



An incorporated club

A0035462V

**A friendly family social motoring club**

Edition 100

September 2006

## TO CELEBRATE OUR ONE HUNDREDTH EDITION!



Fred and Dot Sawyer's wonderful 1965 Bentley S3 on display at Federation Square. This display was set up to promote the RACV Great Australian Rally earlier this year.

A satisfyingly true British Classic.

*Image by Frank Douglas.*

*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

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 23<sup>d</sup> 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

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

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

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### 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 25<sup>th</sup> 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 14<sup>th</sup> 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 14<sup>th</sup> 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!**

### September 2006

- |    |  |   |
|----|--|---|
| 3  | Cerberus Celebration Day – Friends of the Cerberus<br>Venue – Black Rock Yacht Club, Black Rock, Victoria. | Gary Grimmer (03) 9502 0655                           |
| 6  | Mid-week Run – An ABCCC Event<br>Venue – Noojee Hotel, Noojee, Victoria.                                   | Frank Douglas (03) 9739 4829                          |
| 17 | Visit to Mulberry Hill & HMAS Cerberus – An ABCCC Event<br>Venue – HMAS Cerberus, Stony Point, Victoria.   | Rob Nolan (03) 5978 7798<br>Frank Sawyer 0408 633 778 |
| 17 | All British Day – All British Classics Car Club (Queensland)   | Richard Higgs (07) 3385 5312                          |

### October 2006

- |                |   |                               |
|----------------|---|-------------------------------|
| 1              | Port Arlington Run – An ABCCC Event<br>Venue – Port Arlington Area.   | Tony Hodges 0419 307 026      |
| 8              | Planning Meeting – All British Classics Car Club<br>Venue – 14 Grand Valley Drive, Chirnside Park, Victoria. Meeting starts at 6:00 pm. | Frank Douglas (03) 9739 4829  |
| 15             | Visit to Melbourne Zoo – An ABCCC Event<br>Venue – Melbourne Zoo, Elliot Avenue, Parkville, Victoria.                                   | Lyn Higginson (03)9336 7306   |
| 21 – 22        | Como Gardens Open Weekend<br>Venue – 79 The Basin to Olinda Road, The Basin.  | George Hetrel 0418 323 376    |
| 28             | The RACV / AOMC City to Cape Run – The AOMC<br>A landmark event for pre-1955 motor vehicles.  | Iain Ross (03) 9890 0524      |
| 30 – 5<br>Nov. | Whale Watching – An ABCCC Event<br>Venue – Lakes Entrance, Victoria and Eden, New South Wales.  | Tony Pettigrew (03) 9739 1146 |

### November 2006

- |         |  |                             |
|---------|--|-----------------------------|
| 4 – 5   | 88 <sup>th</sup> Lake Goldsmith Steam Rally – LG Steam Pres. Soc.<br>An event to celebrate 60 years of the Ferguson Tractor<br>Venue – Lake Goldsmith, Via Beaufort, Victoria. | (03) 5342 4521              |
| 18 – 19 | Bendigo National Swap Meet – A Federation Event<br>Venue – Prince of Wales Showgrounds, Bendigo, Victoria.   |                             |
| 26      | Observation Run – An ABCCC Event<br>Route – To Be Advised.   | Chris Newell (03) 9735 2335 |

### December 2006

- |    |   |                               |
|----|---|-------------------------------|
| 3  | Christmas Luncheon – An ABCCC Event<br>Bookings are essential.<br>Venue – RACV Country Club, Healesville, Victoria. | Frank Douglas (03) 9739 4829  |
| 17 | Badgers Creek BBQ – An ABCCC Event<br>Venue – Badgers Creek, Healesville, Victoria.                                 | Janet McGregor (03) 9735 2533 |

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## EDITORIAL NOTES – ISSUE 100!!

Well, we have made it! When I took on the Editor's undertaking, our one-hundredth edition seemed to be a dauntingly long way into the future, and here it is already. Probably something to do with time flying while having fun.

On our front cover to celebrate our milestone is a picture of an 'S3' Series Bentley, arguably the most elegant of all the post-war Bentleys. When I was at school, we were entertained on occasions by one of the 'old boys', who had become the Rolls Royce-Bentley sales manager for North America. I don't remember his name, but I do remember his colour slide presentations in the school gym. We young boys were privileged to view slides of the new S Series Bentley well before its release to the public. Ever since then I have considered it to be the most elegant saloon – ever. Our entertainer, on a later visit, showed us slides of a Bentley S1 on the approach steps to some famous building in New York. During the car's promotion in New York, an American purchaser with intent, challenged that the Bentley could not climb the stairway. The challenge was taken up and executed successfully and another sale was made!

