



An incorporated club

A0035462V

A friendly family social motoring club

Edition 99

August 2006

Your ABCCC News

CORRR! A CORTINA!



This splendidly maintained 1969 Ford Cortina Mk II GT has been owned by club member Kevin Ryan since 1975. Join the 30+ Years Ownership Group Kevin! We look forward to seeing it on a run soon.

There is more about this Cortina inside.

Please send in photographs of your British Classic so that it can be featured here – otherwise, definitely 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 Val Jefferyes and Jim Spence, PO Box 8092, Burnt Bridge, Victoria, 3134.

Please Note: 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"

ALL BRITISH CLASSICS CAR CLUB (VIC.) INC. – YOUR COMMITTEE

President	Frank E Douglas	(03) 9739 4829	frankdouglas@abccc.com.au
Vice President	Ray Higginson	(03) 9336 7306 AH (03) 9310 5286 BH	higginson@abccc.com.au
Treasurer	Tony Hodges	0419 307 026	tonyhodges@abccc.com.au
Secretary	Val Jefferyes	(03) 9725 1117	valjefferyes@abccc.com.au
Membership Secretaries	Val Jefferyes	(03) 9725 1117	valjefferyes@abccc.com.au
	Jim Spence	0412 808 050	spencestandard8@optusnet.com.au
Magazine Editor	Mike M Alfrey	(03) 9729 1480	mikealfrey@abccc.com.au
	Facsimile No.	(03) 9720 0283	moubray@tpg.com.au
Assistant Editor	Mary Nolan	(03) 5978 7798	marynolan@abccc.com.au
AOMC Delegates	Bill Allen	(03) 9846 2323	
	Ross Gardiner	(03) 9818 5094 AH	consultanalogue@hotmail.com
Club Regalia	Bill Allen	(03) 9846 2323	
Victorian Club Permit	Frank Douglas	(03) 9739 4829	frankdouglas@abccc.com.au
Scheme Officers	Colin Brown	(03) 5964 9291	colinbrown@abccc.com.au
Events Co-ordinators	Lyn Higginson	(03) 9336 7306 AH	higginson@abccc.com.au
	Pat Douglas	(03) 8704 2973	patjdouglas@abccc.com.au
	Colin Brown	(03) 5964 9291	colinbrown@abccc.com.au
	Tony Pettigrew	(03) 9739 1146	tony1@uvtc.net.au
	Bill Allen	(03) 9846 2323	
Website Maintenance	Chris Newell	(03) 9735 2335	chrisnewell@abccc.com.au

THE ALL BRITISH CLASSICS CAR CLUB WEBSITE IS <http://www.abccc.com.au>

IMPORTANT CLUB INFORMATION

Introduction

The All British Classics Car Club of Victoria Incorporated, hereafter called the ABCCC, is a fully incorporated club in accordance with the Associations Incorporation Act. Accordingly, any publication or document officially issued by the ABCCC, must carry the ABCCC's Association Incorporation Registered Number: A0035462V.

The ABCCC Magazine (Including Disclaimer)

The publication, *Your ABCCC News*, is the official magazine of the ABCCC Inc. It is published once a month, with the exception of December. The magazine's issue date is during the week of the 25th of each month. To make the editor's task a little easier, it is requested that articles, events information and photographs are with the Magazine Editor prior to the 14th of each month. Articles published in *Your ABCCC News* may be used without permission. However, the ABCCC does ask that appropriate acknowledgment be given.

This publication contains general information that should not be relied upon without specific advice from a suitably qualified professional. The authors and the All British Classics Car Club Incorporated expressly disclaim liability for anything done or omitted to be done by any person in consequence with the contents of this publication.

Those products and/or services mentioned in this publication are not necessarily endorsed by the ABCCC Inc. Articles and photographs published in *Your ABCCC News* do not necessarily reflect the views of the Committee, the Club's Membership or the ABCCC Inc. Events, other than those conducted by the ABCCC, are included for interest purposes only, and they are reproduced in good faith. The ABCCC Inc. cannot be held responsible for any inaccuracies relating to other clubs' listed events.

For those members who receive their issue of *Your ABCCC News* via E-mail, the magazine will be available to download from the ABCCC website <http://www.abccc.com.au> at the same time that the printed copy of the magazine is mailed to those club members who do not have access to the Internet.

Address all correspondence to: The Magazine Editor, 59 Rowson Street, Boronia, Victoria, 3155. Other editorial contact information is listed above.

The Victorian Club Permit Scheme

The ABCCC Inc. is a club that is authorized by VicRoads to operate vehicles under the Victorian Club Permit Scheme. On the Committee there are two Victorian Club Permit Scheme Officers, and their contact details are listed in the Committee Directory.

Club members will be kept up to date with respect to changes and improvements to the Victorian Club Permit Scheme. However, it cannot be stressed enough, that a vehicle operated on the scheme, must carry the VicRoads Permit (current), the AOMC Victorian Club Permit Scheme Handbook and a copy of *Your ABCCC News* that contains details of the event the permitted vehicle is participating in.

All enquiries should be directed to the ABCCC Victorian Club Permit Scheme Officers.

