



An incorporated club

A0035462V

A friendly family social motoring club

Edition 86

June 2005

BRINGING YOU MORE!



In Power – In Speed – In Comfort – Britain's Winning Sports Car

That is how the Triumph TR3A was advertised in the 1950s! This photograph shows Mychael Carr's Triumph TR3A. More on this interesting motor car on Page 10.

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"

Your ABCCC News

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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 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.

June 2005

- | | | |
|---------|---|--------------------------------|
| 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 (07) 3361 2424 |
| 26 | The 'A Sentimental Bloke' Tour – An ABCCC event. | Frank Douglas (03) 8704 2533 |

July 2005

- | | | |
|----|---|-------------------------------|
| 10 | Run to the Portsea Pub for Lunch – An ABCCC Event | Tony Pettigrew (03) 9739 1146 |
| 24 | Annual Dinner – ABCCC Event. | Colin Brown (03) 5964 9291 |

August 2005

- | | | |
|----|---|---------------------------------|
| 13 | The Grand ABCCC Trivia Challenge | Frank Douglas (03) 8704 2533 |
| 27 | Escape to Norfolk Island – An ABCCC Event | Rob & Mary Nolan (03) 5978 7798 |

September 2005

- | | | |
|----|--|------------------------------|
| 14 | Mid-week Run – ABCCC Event | Frank Douglas (03) 8704 2533 |
| 25 | A Treasure Hunt with a Twist! – An ABCCC Event | Mike Allfrey (03) 9729 1480 |

October 2005

- | | | |
|----|--|-------------------------------|
| 9 | Mystery Run – An ABCCC Event | Rob Nolan (03) 5978 7798 |
| 23 | Morning Tour & Lunch Run
This will be a scenic run and will finish for lunch at Kelly's Restaurant, Olinda. | Tony Pettigrew (03) 9739 1146 |

November 2005

- | | | |
|----|---|------------------------------|
| 1 | Yarra Glen Races (Cup Day) – An ABCCC Event | Colin Brown (03) 5964 9291 |
| 20 | Mystery Bus Ride – ABCCC Event | Ray Higginson (03) 9370 5236 |

December 2005

- | | | |
|----|---|------------------------------|
| 11 | Christmas Luncheon – ABCCC Event
Venue – RACV Country Club, Healesville. | Frank Douglas (03) 8704 2533 |
| 18 | Event to be advised. | |

EDITORIAL NOTES – ISSUE 86

It is poignantly sad that after the struggle of Rover Cars Limited in the Leyland era, and the later turmoil leading to take-over by BMW and its subsequent 'walk away from work ethics' and selling the lot for £10.00 to the Phoenix Group, it was hoped that success would be the outcome. Depressing 'motoring' writers' reviews of the cars, by such as Jeremy Clarkson (*The Times*, UK) and here in Australia, must have done some harm to sales. The Rover 75 has won numerous awards after its release, but none of them from British motoring bodies. Awards were won in Italy, Japan and Germany. The model was criticised here for being dated in its exterior and interior styling, a huge lack of engine power and very indifferent handling were the main reasons given for the car not being up to the reviewers' expectations.

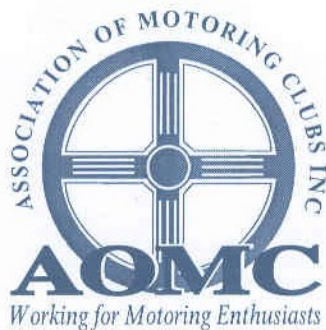
The British seem to have a great preference for imported or foreign-owned motor cars. Now that Rover and MG are gone, and TVR has been sold off to Russia, Morgan is very likely the biggest British motor manufacturer, and even they use a foreign engine/gearbox now.

We can but wonder what will happen to a club such as ours, catering for British classic cars, say – fifty years from now. At present some of us are driving cars more than fifty years old for our historic motoring. What will future generations be using now that there are no true British cars being built? This concern is probably but a minute cog in the overall machinery that is called globalisation – to blazes with it.

Still on matters Rover, I have to apologise for placing an incorrect caption for the picture in the article 'Auxiliary Lamps'. The car shown was, of course, a Rover P2. Grateful thanks to Bill Allen for putting me straight on this one!

We have now put our major events behind us and we can enjoy the rest of the year's social activities that have been so generously organised by our volunteers. Coming up virtually as soon as you get this magazine, is our weekend away at Echuca for the steam rally over the Queen's Birthday weekend. A huge amount of work has been put into this event by Lyn, so please support it enthusiastically.

