



An incorporated club

A0035462V

A friendly family social motoring club

Edition 90

October 2005

Your ABCCC News

Some profound performance



Ross Wolstenholme with his magnificent Aston Martin.

Story inside.

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, Chirside Park, Victoria, 3116.

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

THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC., FOUNDED - SEPTEMBER 23rd 1997
THE ABCCC IS AN ACTIVE MEMBER CLUB OF THE ASSOCIATION OF MOTORING CLUBS INC.

"Owning And/Or Appreciating the Spirit of Fine British Classics"

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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.

October 2005

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|---------|--|------------------------------|
| 9 | The Great Pie and Gippsland Run – An ABCCC Event | Rob Nolan (03) 5978 7798 |
| 15 – 16 | Australia's Open Garden Scheme
Venue – Como Gardens, Basin-Olinda Road, The Basin. | Frank Douglas (03) 8704 2533 |
| 22 | ABCCC 2006 Calendar Planning Meeting
Venue – 14 Grand Valley Drive, Chirnside Park. | Frank Douglas (03) 8704 2533 |
| 23 | Morning Tour & Lunch Run
This will be a scenic run and will finish for lunch at Kelly's On The Hill Restaurant, Olinda. | Chris Newell (03) 9735 2335 |
| 29 – 30 | Australia's Open Garden Scheme
Venue – 300 Alma Road, Kangaroo Ground, Victoria. | Nello Mafodda (03) 9719 7949 |

November 2005

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|----|---|---------------------------------|
| 1 | Yarra Glen Races (Cup Day) – An ABCCC Event | Colin Brown (03) 5964 9291 |
| 20 | Mystery Bus Ride – ABCCC Event | Ray Higginson (03) 9310 5286 BH |

December 2005

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|----|--|------------------------------|
| 4 | Christmas Luncheon – ABCCC Event
NOTE THE CHANGED DATE!
Venue – RACV Country Club, Healesville. | Frank Douglas (03) 8704 2533 |
| 18 | Event to be advised. | |

January 2006

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|----|---|------------------------------|
| 22 | RACV Great Australian Rally – ABCCC Major Event | Frank Douglas (03) 8704 2533 |
|----|---|------------------------------|

April 2006

- | | | |
|-------|--|------------------------------|
| 1 – 7 | 5 th RACV Fly The Flag Tour – ABCCC Major Event | Frank Douglas (03) 8704 2533 |
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EDITORIAL NOTES – ISSUE 90

It seems that my threats of more Jowett pictures on the front cover of this magazine are at last working. There are some notable cars in the pipeline, so please bear with us. This month we feature Ross and Pat Wolstenholme's imposing DB6 Aston Martin, arguably the best of those motor cars that can be described as Grand Touring with a very sporting nature. For sheer overall performance and build quality there was nothing that could match the DB6, in either its exciting looks or state-of-the-art excellent road performance that probably remains unmatched.

John Holmes is also scared stiff of more Jowett pictures! This month we also feature John's exquisite MG TF and its story. John shares my lament of 'British Lost Causes of Motoring' and suggests very truly that, "No doubt it gives us more reason to make the best of what we have". This statement is well worth considering by all of us. Now that there is, effectively, no more from genuinely British manufacturers, we need to cherish and preserve what remains. A good example of this is that British motor cars are still being sought and restored. Even in our club, there is some excellent work going on.

British cars have often been derided because of perceived reliability concerns, oil leakage, and durability problems that resulted from rough roads in this country of the fifties and early sixties. It is a very sad fact that, even though Britain in the 1940s had great visions of 'World Cars' but failed to develop them into entities worthy of such a title. It is interesting to note that the small, by the standards of the times, firm of Jowett did take notice of durability problems that were found in Australian long distance motoring, and they did take enormous steps to improve engine durability – but for them it was too late.

In the early 1960s I worked for an agricultural machinery manufacturer and, even though they had their own modern foundry, made their own gears and light duty bearings, still wouldn't recognize how export markets were using their products. I think it all comes back to Britain's very backward laws as applied to, and yes – even in the 1960s, road vehicles and machinery were still referred to by law makers as 'locomotives'! There was for many years the crippling 20 miles per hour speed limit for trucks weighing more than three tons gross weight. There was also a speed limit of 13 mph for unsprung vehicles (farm machinery

came under this jurisdiction). This was a significant part of the downfall of the British farm machinery industry, there was the firm belief that farmers and contractors did not travel faster than 13 mph on the roads, no matter in which country they were sold. Our company had a disastrous situation in its Australian market, where wheel bearings were not up to the task of being used for great distances at what we now refer to as reasonable speeds. A technician sent to investigate the situation reported that the implements were being hauled hundreds of miles at speeds of up to 50 mph. The Director for Engineering retorted that if haulage was kept local and if road speeds were kept below 13 mph, as they should be, then there was no problem at all! They did nothing to rectify the Australian problem, which we fixed here ourselves in a very cheap way. Sadly, that company went under in the early 1980s. I will get off my soap box now!