We were also informed about a Coleraine farmer writing to Rolls Royce complaining bitterly that there were no running boards on his newly delivered Roller. The company enquired why he was so distressed,

and the answer came back that he had nowhere to carry the dead sheep when returning from the paddock! Little did I know then that I would visit Coleraine several times during my working career. Someone in my class asked where Coleraine was and, next geography lesson we had to look it up in the huge maps that hung down from the ceiling in the school library, do research and write an essay about the area. It is memories such as those that stick in young minds.

It is time now for a few apologies. Firstly, and I cannot explain the reason for typing her name incorrectly, but in our good wishes for their Granddaughter, it should have been **Sue** Hudson, not Wendy. How that came about must be due to thought processes and shows just how careful we must be. My apologies to Sue and Wendy.

Secondly, and again it is unexplainable, Tony Hodges' run information piece for our Port Arlington event was deleted. It is back in again, so please make your reservations with Tony for a superb Spanish theme lunch run.

And thirdly, the Melbourne Zoo excursion is Sunday 15<sup>th</sup> (not 14<sup>th</sup>) of October.

*Mike Allfrey.*

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## **A SPECIAL MESSAGE FROM THE PRESIDENT**

The one-hundredth edition of *Your ABCCC News* is finally with us. A lot of water has gone under the bridge whilst edition after edition has been printed.

We started this club with the intention of making it a friendly social motoring club with the minimum of red tape, meetings etc. In this we have succeeded. What a friendly lot. It is always a pleasure to enjoy your friends company and to have matters of mutual interest to chat over, whilst at the same time visiting locations that you had not visited before.

By working for charity and at the same time helping ourselves, we have managed to keep our annual fees low whilst building a respectable club bank balance. The results of our efforts in the RACV Great Australian Rally has seen our club donate well over \$100,000 to hospitals. Our members are to be congratulated in achieving this outcome.

We have benefited by the efforts of three editors in producing the magazine – myself, Heather and Tom Cannon, and Mike Allfrey, with assistance from Mary Nolan. And, may I say Mike is carrying on the tradition in an outstanding manner.

It has been, and still is, a pleasure to be the President of such a great club. I enjoy your company and look forward to working with you to keep the friendly spirit that prevails.

*Frank Douglas – President.*

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## **PICNIC AT HANGING ROCK 1998**

*This is our club's very first run report from Volume 1, Issue 1, Dated March 1998.*

This was to be our first ABC Club Event and for Chris and I it would our first picnic at the Rock. We rose early Sunday for an early morning run to Woodend. The TR was loaded with the picnic goodies and with the roof off and well rugged up (it was a very chilly morning) we departed. On route we met with Sean, Josie, Bianca and Ashley Hamilton in their TR4. We arrived at Woodend to be greeted by a number of British Classics and four members of our club. Tom Verney, Trish and Colin Dane and Peter McLaren. There were a number of other Austins at our meeting point – potential new members?

We motored off in convoy for the Rock and very soon found us in a traffic convoy of vehicles of all shapes and sizes. We were soon on the picnic ground and after the first cup of tea we set off to explore the classics on show. We were also prepared to stimulate new membership for our club and Tom set off to place as many new membership applications as he could in "Classic British" vehicles.

The day was exhausting with an estimated 1100 vehicles on show. I would say there was at least one example of every marque on show including Historic Busses, Trucks, Tractors and many Motorcycles. What a great day and one not to be missed next year.

*John and Chris Gardner.*

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## **MAJOR EVENTS NEWS**

### **RACV GREAT AUSTRALIAN RALLY – Sunday 21<sup>st</sup> January, 2007**

Meetings of all the rally start point groups are being held and all is under control. We will need at Hastings some assistance with marshalling. Can someone please help with checking in those starting from the Hastings Marina, and handing out breakfast tickets and rally bags. If you can help, please contact Mike Allfrey on (03) 9729 1480.

*Mike Allfrey.*

### **RACV FLY THE FLAG TOUR – 24<sup>th</sup> to 30<sup>th</sup> March, 2007**

Planning is well under way for the RACV Fly The Flag Tour and we have a special deal for our club members who are taking part in this great touring event. We will be stopping for two nights at Moama just over the border from Echuca. Our club has booked all of the rooms at the Cadell On The Murray Motel Resort. If you are participating in the RACV Fly the Flag Tour, and wish to stay at this beautiful absolute river-side motel, please telephone the receptionist on (03) 5482 4500 to make your booking. Please let hosts, Ben and Michelle Hearn, know that you are with the All British Classics Car Club and a room will be reserved for you at the \$80.00 per night members' rate. But be quick! The nights to be booked are for the 25<sup>th</sup> and 26<sup>th</sup> March, 2007.

