



An incorporated club

A0035462V

A friendly family social motoring club

Edition 92

December 2005

A MOST SATISFYING ACHIEVEMENT



Impressive progress on Tony and Maxine Pettigrew's Lagonda project, which we are following in this magazine. This car will be ready for next year's RACV Fly the Flag Tour, and it will be a real head turner!

Please send in photographs of your British Classic so that it can be featured here – otherwise, more Jowett and Rover 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, PO Box 201, Chirnside Park, Victoria, 3116.

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

Your ABCCC News

THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC., FOUNDED - SEPTEMBER 23^d 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.

December 2005

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

18 Event to be advised.

January 2006

15 RACV Great Australian Rally – Bag Stuffing Day Frank Douglas (03) 8704 2533
Venue – 14 Grandvalley Drive, Chirnside Park.

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

February 2006

5 The Annual General Meeting of the All British Classics Car Club Inc. Val Jeffereyes 0407 319 588
Venue – George Hetrel's Como Gardens, 79 The Basin to Olinda Road, The Basin.

18 – 19 South Gippsland Wanderings – An ABCCC Event Jim Spence 0412 808 050
Venue – Touring the South Gippsland Area.

March 2006

8 Mid-week Run – An ABCCC Event Frank Douglas (03) 8704 2533
Venue – To Be Determined.

19 Mount Sugarloaf Picnic – An ABCCC Event Nello Mafodda (03) 9719 7949 AH
Venue – Sugarloaf Reservoir Park, Christmas Hills, Melways Map 273 Ref. B3

April 2006

1 – 7 5th RACV Fly The Flag Tour – ABCCC Major Event Frank Douglas (03) 8704 2533

22 – 23 Como Gardens Open Weekend George Hetrel 0418 323 376
Venue – 79 The Basin to Olinda Road, The Basin.

30 RACV British & European Motoring Show – The AOMC Inc. Frank Douglas (03) 8704 2533
Venue – Members Car Park, Flemington Racecourse, Enter from Epsom Road.

May 2006

7 The Grand Indulgence Tour – An ABCCC Event Bill Allen (03) 9846 2323
Venue – To Be Determined.

27 – 28 Historic Winton – Austin 7 Club Inc.
Venue – Winton Raceway, Benalla, Victoria.

29 – Murray River Houseboat Cruise – An ABCCC Holiday Event Frank Douglas (03) 8704 2533

June 7 **Note! Bookings must be in by 18th December, 2005**
Venue – Cruising from Mannum, South Australia.

June 2006

18 Melbourne Cricket Ground & Victorian Parliament Tours Frank Sawyer 0408 633 778
Meeting Point – To Be Advised.

29 The Great ABCCC Trivia Challenge – An ABCCC Event Frank Douglas (03) 8704 2533
Venue – Meg Wood's Café & Deli, Wandin.

July 2006

8 – 9 Nagambie Wineries Weekend – An ABCCC Event Peter McKiernan (03) 9787 6003
Venue – Nagambie Area.

