



An incorporated club

A0035462V

**A friendly family social motoring club**

**Edition 101**

**October 2006**

**Your ABCCC News**

## **A FINE PAIR!**



**Len Butcher's fine stable of British Classics.**

**A delightful MG Midget and one of the old favourites – a Standard Vanguard.**

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*Please send in photographs of your British Classic so that it can be featured here – otherwise, definitely more Jowett pictures!*  
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### **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>rd</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"**

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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!**

### 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  |
| 14             | 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    |
| 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 – Lilydale International Club, Nelson Road, Lilydale, Victoria. | Frank Douglas (03) 9739 4829  |
| 17 | Badgers Creek BBQ – An ABCCC Event<br>Venue – Badgers Creek, Healesville, Victoria.   | Janet McGregor (03) 9735 2533 |

### June 2007

- |        |  |                              |
|--------|--|------------------------------|
| 9 – 11 | Two Clubs Reunion – An ABCCC Event<br>A gathering of the Victorian and Queensland All British Classic Car Clubs<br>Venue – Tomingley, New South Wales. | Frank Douglas (03) 9739 4829 |
|--------|--|------------------------------|

### October 2007

- |    |   |                          |
|----|---|--------------------------|
| 28 | The RACV / AOMC City to Cape Run – The AOMC | Iain Ross (03) 9890 0524 |
|----|---|--------------------------|

**Note the revised date! Definitely not the Editor's fault this time!**

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## EDITORIAL NOTES – ISSUE 101

This is an issue to enjoy and savour. There is a challenger for the title of Britain's Most Venerable Classic Motor Car. Our first entrant is, very likely, an outstanding choice. Thanks Bill Allen for nominating the 1949 Rover '75'. This car must not be confused with the sadly lamented '75', although there are still some styling cues in the 21<sup>st</sup> century offering. Good luck with your entry Bill!

Another Bill, this time of the Ballard variety, has kindly written about the visit to Point Cook RAAF Museum. Unfortunately, on that day the Editorial Rover was busy loping around Toolangi and surrounding area on another perfect run – the only hiccup was being served with soup, **after the main course!**

Mary and Rob Nolan have written a report on the recent run to HMAS Cerberus on the Mornington Peninsula. This was another event we had to miss – not doing too well in the "Member of the Year Stakes" are we? It is good to have helpers with run reports and with superb digital images (thankyou Frank Sawyer for the Noojee images). There is also a lengthy description of the happenings at the last AOMC Delegates' Meeting. That follows immediately after these hasty writings.

With the advent of digital imaging and all of its marvellous possibilities, and due to the fact that many more images are now so much more easily possible, it raises the possibility of putting together a disc of ABCCC images from the year's events and making it available to the membership at the commencement of the next season's activities. What do you think?

Enjoy this issue and, please, respond to our requests to provide very necessary help with our events.

*Mike Allfrey – Editor.*

## THE VICROADS REVIEW OF THE VICTORIAN CLUB PERMIT SCHEME

At the AOMC Delegates' Meeting on 28<sup>th</sup> August, Rod Amos (*Vintage Sports Car Club*) gave an excellent presentation to those present on behalf of the AOMC sub-committee that is working on the proposed review of the Victorian Club Permit Scheme. This sub-committee has undertaken the task of reviewing input from clubs on this matter. Rod's session was the main theme of the meeting and a healthy number of Delegates were present.

The most important message that Rod put to us was, the fact that the review is not signed-off and settled upon yet. It is still in the preliminary stages. There is still time for dialogue on this subject.

### Number Plates

Part of the VicRoads proposal was to introduce a new numbering system for VCPS vehicles. This is the only part that has actually happened and new vehicles on to the scheme are now issued with a set of plates in the series of '00000 H' to '99999 H' and plates of this series still carry the VCPS nomenclature. The reason the new plates have been introduced is due to the permit scheme vehicles reaching 'CH 999' sooner than expected.

VicRoads wish to introduce a fee for club permit plates in the same manner as for standard registration plates. The AOMC is strongly against this.

The matter of transferring VCPS plates from vehicle to vehicle at time of ownership change is still under review.

The question of using slimline plates for the VCPS is still being considered. It appears that VicRoads have mellowed their 'not possible' stance on this request. They now consider that the wording 'Club Permit Vehicle' can be accommodated on a slimline plate – for a fee of \$10.00 per plate.