*Tony Pettigrew.*

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## **PAST AND FUTURE EVENT REPORTS**

### **THE GREAT ABCCC TRIVIA CHALLENGE – Friday 30<sup>th</sup> June, 2006**

This very popular event was well attended as ever and we had a new venue in the form of our adopted 'clubrooms' at the Lilydale International Club. We were formed into teams of six per table and, because initially, our table only had four participants, we cornily called ourselves the Awesome-Foursome, but then with two latish arrivals, it was simply the Awesome team. Those tables that finished up with more than six, were subjected to a complimentary deduction of score points as deemed by our Quiz Master, Frank Douglas, ably assisted by Pat in the results scoring department.

This report has to be brief on account of the 'Roz Kellys'! Yes, it was all tabled on a white-board and in my excitement at the end, completely forgot to write down the teams' titles and their scores. And, as Roz Kelly became painfully aware, nothing stays permanently on a white-board – unless of course someone uses a permanent marker pen.

The actual Great ABCCC Trivia Challenge, this time, was perfectly balanced with respect to the topics covered. First up, there were two general knowledge type sessions. With delicious finger food coming between sessions, it was a great evening. After the general knowledge bit, it was time to really brush up on matters selectively automotive. Each team was handed a sheet, blank face uppermost and, upon being asked to turn it over, we had a certain amount of time to lodge our input. The seven sheets covered the question – List the names of cars named after – Animals, Persons, Birds, Gemstones, Space/Universe, Countries/States and lastly, Cities.

It was all great fun, even if we were under extreme pressure when it came to naming cars. The easiest part to report was that the Awesome team won by a small margin, and our prize was a cake that had to be eaten before we left for home. Thus everyone was a winner. There were also a couple of door prizes handed out in the form of bottles of good quality red wine and subscription forms for Australian Classic Car Magazine.

Our thanks to Frank and Pat for putting it all together, to the volunteers who handed out the question sheets and to the staff at the Lilydale International Club who provided the eats and a room with a splendid sound system. Here's to next year's ABCCC Great Trivia Challenge!

*Mike Allfrey.*

### **VISIT TO THE VICTORIAN TRAMWAY MUSEUM – Sunday 6<sup>th</sup> August, 2006**

It was a cool, not misty, but a sort of haze covered sky morning as we assembled in the car park at the Lilydale International car park, at 9:00 am, for a 9:30 am departure. Judy Birkett handed out well prepared route sheets with all the appropriate road numbers. A really nice touch, was Geoff handing out Daphne Posies to the ladies as they arrived. Ours was placed in the coolest part of the Rover's boot. Les and Margaret Lee had quite an identity crisis as their name tags were unknowingly exchanged. Well, it was a comparatively early start after all.



It was nice to see the Cannons' Rover has been receiving meticulous attention to its paint work. Tom explained that the bonnet at some stage, had been repaired and thickly applied filler had cracked and crazed. Why there was any filler (bog) at all, Tom can't understand, there was no damage to the bonnet after the filler was removed. Another nice dark green car was the Jaguar XK 140 Coupé having, what looked like one of its first outings with our club. Yet again, another dark green car, a smart Rover 105 on probably its first run with us too.

We set off after the familiar "All Aboard" call, not from Frank this time, as he was over in San Francisco ogling dust-free motors at the famous Pebble Beach Concours. He is *en route* to Alaska for some serious fishing (four pages of the next issue have been reserved for the length of the fish's picture!)

Our destination was Bylands via the scenic drive through King Lake and Whittlesea. Traffic was minimal at this time and we had Ray and Lyn Higginson join us on the Kilmore Road intersection in Whittlesea. A considerable amount of care was required at the so-called 'level' crossing near Wallan. Frank Sawyer's Reliant treated Pretty Sally Hill with utter disdain with a trailing throttle. Bill Ballard's Ford Escort Shooting Brake also made the famous climb with great ease. We lined up the cars at the Bylands Tramway Museum



Here we found brilliant sunshine accompanied by a very cold wind that sorted out the sinuses etc, in fact it went through us! We gathered in the kiosk, which is an all aluminium structure and we should have found out where it came from. It was definitely a building that looked sort of Commonwealth Aircraft Corporation in its origin. Maybe, it was an old tramways building. No matter, it very ably kept the wind at bay. Dennis, our museum guide, showed us into the huge shed that houses the older exhibits in the museum. The first item shown and explained was an example of Melbourne's original cable operated trams.