23 Christmas In July – The ABCCC Annual Dinner Colin Brown (03) 5964 9291
Venue – To Be Determined.

August 2006

6 To Be Advised – An ABCCC Event Geoff Birkett (03) 9755 1772
Venue – To Be Determined.

20 Point Cook RAAF Museum – An ABCCC Event Lyn Higginson (03) 9336 7306
Venue – Point Cook, Victoria.

September 2006

6 Mid-week Run – An ABCCC Event Frank Douglas (03) 8704 2533
Venue – To Be Determined.

17	Visit to HMAS Cerberus – An ABCCC Event Venue – HMAS Cerberus, Stony Point, Victoria.	Frank Sawyer 0408 633 778 Rob Nolan (03) 5978 7798
October 2006		
1	Port Arlington Run – An ABCCC Event Venue – Port Arlington Area.	Tony Hodges 0419 307 026
14	Visit to Melbourne Zoo – An ABCCC Event Venue – Melbourne Zoo, Elliot Avenue, Parkville, Victoria.	Lyn Higginson (03)9336 7306
21 – 22	Como Gardens Open Weekend Venue – 79 The Basin to Olinda Road, The Basin.	George Hetrel 0418 323 376
November 2006		
5 – 12	Whale Watching – An ABCCC Event Venue – Lakes Entrance, Victoria and Eden, New South Wales.	Tony Pettigrew (03) 9739 1146
18 – 19	Bendigo National Swap Meet – A Federation Event Venue – Prince of Wales Showgrounds, Bendigo, Victoria.	
26	Observation Run – An ABCCC Event Route – To Be Advised.	Chris Newell (03) 9735 2335
December 2006		
3	Christmas Luncheon – An ABCCC Event Bookings are essential. Venue – RACV Country Club, Healesville, Victoria.	Frank Douglas (03) 8704 2533
17	Badgers Creek BBQ – An ABCCC Event Venue – Badgers Creek, Healesville, Victoria.	Janet McGregor (03) 9735 2533

EDITORIAL NOTES – ISSUE 92

We have come to the end of another year – already, you may say – but when you're having fun, time surely flies. Overall we have had a good year and our events have been well attended. The next issue of *Your ABCCC News* will be sent out at the end of January.

We have recently had our planning meeting for the year ahead and, as can be seen from the foregoing ABCCC Events Directory, a full year is planned. Next year, we have two highlights. Firstly the River Murray houseboat cruise when it will be literally, "All Aboard!", and the Whale Watching Weekend planned for November, when again the call of "All Aboard!" will ring out. Several local runs have also been planned and there should be something for everyone – classic motoring-wise.

All that remains is for me to wish you a Merry Christmas and a happy and safe new year with plenty of super-enjoyable classic motoring.

Santa, please, a set of new tyres for the Jupiter would be really nice! Trust your wishes come true too.

Mike Allfrey

MAJOR EVENTS NEWS

THE RACV GREAT AUSTRALIAN RALLY

Sir James By The Bay

We have had a request from Denise Hodson, a Diversional Therapist at the Sir James By The Bay aged care facility in Mount Martha, for participants to detour on their route to Mornington. The residents are too frail to attend the rally display at Mornington Racecourse, and it would be a good idea if some of the RACV Great Australian Rally cars could call in at the facility. They would bring back some wonderful memories for the residents.

Sir James By The Bay is at 185 Racecourse Road (on the corner of Bentons Road), Melways Map 145, Reference J7, UBD Directory Map 465, Reference N6/7, not at all far from our display at the Racecourse. Entry to the car park is off Racecourse Road and there is a circular drive so the cars can come in and do a lap around the driveway and back out the same entrance. If anyone wants to stop for a few minutes, there is plenty of parking space available.

What a wonderful idea! We all know that a spot of reminiscing is good for the soul, and the success of our visit to the old folks home at Myrtleford during the last RACV Fly The Flag Tour is proof of that! So, please consider a stop along the way – it will make some people very happy.

In Memoriam

Our club was saddened to learn of the recent passing-on of the club's most valuable member – Someone Else. Someone Else's passing creates a vacancy that will be difficult to fill. Someone Else has been with our club since it first started and did far more than any normal share of the work.

Whenever there was a job to do, a rally to marshal for, funds to be raised or a meeting to attend, one name was on everyone's lips, "Let Someone Else do it."

It was common knowledge that Someone Else was one of the largest contributors of time to the club; whenever there was a need for volunteers, everyone just assumed Someone Else would volunteer. Someone Else was a wonderful person – sometimes appearing superhuman, but a person can only do so much. Now, it is realized, everybody expected too much.

Someone Else left a wonderful example to follow, but who is going to do the things Someone Else did?

When you are asked to help, remember

We cannot depend on Someone Else any more! So, contact Lyn Higginson and offer your assistance!

Mike Allfrey.