ABCCC EVENTS DIRECTORY

Note: All events listed in this directory are placed in good faith. Events for inclusion must be with the Magazine Editor prior to the 14th of each month. Events organized by other clubs or associations have a contact telephone number, that should be contacted prior to the event, if giving consideration to take part in it, to confirm date and venue. Events organizers, please get your event information to the Editor – SOON!

August 2006

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|----|---|------------------------------|
| 6 | Bylands Tram Museum Visit – An ABCCC Event
Venue – Meet at Lilydale International Car Park at 9:01 am. | Geoff Birkett (03) 9755 1772 |
| 20 | Point Cook RAAF Museum – An ABCCC Event
Venue – Point Cook, Victoria. | Lyn Higginson (03) 9336 7306 |

September 2006

- | | | |
|----|--|---|
| 6 | Mid-week Run – An ABCCC Event
Venue – Noojee Hotel, Noojee, Victoria. | Frank Douglas (03) 9739 4829 |
| 17 | Visit to HMAS Cerberus – An ABCCC Event
Venue – HMAS Cerberus, Stony Point, Victoria. | Rob Nolan (03) 5978 7798
Frank Sawyer 0408 633 778 |
| 17 | All British Day – All British Classics Car Club (Queensland) | Richard Higgs (07) 3385 5312 |

October 2006

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|-------------|---|-------------------------------|
| 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 |
| 30 – 5 Nov. | Whale Watching – An ABCCC Event
Venue – Lakes Entrance, Victoria and Eden, New South Wales. | Tony Pettigrew (03) 9739 1146 |

November 2006

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|---------|--|-----------------------------|
| 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

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|----|---|-------------------------------|
| 3 | Christmas Luncheon – An ABCCC Event
Bookings are essential.
Venue – Lilydale International Club, Nelson Road, Lilydale, Victoria. | Frank Douglas (03) 9739 4829 |
| 17 | Badgers Creek BBQ – An ABCCC Event
Venue – Badgers Creek, Healesville, Victoria. | Janet McGregor (03) 9735 2533 |

June 2007

- | | | |
|--------|---|------------------------------|
| 9 – 11 | Two Clubs Reunion – An ABCCC Event
A gathering of the Victorian and Queensland All British Classic Car Clubs
Venue – To be decided, but will be in the general Dubbo, New South Wales area. | Frank Douglas (03) 9739 4829 |
|--------|---|------------------------------|

EDITORIAL NOTES – ISSUE 99

We are now one to go, to our one-hundredth issue of *Your ABCCC News*. I took on this task from Issue No. 72, and a few issues prior to that, wrote some material for Heather Cannon. Since Issue 72 I have been assisted by Mary Nolan who organizes the magazine into what you see and, more importantly, into an electronically viable size. I think that is the term!

The next issue will have a spot of club nostalgia, thanks to original copies of our magazine being kept in a meticulous way. A club's history should be maintained and probably the best way to do this is to keep a file of our magazines.

The reason we didn't take part in the Nagambie event was because we had only recently been on a Rover Car Club weekend in the Yarram area. This was remarkable in that we had nineteen Rovers in a small country town. It would be an understatement to say that the locals were much aware of a Rover presence – and we received valuable comment about it too! This could be a good destination for one of our weekends away, and should be kept in mind.

Our club's spirit is alive and well after all that wine tasting and indulgent *gesundheit* of the Nagambie weekend. Tony Pettigrew has kindly written the story, and Frank Sawyer has provided the images.

In this issue, we announce a proposal to have a reunion next year with the All British Classics Car Club (Queensland), over the Queen's Birthday weekend, somewhere in the vicinity of Dubbo, the half-way point between our clubs. It was the Queensland group who started the All British Classics theme and joint gatherings have taken place in the past. Such a reunion is a good idea, and we are reasonably sure that there are sufficient of us south of the Murray to make such a reunion happen, and it is likely that there is similar interest north of Cunningham's Gap. It is important to get things moving, so if there is someone amongst us who knows the area, then please come forward and provide some advice about attractions in the general area. .

We have had two joint rallies in 1999 and 2001, the first being at Denman, NSW and the second at Tomingley near Peak Hill, NSW. Please give it some thought and let Frank know if you are interested.

There will be a report on the Great ABCCC Trivia Challenge in the next issue.

Mike Allfrey.

1969 FORD CORTINA Mk II GT

This month's cover car, owned by Kevin Ryan, was assembled by the Ford Motor Company in Sydney – as were all GT and GTL versions of this model. These cars came standard with a 1,600 cc crossflow engine equipped with a twin-throat down-draught Weber carburettor that was operated in two stages, a modified camshaft and a four-branch exhaust extractor system. In addition to all of this go equipment, there is a full compliment of instruments housed in a wood grain dashboard, a GT steering wheel, a four speed close-ratio gearbox and disc brakes at the front. In the braking department, all that performance had to be pulled up simply by pushing harder on the brake pedal – there is no power assistance.

Kevin bought the Cortina in November 1975 and last November, celebrated thirty years of ownership. This is a considerable milestone in classic car ownership and there should be some sort of acknowledgement for perseverance. This Cortina is well travelled, having had 63,000 miles showing on the clock at Kevin's purchase, and having gone past '00000' twice, and it has now travelled 230,000 miles. Kevin drives it everywhere seven days a week and it is often used to tow a trailer, still being comfortable and fun to drive.