### Transfer from Fully Registered to VCPS

The AOMC is pushing for the ability of transferring a fully registered vehicle on to the VCPS without the need for a Roadworthy Test or a club generated safety check requirement. The argument is that the vehicle is not changing its status with respect to ownership.

### Log Book Scheme

The AOMC has had a reasonable written response from clubs on the review and analysis of the responses has shown that 85 per cent of responses are in favour of the Log Book and ninety days per annum use proposal put forward by VicRoads. There is, however, concern that VicRoads are asking for too much data to be entered into each day's page for individual trips. The AOMC's stance is that it should be kept as simple as possible. It is also asking for a terminology change in the proposed Log Book from 'Operator' to 'Permit Holder'.

A proposal has been put forward by the AOMC for a forty-five day use Log Book scheme at a pro-rata cost saving to those who do not wish to use their VCPS operated vehicle for the full intended period. More discussion is happening with VicRoads on this matter.

The AOMC is asking that data to be entered into the Log Book be only for each day's use and to have provision for multiple days' use of vehicle per page. The reasoning behind this proposal is to reduce the cost of the Log Book.

### Abuse of the System

Should a vehicle be found to be operated without the day's Log Book entry, then the case will be treated as a vehicle that is unregistered being driven on the public road system. The fine for this infringement is currently \$500.00 and it comes with three (3) de-merit points on the driver's licence. The AOMC has no problem with this ruling and one of the reasons for asking for simpler data to be entered is to encourage users of the scheme to do it properly.

### Replacement of Log Book

The Log Book proposal requires that, in the event of Log Book loss, a Statutory Declaration is required as part of the process of obtaining a replacement Log Book. It will also require VicRoads Authorized Club input. The AOMC has no concerns with the requirements.

### Replica Vehicles

The AOMC's stance on replica vehicles being eligible to be operated on the VCPS remains that vehicles should be 25 years old and older. It also supports modified vehicles being operated on the scheme, provided that the modifications are carried out in accordance with VicRoads Bulletin VSI-8. It was also stated that modified vehicle owners could operate their vehicles on the Australian Street Rod Federation scheme.

### Vehicle Insurance

Premiums for insurance on VCPS operated vehicles will not rise purely because of the introduction of the ninety days 'free' use. However, insurance companies will be sure to monitor claims generated by VCPS oper-

ated vehicles and, if there is an increase in claims after the introduction of the proposed Log Book scheme, then the circumstances around those claims will be examined carefully and premiums adjusted accordingly.

### General Comment

In the review, to date, the AOMC sees a number of positives should the proposed changes take place. Benefits could be – increased club membership, better maintained vehicles due to more frequent use, more visibility of historic vehicles on our roads and continuing club involvement with the VCPS.

I brought up the matter of clubs being stripped of their VicRoads authorization should their membership be found to be excessively abusing the Log Book proposed scheme. I was assured that it would have to be abuse on a grand scale for VicRoads to consider action against a club. There would be considerable dialogue between VicRoads, the AOMC and the club concerned before any action is taken.

There are currently Log Book type schemes operating in South Australia and Tasmania, and those systems are seen to be operating well. Just how it works in Victoria will have to be seen. We need to be aware that, with the proposed changes being significantly instigated by the police, those officers will have a minimum of doubt about what the apprehended VCPS operated vehicle is being used for. It is relatively certain that there will be no problems of abuse of the VCPS within our club – however, there could be some, from other clubs who could be helping the State coffers' cause handsomely, if the police are active as soon as the proposals are adopted in whatever form they are finally decided upon. This is particularly so because it is going to be some considerable time before VCPS vehicles are placed on the VicRoads registered vehicle data base. Our worthy police will still be confronted with an initial unregistered vehicle during the preliminaries of a vehicle check. We need to be very much aware of that fact and be 'squeaky clean' in all other respects of the use of the VCPS.

Victoria has, currently, an excellent scheme, it is a shame that cost of educating the police about it is too great. You can be assured that further information, as it comes to hand, will be passed on.

*Bill Allen – Club Delegate to the AOMC Inc.*

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## PAST AND FUTURE EVENT REPORTS

### VISIT TO POINT COOK RAAF AIR MUSEUM – Sunday 20<sup>th</sup> August, 2006

I had already visited this museum twice earlier in the year, having taken friends from Queensland and the U.K. to see the marvellous collection of vintage aircraft they have there. When I read that there was to be a visit by the ABCCC to the museum I thought to myself, "What the hell! – I'll go, even if it's just for the company!", and I wasn't to be disappointed!