We are fast approaching the end of our year and it is soon time to prepare our 2006 Events Calendar. We ask you to think carefully about this and, if you can help with a good event, we would value your input.

Mike Allfrey.

IMPORTANT ANNOUNCEMENTS

Open Day At Como Gardens

Club members, George and Pat Hetrel, are having an open day at their Como Garden under the popular 'Australia's Open Garden Scheme' on the weekend of 15 – 16 October. This event is huge and George and Pat are asking for assistance with car parking and ferrying visitors from the car parks to the gardens. If you can help on either of the days, please call Frank who is working with George to help this event be the great success that it has been over the years.

Frank Douglas.

Club Calendar Planning Meeting – 22nd October

Commencing with a barbeque at 5:00 pm, there will be a Committee Meeting after our meal to put together an events calendar for 2006. If you are not a Committee member, but have a great idea for an event, you are welcome to attend this meeting. The barbecue is provided, but please bring your own wine etc. If you can assist on this one, please call Frank who is coordinating our events calendar. Your input will be greatly appreciated.

Frank Douglas.

RACV Board Elections

The RACV Board elections are with us again and we are asking our membership to support two directors that have been attentive to Historic Car Club issues. **We need their continued support.** The two directors re-standing are Suzanna Sheed and John Rawlins.

The next issue of RoyalAuto will have election details and voting forms.

Frank Douglas – President.

Open Garden At 300 Alma Road – 29th and 30th October

Club members Nello and Diane Mafodda are opening their garden to the public as part of the 'Australia's Open Garden Scheme' and the garden will be open for viewing from 10:00 am to 4:30 pm each day. The garden is showcasing a collection of natives and exotics chosen for hardiness and drought tolerance. It is a semi-formal design softened by sweeps of pink and white cistus, hebes and roses. Groups of trees and shaped shrubs provide definition, while Nello's veggie garden and orchard are not to be missed.

There will also be a wine tasting courtesy of 'King's of Kangaroo Ground', tea and coffee, and plants for sale. Admission is \$5.00 per person. The garden is located at 300 Alma Road, Kangaroo Ground, and it can be found in Melways Directory Map 272, Reference D41.

Telephone enquiries to Diane on (03) 9719 7949 AH.

Diane Mafodda.

Mystery Bus Tour – 20th November

The bus tour is currently being organised and the number of participants will have to be limited to fifty people. This restriction is due to the seating capacity of the bus we will be using. Some club members have already indicated that they intend to join us, but to keep our bookings in order, can those who have already indicated interest, please confirm their booking. Due to the hectic Discover Norfolk Island trip, we are not sure if all names have been written in. Please telephone Lyn on (03) 9336 7306 AH so that their bookings can be confirmed. If I am not home, please leave a brief message on the answering system. Please do not call Ray at work because he does not have the list. We don't want anyone who said they were coming earlier in the year **to miss out.**

Lyn Higginson.

The ABCCC Christmas Function – 4th December, 2005

The Christmas function is **definitely** on the 4th December at the RACV Healesville Country Club's Gazebo, not the 11th as has previously been published in the magazine and the calendar. Bookings are essential and we have booked the Blue Ramblers Band to entertain you. As previously, the club will provide wine, beer and soft drinks. To make your booking, please call me on (03) 8704 2533 – do it soon to avoid disappointment!

Frank Douglas.

PAST AND FUTURE EVENT REPORTS

DISCOVER NORFOLK ISLAND – 27th August to 6th September 2005

A grand total of ten of us took the easy way to Discover Norfolk Island, we travelled with Nolan Notably Notorious South Pacific Tour Company, and were superbly looked after by our couriers, Rob and Mary. It was a reasonably early start from Boronia and after collecting Jim and Val from Croydon, Jim provided useful navigational hints that brought us to the famous Higginson Charabanc Tour Company's headquarters in Tullamarine Park Drive. Navigation was a real bonus with all those 'Park Drives' in the area. Here, Ray had organized a bus for us to ride in to the airport for the start of our journey proper. While we waited for the group to assemble, we had a good look at Ray's Veteran Buick restoration project.

We flew from Melbourne to Sydney without any dramas, but it was at Sydney international air terminal that our flight to Norfolk Island was delayed a little. It seemed that the Air Nauru Boeing 737, on contract to QANTAS, didn't meet the exacting mechanical requirements of QANTAS and, therefore, was not permitted to take off until the hirer's technicians had signed-off the aircraft. We, having all been seated for a while, were informed by the Captain that the wing flaps required technical inspection prior to signing-off. It was by chance that we looked out of our window to observe the 'technical' wing flap examination being carried out. This was effectively done by one of the 'technicians' raising his arms, grasping the LHS flap and swinging from it! Then we were off, literally and albeit half an hour late.