Information supplied by Kevin Ryan.

A GET WELL SOON MESSAGE

The reason we haven't been seeing John and Wendy Hudson at our events recently is because their three year-old granddaughter underwent an operation to remove a brain tumour, and since then, she has been a very sick little girl.

Thankfully, she is doing well now and she is back at home. We all sincerely hope that their granddaughter will enjoy a full recovery.

John and Sue are hoping to join in an event with us soon.

Mike Allfrey.

IMPORTANT NEWS FOR MG OWNERS

Recently the British newspaper, *The Daily Telegraph*, carried a news item about MG sports cars that are to be made in China. It seems that those famous initials no longer stand for Morris Garages. The Chinese owners of the name have announced that 'MG' now stands, officially, for 'Modern Gentleman'!

The news item also stated that the Longbridge factory had been gutted by three-hundred Chinese workers and all items removed had been packed into shipping containers. It also stated that the number of containers was such that, if placed end to end, they would have formed a line seventeen miles (twenty-seven kilometres) long.

All of the containers have arrived in Nanjing and unpacking is well under way.

Mike Allfrey.

DON'T FORGET OUR MID-WEEK RUN TO THE HISTORIC NOOJEE HOTEL.

COME AND HEAR FRANK'S L-O-N-G FISHING ADVENTURES!

WEDNESDAY 6th SEPTEMBER, 2006.

PAST AND FUTURE EVENT REPORTS

TOURS OF PARLIAMENT HOUSE AND THE 'G' – Sunday 18th June, 2006

Initially, we were going to attend this run by cheating and take a non-classic train into the city. At the last moment, a change was made and we took the mature Rover instead. The weather was cool but kind enough to us, as we drove into the secure parking area behind Parliament House. We didn't have to wait long before the main group arrived, with a certain green Jaguar slipping in under a boom gate that was about to descend. This hasty action woke up the keeper of the gate, and gave him some exercise too! Our sneaking-in driver was admonished suitably it seemed and no damage had been committed. I think there were very close to forty-five witnesses to the occasion.

Shortly after, we were met by our young tour guide who led us in through the main entrance in Spring Street. After an introduction and viewing of the main hall which contained several exhibits with explanatory boards, some with poor spelling and grammar (!), it was time to visit the Chamber of the Legislative Assembly. Green was the predominant colour for carpet and furnishings and, it was here we found out why so many of our elected Members nod off – the seating is that comfortable. While our guide was addressing us, we were ranged around both government and opposition seats to listen intently. Taking a casual look around, it was plain that those of us seated there could probably have run our State – and maybe in a better way than those elected to do so.



Left: Serious Presidential matters being addressed.

We were shown around the areas of State Governance, even down in the cellar area where the steam powered refrigeration engine and plant has been nicely preserved and after all of the looking at the graciousness of our State Parliament building, it was time to adjourn for lunch on the lawns at the back. Frank Sawyer assisted ably by

Geoff Birkett, had a good sausage sizzle going, literally on our taxes, and we enjoyed huge sausages with bread and a good variety of soft drinks. Had to stay sober for the next stage of our visits. We bade our helpful guide good-bye and motored off to Gate 'D', the gateway that would lead us under the Melbourne Cricket Ground.

The visit to the famous 'G' was, for me personally, somewhat of a disappointment. The structure of the huge stands that surround the hallowed turf are impressive enough, but the place didn't have any soul. It is possible that it may have been more impressive if I had been to a sporting event at the 'G', but having no particular interest in football or cricket, I have never been there before. A guide met us in the car park and took us up to the lobby area where we were formed into two groups. It was quite surprising how many other groups there were waiting for tour guide allocation.

Right: Standing on the best looked after grass in Victoria.

We set off and our first port of call was the Richmond Football Club's home ground facilities. Our guide explained all the functions of the various rooms that were grouped under one of the stands. Then we took a lift to upper regions and came out on a frighteningly steep public seating area that, in theatre terms would have been described as being "up in the gods". Even though I knew that we were standing on huge concrete and steel structures with massive safety factors built in, I was still quite nervous about the steep ranks of seats. From here we could see all the way round the stadium, and it looked a bit hotch-potch from an architectural point of view.



Later, after looking at members' seating areas and specially reserved areas for members of the Melbourne Cricket Club with fifty or more years membership, we descended to ground level. Well, to the level of the hallowed turf anyway. Inside again, we were shown some of the older artefacts of the Melbourne Cricket Club and amongst those were large photographs of the Melbourne Cricket Ground as it used to be. Upon reflection, it is utterly sad that the MCG was not preserved as it was in the late 1940s, and the enormous concrete bowl placed elsewhere. To me the place was cold, not only due to the winter weather, but with all that concrete, there is probably no need for air-conditioning of the rooms and hallways inside!

As an exercise the visit was very interesting, and structurally intriguing, hugely impressive, but without any apparent warmth and soul. Standing there on that lush grass and gazing around at modern struc-

tures, it was hard to absorb any sense of sporting history. Bill Lawry, where were you? The facility is now very much big business and no longer of a true sporting nature. It was interesting to note that, even though we saw several bars and café areas – there was not one facility where people could have gathered for a drink or a coffee with a snack afterwards. Surely the MCG can do better than that?