When I rocked up at the KFC near the West Gate Bridge at the appointed hour, there were plenty of club cars parked outside, but the fast food servery was empty! I eventually found everyone in the "general stores" next door, having a chat and a cuppa from a vending machine. I just had time to say "Hello!" to everybody before we were off in convoy to Pt Cook via the bridge and the Geelong Freeway. There was a bit of embarrassment on my part when we got to the main gate of the camp, as I had forgotten to bring any form of personal identification with me. I must have looked innocent, because they let me in!!

*Right: Some of our cars enjoying a natter under clear blue skies.*



We parked our cars in a circle on the lawned area on the opposite side of the road to the museum's main entrance then gathered in the foyer of the museum, where we were addressed by a guide and then left to roam the premises at will. The differences between this and my earlier visits soon became apparent – everyone was very happy, chatty and humorous (not that my earlier guests hadn't been – but you know what I mean – there were more of us this time and, well, shall we say the different levels of humour just added to the occasion!). Before we knew it, it was lunchtime and we congregated in groups by our cars for our picnic lunch, and out came the sandwich packs, eskies, hampers and corkscrews. After lunch we had an appointment at a demonstration area beside the airfield's main taxiway with a former RAAF pilot, who gave an overview of how an aircraft flies and the joys and dangers of flying. There was a lot of interaction with the audience, which I liked. Then he went up for a spin in a *Winjeel*, an early post-war, Australian designed and built, piston-engined training aircraft, which reminded me so much of the *Percival Provosts* used by the R.A.F. back in the U.K. In fact most of the aircraft at the museum reminded me of the first 18 years of my life, which were spent on R.A.F. camps as my father was a Warrant Officer in the

mentioned force. The *Bristol Freighter* outside the entrance in particular reminded me of trips from R.A.F. Odiham, in Hampshire, to my aunt in Chelsea, London. We used to use the old A30 trunk road from Hartley Witney to Bagshot which bisected Blackbushe Airport in those days, and on the left (going up to town) we would see U.S.A.F. *Douglas DC7s* and the like, and on the right we would see *Avro Yorks*, *Vickers Vikings* (of Eagle Airways) and *Bristol Freighters* (of Silver City Airways). The amazing thing was there were no fences between the road and the taxiways in those days (well, Al-Qaeda wasn't heard of in those days, was it?!).

*Right: Great skills with plywood – the Mosquito project.*



Immediately after the air display, our party was taken to the workshops where they were restoring a WWII *De Havilland Mosquito* fighter-bomber. I was glad to see that we were recognised for our talents as car restorers (i.e. we were known to be used to wandering around workshops with their inherent clutter, etc and could be trusted not to harm ourselves) and, despite the fact that we weren't wearing hard hats and orange hi-vis vests, were allowed to walk freely around the workshop floor and inspect the *Mosquito* at close quarters, and raise the question of how mutually cooperative we could be with our respective projects. Ray had spotted a special "steamer" for bending wood – "Useful for making hood bows", he remarked loudly. To which our guide remarked that they in turn had had to go to classic car restoration specialists to get things like the pilot's controls refurbished!

We were able to make a direct comparison with, and note the subtle differences between, a Rolls-Royce Merlin engine, hand-made in the U.K. and probably destined for the *Mosquito*, with another version of the same engine, stored alongside, manufactured under licence in the U.S.A. by Packard. It is amusing to think that many of the things that the Americans changed on their version of the engine are now no longer available, and restorers are now having to convert these engines to U.K. spec!

We finished up chatting by our cars and I got to know Chris Newell and Geoff Cook very well. Both apparently have similar interests to me and we had something else in common – we had all spent part of our lives in the north West of England! Before we knew it, it was 4 pm – time had flown by, and I'd really enjoyed myself, and I'm sure everyone else there that day had had a good time too. Our grateful thanks to Lyn and Ray for suggesting and organising the visit!