ALL ABOARD! OUR 2006 HOLIDAY EVENT – 29th May to 7th June, 2006



How about this for a holiday break? She, and two others, are booked! Read on

Each year, our club organizes a holiday type event – the Andamooka Opal Safaris, the Taste Tasmania Tour and the recent Discover Norfolk Island Tour. All of these holiday events have been a great success and plans are well advanced for a houseboat sojourn on the Mighty Murray River, starting from Mannum in South Australia. The holiday will be the week of 29th May to 7th June, 2006.



We have made provisional bookings with Unforgettable Houseboats, Australia's most accredited hire houseboats. Unforgettable Houseboat Hire is based at the historic river town of Mannum, which is worth time on its own for exploring, and we can cruise either upstream or downstream from there.

Our accommodation on these splendid houseboats will be magnificent with, it seems, queen size beds being the minimum. The comfortable cabins have picture windows and the scenery is ever changing.

Costing, per person, per day/night, will be as follows:

7 Night Trip Hire	Low \$50s
4 Night Trip Hire	Mid \$60s

We need to know the preference for whether we take a four night or seven night cruise. The four or seven night cruises do not include our driving time to and from Mannum. They are the number of nights we hire the houseboats for. These rates are extremely reasonable, and are based on the boats being filled. The rental is competitive with the cost of typical motel accommodation and, in addition, we will have glorious day-long views and a comfortable base that can tie up for the night where we choose. Fuel costs, shared, will be less than driving from place to place on a motoring tour. Self catering will mean very reasonable dining costs. Fuel and catering costs will be additional to those rates presented above.

PLEASE NOTE

Unforgettable Houseboats are holding three boats for us, but only until the end of December. If you prolong making your decision, we could lose our boat reservation advantages. Therefore it is of utmost importance that you make your booking before 18th December, 2005. Deposits are not required until February, 2006.

Such a cruise offers a wonderful holiday event, amongst great company – a good fun week.

We are looking for expressions of interest in joining our holiday on the Murray. Because bookings need to be made well in advance, we have to act now. Please contact me to make your booking, and your place on our holiday event will be assured. You all know the number, (03) 8704 2533, so please call with your preference for the length of the cruise and your intention to join us – before 18th December please.

Frank Douglas.

GET WELL WISHES

We have two get well wishes:

Frank Sawyer has had a short spell in hospital and we wish him a speedy recovery.

Bill Ballard is also spending some time in hospital to have a knee operation. They tell us that the screw cap type Stauffer lubricators are the best for new joints, Bill! Half-a-turn each morning should suffice. Hope to see you out and about in Bluey again, soon.

PAST AND FUTURE EVENT REPORTS

MORNING AND LUNCH RUN – Sunday 23rd October, 2005



A group of interesting cars gathered at Lilydale for our tour through the Yarra Valley to Kelly's On The Hill at Olinda. We were given maps with a long and a short route, and it seemed that most elected to take the short route. Being a very obedient driver I took the route that my navigator gave me – which turned out to be the shorter option. It seemed the lunch at Kelly's was the prime goal!

Left: Chris Newell drawing attention to the impending issue of maps for our tour. It was a perfect day.

Soon the call went out to mount up and depart. We set off to Yarra Glen and, after driving through the town, took the turn right onto the Old Healesville Road. What a delightful, traffic-free road this is, there was even time to stop and wait for an erratic Echidna to cross the road, without interference from all those bustling moderns. After Healesville, it was on to Woori Yallock and then into the hills to our lunch stop.

Kelly's well and truly lived up to their reputation for good food and plenty of it. Some of our lunches were a bit daunting. During the lunch, three raffle prizes (supplied by Kelly's with thanks) were drawn, and we came away with a nice bottle of red. After the lengthy lunch we departed on our separate ways to head home. Our grateful thanks to Janet McGregor and Chris Newell for putting together such an enjoyable day of open air motoring for some of us.