My sentiments probably brand me as un-Australian, but bags of wind with many brawling after them and the hard leather on willow were never my scene. Sorry folks. Our thanks to Frank and Val for making all the arrangements, the two tours and the link between them went like the customary well oiled machine. Thanks also to Geoff and Judy for helping with the lunch, it was greatly appreciated.

Mike Alfrey.

NAGAMBIE WINERIES WEEKEND – Friday 7th to 9th July, 2006

A Weekend of Wine and Indulgence

We left Coldstream at 9.00 am picking up Diane and Nello Mafodda at Yarra Glen on our way to Yea for our morning tea stop, before heading to Euroa for lunch. A very enjoyable fixed menu affair alternating a variety of gourmet pies and tarts followed by coffee and cake. Back on the road stopping at a Gemstone and Mineral display/shop followed by an Antique shop (to keep Maxine happy I think) and then to Michelton Winery for tasting and coffee. That night we went out for dinner at a delightful little restaurant in Nagambie where we had a very nice dinner from their A La Carte menu which was enjoyed by all. Next morning we left at 10 am for a drive through Murchison and on to Rushworth, browsed through another



Antique Shop and had morning tea at the bakery whilst some of us (the intellectuals) went around the Museum. Back to Murchison and Longleat Winery for yet another excellent lunch and wine tasting. Afternoon was free, some of us went to the Nagambie Antique Shops and another winery or two before having pre-dinner drinks and nibbles in Frank and Val Sawyer's apartment.

Left: Some of our cars wait while we indulge in wine.

Dinner that night was a sumptuous barbecue ably cooked by Frank Douglas and Harry Cooper and served in the conference centre with a Prawn and Oyster entrée. Next morning was free so we went into Nagambie where there was a clearance sale in the local hall which turned out to be the greatest load of crap I've seen for a

long time. It was mostly the type left out for hard rubbish collection that nobody steals. Though there was a Mr. Ray Higginson who registered to bid so maybe there was some hidden treasure there.

The weather was quite a bit cooler than the day before with Frank Sawyer making a statement in his jumper of many colours amusing the Locals. On to Chateau Tabilk for lunch and yet more wine tasting.

Right: Preparing for a really good lunch.

Most of us went for a cruise on the Wetlands which was most enjoyable and relaxing with great excitement when Anne Tootell and Marlene Pepper spotted koalas in the gum trees by the river. (Ha Ha Ha) After coffee and cake we left to drive back to Melbourne arriving just on dark. A very enjoyable weekend of sheer indulgence enjoyed by all and very well organized by Peter and Rosalie, our thanks to you both.



Tony Pettigrew.

VISIT TO THE VICTORIAN TRAMWAY MUSEUM – Sunday 6th August, 2006

We have arranged for club members to visit the Historic Tram Museum at Bylands, just out of Kilmore. Our meeting point will be at Lilydale International car park, off Nelson Road, at 9:00 am, for a 9:30 am departure, then travelling along the Melba Highway, turning left to Kinglake, Whittlesea, Wallan and following the old Hume Highway up Pretty Sally Hill to Bylands, which is just outside Kilmore. There is a very short stretch of gravel road to the museum, but no problem with careful driving.

There is a kiosk on site selling light refreshments and tea or coffee, or members can BYO. A museum guide will be arranged for us by Society. We can enjoy a ride on an old 'green & gold' tram along two

kilometres of track which has been laid through the paddocks on the property. Entry to the museum is \$8.00 per person and does not include refreshments.

Lunch is being arranged at the Royal Oak Hotel, Kilmore. It is located on the left hand side adjacent to the pedestrian traffic lights in the main street. There is ample parking at the rear of the hotel. On Sundays there is a special \$10.00 roast luncheon, or we can choose from the menu board.

Of course we would be obliged if members would contact us before the run if they are attending so the Museum and Hotel can be advised of numbers. Please call us on (03) 9755 1772 to make your booking.

Judy and Geoff Birkett.

MID-WEEK RUN TO NOOJEE – Wednesday 6th September, 2006

We will meet at the Lilydale International Club car park, Nelson Road, Lilydale, at 9:45 am for a 10:00 am "All Aboard" call. Our run will take us through magnificent scenery to that delightful Gippsland township of Noojee. *En route* we will stop for forty-five minutes to view the historic Trestle Bridge. Bring your cameras. We will take the Maroondah Highway (B360) to the Warburton Highway (B380) turn-off to the right. At Yarra Junction, we turn right on to Yarra Junction to Noojee Road (C425) for our drive to Noojee. Just past Piedmont, we will turn off to have a good look at the Trestle Bridge. Once in Noojee, look for the illustrious Noojee Hotel, our lunch venue.

A slap-up lunch has been organized with a choice of four main courses and several delectable dessert courses – all for only \$20.00 each. Drinks will be at normal bar prices.

After lunch, there are the delights of historic Noojee or maybe a visit to the Alpine Trout Farm situated on the La Trobe River.

We need to know numbers for this one, so please ring Frank on (03) 9739 4829, or try (03) 8704 2973 and talk to Pat.