The aircraft found our tiny island destination in the great vastness that is the South Pacific Ocean, and we landed to a rain moistened welcome. We were smoothly transferred to our accommodation at the Castaway Hotel and no sooner were we settled in, than the bus was there with the lovely driver Sue, to take us to our evening meal venue. After a really good fish dinner Sue drove us back to our hotel. Next morning,

after a good breakfast, another bus was waiting, to take us on an Island familiarization tour. Being a small island, our driver Lisle Snell, a descendant from an American whaler, kept us well informed about the features of the island. We soon came to realize that it is Norfolk Island – not Norfolk – to the locals. Another interesting point Lisle shared with us was that the island's history, since Captain James Cook's discovery, is very well documented. There are many islanders who are direct descendents of the Bounty mutineers.

Left: Some of the finest Georgian architecture in the southern hemisphere. Now the golf clubhouse.



We were also informed that the island has close ties with Pitcairn Island and with New Zealand in addition to the general administration from New South Wales. All of this was being explained to us as we arrived at the penal settlement of Kingston. We were also told of Cook mistakenly identifying the Norfolk Island Pine as being fine timber for masts and spars – it wasn't, due to the way the tiers of branches radiate from the centre of the main trunk.

After lunch in Burnt Pine, we again boarded our bus and Max was our guide for a tour of the greater Kingston area. The weather was fine and the breeze was fresh while we examined the Kingston Cemetery. It was amazing how much was known about the poor souls buried here in such a beautiful resting place. Tomb stones were marked to identify clearly who was buried there and some have been sympathetically restored so that the epitaphs are easier to read. It was surprising to read of people being natives of Pitcairn or their British or Irish birth places. After viewing the cemetery, we were shown the gaol buildings and prisoner retention walls. Not all of the high walls were there to keep the convicts in – they were designed to keep the convicts **out**.

Max gave us an interesting insight into how it must have been for those poor convicts. We were shown the remains of the cell blocks within the high walls. It was while we were in this area that three ducks, a drake and two hens, faithfully followed us all over the place. Each time Max started to talk, the drake let out a loud quack, as if to say, "Listen to this!"

Right: Inside one of the gaol compounds. Note the three ducks. The stone for the walls were quarried and cut on Nepean Island, seen in the background through the gap in the wall.



During our tour of the Kingston settlement, we had afternoon tea at one of the preserved houses on Quality Row. This is an ex clerk's accommodation and had quarters at the back for convict servants. The house is very nicely preserved and it was pleasant sitting in the sunny courtyard enjoying our refreshment.

Our group became quite well known to other tourists who hailed from Queensland and New Zealand and we all got on well together. It was interesting to see 'feral' chickens, ducks and geese wandering around freely, the roosters looking resplendent in their colourful plumage. All of the islanders are very grateful that pigs were not released on the island by its early visitors as food supply for mariners. Cattle, bred for meat, are allowed to graze the roadsides and, on the roads, have right of way. They seem to be more traffic savvy than the cattle in India. After spending the afternoon soaking in the island's more macabre history, it was time to head for base and get ready for dinner.



Next morning, our bus was waiting to take us to Culla's property to enjoy a ride on a wagon hauled by a pair of Clydesdale horses. This excursion took us to Steeles Point, the island's eastern corner.

Left: Ray contemplating some real horsepower.

We soon set off behind Zach and Sailor and, as we approached our first significant hill, the two horses came to a halt. This was where island ingenuity was ably demonstrated to us when a four-wheel drive was hitched to the hitch pole and proceeded to haul the entire combination up the hill! It has to be recorded that we were most impressed, and amused at the way this

manoeuvre was so ably executed. Zach and Sailor took it in their stride, albeit a mite faster than they would have plodded up the hill. After riding along Stockyard Road for most of its way, Culla turned the horses into a paddock track that took us right to the edge of the cliff. We could look down from our swaying position into the waves of the Pacific Ocean crashing onto severe looking basalt rocks. We hauled up a few metres inland from the edge, and after walking back to the cliff edge, Culla gave us a run-down on the history of Steeles Point. A fair proportion of Culla's colourful narrative blew off to the east on the strong wind. But no matter, the Chileans would enjoy it, the wind was that strong. After this, we enjoyed coffee, tea or fruit juice with a vast supply of egg sandwiches. Those sandwiches we could not finish off were greatly appreciated by Zach and Sailor. Culla was asked if his wagon had been built on the island – it came from Echuca where it had been used on the historic wharf.

And then it became apparent – everywhere we went on our tours, we passed St Barnabas Chapel.