*Left: All aboard for Lonsdale Street. Fred and Dot Sawyer enjoying the view towards an imaginary Lonsdale Street.*

Upon reflection, after having a good look at such a tram, they are so much nicer than the modern trams we have now. It would be wonderful to have a preserved system working for us to enjoy. It could be done! Someone asked how fast the cable drove these trams and Dennis informed us that the pace was slow – due to the fact that acceleration to cable speed was instant, and, ". . . the ladies would not have liked being hurled to the back when the grip mechanism clamped". It would have probably have been like being on horseback, instant galloping pace.

We had a look at some more of the older trams on display and noted that the museum has a collection from other towns such as Ballarat and Bendigo – with a ring-in from Adelaide, an example from the famous Glenelg tramway. A nice touch was that the older trams were on display in their original colours.

*Right: Some of our cars wait while we have a tramways history lesson. Left to right, Birkett Mini, Andrews Mini, Ballard Ford Escort, Higginson Rolls Royce, Cannon Rover P5, Allfrey Rover P6B and Sawyer Scimitar GTE.*



In the next shed were all manner of 'W' class trams and prominent amongst them were examples of what were for years regarded as the symbol of what is very Melbourne – friendly looking trams. A heap more time needs to be spent at this museum to sort out all of the many differences. There were some remarkably short production runs, verifying the ruggedness of the older stayers. Over the years we have taken our trams for granted and never really realized just how many different types of tram we were served by.

We thanked Dennis for assisting us around the displays and set off for Kilmore and lunch. One car suffered a digestive hiccup, fortunately before entering the main highway to Kilmore. There was a warm fire to greet us in the Royal Oak Hotel and, even though correct bookings were made, an extra table was required. It was a good lunch, but it was marred by there being only enough rice pudding for a few of us! It is hard to believe that, even though the staff knew our numbers and how many special roasts were ordered, the rice pudding was in critical short supply. It was pleasant sitting and chatting about the coming RACV Fly the Flag Tour. This event has now become very famous and is looked forward to with very keen anticipation. This is very heartening for the organizers and augers well for its future.

I was going to get up and say a special thankyou to Geoff and Judy for organizing the run, but with our table waiting so long for its pudding, a good number had left by the time it arrived. Anyway, many thanks to Geoff and Judy, as well as those intrepid enthusiasts at the Victorian Tramway Museum who looked after us so well.

Footnote: When we arrived home and the Rover's boot was opened, great wafts of the heavenly scent from our Daphne posy assailed us. A most pleasant experience indeed!

Mike Alfrey.

## **CERBERUS CELEBRATION DAY – Sunday 3<sup>rd</sup> September, 2006**

*For some of us this may be a tad close to our run to HMAS Cerberus (below), but it is an activity that needs a huge amount of support. Preserving a unique part of the State's history and, indeed, that of part of the nation, is what this is all about. Club member John Wood is actively involved in this campaign and it would be nice if a number of classic cars and their owners lent some necessary support to John. This item came through the ether as some sort of file that didn't print very well, so it has been re-typed here. In the overall scheme of things, it would not take too much to preserve this icon – but then, with endless consultancies and associated fees, impact studies and their millions, along with our State Government's passion for soil (sea water?) testing – costs could easily become prohibitive. It is such a shame that modern governance doesn't simply get on with the job and make a good number of our populace happy. It could so easily be achieved! Anyone who has seen the SS Great Britain can understand just what can be accomplished if effort and funds are put in. Image below with thanks to Friends of the Cerberus. Ed.*



**Where:** Half Moon Bay, Black Rock

**When:** Sunday, 3<sup>rd</sup> September, 2006 at 12:00 noon to 4:00 pm

Friends of the Cerberus and Black Rock Yacht Club have announced a Cerberus Celebration Day on Sunday 3<sup>rd</sup> September. The event will take place in front of the Black Rock Yacht Club at Half Moon Bay which is situated in the Bayside Council of Victoria. Cerberus Celebration Day will be open to the public, with activities scheduled from 12:00 noon to 4:00 pm.

The official programme will commence at 2:00 pm and will feature:

- Victorian flag raising and rifle salute by the Victorian Navy re-enactors.
- Remarks by Peter Tully, spokesperson for Friends of the Cerberus.
- Remarks by Melbourne actor John Wood, Patron of the Save the Cerberus Campaign.