Mike Allfrey.



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Mr Frank Douglas
President
All British Classics Car Club
PO Box 201
Chirnside Park Vic 3166

21st April 2005

Dear Frank,

The executive committee has asked me to write to you expressing our thanks for the efforts of your club members in providing personnel for the management of our shows.

The committee is well aware of the need for plenty of bodies on the day to carry out all the duties in site arrangement, marshalling and money collection. Your club members carried out this role very well. I am pleased to advise that the shows were successful as the main annual fund raiser for the Association.

Would you please convey to all your members who had an involvement in these events the sincere thanks conveyed from the executive committee of the Association.

Without their efforts the shows would not have been possible.

I have attached a cheque to cover the agreed costs of these services

In conclusion on behalf of the committee thank your club for its efforts.

Yours in motoring

Iain Ross
Hon Secretary

PAST AND FUTURE EVENT REPORTS

THE 4th RACV FLY THE FLAG TOUR

The superb photo-montage created by Mary in last month's *Your ABCCC News*, probably told most of the story of this excellent event. Thus, this report is an account of the Tour from our point of view. This year we decided to try our hands at marshalling for this event, having enjoyed the three previous Tours in pleasurable idleness. We were up at the RACV Healesville Country Club misty and early to ensure that the tour participants were safely parked for the splendid breakfast that was laid on for them. By the time they had started arriving, the sun had come out and dispersed the mist in the Yarra Valley.

The first day's run was relatively short, to Mount Baw Baw. Short it may have been, but it was quite strenuous motoring and just past Powelltown, a blue Riley was seen to be seriously overheating. The engine had only been finished the night before, so it must have been bedded-in by a very warm process. During a morning cuppa break, the thermostat was changed and other investigations took place. It was about here also, that a Triumph lost a rear wheel – another late night restoration finish, but the pressure of the finish was not the cause of this failure. Somewhere along the way a sporty MG broke a half shaft, and astoundingly it was repaired during the course of the Tour. Hats off to the RACV patrolmen and the astounding organizational ability amongst us!

We motored on, soberly, in our "new" Rover that had only been in our garage for four nights and, not yet being aware of its idiosyncrasies, keeping a weather eye on all quarters. Sure enough, just as we arrived at the twisty bits after Noojee, the front passenger door flew open. Initial reaction was that it hadn't been closed firmly enough at Powelltown. A few bends further on and the door opened of its own volition again. This happened a few times and Sue decided to lock it and hang on to the wayward door. We then commenced the climb to the summit car park on Mount Baw Baw.

Along the way, on what had become a very warm day, several older cars paused to cool-off a little and, close to our goal, some were towed courtesy of a four-wheel drive based at the top and probably quite used to towing cars with various maladies on the mountain. Our Rover exhibited another perceived woe, it didn't 'kick down' its automatic transmission, and went all the way up in top gear. The temperature gauge was right on the high side of the green sector – this had us a little worried. Particularly so, when we reached the summit and, after pausing for a while to be allocated parking space, saw a great pool of engine coolant running from under the car on the roadway. Gingerly we drove into our allocated space and a quick look underneath the car revealed that the puddle wasn't ours, or, more serious, we had lost all of our coolant and there was no more to leak out!

We found our accommodation for the night and straight away, some of us were mighty concerned about the cleanliness of our shared unit. The caretaker/cleaner was summoned immediately to clean the grease and small animal droppings from the kitchen bench tops and floor. It seems that little marsupials come visiting at night and find things to eat and investigate. Our evening meal was served as a barbecue by the pub and they coped admirably with the feeding of the four-hundred plus. It was a warm balmy evening and we dined outside. It was a wonderful feeling being way up there near the summit, under the stars.

First thing in the morning the Rover's coolant was checked and found to be at the correct level. The previous day's puddle wasn't ours after all. Wagonmaster, Frank, called on us to take care of our brakes and use the gearbox while descending the mountain. Another example of just how well these tours are organized, was the provision of a van to relieve some of us of our bedding, for collection at the end of the tour. For those in sports cars, this was a real bonus.

About a third of the way down the mountain, a strong smell of burning brakes came into the car. The aroma certainly smelt fresh and sure enough, around the corner there were a few cars pulled into a bay to cool off their brakes. The Rover took the downhill section in second gear and the brakes did get warm, but not excessively so. Once through Warragul it was a long haul to Lakes Entrance for our next stop. We were travelling east and the sun was shining hotly on the passenger side of the car. This gave us the resolve to get the non-functioning air conditioning fixed, and quickly. Joy Brown told us that she had burnt her arm on the *inside* of their XK 150S's door. Upon arrival at the motel, another Rover trait was discovered. A bottle of Bulloke Station red, a particularly nice one that, had dislodged on the bends and, upon opening the boot lid, fell out of the boot onto the brick paving with disastrous result. I had learnt that if items are stowed outboard of the spare wheel in the boot, then they must be secure.