Right: St Barnabas Chapel

The ritual of passing this beautiful chapel became, sometimes, a twice-a-day experience. This meant that we had a good orientation reference point! On the Tuesday afternoon we attended an organ recital given by a wonderful elderly lady who proved to be a



very capable musician, in this chapel and, while sitting there listening, it struck me as profound to realize that here, in the gigantic South Pacific, on a tiny dot in that ocean, we were listening to a good rendition of Beethoven's 9th Symphony's Ode to Joy! It was a most enjoyable recital and will not be forgotten.

It was on this evening that a rather amusing incident took place. We were booked to attend a performance of the Mutiny on the Bounty Show at the outdoor amphitheatre on the west coast. All of our information indicated a pick up time of 7:30 pm at the Castaway Hotel. We boarded our bus to find a rather agitated driver. Even though we were on time – we were very late! Soon all was revealed, the show was to start at 7:30 pm and our driver was one of the cast members. Oh dear. Our arrival was like being the last to board an aeroplane. We trooped to our seats while the audience, who had been kept waiting, watched. It was a good show and was so absorbing that we did not notice just how cold it was until we got up to leave. Those poor scantily clad Tahitian girls must have been really cold!

The only snag on the holiday was our evening meal given by Ma at her Highland Restaurant. Because of the Mutiny Show, our delicious meal had to be a bit rushed. This was island cooking at its best, and what a feast it was. For those of us who live to eat, it was a splendid spread and, no doubt, if the tables had been bigger, there would have been more. A truly memorable meal and well worth a return visit.



Our tours took us all over the island, but there was one special place – Anson Bay, here we had a morning refreshment break and later in the week, a stunning Island Fish Fry. The fish on the island was really good and, at one meal, Harry Cooper had some of the famed Dream Fish, a fish reputed to give you hallucinations it is that potent. The fish fry was another example of Pinetree Tours' amazing catering ability. While we watched a large South Pacific squall pass along the coastline, our chef set up his huge gas fired cauldrons and kept the tasty battered fish morsels coming until we were completely replete.

Left: The ABCCC group at Anson Bay.

We were also shown Cascade Bay, where the island's fuel is taken on via a flexible hose from a tanker that stands-off from the shore. Petrol, kerosene and diesel fuels come ashore along the one hose. These fuels are pumped into large storage tanks up on the cliff. They are then distributed by road tanker.

Our last evening's entertainment was the Night as a Convict and a hilarious time was had by all. We were all under the watchful eyes of Private Lessons and Private Parts who humorously reported all our misdeeds to the Commandant, bus driver Neil, who meted out the sublime 'punishments' as thought to be appropriate.

Right: Convicts and their masters – left to right in the back row, Jim, Rob, Ray, Harry and Mike. In the front – Val, Private Lessons, Jean, the Commandant, Sue, Lyn, Private Parts, and Mary.



All in all, it was a most enjoyable holiday, with plenty to see and do. We didn't do much shopping at the duty-free shops, but one of our group had to buy an extra suitcase to transport her bargains. It is likely that we will not be forgotten by the Pinetree Tour drivers who were entertained with stories from Ray about some humorous Australian tour adventures.

We had a most enjoyable stay on Norfolk Island and discovered a great amount that we did not know before. Our group was just a nice size and the company made the experience something to really look back on with affection.

Our thanks go to the Nolan Notably Notorious South Pacific Tour Company who were in overall charge, to Pinetree Tours and their long suffering drivers. Thanks are also due to Ma for joining us at breakfast and

providing such a sumptuous dinner. Thanks also to Ray and Lyn for providing our airport transfers, they were greatly appreciated.

Are we going back for another dose – you betcha!

Mike Allfrey.

OUR FIRST MID-WEEK RUN – Wednesday 14th September, 2005

About twenty-six of us met at Coldstream at the appointed time and there was a small convoy through Montrose and Lilydale. After paying our fees for morning tea and lunch, and extracting Joan and Patrick Swinchatt from the small shopping centre across the highway, we were ready to set off on our first mid-week run. Our first stop was at the Berry Café at Dixon's Creek for morning refreshments. Here we had gorgeous hot scones, jam and cream, and the scones kept coming! We left the café suitably replete, but with room for the lunch ahead.

Being mid-week, traffic conditions were light and, in bright sunshine, we had a good run to Yea. From there to Trawool the day's traffic was a bit heavier, but we coped admirably. There was ample parking at the Trawool Hotel and our lunch was served so promptly that there was not time to visit the bar. The lunch was good, the company was great and the organization was superb. Some photographs were taken in the dining room and the car park. They were on real film and it is about to be processed. So, there will be pictures in the next issue.

Our thanks to Pat and Frank for putting it all together. Thanks also to all of you who so splendidly supported this experimental event. A good thought for our forthcoming planning meeting, no doubt.

