreciate it greatly.

Please let us know your intention to take part to enjoy motor racing at its most pleasurable level, before 15th May. Mark your diary now. Please call Mike Allfrey on (03) 9729 1480.

Mike Allfrey.

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

We will meet in the Barrack Reserve park opposite the Tourist Information Office at Heathcote at 10:00 am for morning tea (either bring it yourself or there are cafés where you can purchase your morning tea). It will be during our refreshment break that maps and steam rally information will be handed out. We will leave Heathcote at 10:30 am and assume a leisurely drive to Echuca for lunch.

The afternoon is free for all to wander around Echuca, relax at the Motel or visit friends or relations if you have them in the area.

The Motel is providing our evening meal that night – a barbeque in the semi-enclosed area (covered in on three sides), at the moment I think it will be a choice of meat and chicken and three salads (still to be confirmed), so you can have pre-dinner drinks and nibbles and then continue on to have dinner without the risk of driving. I am trying to arrange some desserts. Cost of the barbeque is just \$12.00 per person.

The next day our cars will be on display at the Echuca Steam Rally – they will be on display all day.

The arrangements for the evening is dinner at the Echuca Workers Club – a mini bus will collect us, so once again no need to worry about the boys in blue and their puff bags. There is a full bistro menu.

On Monday we will leave Echuca at about 10:00 am and drive home via Bendigo, where I have booked the Confectionery Capers again (cost \$4.00 per person to enter – special rates). For those who have not been there you are in for a surprise, for those who have, do not spill the beans. We are booked in there during the hours of 11:00 am – 1:00 pm. After this we will have lunch across the road at the Farmers Arms Hotel and you can then say your farewells and travel home from there.

Lyn Higginson.

ESCAPE TO NORFOLK ISLAND PARADISE – 27th August to 3rd September, 2005



Final call for passengers to Norfolk Island!

Accommodation numbers and flights need to be finalised in the next few weeks. If you are interested, let Rob or Mary Nolan know ASAP on Email: marynolan@abccc.com.au or robnolan@bigpond.com or 5978 7798 AH.

Norfolk Island is a South Pacific (five by eight kilometre) island paradise not far from mainland Australia where the climate is mild and the scenery spectacular. It has many unique & interesting indigenous attractions. (Maybe we play Sherlock Holmes ?)

Captain Cook made the first European discovery in 1774. Years later a colonial penal colony was established and is described as the Southern Hemisphere's oldest and best preserved collection of Georgian buildings.

You will be tempted with the islands GST and Tax Free shopping, local hospitality & restaurants with excellent food, overwhelming views, national parks, open gardens, fishing, history and local culture. You will find the locals are very laidback; the food is locally organically grown; meet the descendants of the Bounty mutineers – Christian, Quintal, McCoy, etc; enjoy the friendliness and hospitality of the locals; note the speed limit is 50km/hr on the whole Island.

Come join Robert and Mary Nolan on a relaxing trip from 27 August to 3 September 2005. To give you a current rough estimate of cost, we are looking at approx \$2000 p/p for the 8 days/7 nights, including flights, all breakfasts, all dinners, car hire (on a special basis), comprehensive sightseeing & admission to most of the interesting sites & attractions. This Island is an unusual experience at a unique destination with a mild comfortable climate.

Deposits will be required once all is finalised and the balance of payment is due 60 days prior to travel. To travel to Norfolk Island you will either hold a valid Australian or New Zealand passport or "Official Document of Identity" (which is a free to obtain. We have forms etc). Currency is Australian Dollars. Easy holidaying !

Currently going are: Frank & Pat (hopefully), Ray & Lyn, Jim & Val, Harry & Jean, Mike & Sue, Marjorie & Brian, Rob & Mary. **Don't be disappointed later!**

Rob & Mary Nolan.

4th RACV Fly The Flag “Alpine & Lakes Tour”– 12th to 18th March, 2005

The following various photo's are a “wee” sample of the enjoyment & companionship experienced by all the participants. From Veteran to sleek sports cars (even a Ford GT40) all had a wonderful time. Much appreciation again goes to Frank Douglas & especially the RACV for supporting such a magnificent event.



Jim Spence, Val Jefferyes, Rob Nolan, Terri Allen, Ray Higginson (serious day manner), Tony & Maxine Pettigrew, Bill Allen.

ABCCC members having a jovial time thru out the tour.