Frank Douglas.

VISIT TO POINT COOK RAAF AIR MUSEUM – Sunday 20th August, 2006

We will assemble at the Todd Road Service Centre, on the west-bound side of the Westgate Freeway, adjacent to the KFC premises, at 9:30 am for a 9:45 am departure. We will travel west along the freeway to Point Cook Road. This road continues straight on as Williams Road and the RAAF Museum is on the RHS of the road. We will park our cars here and have them on display.

Unfortunately there is no tour guide available on Sundays, so we will be strolling around at our leisure looking at all the displays. Bring a picnic lunch which we can have in the car parking area. There will be a display fly-over at 1:00 pm. The day is a leisure day and nothing formal is arranged – just a day to mix with friends, lunch with friends and enjoy each other's company.

Please let Lyn Higginson know how many will be attending on (03) 9336 7306 (if I am not home, please leave a message on the machine).

Hope to see you there and we will have a very casual day together.

Lyn Higginson.

HMAS CERBERUS & MULLBERRY HILL – Sunday 17th September, 2006

Give your car a spring clean, pack a picnic lunch and meet at 9:15 am for a 9:30 am tour at Mullberry Hill, Golf Links Road, Baxter, (Melways Map 107 Reference C2) to enjoy a Cultural Tour and morning tea. Joan Lindsay, who wrote *Picnic at Hanging Rock*, lived here with her husband Sir Daryl Lindsay who was a very notable artist and you will see his personal collection of art and his Georgian furniture. The house is a late 1920s Colonial style residence with commanding views of Western Port Bay. Cost is \$8.00 per person and includes concession.

Then we visit HMAS Cerberus for a Heritage Tour and Walk. We can relax with our picnic lunch around the ornamental lake and rose garden. Cost is \$3.00 per person and a barbecue is on site if weather permits and you want to use it.

Please advise Rob Nolan if you wish to take part on (03) 5978 7798 or RobNolan@bigpond.com

Rob Nolan and Frank Sawyer.

VISIT TO MELBOURNE ZOO – Sunday 14th October, 2006

Preliminary advice: At present it looks like we will have a guide to show us around the zoo. Lunch will be available in the bistro at \$7.00 to \$15.00. Exact details about this Zoological Excursion will be announced when they are to hand. Keep this date animated in your diary!

Lyn Higginson.

COMO GARDENS OPEN WEEKEND – 21st and 22nd October, 2006

This extremely popular event is on again and the gardens at Spring time are not to be missed. George and Pat Hetrel have asked for assistance with parking and crowd direction. There will, in all probability, be sufficient helpers on the Saturday – however, on the Sunday there is a 'double booking' for some of us due to the RACV Fly The Flag Tour reunion luncheon function being held on the same day. So, those of us who are not attending the luncheon, please give consideration to help on the second day. If there are enough of us, our tasks will be so much lighter.

WE NEED YOUR HELP ON BOTH DAYS, BUT MORE SO ON SUNDAY!

If you can help, please call George on (03) 9761 1341, to put your name down for either or both days. Como Gardens are located at 79 The Basin to Olinda Road, The Basin.

Frank Douglas.

LAKES ENTRANCE & EDEN WHALE WATCHING – 30th October to 5th November, 2006

Please note that there are still two vacancies in the boat for the whale watching excursion. If you wish to join us on this exciting event, contact us now.

It is necessary to confirm your bookings direct with the accommodation houses.

For bookings, please call:

Lakes Entrance	Abel Tasman Motor Inn	(03) 5155 1655	Nights of 30 th & 31 st Oct.
Eden, NSW	Twofold Bay Motor Inn	(02) 6496 3111	Nights of 1 st , 2 nd & 3 rd Nov.

Depending on our chosen return route, motel bookings will be undertaken on the road.

When confirming your motor inn booking, mention that you are with the All British Classics Car Club group, and they will understand. Credit card deposits are required.

The Abel Tasman Motor Inn is located at 643 The Esplanade, Lakes Entrance (1.6 km east of PO)

The Twofold Bay Motor Inn is located at 166 Imlay Street, Eden, NSW (300 metres south of PO)

We look forward to you joining us on this trip.

Maxine & Tony Pettigrew.

TWO CLUBS REUNION – Queen's Birthday Weekend 9th – 11th June, 2007

The President of the Queensland All British Classics Car Club, Paul Caro, and myself have been having initial discussion about the possibility of a joint get together in or around Dubbo, NSW, over the Queen's Birthday weekend in 2007.

At present we are at the stage where we are looking for feedback from both clubs' membership, to give an indication of how many would attend such a weekend away. To assist with further planning, please indicate if you wish to meet a good group of Queenslanders with similar interests in classic motoring of the best kind.

June can be a busy time for motels in the central NSW area, so, if the interest is there, we need to act quickly on this one. If you wish to join our 'Two Clubs Reunion', please call me on (03) 9739 4829 and register your interest.

Frank Douglas – President.

WORKSHOP TOOLS AND THEIR USES

Drill Press: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly-stained heirloom piece you were drying.

Wire Wheel: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned guitar calluses from fingers in about the time it takes you to say, "Ouch....!"

Electric Hand Drill: Normally used for spinning pop rivets in their holes until you die of old age.