Planned activities for the celebration will commence at noon and will include:

- Boat rides around the Cerberus.
- Displays of historic photographs and memorabilia.
- A sausage sizzle.
- Unveiling of newly constructed Cerberus ship's models.
- Fun activities and prizes.
- Souvenir sales.
- Representatives of the Friends of the Cerberus will be on hand to discuss conservation plans.

The beginning of September is very significant in the history of the Cerberus, as her keel was laid on 1<sup>st</sup> September, 1867 and she was scuttled in Half Moon Bay on 2<sup>nd</sup> September, 1926. The Cerberus is an historic Monitor class warship which served as the flagship of the Victorian colonial navy and later served in the Australian Navy after Federation in 1901. She was the first warship without sails ever built by Eng-

land. She was one of the world's first ships to feature revolving gun turrets and is the only Monitor left in the world still in possession of its original turrets and guns. Friends of the Cerberus is a public interest group working to save the Cerberus from collapse.

For more information please contact Gary Grimmer on (03) 9502 0655, or John Rogers on 0403 070 601.

Visit the Website at [www.cerberus.com.au](http://www.cerberus.com.au)

We don't know the format of the sausage sizzle, so maybe a picnic lunch would be a good idea.

*John Wood and Colin Brown.*

### **MID-WEEK RUN TO NOOJEE – Wednesday 6<sup>th</sup> September, 2006**

We will meet at the Lilydale International Club car park, Nelson Road, Lilydale, at 9:37 am for a 10:01 am "All Aboard" call. Perfect weather for sports cars has been booked. 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.*

### **HMAS CERBERUS & MULBERRY HILL – Sunday 17<sup>th</sup> 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 Mulberry 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 & morning tea (I believe fresh scones, jam and cream).

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 for entry to museum (very extensive collection to browse). There is a barbecue on site (if weather permits and you want to use it) but is average.

We have lost track of who said they were coming, so if your name is **not** amongst the following, please advise us:

Frank & Pat	Ray & Lyn	Frank & Val
Pat & Joan	Tom & Heather	Bob & Peggy
Paul & Maggie	Ken & Karen	Ross & Trish
Peter & Rosalie	Bill & Heather	Nello & Di

Please advise Rob & Mary if you wish to take part on (03) 5978 7798 or [RobNolan@bigpond.com](mailto:RobNolan@bigpond.com)

*Rob Nolan and Frank Sawyer.*

### **RUN TO PORT ARLINGTON – Sunday 1<sup>st</sup> October, 2006**

OLÉ! This run is to a Spanish lunch affair at the Port Pier Café located in Port Arlington. To get to the luncheon venue, drive to Geelong and continue along Latrobe Terrace, make a left turn into Ryrrie Street which becomes the Geelong to Port Arlington Road (C123), continue along this road through Moolap, Leopold and into Drysdale. Follow the signpost to Port Arlington and, once in the town, turn left into Harding Street and go down to the Pier Restaurant car park.

Lunch will consist of Tapas and a main course of Paella. Cost of lunch is about \$35.50 per person, and is considered to be very good value. Numbers will be limited to forty people, so please ring me to make a booking on 0419 307 026, or E-mail to: [tonyhodges@abccc.com.au](mailto:tonyhodges@abccc.com.au)

After lunch we will walk it all off along Port Arlington Pier and then take a scenic drive along the Esplanade and then we can take the turn-off to Queenscliff for a look around this delightful township.

Bookings prior to 1<sup>st</sup> September please.

*Tony Hodges.*



# NOTICE!

**Sunday 8<sup>th</sup> October, 2006**

## **2007 Events Calendar Planning Meeting**

We will be commencing our 2007 Calendar Planning Meeting with a barbecue at 6:00 pm, with food and refreshments supplied by our club. After the barbecue we will work out our events for the coming year. It is anticipated that Committee members will attend this meeting. Non-Committee members are also welcome to attend, provided that they have input for our Events Calendar for 2007. If you wish to take part in our planning for the coming year, please contact me before Friday 29<sup>th</sup> September, so that we can make the necessary arrangements.

Should you wish to submit written ideas for events, then the same close-off date will apply, so that our meeting material can be prepared in time.

It is most important that we get our 2007 Events Calendar absolutely right in good time for handing it out at our Christmas Luncheon function on Sunday 3<sup>rd</sup> December.

The venue for the meeting is 14 Grand Valley Drive, Chirnside Park.

Melways Map Reference: 37 K5 (2005 Edition)

UBD Map Reference: 231 G6 (2003 Edition)

We look forward to good input for an exciting 2007.