The “Frank Douglas” bagpipes band at RACV Country Club, Healesville, to entertain the participants before departing.

At the end of the tour (finishing at RACV Country Club, Healesville), a variety of Awards & presentations were given to participants for their efforts in being part of the tour.



As you can see, to accommodate the huge number of participants for dinner, dancing & entertainment, large halls were excellent venues.



Left: Graeme Hutchinson enjoying one of his (many) red wines with his eye-catching yellow Armstrong Siddeley Station Coupe that he lovingly restored, flogs the life out of, but maintains to perfection.

The Beautiful Blue XK150 of John & Primrose Calvert.

Right: A refreshment break and stretch of the legs at Harrietville.

Cars including Mike Allfreys' Rover, Ray Higginsons' Silver Shadow, Morgan 4/4 after playing mountain goats climbing to the top of Victoria's Alps.



Left: Before the end of the tour, the last stop was at the Marysville Motor Museum, kindly hosted by Dot and Fred Sawyer. Cars: Singer 4A Roadster, Riley RMC, Austin/Nash Metropolitan

Right: Residents including school children lining the streets of Mansfield enjoy waving off the splendid variety of touring cars: Citroen 2cv, Jaguar XK 120, Morgan 4/4





Left: Joy Brown at Dinner Plain, catching the sunshine on top of their magnificent Jaguar XK 150. (careful of the mud-guard, Joy !)



Right: Cruising from Metung on the vessel "Thunderbird".

On the stern, Mike Allfrey, Graeme Hutchinson, Bob Kilpatrick & Bill Bonner

Photo's: Mike Allfrey & Robert Nolan

THE AOMC MOTORING SHOWS

Both of these major events are now behind us and it is time to say a few words of appreciation about how the RACV British & European, and the RACV American Motoring Show were the success that they were. As a result of your efforts, our club is now in a position that can be considered to be financially healthy. It was very satisfying to witness the smooth running of the shows through the performance of our show marshals. Our grateful thanks to them for that. Special thanks must also go to Ross Gardiner for taking on the logistical running of the shows and their setting up. Notable thanks also to Ross Wolstenholme and Peter McKiernan for their input for the show at Mornington.

Without the income from these shows, our club could not be able to subsidize some of our events, and because of our labours, we can continue to operate in the manner to which we are accustomed, thus keeping our subscription fee as low as it currently is

A sincere thankyou to all who helped at both events.

Frank Douglas – President.

AUXILLIARY LAMPS

In days long gone by, British cars, now regarded as Classics, carried extra lamps at the front. Most of these lamps were installed as 'after market' accessories and came in a wide variety of styles and functions. Today, such a lamp is generally called a 'fog lamp', although having had a close look at some of the current crop, they would be utterly useless in a half-decent fog! Why anyone would use true fog lamps while the main headlamps were in use is mistifying. In those far off days, the British motor car was, by some manufacturers, equipped with a 'passing light' and a 'fog light' as the standard lighting specification. This applied mainly to the more up-market De Luxe models. So, just what were these lamps, and more importantly, what was their intended use?



Left: A period photograph of a Rover P3 with pass lamp on driver's side and a fog light on the other, angled to kerbside. Winter 1961.

Firstly, the passing light was typically a lamp that produced a bright 'pencil' beam to safely light up the road ahead. Its main function was to be used as an indicator of a driver's intention to overtake a vehicle in front. The motor cars of the time have to be appreciated to fully understand the proper use of the passing light. Typically, cars of those days had small rear win-

dows, usually blanked out at night with a neat roller blind that sat below the rear window and was operated by a cord above the driver's door opening. In those days also, cars were not festooned with large rear vision mirrors and so, when a passing motor car pulled out to overtake at night, once in the overtaking lane the passing lamp was switched on by the overtaking vehicle to light up the road ahead and to signal to the driver being passed that he should set the headlamps to dipped beam. The properly aligned and focussed passing lamp did not dazzle the other driver.

On a number of cars, the passing lamp was centrally mounted, or was grouped with a matching fog lamp at the base of the radiator surrounding the starting handle opening. Indeed, some cars were equipped with extra long starting handles to clear these lamps. It should also be appreciated that the roads at the time were nowhere near as crowded as they are today, drivers were courteous and used their passing lamps in a considerate manner – mostly! These lamps were also used for signalling messages to other road users, with a bright but non-dazzling concentrated beam.