*Bill Ballard.*

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

This was not strictly an official club event, however it soon became one when a couple of VCPS cars arrived. Thankfully, the event was in the magazine last month, so all was 'legal'. The heartrending fate of HMVS Cerberus is of great concern for a number of us. Club member John Wood is heavily involved with the quest to 'Save The Cerberus', and he spoke at length to those present about the monitor's history, its uniqueness and the need for governments, both State and Federal to help save what is left of this famous old warship. The people involved closely with the campaign are concerned for their cause, just like we are for our classic cars. And to think that some of us thought we had a rust problem!



*What it is all about, HMVS Cerberus, breakwater.*



*The Wilsons arrive in their Jaguar XK 140.*

After period raising the flag ceremonies and six gun salutes from immaculately turned out sailors in period uniforms, John Wood was introduced and spoke to us about the urgent need to save the HMVS Cerberus.

In total we had about six classics at this event, although not in a set up display.

*Mike Allfrey.*

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

*Brittainae Classicae Pluvius* would best describe the start of our run to Noojee or in another ancient but classic language *dar war tüchtig Regenfälle*, or, in plain English – it rained! It was a severe case of "umbrellas up!" or, to keep dry, huddle under the portico of the Lilydale International Club. The weather was going to get better! We were in our classic Rover, our Jupiter took one look outside and said, "You have to be joking!" I think that is the literal translation from Jovian language. The rain was not heavy, just a fine soak with clouds at a low level. We didn't see the Dandenong Range as we skirted by, the cloud was that low. Despite the conditions a good number of us turned up for our run.



As we pressed on through Powelltown it started to clear up and, at the world famous trestle bridge, it seemed the rain had moderated to wind blown drips from trees. This bridge is a marvellous structure and shows how sensible use of timber can support such loads as provided by the trains in days past. The bridge is now just a walk way with railings to prevent us from falling off. Let's hope that the bridge can be preserved for future generations to admire.



The parking area looked a bit a Jaguar outing, but fortunately there were three Rovers to relieve the style monotony! Due to the weather, we didn't hang about too long and as a consequence, arrived at the Noojee Hotel a bit early. We had caught the staff on the hop so to speak, and Frank took the opportunity to make a few club event announcements. Ball point pens were handed out to those who hadn't attended the Xmas in July lunch/annual dinner. By the time the announcements were over, our lunch was ready. It was a

good simple roast, with two choices, but it wasn't what some of us expected – probably due to a change of management since the venue was suggested. No matter, the company was good and there was a log fire blazing to keep the chill out. It was a lovely, if damp, run and our thanks go to Frank Douglas for putting it all on for us. Thanks also to Frank Sawyer for the second photograph.

*Mike Allfrey.*

## HMAS CERBERUS & MULBERRY HILL – Sunday 17<sup>th</sup> September, 2006

It was a great turn out of 45 people (fantastic to see new, existing members and their friends and relatives) with their classic cars, starting at Mulberry Hill, owned by the National Trust. We were split into two groups: one tour started from the trade entrance (kitchen) and the other from the front of the house. The guides, with their wonderful knowledge of Mulberry Hill estate and the Lindsay family, guided us through each room where everything was left as is since Joan Lindsay died in late 1970s. After the one hour tour, everyone was treated to tea/coffee, biscuits and scones, cream and jam in the lovely gardens with the sun shining down on us. Then we were on our way to Cerberus. Upon arriving at Cerberus gates was the first group led by Frank Douglas waiting for Rob to lead them through into Cerberus past the security guards to a sheltered car park where we had our own security to guard our cars while we toured the self

guided museum. Officer Lieutenant Damon Craig warmly welcomed us to Cerberus and took us on a



guided tour of the officers' ward where the officers relaxed at the bar and lounge, and dined in the magnificent dining room decorated with two murals depicting battle.

Fridge magnets specially made with "All British Classics Car Club" printed on the image of Cerberus, were given out as a remembrance of the day.

A quiz about Cerberus, organised by Frank Sawyer, was distributed around to all during our picnic lunch. The person who scored the most won a bottle of fine wine which went to Ross Gardiner!

Special thanks to Pat Swinchatt for organising Lt Craig to escort and guide us around Cerberus.

*Rob & Mary Nolan.*

## **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 Ryrie 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> October 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 14<sup>th</sup> October, 2006



We arrive at the Zoo at 8:45 am and assemble outside the main gate in Elliot Avenue. It would be a good idea to drive your normal cars, because we will be parking in the general car park and will not be on display. Please do not be late, we will be entering the Zoo at 9:00 am as a bulk group, and we need to do this because I have been able to obtain a discount price of \$19.80 per person – children will be admitted for a reduced entry of \$11.00 per head. These special rates are for a group of twenty or more. After we enter the Zoo we will be going down to the Bistro to pre-order our lunch, for which prices range from \$7.00 to \$15.00, depending on what you order. The Bistro is licensed for beer and wine. A table set up for forty people has been ordered.