*Frank Douglas – President.*

## **VISIT TO MELBOURNE ZOO – Sunday 15<sup>th</sup> 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 – 21<sup>st</sup> and 22<sup>nd</sup> October, 2006**

This extremely popular event is on again and the gardens at Springtime 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 – 30<sup>th</sup> October to 5<sup>th</sup> November, 2006**

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 <sup>th</sup> & 31 <sup>st</sup> Oct.
Eden, NSW	Twofold Bay Motor Inn	(02) 6496 3111	Nights of 1 <sup>st</sup> , 2 <sup>nd</sup> & 3 <sup>rd</sup> 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.*

## IN SEARCH OF THE VERITABLE BRITISH CLASSIC MOTOR CAR

Now that we have our one-hundredth edition nicely under our collective belts, let's take a punt at finding the make and model of motor car that epitomises the true British classic. Put aside all of your personal preferences and give the subject due thought. Over the next five issues of *Your ABCCC News* we will publish the best submissions from you, and from those, will select what is considered to be the essence of a veritable British Classic motor car.

In your deliberations you should give thought to all of those classic motor car models and their features built after 1931 through to twenty-five years ago. Picking out just one from all of those forgotten British manufacturers that made the worldwide motoring scene in the classic era such an interesting one, will be extremely difficult. Please get your nominations in soon – along with a short story explaining the reason your selection.

We look forward to some interesting nominations for the true British classic motor car and we also look forward to reading about why they have been chosen. Let's have some participation in this, we can't have another excuse for more Jowett pictures – but then they probably don't qualify, being of truly Yorkshire extraction! Please send your nominations to the Editor, 59 Rowson Street, Boronia, 3155 or, E-mail to [moubray@tpg.com.au](mailto:moubray@tpg.com.au) or, fax to (03) 9720 0283. There could be a little prize for the best submission! The Editor's decision will be final – but not biased!

*Mike Allfrey – Editor.*

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## OUR COVER MOTOR CAR

Fred has owned his 1965 S3 Bentley since new so we are now into 40+ years of ownership. He used the car as his daily driver for a number of years and it was to be replaced by a new Rolls-Royce. Fortunately Fred kept his beloved Bentley S3 as when he took delivery of the new Rolls it was such a disappointment to him, in fact after waiting for two years for the car to be delivered it had such a catalogue of breakdowns and faults that ranged from complete brake failure to an extremely noisy differential, caused by the car being delivered with no oil in the rear axle, to the failure of the electrical system which resulted in Fred being trapped in the car and not being able to open doors or windows and the list goes on. The Rolls was part-exchanged for a second hand Land Rover and the balance taken in cash. At this stage the Rolls was just under eighteen months old and it had spent more time at the factory than in Fred's hands, but that's enough of the Rolls saga.

As for the Bentley, as I said before it was used daily until it started to look a bit unloved with the signs of use on British roads in winter. You know what I mean – the dreaded salt had attacked the lip of the wheel arches. So the decision was taken to repair the car, initially we were going to repair the body work. But we could not bring ourselves to do half a job. So the faithful Bentley was treated to a full body-off restoration to Concours standard. As I was quite active at the time with the Benson & Hedges International Concours series, it was not long before I was asked, "When are you going to show it?" Well we did enter it, and were successful enough to be invited to display the car on the masters class stand at the classic car show. By the way, to be invited to join masters class, you have to have won three national Concours events in the one year.

On a different note my son Matt who is now twenty-eight years old was brought home from hospital in the Bentley after his birth, it was the first car he ever rode in. At the time of writing this, I will soon be driving it up to Sydney to take my niece to her wedding in her Pop's car. So you can see it is very much a part of our family.

*Frank Sawyer.*

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## PROJECT LAGONDA

Updating progress on Tony Pettigrew's Lagonda project, work is flat out in an attempt to have the motor car back on the road for the RACV Fly the Flag Tour. Tony has run into a few small problems for this report – but then, no restoration ever runs exactly to plan! There has been the case of the reluctant starter motor bendix not returning to its parked position. Tony removed the starter motor to investigate the concern and could find nothing obviously wrong with the helix mechanism. So he had a look at the starter on his spare engine and found it to be brand new! No prizes for guessing which starter motor is now installed on the project car!

Another time consumer was the engine oil level indicator sender where it attaches to the sump. Some time ago, the attaching face had been distorted and now had to be cleaned up using careful attention with

a fine cut file. Again, time consuming, but the two concerns can now be regarded as teething problems well and truly fixed. No visible progress, but the satisfaction of knowing that they have been attended to. Another, more critical concern, is the ride height at the front of the car. It can be seen in the photograph that the front seems to be sitting a bit high. This may require a spot of adjustment.