CUP DAY AT THE RACES – Tuesday 1st November, 2005

My only excuse for not attending this event was that so much time had been spent fixing someone else's Jowett, that my own engine project had slipped further behind schedule – yet again. It was a good opportunity to do some serious engine work, and I took it!

An E-mail did come in with a photo of the relaxed activity of the event, but there was no description of how the event went. So, the pic is held-over until the next issue of Your ABCCC News, by when (hopefully) someone will have put pen to paper and sent in a good report.

Mike Allfrey.

THE ABCCC CHRISTMAS FUNCTION – 4th December, 2005



Enjoying pre-luncheon drinks with our cars on the lawn.

The traditional ABCCC Christmas function is on the 4th December at the RACV Healesville Country Club's Gazebo. We expect to place the cars on the lawn from 12:00 noon and be ready to commence our lunch at 12:30 pm. Lunch cost is \$32.00 per person and customary drinks are provided by the club. Bookings for our luncheon function are essential.

We have booked the Blue Ramblers Band to entertain you. As previously, the club will provide wine, beer and soft drinks. Don't forget the Christmas Kringle, all gifts to be no more than \$5.00, and bring one Kringle gift each – girls for girls, boys for boys.

To make your booking, please call me on (03) 8704 2533 – do it soon to avoid disappointment!

Frank Douglas.

A PRIZE WINNER'S STORY



At the RACV Australia Day Rally this year, my wife and I could not believe that we had won the ABCCC prize of a trip to this year's rally; in fact when our names were announced as winning a prize we had no idea what for. Then we found out when people came from everywhere to congratulate us.

The prize included return tickets to London and funds for accommodation etc. The travel agent, Reho Travel proved totally superb in setting the trip up and meeting all needs. I would without any reservation totally recommend them to anyone as exceptional.

I immediately got on the Web and soon found all the information, including a DVD of the 2004 rally, which gave us the sense of what it is all about.

Our knowledge of the sixty mile rally for cars pre 1905, was from the film Genevieve and we had no idea it still existed.



It dates back to 1896 when it was billed as "The First Legal Run of the New Automotor Carriages in England" which became law on the 14th November, 1896. From that date a car was permitted to travel at a maximum speed of 12mph.

The event is heavily sponsored and supported with a specialist company organizing everything (Motion Works). It runs with a very large support team who ensured every detail was covered. As expected the logistics with this event are huge for example each vehicle required a trailer to get it to London and then generally the trailer had to be available in Brighton to collect the vehicle.

Although we did not have a vehicle, we were welcomed warmly by the organizers and invited to many events directed at participants.

The initial event was an auction on the Friday afternoon at Bonham's off New Bond Street. It most certainly was a fabulous start to the weekend.

The auction items comprised several fine pre 1905 veteran cars and about 130 accessories and memorabilia covering veteran cars. Some of the cars were as if they had just come from the showroom. Bidding was very active with some unbelievable prices recorded. A 1904 Wolseley 12hp Rear-Entrance Tonneau brought £90,000.



A 1904 Societe Manufacturiere d'Armes 20/30hp Open-Drive Landulette (as pictured) brought £130,000. The following day Regent Street was closed off so as to permit a Concours of about 110 vehicles. The display was totally unbelievable with many of the owners dressed in the attire of the 1900 period.



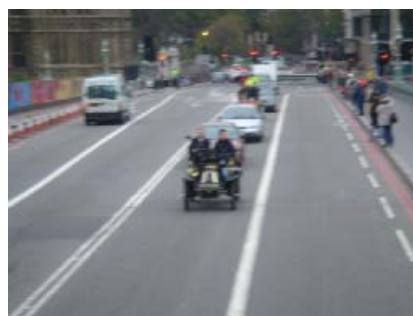
Some of the vehicles were taking dignitaries for rides around London. We must have been important as the Vice President of the Veteran Car Club, Bob Smith, took my wife and me for a great ride in his 1904 Peugeot. Later that day the famous Regent Street, Christmas lights were switched on to start the Christmas season in London.