There was a spot of confusion about where the afternoon tea and the display of our cars was being held. This confusion was probably due to the motel staff giving us a town map and explaining to us where to go, the tour notes were a bit different! A splendid afternoon tea was put on for us by the local car club and we

enjoyed ourselves in the magnificent surrounds of the ex-council premises up on the hill. Dinner that night was at the golf club and the auction to raise funds for the RACV Foundation, conducted by Penn Bradly, was of great entertainment. Later, after discussion about the route to Metung for breakfast next morning, we decided to leave early and reconnoitre our designated marshalling point, an intersection by a school. It was while climbing the hill and levelling out at the top, high beam was selected and there was a pause between the two illumination modes. Further along the Princes Highway, high beam was selected to light up our turn-off – total darkness! Fortunately, dipped beam still worked. We found our marshal point and went back to the motel. The headlamps were investigated briefly to find high beam at the flasher function. This indicated that the dip switch was at fault and no further action was taken.

Early next morning we were stationed at our point and, in the darkness all was well, but as soon as it started getting light, swarms of mosquitoes started their breakfast on us. Poor Bill and Terri Allen were copping the same voracious treatment at the top of the hill at the main road turn-off. It was then realized that our supply of repellent was at home in the Jupiter! The main thing was that all tour participants found the breakfast venue at the Metung Hotel easily. The Tour was then divided into two groups and one group went on the boat trip while the others were entertained by the local car club at Paynesville, a short drive away. After lunch at the hotel, the groups swapped over and, after a long day, it was back to Lakes Entrance for dinner at the golf club.

It was at Metung, long after breakfast, that at the last minute the local Mayor (or his deputy) decided he wished to flag us all off. It was with some haste that we marshalled some cars into line for the ceremonial flag-off. It seemed that the most important aspect was to get his picture taken! The technique is alive and well in the lower level of government. Our run up to Dinner Plain for lunch was broken by a morning stop at Swifts Creek township for the school children to have a good look at our travelling circus. This was an interesting experience and it certainly was much better than being in the classroom. From there we climbed in company with a Farina Wolseley to Omeo and then the steeper challenge to the Plain. After a spot or two of rain, the car park at the Dinner Plain Hotel was bathed in clear sunshine with a surprisingly warm wind. There was some sightseeing on Mounts Hotham and Great St Bernard, before commencing the run down to Harrietteville. On our way down we met the Alvis Club on their way up. It seemed that they had a good turn out for their National Rally. At Harrietteville, a stop for an ice-cream was required, it was a good excuse to have a close look at a vintage Sunbeam and a couple of Alvises. We then cruised on to our stopover at Bright.

Dinner was at the sports stadium and the cars were parked on the oval up a fairly steep bank. The meal was good here and the evening's entertainment was superb. There were good renditions of popular songs and a fair amount of dancing – there were a few movers on the floor who hadn't danced for a long time, the music was that good. Most of us stayed right to the end and had a most enjoyable time. Next morning we were marshalling again, rainingly early, back at the sports stadium for breakfast. The bank up to the oval parking area was a bit slippery and some cars came a little to grief in the traction department. A certain blue Jaguar took a run and bottomed out quite noisily!

Our first stop was at Myrtleford to put on a short display at an old peoples' home. Our marshalling activities caused quite a stir on the busy main road. Apart from a lady in a purple four-wheel drive getting very tense, all went well. Because of our Day-Glo jerkins, we now realise how council workers are sometimes treated by uptight motorists. Anyway, the old folk were very pleased to see us and the carers provided tea and biscuits for all of us. It was an enjoyable stop. We then motored on to Beechworth for a light lunch at the famous bakery. From there it was a little chaotic, because in the Everton to Milawa area tour cars were seen motoring in all directions, but we made it to Powers Lookout to view the King Valley far below. Then it was on to Mansfield for our overnight stop. Here we stayed at the Alzburg Resort, originally Our Lady of Mercy Convent and a lovely old building, and dinner was in the sports stadium, just a short walk from our accommodation.