I have organized for the *Friends of the Zoo* to have a guide available for us at 10:00 am. Our tour will last for about one and a half hours, which will give you enough time to have a look around yourself before we go to the Bistro for lunch.

The reason I am asking you to please not be late is because, normally, the Zoo wishes groups to pre-book and pre-pay for their tickets prior to the date they are coming. I have been able to talk them into letting us come in as a bulk group, and have assured them that no one will be late on the day. Otherwise you will have to pay \$22.00 per head to enter as an individual. There is a special price for pensioners at \$16.50, but you will have to show your Pension Card when you pay. Before we go in, we will have to work out how many people will be paying on the Pension Card and how many will be paying the \$19.80 entry fee. We need to know this because, if our numbers for a group paying \$19.80 entry are less than twenty, then we will not be allowed the discounted group price. Those of you who have already advised me that you are attending this visit, can you please contact me beforehand if you are paying on a Pension Card.

If you haven't yet made a booking, please call me before the 6<sup>th</sup> October on (03) 9336 7306 AH or, I can be contacted at: [lhigginson@kangan.edu.au](mailto:lhigginson@kangan.edu.au)

Hoping that we have a perfect day as we did at Point Cook, and looking forward to meeting you all there and having a wonderful day with the animals.

Thank you all for your promptness in advance.

*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. Please note that George has been away on holiday, but is certainly there now to accept your help.

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.

We look forward to you joining us on this trip.

*Maxine & Tony Pettigrew.*

## **OBSERVATION RUN – Sunday 26<sup>th</sup> November, 2006**

Our Observation Run this year will end with a cosy get together with enjoyable company. We will meet at the car park of the Lilydale International Club, Nelson Road, Lilydale at 9:30 am for a 9:45 am staggered start. Cars will be starting the run at one (1) minute intervals. Route details and maps will be handed out at the start point. Sorry! But I can't tell you the directions, as that will spoil the fun of the run. All roads are sealed and, providing it does not rain, they will also be dry. Emergency contact mobile telephone numbers will be supplied for those that think they may get lost. Arrangements have been made with the proprietors to reserve the room with balcony for up to forty people, but we can fit more if needed. It will be a nice day, so we can sit on the balcony and enjoy our meal.

The drive will take 1½ to 2 hours maximum, with some clues and questions along the way through some of Victoria's best countryside. The run will end at a beautiful little wine bar/restaurant in the Eastern Suburbs about a fifty minute drive from the City. I have chosen a different venue this year from previous years and the menu caters for Breakfast, Lunch or Brunch. It is a comprehensive menu that covers Breakfast, Starters, Entrées, Pastas, Salads, Mains and Desserts. Te and Coffee are also available and there is a fully licensed bar to whet your appetite. The restaurant also caters for those with dietary needs. The whole range is offered at affordable rates.

There will be a very worthwhile prize for the winning car with the highest points scored.

If you wish to take part in this enjoyable event, please contact me on (03) 9735 2335 so that bookings can be made.

*Chris Newell.*

## **THE ABCCC CHRISTMAS LUNCHEON – 3<sup>rd</sup> December, 2006**

Just a quick reminder that this popular event is not too far away, so consideration should be given to making your booking before it is too late. This year the venue is the Lilydale International Club due to the RACV Club at Healesville being unavailable due to construction works.

To make your booking, please call me on (03) 9739 4829.

*Frank Douglas.*

## **THE TWO CLUBS REUNION – 8<sup>th</sup> to 11<sup>th</sup> June, 2007**

The arrangements for this Reunion Weekend with our Queensland sister club are well in hand. Motel accommodation has been booked at the Lucky Strike Motel at Tomingley, near Peak Hill in New South Wales. The Lucky Strike is on the Newell Highway and is about 500 metres north of the Post Office. An extremely favourable rate has been negotiated at \$26.00 per person per night. Rooms have been booked for the three nights, 8<sup>th</sup>, 9<sup>th</sup> and 10<sup>th</sup> June next year.