Secondly, the fog lamp was a very different type of driving lamp and was mostly installed as an accessory by the owner. However, some cars like the Riley Pathfinder, the De Luxe model Jowett Javelin and some MGs and Rootes models were built with a Lucas fog lamp as standard equipment. It should be remembered that in the early 1950s, a feature of British weather was smog – a combination of smoke and natural fog (thick mist). These pea-soupers were the then motorists' major nightmare. Probably, the best off motorist in these conditions was driving a sports car with the windscreen folded flat, or riding a motorcycle and hanging his goggles around his neck for better vision.

In such conditions, a bright light was totally useless, the intensity of the light reflecting off the water droplets and dazzling the driver. It was common for motorists to 'latch' onto a motorcyclist to guide them along the road. One severely foggy night, I was riding my Royal Enfield home and four cars tagged on behind me. Riding conditions were extremely difficult, but it was amusing to observe that the four cars followed me faithfully around the car park of the Failand Inn. I was relying on the edge of the road for guidance! On another occasion, I was driving an Austin A55 through Nottingham in a real pea-souper that was a result of the River Trent and north midlands' industrial smog. We stopped at a likely spot to ask if we were on the road to Newark. A voice from the gloom informed us that we were inside a British Road Services warehouse! We weren't all that far from the intended route though.

In such conditions at night, the motor car's lighting was of great significance, in fact the type of fog lamp became a very personal thing. There were several types to choose from, the famous Notek Blue Spot is one that comes to mind, as do the offerings from Wipac, Miller, Lucas, Bosch and Cibie. There were also many clip on amber covers for the car's headlamps, each claiming its virtues. The main function of a fog lamp was to stop glare from affecting the driver's vision. Most fog lamps were mounted on the left hand side of the motor car, mainly to illuminate the side of the road – in fog, a long bright beam was not a good idea. Most lamps had a shield over the globe to provide a wide flat beam.

It was mentioned before that passing lamps were used for signalling messages to other drivers. The system is still used today, but the modern headlamp flasher is used instead of a separate lamp. The signal code was not, to the best of my knowledge, a written item in the official Highway Code. The signal system was, very likely developed by British long distance lorry drivers, was commonly used as follows:

Short Flash	At an intersection, I am giving you the right of way.
Long Flash	At an intersection, I am coming through, having right of way.
Short Flash	After a vehicle has overtaken, to advise that it is safe for it to pull over into your lane on the road.
Short Flash	While in traffic, indicates to pedestrian that it is safe to cross in front.
Long Flash	From behind, means that the vehicle is about to overtake you.
Short Flashes	Two short flashes from an oncoming motorist denotes a road hazard ahead. Also, other uses that the greedy Brax Tax collectors would not approve of!
Long Flashes	Two long flashes from an oncoming motorist denotes that there is a dangerous hazard (accident) ahead.

It is sad that our 'enlightened' government here does not fully understand the appropriate useage of a passing light or headlamp flasher system. Here we are not permitted to use the flasher switch within two hundred metres of an oncoming motorist. In Britain, many signals are given at much closer range. It is still illegal to have a solitary lamp mounted in the middle, hence we have been denied the pleasure of seeing the Wolseley with its 'name up in lights'. A pity.

Mike Allfrey.

GBR 000 PROFILE (See Front Cover)

My car is a Mallard Green 1973 MG 'B' with light tan interior which was imported from North America (not by me) in 1990. At the time it was in a very run-down condition and it wasn't registered in Australia. As far as I can ascertain, it sat unattended until I purchased it in late 2002 – hence its condition had deteriorated even further. It replaced my previous 1964 Mark 1 MG 'B' which I owned for around fifteen years.

The MG was then completely rebuilt over a twelve-month period by Vaughan Gibson of MGB Sporting Cars of Dingley. The only departures from an authentic rebuild were that an overdrive was installed and that I opted for the more traditional silver/chrome grille rather than the black honeycomb grill that was fitted to 'Bs' in 1973. The car subsequently won its class at the 2004 MG Car Club Concours.