In the morning it was Tony Pettigrew's ambition to get the whole tour's vehicles into the sports complex, with super-close parking, for a great flag-off ceremony in front of rows of school children with much tooting and flags waving. It was just after this that the Rover exhibited one of its strange ways. We have learnt not to overtake a slower vehicle before the engine has thoroughly warmed. As we were overtaking a vintage car, the Rover's engine staggered and an approaching motorist became as alarmed as us. We took in Lake Eildon and motored on to Marysville for our stay at Kooringa Resort and had a free afternoon to ourselves. Dinner was in the resort, but it was a cut lunch walk away (all under cover) from our room to the sports room. Here we had the end of tour dinner and musical entertainment. Next morning we all assembled at Fred and Dot Sawyer's Marysville Motor Museum and, on Ray Higginson's instructions, a photo-

graph of the double line of cars parked in front of Fred's beloved clock was taken. Fred lent us a stepladder, which was placed in the laneway opposite the museum. Once again the Day-Glo did the trick, because passers-by wanted to know what the council was doing with a ladder in the middle of the road? Official photography was the response!

From Marysville it was but a short run to the RACV Country Club at Healesville for a sumptuous lunch and the presentation of the hard earned awards. Our thanks go to the RACV for helping it all to happen, to Clive Hall, RACV President for entertaining us each evening – we never did get a full rendition of the Good Old Collingwood song – maybe next year? Thanks to the participants for making our tour the success that it really was. Thanks also to Eric Hillsley and Carl van Heeswyk, our two RACV Service Patrolers who kept a tab on things mechanical. More thanks to the RACV's Christina and to 'Foundation' Duncan for their vast input. Finally, special thanks to Frank and Pat Douglas, Ray and Lyn Higginson and Tony and Maxine Pettigrew for keeping us all on the right road and ensuring that the 4th RACV Fly the Flag Alpine & Lakes Tour was the success that it was. Here's to next year – from the Mallee to the Sea!

And our "new" Rover? Overall, a good long distance touring car and, apart from a few minor glitches, a totally reliable style of motoring. Thanks Heather.

Mike Allfrey.

COMO HOUSE TOUR – Sunday 1st May, 2005

On a bright and sunny morning about thirty club members assembled outside the entrance gate to Como House. We were there for a tour of the house and its grounds. Thankfully the house and its beautiful gardens are under National Trust control. National Trust places are always good to visit, because their guides are enthusiasts for the property being shown to the public.

We were informed that the property, which was first bought in 1837 was much larger than at present, in what was then bush country. In 1846 it was sold to Edward Williams, and he named the property Como, after Lake Como in northern Italy. The nearby Williams Road was named after him. Williams built the present Como House in 1847. The main building was added to over the years, during changing ownership, finally being bought by Charles Armytage in 1864 as his 'town house'. It remained in the Armytage family virtually unaltered for the next ninety-five years. Along with the family, most of the furniture stayed with the house. Since 1956 the house and gardens have been cared for by the National Trust.

Our tour guides told us the story of the house while our two groups filed through the house. An ingenious route was taken that ensured that the two groups didn't collide in one room. Our cars were lined up on the gravel apron in front of the house and they were admired by other visitors to Como House. After our comprehensive tour a light lunch was enjoyed in the adjoining café.

Our thanks to Lyn Higginson for organizing this interesting event, it was greatly appreciated by all of us.

Mike Allfrey.

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

Final Call!

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 Motel is providing our evening meal that night – a barbeque in the semi-enclosed area (covered in on three sides), 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 devices. 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.

THE 'A SENTIMENTAL BLOKE' TOUR – Sunday 26th June, 2005

Meet at Coldstream township on the north end ready for a 10:00 am departure. We will then wander along the Melba Highway through the Yarra Valley's best vineyards and up Mount Slide where we turn right for Toolangi and a visit to 'ARDEN' for morning tea. Arden features the singing gardens of CJ Dennis, who wrote The Sentimental Bloke etc. Morning tea is \$7.50 per person.

We then depart and drive along the quiet Myers Creek Road (not the Chum Creek Road) to Healesville, where we then drive to the RACV Country Club, which is actually in Chum Creek Road, for a light lunch. After lunch, the world is your oyster and there are many wineries that await you in the beautiful Yarra Valley. We would appreciate bookings as we need to advise for morning tea and lunch. Please ring Frank or Pat Douglas on (03) 8704 2533 or, (03) 8704 2973.

Frank Douglas.

PORTSEA PUB LUNCH – Sunday 10th July, 2005

For this entertaining event we will be meeting at the TV World Media Museum, 990 Moorooduc Road, on the intersection with Eramosa Road, Moorooduc at 10:00 am for morning tea. After our refreshment we will motor down to the Portsea Hotel, 3746 Nepean Highway, Portsea. The hotel is on the bay side beach and we will be having lunch there.