Mike Allfrey.

THE GREAT PIE AND GIPPSLAND RUN – Sunday 9th October, 2005

Come for a peaceful scenic drive through a small, but interesting, part of lovely South West Gippsland. An enjoyable day with all food catered for – just bring your comfy walking shoes.

Meeting Spot – The Aussie Pie Stop, located on the Princes Highway, Narre Warren (Melways Directory Map 110 Reference D5), right near Overland Drive, next to Red Rooster (Fountain Gate Shopping Centre). If you feel like a **heartly** start to the day, come along for an Aussie Breakfast of two eggs, bacon and toast with billy tea and/or coffee (only \$7.95). Extras available – mushrooms, sausages etc. If you haven't been here before, you won't believe the selection of pies and other foods available!

Please advise us when you book onto this event, if you want the breakfast.

The breakfast is from 7:30 am; or, arrive around 8:30 am in time for a 9:00 am sharp "take-off".

For The Girls – The first stop is a bargain price pottery with lots of ceramic Christmas present possibilities, a free raffle and early morning tea/coffee and biscuits.

For The Boys (And Girls) – A 'surprise' museum with a difference, if you haven't been to this one before, it is definitely different and unique! "Where is it?", you ask. It is a surprise. We get a guided tour with morning tea and biscuits provided for \$6.00 per person.

Then the scenic drive starts and we plan to have an organic lunch at a 'picturesque surprise destination' (weather permitting) *Otherwise* a good pub lunch for under \$17.00 including tea and coffee.

Late Afternoon – This is free, but the suggestion can be a group visit to Coal Creek Heritage Village in Korumburra, where we can have a good laugh together, or visit other local attractions.

Please RSVP – to Rob and Mary on either (03) 5978 7798. or, marynolan@abccc.com.au before Sunday 2nd October, 2005. We need this advice for catering purposes.

And, don't forget to let us know if you want breakfast or not.

Mary and Rob Nolan.

MID-MORNING MYSTERY MEANDER – Sunday 23rd October, 2005

Our Mystery Meander, organised by Chris Newell & Janet McGregor. Our Mystery Meander will start from the Lilydale International Club car park, at the corner of Maroondah Highway and Nelson Road. We will gather there from 10:00 am for a 10:15 am start on our mystery tour that will take us to a venue in the hills for Brunch, where the meals are excellent (if you can remember last years destination), are of the best Australian tucker they even do an all day big breakfast if you fancy your bacon and eggs.

The venue is fully licensed and sells a selection of local Australian wines, and a selection of Aussie beers and English beers. Same as last year there will be a raffle, exclusive to the ABCCC, for a meal for two at the venue. The prize has been kindly donated by the proprietor to us. The car park area at the side of the lunch venue has been reserved for ABCCC motor cars only.

Route maps and instructions will all be provided at the starting point.

For bookings, please contact Chris Newell on (03) 9735 2335 or chrisnewell@abccc.com.au.

Chris Newell.

MAJOR EVENTS NEWS

THE RACV GREAT AUSTRALIAN RALLY

Work on this important event is progressing well. Meetings are taking place regularly at the various start venues. On the back page of this magazine there is an application form so that volunteers for marshal tasks can be coordinated by Lyn Higginson. Please take the time to read the form carefully, complete it and then post it to Lyn. It would be wonderful to get our marshalling schedule finalized early this time. If you don't want to damage your magazine, it is a good idea to photocopy the form after filling it in, and then you have the benefit of a permanent reminder of what you have chosen to do on the big day. Another option is to place the pertinent information and E-mail it to Lyn. Your help with this event will be greatly appreciated – not only by us, but by the paying public as well.

Mike Allfrey.

THE VICTORIAN CLUB PERMIT SCHEME HANDBOOK

The AOMC Victorian Club Permit Scheme Handbook has been updated. The new handbook has a blue cover and immediately replaces that with a green cover. The only significant changes in this issue relate to addresses of the Federation of Veteran, Vintage and Classic Vehicle Clubs and a few other minor items e.g. the example of the Special Use Voucher (Appendix B) has been revised to show the current Special Use Voucher.

Therefore the green covered version dated June 2001 is still valid and clubs do not need to bulk purchase this latest issue. It is wise to carry your copy of the handbook in your club permitted Classic at all times.

From the AOMC Newsletter – With Thanks.

OUR MG 'TF' – 1250 TF 654

From an early age, I have had a passion for classic cars, and my early dreams were to buy and restore a 'Chummy Seven' which were not too difficult to find at the time. After that I would, hopefully progress to a Vauxhall 30/98. I remember enviously seeing an 'OE' for sale in Prahran in the 1950s for £125! However, I did not have the resources or facility to store or tinker with them at the time.