*Handsome progress! The elegant drop-head coupé frame work can be seen.*

In the image above, we can see the good fit of the door and the way the bonnet assembly will be hinged. The rear mudguards and boot lid should soon be back from the paint shop. Once the rest of the body is fitted and all the various internals are back in place there will be a sense of great satisfaction for Tony and Maxine, because the finished task is something magnificently special.

Should the Lagonda be ready in time for the RACV Fly the Flag Tour, then it should be the subject of a special ceremony at the start of next year's Tour.

And, don't forget – some of the inevitable teething concerns have already been sorted. Watch for the next report. We can see a very jealous Lea Francis once the Lagonda is back on the road!

*Mike Allfrey.*

## **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.

<b>New Members</b>	<b>Motor Car</b>	<b>Model</b>	<b>Year</b>
Jerome Brand & Chrissie Krebs	Bentley	MK VI	1948
	Jaguar	E Type	1970
Gregory & Liljana Margetts	Morris	Mk I Cooper 'S'	1966

*Val Jefferyes – Membership Secretary.*

**DON'T FORGET TO FILL IN YOUR AHMF SURVEY FORM!**

**Forms can be obtained by contacting the Editor.**



## 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.

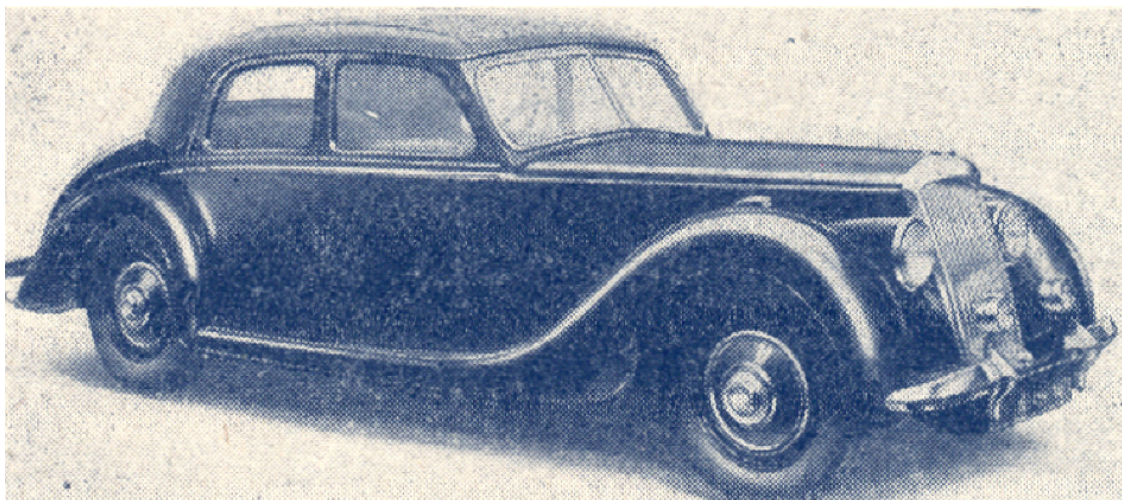
*Frank Douglas.*

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## 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 28 in the series.

### Riley 1½ Litre 12 h.p. and 2½ Litre 16 h.p.



*Rileys have the reputation for magnificent motoring and while the latest models have been tamed for quietness they have even more dash than one usually associates even with Riley. Both models have overhead valves, and the larger of the two is one of the fastest stock cars in the world, and is capable of approximately 100 m.p.h. The brake output of the smaller model is 55 b.h.p. and the 2½ litre model produces 90. Real sports cars in every sense of the word, the Rileys are now a Nuffield product.*

*From Motor Manual, 1949. With Thanks.*

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## EDITOR'S DESPERATE FOR MATERIAL DEPARTMENT

### *Irish engine-uity!*

Paddy and Colleen were making passionate love in Paddy's mini van when suddenly Colleen, being a bit on the kinky side, yells out "Oh fat boy, whip me, whip me!"

Paddy, not wanting to pass up this unique opportunity, obviously did not have any whips on hand, but in a flash of inspiration, he opens the window, snaps the antenna off his van and proceeds to whip Colleen until they both collapsed in ecstasy.

About a week later, Colleen notices that the marks left by the whipping are starting to fester a bit so she goes to the doctor.

The doctor takes one look at the wounds and asks, "Did you get these marks having sex?"

Colleen, being a little embarrassed that she has slept with Paddy (let alone that she allowed the kinky b\*stard to whip her) eventually admits that, yes, she did.