After lunch, we can walk off our excesses and visit the Mornington Peninsula National Park and then maybe have afternoon tea together before heading for home. For bookings for morning tea and lunch, please contact Tony and Maxine on (03) 9739 1146.

Tony Pettigrew.

CHRISTMAS IN JULY LUNCH – Sunday 24th July, 2005

This splendid event is also our Annual Dinner, so let's get together and really enjoy a Christmas in winter. The lunch will have all the trimmings, Christmas carols (song sheets will be provided), father Christmas, bonbons and lots of good cheer! So, get your bookings in now!

The venue for this important function is Tokar Estate, Coldstream. We will be gathering at 12:00 noon for a 12:30 pm lunch. Tokar Estate is in the heart of the picturesque Yarra Valley. Each person bring along a \$5.00 gift to exchange. Cost of dinner is just \$40.00 per person. The club will provide drinks to the value of \$700.00 and there is a Kris Kringle for each person to bring a gift (value \$5.00).

How To Get There

Tokar Estate is at No. 6 Maddens Lane, Coldstream. For more detailed maps go to:

Melway Directory Map 276 Ref. K10

UBD Directory Map 174 Ref. F13

Maddens Lane is located on south side of the Maroondah Highway (B360) approximately 10 km after the Melba Highway turn off. To make your booking, please call Colin and Joy Brown on (03) 5964 9291.

You can E-mail Colin at: colin.brown@hotmail.net.au

Colin Brown.

THE 3rd GREAT ABCCC TRIVIA CHALLENGE – Saturday 13th August, 2005

Here we go again so, come along and enjoy another challenging night of pitting your wits against other groups for the grand prize. The Meg Woods Deli and Wine Bar has been completely refurbished for our comfort. This is a great fun evening and there will be plenty of finger food, so, don't eat before you leave home, relish good food and participate in our ABCCC Trivia Challenge. At our previous challenges the food supplied was sensational, and there was plenty of it. Cost of this grand event is just \$15.00 per head. Drinks are available at individual cost. The Trivia Night commences at 7:00 pm.

How To Get There

This event is being held at Meg Wood's Deli & Wine Bar, 372a Warburton Highway, Wandin.

Melway Directory Map 119 C11

UBD Directory Map 233 L16

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

Frank Douglas.

A ROAD SAFETY ISSUE?

At the May AOMC Delegates' Meeting, a Delegate from the Ford 8 & 10 Side Valve Club, drew attention to difficulties experienced when following a car at a recent long distance rally. This car did not have either a stop light or flashing direction indicators, and although this vehicle was authentic in having neither originally, he considered it unsafe. This view was supported by several other Delegates, who gave examples of unsatisfactory methods they had seen of putting double filaments in tail lights (so that an indicator would flash red instead of amber). Delegates from clubs with cars like this might like to bring this concern to the attention of their members and Technical Officer.

Comment

We need to be careful here, because there are some who have a firm belief that a vehicle should be kept as authentic as possible. This principle is, in many ways, laudable – but when the safety of other road users comes into the field, there is a case for due consideration. Those younger than most of us have been taught to drive on the understanding that a motor vehicle has two rear lamps, three brake lamps and four (or six) amber flashing turn indicator lamps. Thus, they tend to look out only for these indications of what is happening ahead. They, mostly, have no idea what a semaphore type turn indicator is. In modern day traffic conditions, where everything happens so quickly, and with a fair degree of impatience and arrogance, a poorly illuminated turn indicator arm simply won't be seen by a following or oncoming driver.

Cars that rely only on semaphore arms have been seen motoring along while both arms have remained firmly in the extended position! No doubt Dad has forgotten the old ritual of giving the door pillar a good thump to encourage the arm to come down, and very likely, Mum refuses to bruise her hand thumping the passenger door pillar. Some used to consider trafficator arms as speed indicators, depending at which angle they refused to fold down fully.

Back in early 1950s Britain, it was law that all road vehicles be equipped with two rear mounted tail/stop lamps. There was also a requirement that number plates be illuminated at the rear. This new law did wonders for the add-on lamp industry. This requirement was probably the instigator of the Halfords chain of motor accessory shops (and the ex-RAF war time de-icing fluid that had been bought at auction!) It was common to see Lucas, Butler, Britax, Wipac and others in the shops. The fitment of these extra lamps was not a major problem, and those lamps from Lucas when screwed onto the rear mudguards of older cars did not look out of place.