At lunchtime we were invited to join the car owners for a luncheon at the RAC in Pall Mall. Many significant identities were present such as the Lord Mayor of Westminster. We met people from everywhere who had extraordinary car stories to tell. The event is very global with entries from everywhere including Australia, USA, Mexico, Europe etc.

At about 7.15 am on the Sunday the first cars set off from Hyde Park. About six cars at a time were set on their way and a few minutes later the same again until all of the entrants were on their way. The maximum speeds achievable were anything from about 10 mph to 60 mph. Initially 496 entries were received, 487 made it to the start, and 443 got away.

We were fortunate in being able to join the VCC open top bus for the journey as it travelled right in with the action including long, frustrating traffic jams south of London. The traffic jams did not seem to worry the participants as they took to travelling around the jams either in the centre of the road or down side access, bus lanes.



The route followed around via the front of Buckingham Palace, Victoria and then onto Westminster Bridge. From there it was south via the every day roads with everyone coming out to see the spectacle. Many followed in more modern cars, but still classics, like an unbelievable vintage Aston Martin.

Heavy wet conditions were forecast for the weekend, but held off until about late Sunday morning. It then hit hard with driving winds and heavy rain. However, the drivers were well prepared with appropriate covering.

Along the way many cars broke down, but overall most made it through to Brighton. Some stopped to give the cars a rest whilst many were stopping in petrol stations to refuel as they were moving through quite swiftly. The first stop was at Crawley where the cars were checked in, and drivers with passengers were welcomed into a specially set up area for a rest and a coffee.

Then it was on to Brighton; right down to the water's edge with driving rain and seas. The cars either checked through and returned to London, or stayed in the car park on the promenade to remain display until the next day – in the rain!



In the evening the VCC Annual Dinner was held at the Grand Hotel with about four hundred attending including the Lord Mayor of Westminster and the Mayor of Brighton. It was a very formal occasion with a lot of fun. We were fortunate to be sitting with a party from Ireland with the driver having participated in every event for the past 37 years. His only breakdown was on the first trip. He had family travel with him in his 1897 Daimler, in particular one to keep an eye on him for he is ninety years of age! That imparts very much the flavour of the event for there are so many other stories like this one.

In summary, The London to Brighton Veteran Car Run is much more than one's love of a car; it is very much about people and history. Would we go again? Perhaps, but preferably in one of the cars, or with our own car, if ever we could afford one. (Details available at (www.lbvcr.com))

Editor's Note: This article has been 'doctored' to reduce the file size byte-wise, because each picture, in undoctored form, is 1.4 mega bytes. Thus it is manageable in some ways but not in others.

Grattan Fitzgerald – With Thanks.

LAGONDA RESTORATION PROGRESS REPORT

This very interesting project, featured on our front cover, is making excellent progress in Tony Pettigrew's capable hands. The magnificent, WO Bentley designed, six-cylinder twin overhead camshaft engine has burst into life after a very long rest. Tony is keen to rig up a seat and take the chassis for a short drive in the driveway, just to get the feel of it.

It has to be said that the body-less car looks a bit strange, with the high-mounted differential and that imposing engine sitting nose high up the front. Tony was a little unsure, while installing the differential and rear suspension into the chassis, but reference to photographs taken during the car's dismantling, assure that all is correct in this department.

Right: The high-mounted differential assembly. Note the massive axle shafts and the deep section chassis.



It would be easy to imagine the lads in the Staines or Feltham Aston Martin Lagonda workshop, while building the first prototype, standing back, looking at their handiwork and wondering just what they were building! First impressions are that the propellor shaft seems to change direction in a more pronounced manner than most "normal" cars' chassis. The important point to remember, is that once the weight of the body is on the chassis, provided all the shaft angles are the same, there will be no concerns with the drive system. The body weight will also reduce the camber of the wheels.