Nodding his head knowingly, the doctor exclaims, "I thought so, because in all my years of doctoring, you've got the worst case of van aerial disease that I've ever seen."

*Paul Brooks.*



## ***The Dentist and the Scotsman***

A Scotsman asks the dentist the cost for a tooth extraction.

"85 pounds for an extraction sir," was the dentists reply.

"85 pounds!! Huv ye no' got anythin' cheaper?"

"That's the normal charge," said the dentist.

"Whit about if ye didnae use any anaesthetic?"

"That's unusual, sir, but I could do it an knock 15 pounds off."

"Whit about if ye used one of yer dentist trainees an still without an anaesthetic?"

"I can't guarantee their professionalism an it'll be painful.

But the price could drop to 40 pounds."

"How about if ye make it a trainin' session, ave yer student do the extraction with the other students watchin' and learnin'?"

"It'll be good for the students," mulled the dentist. "I'll charge you 5 pounds. But it will be traumatic."

"Och now yer talkin' laddie! Its a deal," said the Scotsman.

"Can ye confirm an appointment fer the wife next Tuesdy then?"

*Rob Nolan.*

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## **A GOOD RECIPE FROM ENGLEFIELD**

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.

*Englefield*



After hearing from Major Thomas Mitchell of vast tracts of land west of the Grampians suitable for grazing, Edward Bell and James Riley travelled overland from Sydney and arrived in the Balmoral area in 1841. They were granted a licence for 28,000 acres which they named Englefield.

The homestead dates from the early 1840s and the property has been owned by the Hindaugh family since 1950.

And so, to this delectable pudding!

### **MARMALADE PUDDING**

#### **Ingredients – Pudding**

4 egg whites

2 tablespoons sugar

2 level tablespoons orange marmalade

½ teaspoon orange extract (optional)

#### **Method – Pudding**

Beat the egg whites stiff. Add sugar and beat. Add orange marmalade and extract.

Have water boiling in bottom of double saucepan and grease top half with butter before pouring in the mixture. Cook for one hour with lid on, making sure water keeps boiling gently. Turn out onto a plate (shape will hold).

#### **Ingredients – The Sauce**

2 egg yolks

1 cup whipped cream

1 tablespoon sherry

½ cup sugar

#### **Method – Sauce**

Mix together and serve warm separately. Serves four.

*Christina Hindaugh – With Thanks.*

## WHEN PETROL RUNS LOW

Amusing, strange and happy incidents often occur when, a car has stopped unexpectedly. Such stoppages are frequently caused through lack of petrol. Annoyance is forgotten when I look back on the queer happenings this sin of omission has brought me, and I wonder how many other strange yarns motorists could tell who have stopped on the road?

There was the occasion, rather early in the morning when I was returning from the coast; with a friend. Ten miles from home the petrol gave out and we discovered that the reserve tap had been on all the time. The road was deserted but a small petrol station with a cottage behind suggested possible supplies. United shouts brought the proprietor to the window. We told him our needs. His reply was to ask us the time. It was just past two o'clock. "All right," he replied, "I'll let you have some petrol, but it will cost you five shillings extra for getting me up."

We paid the "sleep disturbance" tax and discovered that he had a standing rate during the night. Increasing by 2s. 6d. for each hour after midnight.

Then there was the occasion when amazing helpfulness was shown. It was in Scotland, where petrol stations are few. We had walked about a mile and came to a five-ton lorry outside a works building. Finding the driver, we asked if he could let us have some petrol. He said, "Yes," walked towards his vehicle, then suddenly swung on board, saying that he would have to go to the village, which was six miles away, to get it. He came back, waited in the road for us to get in, and drove us back to the car, and, to conclude his day's good deed insisted on charging commercial price for the petrol.

One more occasion comes into my mind. It was only just past 11 p.m. on a Bank Holiday Sunday and I had not anticipated any difficulty in getting petrol. Station after station was shut, supplies were getting low, and when we got into a town of about 30,000 inhabitants, I was determined not to go on until we had refuelled. All the garages were shut, but a policeman told of one on a side street that had a night service. "Ring the bell and go on ringing it," he said. We found the place, a light illuminating the sign "Night Service" Following the policeman's instructions we eventually roused a night shirted figure, who told us he would be down when he had put on his clothes. We got our petrol, but we were the only fortunate ones that night; for when the man returned to his house he switched the sign light off with a gesture of finality.

*G.C. From: The Motor, December 1<sup>st</sup>, 1936. With Thanks.*

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## 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.*

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