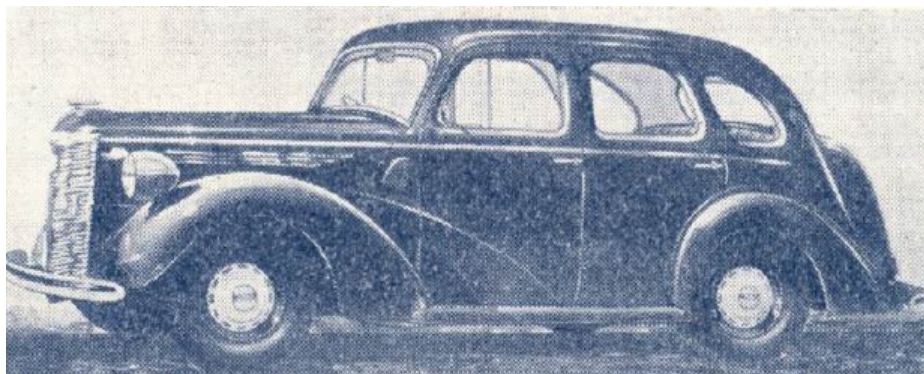
Vera and I derive a lot of enjoyment from our MG which is driven regularly. In the twelve months or so since it was completed we have made many trips around country Victoria and interstate. The photograph was taken on the South Eastern Freeway, of all places, as Vera and I were leaving on the first day of our ten day tour in February 2004, which took us to Metung, Merimbula, Mollymook, Kiama, Canberra, Cooma and Thredbo. It was an effortless and trouble-free run as you would expect!

Graeme Ridgway.

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 13:

FORD PREFECT 10 h.p.



A new front enhances a highly popular Ford which also leads the 10 h.p. field with the lowest price for a four-door saloon. Combining both simplicity and good equipment, the Prefect further offers customary Ford performance. With 40 m.p.g. average at touring speeds there will be few upkeep problems and its roomy, draught-free interior promises comfort at all times. Its power-to-weight ratio is good and with 30 b.h.p. at 4,000 r.p.m. ample power at all times is available with speeds close to 60 m.p.h. Characteristic Ford features such as transverse springing and non-adjustable tappets still stamp this as a successful car — proved since 1935.

From Motor Manual, 1949. 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
Alistair & Shirley McKenzie	Ford	Falcon XP	1966
Betty Taylor & Ed Bartosh	Jaguar	XJ-6	1985

Pat Douglas – Membership Secretary.

THE ABCCC SALEYARD



1971 MG 'B' Mk II motor car with electric overdrive. The car is in bright red with black interior. It has been driven just 15,000 kilometres since its restoration. Equipped with five chrome wire wheels, new Pirelli tyres, a new tonneau cover. It comes with a lengthy registration. Always garaged and extremely reliable sports car motoring is ensured. A most desirable model specification, don't miss out!

The Victorian registration number is SEV 557 and the asking price is \$19,950.00 negotiable. Please contact Ross Paul on (03) 9762 4114 AH, (03) 9720 5100 BH, or, 0417 900 074 (Mobile)

Note: The Motor Traders Act requires that the sale price of a vehicle be shown. In addition, the current registration number must be stated. If a motor car is not registered at the time of advertising for sale, the engine number must be provided. For those vehicles operated on the Victorian Club Permit Scheme, the engine number must be stated, the CH prefixed red plate number does not appear on the VicRoads computer records.

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.

CHRISTMAS IN JULY



AND OUR ANNUAL DINNER
SUNDAY 24th JULY 2005
12 NOON FOR 12:30PM



TO BE HELD AT **TOKAR ESTATE COLDSTREAM**

IN THE HEART OF THE YARRA VALLEY
MELWAY MAP 276 REF K10

LAST YEAR THIS DINNER WAS BOOKED OUT, SO DON'T MISS OUT.
LETS GET TOGETHER AND ENJOY A CHRISTMAS IN WINTER WITH
ALL THE TRIMMINGS, XMAS CAROLS (SONG SHEETS PROVIDED)
FATHER CHRISTMAS, BON BONS, AND LOTS OF GOOD CHEER !!!!!



MENU



SOUP:	Vegetable Soup
ENTRÉE:	Seafood Platters & Antipasto Platters
MAIN COURSE:	Turkey wrapped in Ham Roast Pork complete with Crackling Roasted Vegetables & Red Wine Gravy
DESSERT:	Plum Pudding with a Rich Brandy Custard Sauce
AFTERS:	Plunger Coffee Twinings Teas Traditional Shortbreads Port



THE CLUB WILL PROVIDE DRINKS TO THE VALUE OF \$700 DOLLARS

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