Work is progressing apace on the drop-head coupé body, with Bill Bonner working his magic on the mudguards at the time of writing this report. The wooden frame is also being tackled.

The quality of restoration is most impressive and the attention to detail is of the highest order. This is an exciting project and a further report will be in the next issue of Your ABCCC News. It is Tony's intention to have the car ready in time for next year's RACV Fly the Flag Tour.

Our compliments, Tony (and Maxine), it is a credit to you!

Mike Allfrey.

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 20:

JOWETT JAVELIN 13 h.p.



Most interesting of the newer designs to come to this country is the Jowett Javelin horizontally opposed four cylinder O.H.V. engine with hydraulic tappets. The engine is mounted forward of the radiator and the car has just about every desirable modern feature. These include steering column gear change, independent suspension by torsion bars, a new streamlined body with a curved glass windscreen, and a very comfortable and unobstructed interior. Twin carburettors assist to give this car a performance even ahead of its styling – 76 m.p.h., 35 m.p.g., and 0 – 30 m.p.h. in just over 6 seconds.

Comment: The Jowett Javelin did have a couple of industry 'firsts' – it was the first production car to employ hydraulic tappets and was also the first to have a curved windscreen. Only the front suspension was independent, the rear of the car was suspended on a live, well located, rear axle with torsion bars. During its youth, the Jowett Javelin and Jupiter suffered from teething troubles, these were overcome and now they are very reliable motor cars.

More could be said

From Motor Manual, 1949. With Thanks.

CATCHING UP WITH FOLK ON THE EAST COAST

Editor's Note: This item was sent in by E-mail and, as with the London to Brighton item, my computer does not recognize some of the formats used. Very likely, my computer is as simple minded as I am. So, please, send in articles as Word 2000 documents, with the photographs as jpg files. Otherwise the whole purpose of the E-mail system is defeated – this has been re-typed and, fortunately, the photo did transfer OK.

The last time Sandra and I had visited Brisbane was in September 2002, when we were fortunate enough to be able to go to the RACQ Batteries All British Day at Tennyson. I had enjoyed the trip very much and thought it was time we made another visit. But, steady on – we are not talking about a day's trip down the road here! We are talking about a 3,620 kilometres (2,260 miles) round trip from south east Melbourne, taking two days each way. Add in a couple of days break on the way up, a reasonable period in Brisbane, and a few more days break on the way home, and you're talking about at least a fortnight away from home.

I had also decided to be more pro-active this time and planned to take my blue 1936 Ford Model CX roadster with me to display at the show, which was organized by our affiliated club, the All British Classics Car Club (Queensland) Inc. It was held at St. Joseph's College Playing Fields in Vivian Street, Tennyson, on the 18th September. In an attempt to create some world and Australian records, I also persuaded

friends Rick and Robyn Bushell of Bonny Hills, NSW to take their red 1936 Ford Model CX coupé, and Barry and Cynthia Seng of Redland Bay on the coast near Brisbane to take their white 1936 Ford Model CX coupé. In addition, I also invited Maurie Graham on the Gold Coast to bring his white and red 1936 Ford Model CX roadster. Had we all come together at that show, it would have been the first time two CX roadsters had ever been seen together in preservation; the first time four Australian-bodied CXs had appeared together, and indeed, probably the first time a CX of any description had appeared at the show in its twenty-six year history!