Right: Front and rear examples of how indicator lamps can be fitted.

The majority of older cars can have extra lamps mounted easily on bumper brackets, and these should, in the cause of road safety, not incur penalties at concours events. There are now some excellent motorcycle turn indicator lamps that are mounted on chromed stems that can be mounted on simple brackets. A particularly good turn indicator lamp is from a Harley-Davidson motorcycle. Except for the lens, these are constructed from die-cast metal and are very reasonably priced.

It is of utmost importance that we old car enthusiasts be easily seen with respect to what we are doing, and intend to be doing, on our congested roads. Serious consideration must be given to the concern raised by the Delegate from the Ford 8 & 10 Side Valve Club.

Mike Allfrey.



A TOUCH OF HUMOUR

A couple from Hobart decided to head north to thaw out during the cold southern winter, and planned to stay at the same hotel where they had spent their honeymoon forty years earlier. Because of hectic schedules it was difficult to co-ordinate their travel arrangements. So, the husband left on the Thursday to fly to Cairns, with his wife booked to fly the following day and meet him up there.

Hubby checked-in to the hotel room, which like most modern hotels today, had a computer so he decided to E-mail his wife. However, he accidentally left out one letter in her E-mail address and, without realizing it, sent the E-mail to
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the wrong address. Meanwhile, somewhere in South Australia, a widow had just returned home from her husband's funeral. He was a church minister of many years who was called to God following a sudden heart attack.

Grief stricken, the widow checked her E-mails, expecting messages of sympathy from family and friends. However, after reading the first one, she fainted. Her son rushed into the room to find his mother on the floor. Calming her, he looked up to the computer screen which displayed the following message:

To My Loving Wife,

I've arrived! October 10th 2004>

I know you're surprised to hear from me> They have computers here now and you are allowed to send E-mails to your loved ones. I've just got all checked-in and I see that everything has been prepared for your arrival tomorrow. Looking forward to seeing you then!

Hope your journey is as uneventful as mine was.

Your Loving Husband>

P.S. It certainly is hot here!

From That 250 V8 Daimler – 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
Jim Lobb & Mary McArthur	Ford	Escort	1971
	Peugeot	505	1985
Bryan & Anne Tootell	Triumph	2500 TC	1977
	Ford	Falcon XB GT	1973

Pat Douglas – Membership Secretary.

IT – INTERNATIONALLY TESTED

An important feature of Standard-Triumph advertising in the mid to late 1950s was the big "*IT*", being an abbreviation for the slogan '*Internationally Tested*' no doubt reflecting the export success then enjoyed by Standard-Triumph. All of their products were then known as the IT cars. The car shown on the front cover is a 1958 version of the Triumph TR3A. Built on Thursday, the 16th Oct 1958, to be precise. It came off the line at about 8:00 am on that morning. It was built for export to Australia and arrived fitted with over-drive and wire wheels (both were options) but there was no heater.

The original colour was Phantom Grey with Blue Vynide interior and white hood/side curtains. Some time in it's life it's colour changed to as you see it now. My mate whom I've purchased it from has owned it for twenty years and it's been the same colour all the time I've known him. I first saw the car many years ago when I owned my first TR (another 3A but a 1961 model) so buying it from my mate is sorta like keeping it in the family. In fact a few parts in this car are bits I had given him many years ago.



Right: A view of the TR3A cockpit.

It had a partial body-off restoration in 1986 and would now be described as a "B" condition car under the current valuation standards. It has regularly participated in all the yearly TR Register concourse/rally and attended South Australia in the last years run. In 1997 it was used for the driver parade lap at the Albert Park Australian Formula One Grand Prix. My parade passenger was Eddie Irvine, the eventual winner, in a Ferrari.

This year I will be taking the Triumph, "*Casper*" as it's been christened, to Brisbane where neither I nor the car have been before, so the trip should be an adventure.

Being an early 3A it only has the 1,991 cc engine and you do notice the difference in performance against the later models which had the 2,100 cc engines. Because it is a 3A it is, equipped with front disc brakes. Standard-Triumph were the first manufacturer to market the disc brake system in a mass produced car. In the "off" (winter) season I have several projects planned for my Triumph to improve it's appearance and performance.

I am also a member of the TR Register of Australia and the "Escape" Motoring Club.

Mychael Carr.