Throughout. I was always fond of the MG 'TF', so ultimately my interest swung that way as they aged into the restorable category and others went further out of reach. It was particularly the sight of a pristine MG 'TC' at Victor Harbor some years ago that finally reinforced the yearning.

Right: John's 'TF' as found at the back of Sorrento.

Our 'TF' was eventually purchased in dilapidated but generally original condition in Sorrento on the Mornington Peninsula. The salt air had certainly taken its toll as can be seen. Upon dismantling, many bolts sheared, welded with nature's best – rust, while sections of the front bumper bar were held together only with thin films of chrome.

Many hours were spent scraping buckets of rust and sealing the newly exposed areas with Spartan (now Wattyl) RS1, which I have found very effective, no rust having yet reappeared, then painting or polishing. Of the restoration, some work was carried out by myself which I felt capable of handling, particularly tedious work – in some cases preparing for the more expert tradesman.

The professional work was then carried out by selected specialist workshops. In fact, much travelling was done in the process, work on the rolling chassis was carried out in Dandenong, the body tub which included the timber work at Castlemaine, the trimming at Mornington and completion at Hastings!





Authenticity has been a priority throughout, using factory original replacements where possible, and careful replacement of the correct Whitworth, BSF, UNF, BA and metric fasteners where fitted in the original assembly of these cars; the workshops having used some foreigners.

Left: TF 654 as she is now. Note the MG Magnette in the background, another notable classic.

The car has been back on the road for fifteen years, the main outings these days being club runs or rallies, particularly the RACV Great Australian Rally, of which we

hope to attend many more. TF 654 has won first prize in its class at the MG Car Club Concours on its first outing. Subsequently it achieved a second and a third.

She left the factory in Abingdon on 23rd February, 1954 and was shipped into Sydney on the SS Pinjarra before being delivered by P & R Williams on the 1st June of that year. Unfortunately I do not have a complete life history.

In my view the 'TF' embodies the handsome lines of the classic English sports cars of the pre-WW II era, e.g. Riley Imp and MPH, Jaguar SS.100, Alvis, Straker Squire, etc., while containing the more modern features of independent front suspension, rack and pinion steering, flashing indicators, etc. This makes a period motor car that is still coping reasonably well with modern traffic. I have heard the comment passed that it exhibits the transition from the Vintage to the modern vehicle.

John and Marion Holmes.

THE FRONT PAGE ASTON MARTIN DB6

The inclusion of members cars is a very interesting segment in the newsletter, so I thought that its about time the Aston showed its profile, just in case we could be subjected to further Jowett Jupiter shots from behind, above and beyond. Sorry about the inclusion of yours truly, but for some reason all the shots include some member of the family.

Some facts about the DB6: Built at Newport-Pagnell in 1967, purchased by a syndicate named Host & Coy. Under instructions for shipment to Johor-Baharu, Malaysia for the Sultan. Having been in his stable for some time, then the car was owned by a British Airways pilot who was transferred to Melbourne, then back to the UK. I purchased the car from him before he returned to England and the DB has been in our family since, some twenty-three years. Registered 23625 miles in 1982, and has just hit the 40000 recently. The car is original in all areas except for a repaint in 1982 and minor trim update. The motor has been pulled down once to repair number six piston ring groove failure due to overheating on a trip back from Queensland, (a common failure) pushing her a bit hard?

Specifications: Six cylinder, wet sleeve, all-alloy block and head, twin o/h camshafts, feed through twin SU carburettors. Drive train is a ZF gearbox featuring five speeds, with a Salisbury differential equipped with power-lock limited slip system. Power brakes, with double circuit, independent power boosters to each circuit – front and rear wheels. Top speed 150 mph. Standing to 60mph in 6 secs. Zero to 100mph in 16 secs. Extremely quick for 1967, or even for now. *(Editor's Note: Even more impressive were the figures that Aston Martin-Lagonda Limited published for their sporting cars were those for the 0 – 100 mph – 0 dash and stop. I think, if memory serves me correctly, there was a figure showing 18 seconds for the acceleration to one-hundred miles per hour and braking to a controlled stop. In those exciting days, none of the Continental 'super' cars could match such figures and the Americans could not even hope to come close!)*

Last of the Line 1967 Aston Martin DB6

The DB6, last of the line of the second-generation post-war Aston Martins, was built between October 1965 and November 1970. At the time of the DB6 introduction, the basic body style – as first seen on the DB4 – was nearly a decade old. A total of 1,064 DB6 models were built over the five years of production, about 210 a year all hand built, a limited number carry the Superleggera Touring (light weight) body style.

The power output of the 3,995cc, all alloy motor, sported a claimed 325 bhp, accomplished through an increase in compression ratio and modification of the camshafts. The DB6 is an extremely fast grand touring car.