Unfortunately, Maurie did not respond to the invitation and that left just the three of us, right up to the day of our departure from Melbourne. On the extremely wet morning of the 12th September, Sandra and I got as far as Lilydale on the outward journey, when a chap pulled up alongside us at traffic lights and kindly informed us that a wheel had come off our tandem trailer about five kilometres back! Drawing cautiously through to a service road on the other side of the lights, I got out of the car, became instantly drenched, and discovered that the front nearside wheel had indeed come off. I immediately looked upwards and thanked Him up there that it hadn't been one of the offside wheels – which would have wreaked havoc with oncoming traffic. I replaced it with a spare and retraced our route to Hull Road, where the wheel had come off and where our informant was waiting by the roadside. He showed me where the wheel lay – it had bounced a four feet high barbed-wire fence and landed in a paddock two-hundred feet away from the road. But for our assistant, I would never have spotted it in a thousand years! When it was recovered, it still had the wheel trim on it and the five wheel nuts were inside – a miracle! Because the threads on the wheel hub had been partially stripped, I didn't dare risk taking the trailer up to Queensland. So, after offering my informant a slab of beer for his kindness, which was declined, we returned home and dumped the car and trailer under the car port. After a quick change of clothes, we continued our journey in the posh-mobile some two and a half hours later than planned. This episode did not stop us from having a fabulous time and, once we were clear of the Great Dividing Range on that first day, we had really good weather all the time we were away. (It continued to rain in Melbourne for most of the time we were away, I'm told.)

The car show in Brisbane was fantastic with some lovely cars – Jaguars, Bentleys, Jowett Jupiters (four off!); you name it – it was there. The display by the Arrol-Johnston, a Scottish make, club particularly



caught my eye, because they had a 'barn find' posed alongside a fully restored car of the same model and, another part-restored specimen for good measure – not at all bad for such a rare make of motor car. There was also a record turnout of small English Fords for Queensland, thirteen in total, which included Rick's (shown at left) and Barry's CX coupés and an assortment of Anglias and Prefects. There was also a very large turn-out of Minis. It was this group of Minis that attracted the attention of the only report of the show I have seen to date, in *Australian Classic Cars* maga-

zine, which was not very complimentary about the show. Poor attendance was reported and this was attributed to there being other big car shows on in the area on the same weekend. This was the opposite to my thoughts on the All British Day. Having attended our own RACV British & European Motoring Show at Dandenong earlier this year, and bearing in mind the Brisbane show's lack of the 'European' content, I was very impressed by the turnout and presentation of the show by our fellow club at Tennyson, and believe that the lack of public attendance may be due to the location, which is a private sports ground well away from main roads. This puts a bigger accent on show publicity and signage for the organizers in order to ensure a good public attendance. We enjoyed the day very much and the rest of our stay in south east Queensland and New South Wales was also enjoyable and without any wheel losing dramas!

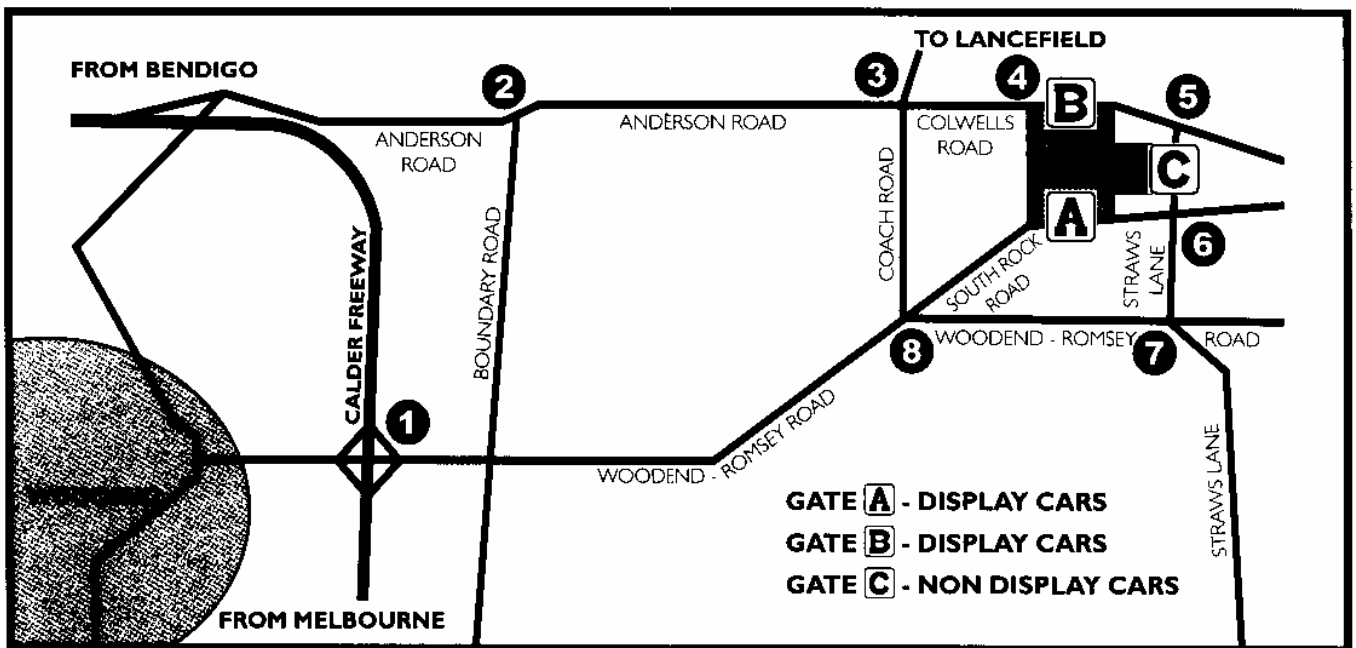
Bill Ballard.