ANOTHER DELICIOUS CAKE RECIPE

Editor's Note: You were to be punished on this one, because no recipes have been forthcoming from you, the membership. Punished? Yes, in a way, similar to the Jowett photographs that appear on the front cover when members' photos dry up, this recipe was to be of Yorkshire origin (where Jowetts came from). Fortunately you have a reprieve courtesy of Sue and good friend Gill. This recipe is for an irresistible cake that has been thoroughly sampled by yours truly and comes with the fullest of recommendations. Please keep your recipes coming in, you can be assured that hand-written scraps are very acceptable.

Pear and Almond Crumble Cake

Ingredients for the cake:

- 250 g Butter
- 2 Pears, Peeled, Quartered, Cored and Thinly Sliced (Note: Gill says that four pears may be better)
- 220 g (1 Cup) Castor Sugar
- 1 Teaspoon Vanilla Extract
- 2 Eggs
- 300 g (2 Cups) Plain Flour
- 1 Teaspoon Bicarbonate of Soda
- 1 Teaspoon Baking Powder
- 1 Cup Sour Cream (200 ml Container)
- Crème Anglaise, to Serve

For the Crumble:

- 50 g Brown Sugar ($\frac{1}{4}$ Cup, firmly packed)
- 50 g Castor Sugar ($\frac{1}{4}$ Cup)
- 40 g Shelled, Chopped and Toasted Almonds

For the crumble, combine all the ingredients and mix well.

Melt 20 grammes of the butter in a frying pan and cook over medium heat until tender. Cool the cooked pear slices.

Cream remaining butter, sugar and vanilla extract until light and fluffy. Add the eggs, one at a time, beating well between additions. Sift together the flour, bicarbonate of soda and the baking powder and fold into the butter mixture alternately with the sour cream.

Spoon half the batter into a base-lined springform pan (cake tin). Spread with pear mixture and top with remaining batter. Sprinkle crumble mixture evenly over the top and bake at 180 °C for 60-65 minutes, or until firm to touch. Serve slices while still warm or at room temperature with lashings of crème Anglaise.

PS – Sue reckons it would be pretty good with cherries instead of pears. We shall try that out!

Gillian Richardson – With Thanks.

THE VICTORIAN CLUB PERMIT SCHEME

All British Classics Car Club Inc. Requirements

Our club is required to have in place in-house rules to govern the manner in which it plays its part in administering the Victorian Club Permit Scheme. Accordingly, the Committee has put in place the following conditions for operating a vehicle on the Victorian Club Permit Scheme:

1. A Club Permit holder **MUST** maintain **CURRENT** financial membership at all times. Please note that, when your membership is **UNFINANCIAL** your Permit is **CANCELLED**.

2. To avoid being taken advantage of, to be eligible for Club Permit status, you must attend a minimum of three (3) events per calendar year. Your Permit WILL NOT be renewed if this does not occur.
3. To obtain a Permit from VicRoads will require either:
A full current Roadworthy Certificate. Or,
A statement on club letterhead by the ABCCC Roadworthy Officer that the vehicle is safe to use on public roads. Nello Mafodda is our Roadworthy Officer.
4. The club is required to 'Maintain appropriate systems and checks to ensure that CH plate vehicles are in a safe condition.' But, it is your responsibility at all times to maintain your vehicle in a safe, roadworthy condition.
5. The vehicle may be driven on advertised ABCCC events, or another VicRoads authorized club's advertised events. (It is recommended that you carry written evidence of the event being a red plate one.)
6. The act provides that Club Permit Officers, Frank Douglas and Colin Brown, may issue a Special Use Voucher for any length, route or duration of private social use. But the vehicle cannot be used for hire or reward, or for normal work or everyday use.
7. Permit holders MUST purchase from the All British Classics Car Club, the Victorian Club Permit Scheme Handbook, and carry this in the vehicle at all times and be able to show this book to a police officer to assist his understanding of the rules.

These rules were put into effect as of 1st August, 2001. The current edition of the Victorian Club Permit Scheme Handbook has a green cover to identify it as being the current edition. If your handbook does not have a green cover, then it would be in your best interest to obtain one from the ABCCC.

Frank Douglas – President.

IMPORTANT POINTS ABOUT THE VICTORIAN CLUB PERMIT SCHEME

Set out below are some reminder points taken from the green cover Victorian Club Permit Scheme Handbook, green cover edition, published by the Association of Motoring clubs Inc.

1. When driving a vehicle on the Victorian Club Permit Scheme (VCPS) –

The receipted VicRoads Club Permit Certificate and the Special Use Voucher (if applicable) **must** be carried in the vehicle at all times, AND you are advised to carry in the vehicle:

- a) A copy of this Handbook, and;
- b) A copy of the club newsletter or newspaper or other notice which gives details of the event.