Pliers: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

Hacksaw: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

Two-Tonne Engine Hoist: A tool for testing the tensile strength on everything you forgot to disconnect.

Vise-Grips: Generally used after pliers to further round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

Oxy-Acetylene Torch: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

Whitworth Sockets: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16" or 1/2" socket you've been searching for the last 15 minutes.

Hydraulic Floor Jack: Used for lowering a car to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

8-Foot Long 2"x4" Hardwood: Used for levering a car upward off of a trapped hydraulic jack handle.

Tweezers: A tool for removing wood splinters and wire wheel wires.

Eazy-Out Bolt And Stud Extractor: A tool ten times harder than any known drill bit that snaps off in seized bolts you couldn't use anyway.

Craftsman 1/2" X 16" Screwdriver: A large pry bar that inexplicably has an accurately machined screw-driver tip on the end opposite the handle.

Aviation Metal Snips: See hacksaw above.

Trouble Light: The home mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light globes at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

Phillips Screwdriver: Normally used to stab the vacuum seals under lids and for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

Air Compressor: A machine that takes energy produced in a coal-burning power plant 200 kilometres away and transforms it into compressed air that travels by hose to a pneumatic impact wrench that grips rusty bolts which were last over tightened 50 years ago, and neatly rounds off their heads.

Pry Bar: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

Hose Cutter: A tool used to cut hoses too short.

Hammer: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts not far from the object we are trying to hit.

Mechanic's Knife: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

Damnit Tool: Any handy tool that you grab and throw across the garage while yelling "Damnit" at the top of your lungs. It is also the next tool that you will need.

Expletive: A balm, also referred to as mechanic's lube, usually applied verbally in hindsight, which somehow eases those pains and indignities following our every deficiency in foresight.

From Ross Gardiner Via Internet.

RILEY TRIVIA QUESTIONS

At our recent, extremely successful, Great ABCCC Trivia Challenge, one of the easier questions started me thinking about matters Riley. The question was 'List Cars Named After Birds', and being a Jowett owner, some of the answers were second nature. However, that famous make, Riley, before others got their grubby hands on that once-great company, named some of its models after birds. Quickly coming to mind were the Kestrel, Blue Streak Kestrel and Falcon models. But there was another – the Lincock model. Having looked in a comprehensive book about British birds, and in the Concise Oxford Dictionary, have found no mention of the 'Lincock'.

Could it be a colloquialism for a male Linnet?

Another one that comes to mind is the Gamecock model.

Maybe someone who is close to the Riley scene can assist?

And the Jowetts? Well there were also Kestrel, Falcon names as well as Wren, Kingfisher, Plover, Peregrine, Curlew and Blackbird. There was also a 'Flying Fox' model, but in this context, would probably not have been valid!

Mike Alfrey.

HOW TO GET A GOOD QUALITY PEN – FREE!

From our Christmas In July function, we will be handing out to each club member who participates in a listed ABCCC event, a new pen with our club's insignia on it. This issue lasts until our December event, and after that the pens can be purchased from our Purveyor of Regalia – Bill Allen.

Frank Douglas.

A GOOD RECIPE FROM GRINGEGALGONA

Continuing our series of recipes, from *Tried & Tested*, History and Country Cooking from Victoria's home of good food, the Western District. Here's one for delicious herbed lamb chops in wine sauce.

Gringegalgona



Gringegalgona comprising 58,880 acres on Mathers Creek near Balmoral, was taken up by Simeon Cadden in 1843. By 1857, it was subdivided and in 1862 it was sold to Durcan Robertson. The homestead was built by Mr. Robertson in 1873 using freestone quarried from the Dundas Range.

The Gausen family purchased the property in 1939 and members of the family still live there.

Herbed Lamb Chops In Wine Sauce

Ingredients

1 tablespoon vegetable oil	1 clove garlic, crushed
4 loin lamb chops	½ teaspoon salt
½ cup dry red wine	¼ teaspoon pepper
¼ teaspoon marjoram	2 tomatoes peeled, seeded and chopped
¼ teaspoon basil	1 tablespoon chopped parsley for garnish

Method

Heat oil, and sauté chops on both sides. When chops are lightly browned, remove from pan and keep them warm. Pour off the fat from the pan and deglaze with wine. Scrape browned pieces off bottom of pan to release. Increase the heat and reduce the wine to half its volume. Add the herbs, garlic and seasonings. Stir in tomatoes and simmer for five minutes. Return chops to pan and simmer for additional five minutes.

Garnish with parsley. Serves four people.

The Lady Mary Gausent – With Thanks.

A LOOK BACK AT MOTORING ISSUES

Club member Bill Ballard has donated a few issues of the British magazine *The Motor* for the Club Library. These editions are from the mid 1930s and make interesting reading. They are from the days when Mazda advertised motor car light bulbs with the 'wonderful non-sag filament' and they were made by that thoroughly British company, British Thomson-Houston Co. Ltd. They were also well known as the suppliers of ultra-reliable B.T.H. magnetos to the Velocette motorcycle company.