PICNIC AT HANGING ROCK – Sunday 12th February, 2006

The nineteenth running of the popular Picnic at Hanging Rock, an event some of us attend each year, will feature some changes next year. The Macedon Ranges & District Motor Club have advised that the following traffic arrangements, as shown on the map, should be noted:

1. All intersections numbered will have appropriate signage to assist motorists, and, during peak periods, some of these intersections will be staffed with traffic control marshals.

2. Both the normal entry gate on South Rock Road, known as South Gate (A on map) and the north gate (B on the map) on Colwells Road will be available for display car entry.
3. There will be no entry for non-display cars at the North Gate or South Gate.
All non-display cars need to enter from Straws Lane (C on map) and will be parked in that area. Some transport to the display areas will be available for those requiring assistance. It should be noted that non-display cars will be directed to the Straws Lane entry gate (C on map), regardless of the direction from which they arrive.
4. An alternative route has been set up for display cars to facilitate faster entry via the North Gate on Colwells Road. Those arriving at intersection number 1, either from Woodend or from the Calder Freeway, are encouraged to consider turning left at Boundary Road (near number 1) and follow the signs to the North Gate.
Parking will be in areas similar to those assigned for cars entering via the traditional South Gate.
5. Display cars travelling from the North are encouraged take the Lancefield off-ramp and proceed toward the North Gate via Anderson Road.



Map of traffic control measures for Picnic at Hanging Rock. Woodend is at bottom left.

Picnic at Hanging Rock is for all Veteran, Vintage and Classic cars and motorcycles, Customs, Commercials and Pedal Power Vehicles. Gates open at 8:00 am and you can be assured of a warm welcome from the Macedon Ranges & District Motor Club.

From MRDMC – With Thanks.

SEASON'S GREETINGS

We wish all of our members a Merry Christmas and a Happy New Year. May the coming year bring safe and supremely enjoyable classic motoring to you and your families. We look forward to you joining us on our events that have been planned for next year.

Your Committee.

MEMBERSHIP RENEWALS

It is that time of year again folks! Membership renewals are due before the end of December. The renewal form has been posted on the Website. Please post your subscription to:

Pat Douglas, PO Box 201, Chirnside Park, Victoria, 3116

Thankyou.

Pat Douglas.

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. 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!
**HELP FOR MARSHALLING AND TICKET
SELLING TASKS FOR THE
RACV GREAT AUSTRALIAN RALLY
AT
MORNINGTON
IF YOU CAN HELP, PLEASE CONTACT
LYN HIGGINSON
THANKYOU.**