Zero-to-sixty mph achieved in just over 6 seconds; can reach 100mph in 16 seconds with a top speed of 150 mph. I might add that these figures still are capable of attaining today, if one is wishing to do so.

Today, with the hindsight of nostalgia, the DB6 – although controversial in its time – is on the rebound. After all, the craftsmanship of the hand built Aston Martin is always something to treasure, not to mention the significant increase in values worldwide.

Ross Wolstenholme.

A DELICIOUS RECIPE FROM BRUNG BRUNGLE

The original lease was of 7,000 acres, carrying 5,000 sheep one mile north of Bochara, near Redruth, and issued to Stewart and Kemshead. The house has been built in three stages, the first part prior to 1855, with hand made bricks from the 'Brung Brungle' brick kiln. The homestead overlooks the beautiful Wannon River. Peter and Ellen Balderstone have lived here since 1983.



Rich Moist Chocolate Cake – Ingredients

165 grammes Plain Flour
30 ml (2 Level Tablespoons) Cocoa
5 ml (1 Level Teaspoon) Bicarbonate of Soda
5 ml (1 Level Teaspoon) Baking Powder
125 grammes (5 Ounces) Castor Sugar
30 ml (2 Level Tablespoons) Golden Syrup
2 Large Eggs (Size 3)
150 ml (¼ Pint) Salad or Corn Oil
150 ml (¼ Pint) Milk

Fudge Icing

50 grammes (2 Ounces) Butter
60 ml (4 Level Tablespoons) Cocoa
45 ml (3 Tablespoons) Milk
125 grammes (5 Ounces) Sieved Icing Sugar

Cake Method

This cake is mixed with a Magimix or similar mixer. Heat the oven to 170 °C (325 °F). Grease and line the bottom of two eight-inch (200 mm) straight sided sandwich tins with greased grease-proof paper.

Using a metal knife, fix the bowl and knife in position. Sift together flour, cocoa, bicarb. of soda and baking powder into a bowl. Add the sugar and syrup and the eggs which have been lightly beaten. Put on the cover and remove the white plastic pusher. Switch on, and pour the oil and milk mixed down the funnel into the bowl. Mix for five seconds – count to five slowly – after all the liquid is in.

Remove the bowl and knife from the machine, lift out knife and scrape clean. Turn the mixture into two prepared tins and bake in the centre of the oven for thirty to thirty-five minutes, until the cakes spring back when lightly pressed with the fingertips. Turn out onto a wire rack to cool.

Fudge Icing Method:

Melt the butter in a pan, add the cocoa, stir to blend and cook for one minute. Stir in the milk and icing sugar, and mix to smooth consistency. Leave to cool and thicken. Spread half the mixture between the two cakes, and the remainder on top. *Mrs. Ellen Balderstone.*

Editorial Note: Just what a Magimix and, it seems, its knife is, is not known. Maybe someone out there can enlighten us on this one for future reference. It is known though that this cake recipe is a "good riser".

Compiled by Joanne Dickinson.

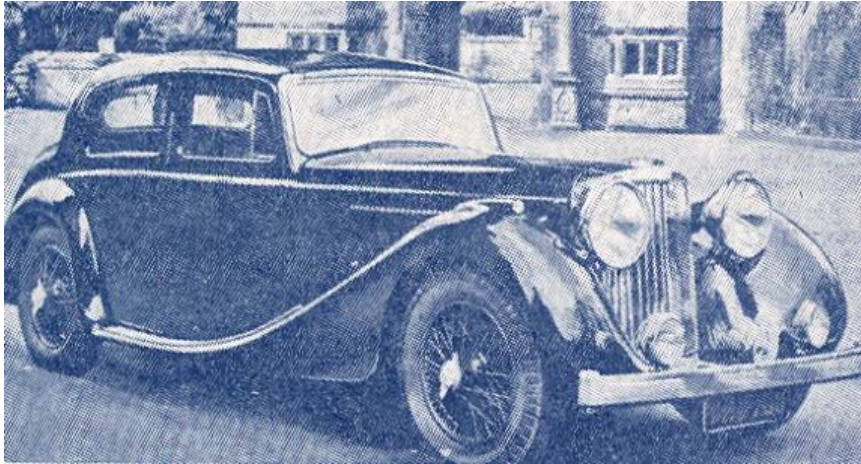
Illustration by Jill Williams.

With thanks to the National Trust.

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 18:

JAGUAR 1½ Litre 14 h.p.



The increasing popularity of the three Jaguars vindicates the appeal of a smart appearance with a powerful power unit. This year's imported saloons are fully equipped with the finest of appointments. The 14 h.p. 1½ litre is the 4 cylinder representative developing 65 b.h.p. It has a very roomy luggage compartment with a magnificent tray of tools. 24 m.p.g. and a high compression ratio of 7.5 to 1 bespeaks high performance. Its low sleek lines are beloved by all who revere the sports saloon which Jaguar so well exemplifies. This is matched to a good specification of standard British components.