These reunions are scheduled to be held every three years and, this year the Queenslanders have again challenged us to a return match of the Great Yabbie Hunt. Victoria won this challenge last time and we need to maintain our winning streak. Machinations are already in place to protect our title status. Having this splendid challenge and with us being in training already, will make this a fantastic event for us.

There has been excellent response to this Reunion from the Queensland group and it looks as if we will more than double the population of Tomingley! Those from our end who have made bookings are:

Bill & Terri Allen, Mike & Sue Allfrey, Colin & Joy Brown, Tom & Heather Cannon, Frank & Pat Douglas, Ray & Lyn Higginson, Mel & Carol Kitchen, Nello & Dianne Mafodda, Peter & Rosalie McKiernan, Tony & Maxine Pettigrew, Frank & Val Sawyer, Fred & Dot Sawyer and Ross & Pat Wolstenholme.

If you wish to join in the fun, please contact me as soon as possible.

We plan to break the journey on the way up at, probably Narrandera, and have a similar break on the way home. It is going to be a wonderful few days away and a chance to meet up again with our sister club.

*Frank Douglas.*

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## **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**  
Ray & Chris Murphy

**Motor Car**  
Hillman

**Model**  
Minx

**Year**  
1962

*Val Jefferyes – Membership Secretary.*

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# OF GREAT CONSEQUENCE!

LET IT BE EXCLUSIVELY REPORTED HERE THAT, AFTER GREAT SEARCHING AND NOBLE CONSIDERATION, BRIAN KELLY THE RACV'S WELL KNOWN MOTORING CLUBS LIAISON MANAGER, IS NOW THE PROUD OWNER OF AN OLD ENGLISH WHITE JAGUAR 3.8 LITRE MK II CLASSIC MOTOR CAR. BRIAN HAS DESIRED JUST SUCH A CAR FOR SOME YEARS NOW.

THE JAGUAR WILL NO DOUBT PROVE TO BE A MUCH MORE COMFORTABLE CONVEYANCE THAN THE VENERABLE RACV'S BEAUTIFULLY PRESERVED HOLDEN FJ MODEL VAN.

WE ALL WISH BRIAN AND NAIDA MANY YEARS OF THE TYPE OF MOTORING FOR WHICH SUCH JAGUARS ARE NOTED FOR.

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

It is crucially important that you take part in this survey.

Forms can be obtained by contacting the Editor.

## **A FLASH OF HONESTY!**

Most of us in these times regard our elected politicians with a fair degree of suspicion, particularly with respect to 'honesty'. It was refreshing to hear Federal Member of Parliament, Tony Abbott the Minister For Health, make the following comment, when being interviewed outside Parliament House, Canberra:

"I fully understand. I like to drive my 1971 Rover V8."

The subject of the interview was the then-current high petrol prices, in the context that MPs don't feel high prices because they are chauffeur driven at tax payers' expense. This was on The ABC 7:30 Report a few weeks ago.

The Rover Car Club have just had their National Rove in Canberra, I wonder if Tony Abbot took an interest? It was a pleasant surprise to hear such a comment from a politician.

*Heard and Seen by Mike Allfrey.*

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## **OUR SEARCH FOR THE VENERABLE BRITISH CLASSIC**

No doubt I will be accused of favouritism because of my well known affliction for the marque, however, I genuinely believe that the consummate British Classic motor car is the P3 model Rover '75' Four-Light Sports Saloon. A total of 2,639 of these cars were produced from March 1948 to August 1949, with approximately eighty per cent of them being exported to help boost Britain's economy after World War Two.

They were basically a gap-filler between the P2 10, 12, 14, 16 and 20 horse-power models, which were produced pre-war, with the 12, 14, 16 horse-power models being produced post-war until 1947; and the P4 models introduced at the Earl's Court Motor Show in October 1949 and with production of that series finishing in 1964.

The P3 is basically pre-war in design whilst incorporating some post-war mechanical advances. It has a lower roof-line than the six-light model – three windows on each side, rather than two as on the four-light model, giving it a much sportier appearance, a sun roof – possibly to save on rather scarce supplies of steel that prevailed at the time – outside running boards, large impressive looking head lamps, small strips of angled glass at the top of each door window to keep out the rain and four 'suicide' doors making them very popular with wedding photographers. A classical spare wheel-holding boot lid, and a beautiful chrome radiator surround and grille topped with winged Viking head radiator cap emblem complete this timeless look. The post-war mechanical improvements include hydro-mechanical brakes, independent front suspension, 'F' head 2.1 litre engine featuring the famous overhead inlet and side exhaust valve layout, a three-quarter length chassis, an all steel body and mostly sixteen-inch wheels. Both P2s and P3s were fitted with heater/demisters, trafficators and the famous Rover free-wheel system.