2. Club Membership –

Owners of Club Permit vehicles must maintain club membership at all times.

3. Each Club Should –

- a) Appoint officers within the club to manage the VCPS.
- b) Decide on its rules relating to Special Use Vouchers.
- c) Publish these rules within the club so that members will know what will be legitimate use.
- d) Follow those rules.
- e) Have in place disciplinary measures to control abuses of the VCPS.
- f) Periodically forward blue copies of the Special Use Vouchers to the AOMC.

4. The Nominated Club Permit Officer/s Should –

- a) Have knowledge of the VCPS.
- b) Have knowledge of the club's membership.
- c) Use common sense in issuing Special Use vouchers.
- d) Prevent potential abuse of the Scheme.

5. Abuse of the Special Use Vouchers Privilege Could Jeopardize The Entire VCPS

6. The Owner/Driver Is Responsible For Maintaining The Vehicle In a Safe Condition.

7. Left Hand Drive Vehicles –

- a) The driver of a left hand drive (LHD) vehicle on the VCPS must hold a full (not probationary) driving licence.
- b) LHD vehicles not fitted with headlights which dip to the left, must not be driven between the hours of sunset and sunrise.

Sourced from the AOMC Handbook – With Thanks.

A NEW HOME REQUESTED – AN ACUTE 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.

Frank Douglas.

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 14:

HILLMAN MINX 10 h.p.



Continuing to enjoy mass-patronage in its new form the Minx aims at 'big car' characteristics. It has a 10 h.p. motor and its fingertip gear change gives it four forward speeds. Other improvements are the new Lockheed two leading shoe type brakes, bonnet locked from inside, improved starting handle, new built-in long beam sealed headlamps, three-spoke steering wheel, dual wipers, corner jacking, v-bumpers, driving seat is adjustable for height and leg room and a newly decorated interior.

From Motor Manual, 1949. With Thanks.

THE ABCCC TRADE DIRECTORY

Introduction

Set out below is our first part of a Trade Directory that we are collating for our members' use. If you know of a good establishment or organization that provides spares, service facilities or restoration work, then please let the Editor know, so that they can be included. All information should include the company's trading name, address and telephone number, along with a brief description of the services provided. It is anticipated that entries for the directory will be drawn from personal contact with the service providers. Once the directory is developed, it will be available to members on compact disc for a nominal charge to cover the cost of the disc.

The directory here is laid out in three columns, with the service provided in the line below the address for each entry.

The Trade Directory, just the beginning of it, commences on the next page:

Trade Directory – Developed by the ABCCC

Business Name	Address/Description	Tel. No.
Auto Spares Galore	927 Burwood Hwy, Ferntree Gully, Victoria. Spares for older English cars	(03) 9758 3644
Antique Tyre Services	134 McEwan Road, West Heidelberg, Victoria. Tyres and tubes	(03) 9458 4433
Auto-1, Victoria	Bayswater, Glenroy, Glen Waverley, Heidelberg, Niddrie & Preston. Heater ducts, window channel and more	In Phone Book
Automotive Surplus	34 Thornton Crescent, Mitcham, Victoria. Spares for British Cars	(03) 9873 3566
BA & KA Smith	11 Towong St, Tallangatta, Victoria. Magneto coil winding, mechanical instrument repairs	(03) 6071 2648
Beasy Engineering	38 Hyne Street, Lilydale, Victoria. Inlet & exhaust valves to order	(03) 9735 2524
Buszko, Peter	35 Walwa Street, Mitcham, Victoria. Hoods, tonneaus, trim and upholstery	(03) 9873 1928
Historic & Vintage Restore	17 Cottage Street, Blackburn, Victoria. Complete restoration service	(03) 9877 0666
JP Engineering Products	25-31 Innes Road, Windsor Gardens, South Australia. Piston sets, oil pump manufacture	(08) 8261 9171
Kar Air Pty. Ltd.	2 William Street, Ferntree Gully, Victoria. Automotive air conditioning, refrigerant upgrades	(03) 9752 4122
Lacey's Plywood	498 Albion Street, Brunswick West, Victoria. Wood veneers.	(03) 9822 1299
Luke Story, Motor Trimmer	265 One Tree Hill Road, Smith's Gully, Victoria. Motor trimmer, experienced with Sapphires.	(03) 9710 1914

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 – It is now Winter – So Buy Now! | \$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.

XMAS IN JULY - GET YOUR BOOKINGS IN NOW!

Call Colin Brown now!

Or else