Jaguar is still a surviving marque, but is currently under the ownership of the Ford Motor Company. Modern Jaguars are essentially what the Americans think a British luxury sporting saloon ought to be. Test drives have revealed over-assisted power steering, and there are many obviously Ford sourced items, which in a way bring the Jaguar back to its origins – a lovely body using easily acquired mechanicals. Ed.

From Motor Manual, 1949. With Thanks.

A DRAMATICALLY DISSOLVING DAIMLER



Discovered and thoroughly inspected during our Norfolk Island holiday, was this fine Daimler 420 of about 1967. This car is virtually complete – the interior is good and all instruments are in place – and even the wood work and headlining are in remarkably good condition.

Left: Rob Nolan and Jean Cooper inspect the Daimler.

The engine, surprisingly, is virtually oil leak free and the aluminium parts are not too corroded. Our tour guide informed us that the Daimler was driven onto the concrete pad behind some shops and left there. Since that time, rust has taken over the body and, this is a great shame because the rest of the car is so good – even the chrome is still in good condition. A restoration would be a sobering undertaking with respect to the sheer amount of rust that

has to be cut out and replaced with good metal. But with a good donor body shell, who knows?

A SPECIAL OFFER

We have just received from the supplier a shipment of car badges. These are 90 mm (3½") diameter, made of brass with an outstanding design coloured in enamel. We are giving each club membership FREE one badge, and a second one may be purchased for only \$10.00, about half the cost of making these top class badges. The only catch is that you will be given your new badge at the next ABCCC event YOU ATTEND. See either Bill Allen or Pat Douglas and they will give you your badge and cross your name off the list. This offer is only valid till Christmas, and we look forward to seeing lots of ABCCC car badges on nice cars.

Frank Douglas – President.

FOR SALE

1956 Jaguar Mk VII

No picture of the car folks, this car is a good restoration project and is believed to be a one-owner car that is absolutely complete. The car features the free revving 3.4 litre engine and has automatic transmission. Some restoration work has been done but it needs completing. These cars are rare now, and there must be someone who is keen to preserve such a splendid example of the Jaguar marque.

The original registration number is GNU 114 and our Jim Spence knows the car. Asking price is \$5,000 and is probably negotiable. Please call Robert on (03) 9459 9285.

CLUB REGALIA

New car badges are now available at a special LOW price of just \$10.00 plus postage. These are made of brass and are 90 mm diameter. Before committing to purchase, see special offer on Page 12. They are very smart and can be obtained by contacting the writer. The pre-existing club car badge remains at \$35.00, so you will realize that this new badge is a STEAL! Get yours now.

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. 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.

WANTED!



Believed to have absconded with:



**PLEASE RETURN THIS FORM TO
LYN HIGGINSON, 784 OLD CALDER HIGHWAY, KEILOR. 3036**

**MARSHALS FOR THE GREAT AUSTRALIAN RALLY
SUNDAY 22nd JANUARY, 2006.**

MORNINGTON:

I will be able to help marshal cars at Mornington () Yes

Starting times: 8.30 a.m. Yes/No
11.00 a.m. Yes/No

BRANDON PARK:

I will be able to help marshal cars at Brandon Park () Yes

CASEY:

I will be able to help marshal cars at Casey () Yes

HASTINGS:

I will be able to help hand out rally bags at Hastings () Yes

MELBOURNE:

I will be able to help marshal cars at Melbourne () Yes

TICKET SELLERS AND RELIEVERS AT MORNINGTON:

I can be a ticket seller at Mornington: starting time 8.30 am Yes/No

I can be a reliever ticket seller at Mornington: starting time 10.30 am Yes/No

I can be a gate checker at Mornington: starting time 8.30 am Yes/No

I can be a reliever gate checker at Mornington: starting time 10.30 am Yes/No

Please write your details in capital letters:

Your Name:

Your Contact Details: Home:

Work:

Mobile:

Fax:

E-mail Address:

CONTACT PEOPLE FOR DIFFERENT VENUES & EVENTS:

MELBOURNE: Frank Douglas – (03) 8704 2533 (home)

BRANDON PARK: Tony Pettigrew – (03) 9739 1146 (home)

CASEY: Rob Nolan – (03) 5978 7798 (home)

HASTINGS: Mike Allfrey – (03) 9729 1480 (home)

MORNINGTON: Ray Higginson – (03) 9336 7306 (home)

TICKET SELLERS: Lyn Higginson – (03) 9336 7306 (home)

FLY THE FLAG TOUR: Frank Douglas – (03) 8704 2533 (home)

PLEASE NOTE:

Rosters will be made up from the information given.

If there is any change please ring the contact person before November 30th, 2005.