Also in these editions are those fantastic advertisements placed by Gamages, an establishment that sold all manner of motoring accessories. Gamages in Holborn, London was, at Christmas time a magnet for

small boys – they sold Meccano, that wonderful product from Binns Lane. We were taken to London to see the Christmas lights in Regent Street, but before that spectacle, there was a visit to Gamages to have a good look at their amazing Meccano creation in the shop window. One time it was a well built motor car chassis and another, an enormous fully working crane I think many parents unwittingly bought motoring accessories at the same time!

Our thanks to Bill for donating the magazines that truly relate to the early classic era of British cars.

Below are two items taken from the 7th May, 1935 issue, and the topics are still with us more than seventy years later!

ACCIDENT STATISTICS

Medical Man Stresses their Fallacious and Misleading Character

We have pointed out several times that the road accident statistics as presented every week do not give a true indication of facts, that in reality they are to a very considerable extent fallacious.

A doctor with a large experience of medical attendance at road accidents makes interesting, reference to this subject in a letter to the Press. "The division into killed and injured, he points out, is completely misleading."

An old and feeble pedestrian may die from comparatively trivial injuries, while the young and healthy may survive considerable damage. The two sets of statistics, according to this authority, should show:

- (1) Persons detained in hospital.
- (2) Persons allowed to go home, dividing the cases, in fact, into major and minor injuries.

Roughly speaking, a major injury means a major accident, and the dividing line between a major injury and a minor one is more important than that between a major injury and a fatal result.

We look upon this matter of road accidents with rather more seriousness than other commentators for reasons which should be obvious. All practical efforts to bring about a diminution are, and will be, welcomed and encouraged by us. We shall not cease, however, to advocate a reform in presenting statistics so that they will show causation and fix responsibility. In the present system there is too much deliberate and inspired intention to impress upon the public mind what is not the fact – that a road accident is of necessity a motor accident.

THE PETROL PRICE INCREASE

During last week the price of petrol was advanced by 1d. per gallon. It seems, on the face of it, a hardship that the cost of motoring should be increased at this time, for pennies count up when consumption figures are considered.

On every gallon of petrol the Government exacts a duty of 8d. Take off the tax and the motorist has been paying 9d. per gallon actually for the best grade of spirit for a long time. Now he will pay 10d. plus tax, 1s. 6d.

There have been long-continued disputes in the oil world relating to control of production, and an increase earlier would not have surprised those who watch closely the oil situation from the economic viewpoint.

From 'The Motor' – 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
Robin & Anne Jervis-Read	Jensen*	541 R	1959
Nick & Meegan Peterson	Triumph	TR 6	1972

* Robin and Anne have been re-welcomed due to an Editorial spelling mix-up with 'Jenson' – it should of course have been 'Jensen'. Strange that the Spelling Check did not raise an issue on this one!

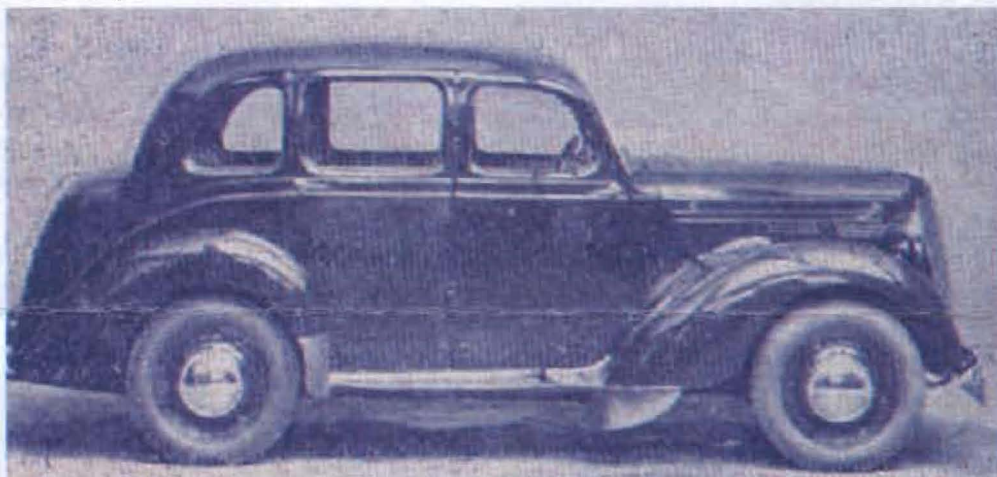
Val Jefferyes – Membership Secretary.

PLEASE SEND IN YOUR AHMF SURVEY FORMS – THEY ARE VITAL TO CLASSIC MOTORING!

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 27 in the series.

Morris 10 h.p.



Excellent equipment and finish lifts the Morris 10 into the class of better cars – yet it is one of the lowest priced saloons in Australia. Conventionality is an asset when it comes to servicing and this is never a problem to Morris owners. The Series M has overhead valves and can really travel if one is disposed, and 65 m.p.h. is not difficult to attain. Its main appeal will be its petrol economy, averaging 33 m.p.g. Above all it is designed for willing travel and the motor is at its best around 40. Its steering is light and the car is easy to manage and manoeuvrable hence its value for traffic. There is a choice of local and imported saloons.

Editorial Note: This model was known in Britain as the 'M10' and was a very popular saloon for both company use and family use. One was seen in the far north of Scotland, on Police duty, while we were touring in 1963. Must have been a frugal police force up there – not at all like the current police scene!

From Motor Manual, 1949. With Thanks.

THE "CORRECT" ATTIRE DEPARTMENT

Blogs Bullship Birky – Director

REFERENCE: B.B.Q. PANTS. SLACKS. TROUSERS.

These must be a good fit, not too tight to restrict circulation and body movement if inebriated. Material must not be too lightweight to avoid the singeing of personal parts.

Material in garment must be of wool blend and non-flammable.

Colour must be brown or grey to disguise fat marks and wine spills. My mate Bill says shorts are the go as cleaning fat off 'knees and leg hair' is cheaper than dry cleaning.

Wearing an apron 'phooee' – only whimps and numb nuffs use these.

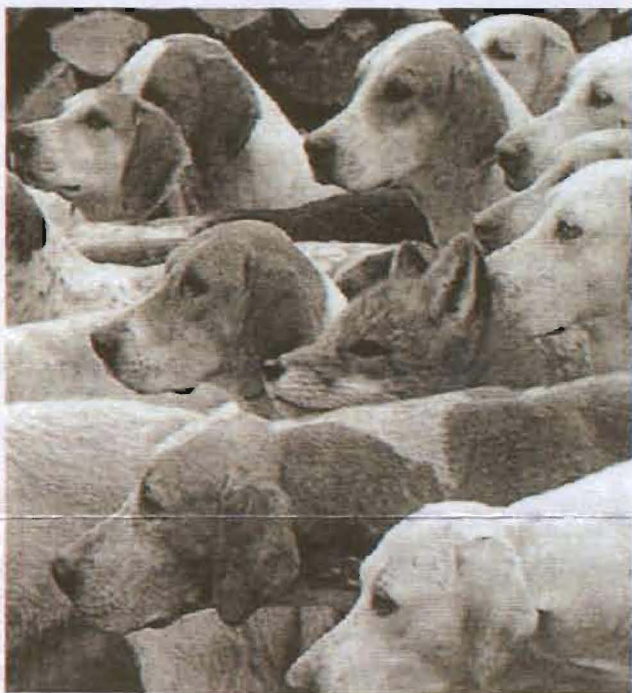
Any other myths could be eliminated by letting 'SHE WHO MUST BE OBEYED' do the B.B.Q. cooking, allowing us males to consume our beers and reds hassle-free.

Yours,

Blogs Bullship Birky.

(Sometimes known as Geoff Birkett)

EDITOR'S DESPERATE FOR MATERIAL DEPARTMENT



LEFT: WHEN YOU ARE REALLY TRULY DEEPLY IN THE MIRE, SAY NOTHING, AND TRY TO LOOK LIKE YOU KNOW WHAT YOU ARE DOING.

*From Slipstream, Bolwell Car Club.
With Thanks.*

On Being British

A well known British newspaper recently ran a survey asking its readers, "What it means to be British?" The paper received many E-mails and here is one from a chap in Switzerland:

'Being British is about driving a German car to an Irish pub for a Belgian beer, then travelling home, grabbing an Indian curry or a Turkish kebab on the way home to sit on Swedish furniture and watch American shows on a Japanese television set.'

And, what is the most British thing of all?

'Be suspicious of anything foreign.'

From Rob Nolan – With Thanks.

Ed's Note: It is about the same here, only everything is of Chinese origin!



On the road to Noojee – Tore and Connie Pannuzzo's Riley cools off a little.

RACV Fly The Flag Tour, 2005.

Note: The engine had been rebuilt and installed only hours before this stop on the Tour's first morning refreshment break. This pause was before the very hot climb to Mount Baw Baw summit.

A true test for all those new components!

FOR SALE – 1968 Austin Princess 4 Litre 'R' Van Den Plas

Too Many Cars – This One Has To Go! This car with Engine Number 40FB1704AH, is currently on the Victorian Club Permit Scheme plate number CH 3788. It is finished in Old English White, has immaculate leather upholstery, all the walnut trimmings and has a perfect headlining. There are spare to go with it. The Austin runs well and a Roadworthy Certificate is being arranged. Priced at just \$8,000.00.

FOR SALE – 1986 Rover 3500 Van Den Plas SE II

Another Too Many – Also Has To Go! This car finished in Oporto Red, all features in very good condition and it has all the luxury features. It is fully registered to 03/07 and its registration number is SJY 898. Priced at just \$3,400.00.

For more information about both of these cars, contact John Cheeseman on (03) 9762 2749.

FOR SALE – 1967 Jaguar 420 Compact



This is a Jaguar that has been fully sorted and is now for sale. Our membership gets first choice on this one. The car is finished in metallic blue and features a fabric sun roof. The 4.2 Litre XK engine has been overhauled and the chassis and mechanical components are in excellent condition.

This Jaguar, registration number JAG-670, has all the interior appointments that the marque is so famous for. Asking price is \$22,000.00 or near offer.

For further details please call Frank Douglas on (03) 9739 4829 to make an appointment to view this lovely motor car.

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.

REMEMBER TO BOOK FOR THE TRAMWAY MUSEUM FAUNT.
CONTACT JUDY BARKETT ON (03) 9755 1772