The P3 is a very reliable motor car and is a delight to drive, especially out on the open road at about 55 to 60 miles per hour. Which other British car can claim to have classical pre-war styling and feature post-war mechanical advances and improvements?

This, in my opinion, makes this motor car a true British Classic. Pictured here is my son John's 1949 Rover P3, restored largely by John and myself, registered in December 2005 and used for his wedding to Lauren in February 2006.



*Really classic British Style.*



*That classic Rover boot lid.*



*A truly beautiful sporting saloon – the Rover '75'.*

*Bill Allen.*

# HELP REQUESTED

We are looking for someone to offer some help with designing a poster to promote the RACV Fly The Flag Tours. We are looking for someone with the skills to prepare a montage of images and text using a computer.

If you think you can help us, then please contact Frank Douglas on telephone number (03) 9739 4829.

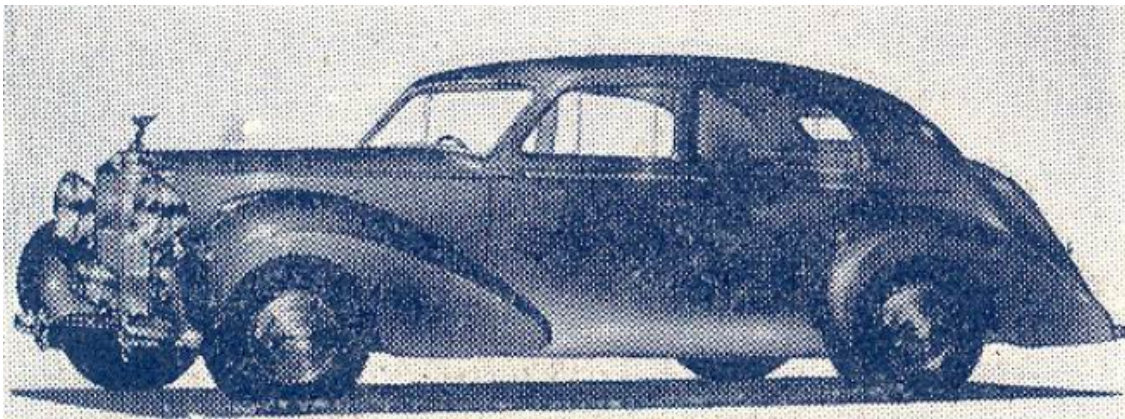
*Frank Douglas – President.*

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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 29 in the series.

### Rolls Royce 29 h.p. Silver Wraith



*Still majestic with its Old World craftsmanship, the new Rolls Royce embodies the best from a celebrated factory. Patronage to this make is to acclaim loyalty to the best of British tradition. The Silver Wraith follows in the ageless service of the former Phantom and Ghost, and so quietly smooth is its 29 h.p. power unit that a penny may be balanced edge on the radiator with the engine running. With the advantage of aircraft experience, the new engine has overhead valves and side exhaust, combining both overhead and side valves with what must be acclaimed the finest chassis design and coachwork procurable.*

*From Motor Manual, 1949. With Thanks.*

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## A CAUTIONARY TALE – BUT VERY TRUE!

### Rest Of The World Version

The squirrel works hard all summer long in the withering heat, building and improving his house and lays up supplies for the winter. The grasshopper thinks he's a fool and laughs and dances and plays the summer away. Come winter, the squirrel is warm, dry and well fed. The shivering grasshopper has no food or shelter – so he dies out in the cold. **The End.**

### The Australian Version

The squirrel works hard in the withering heat all summer long, building his house and laying up supplies

for the winter. The grasshopper thinks the squirrel's a fool, and laughs and dances and plays the summer away. Come winter, the squirrel is warm and well fed.

A social worker finds the shivering grasshopper, calls a press conference and demands to know why the squirrel should be allowed to be warm and well fed, while others less fortunate, like the grasshopper, are cold and starving.

The ABC shows up, to provide live coverage of the shivering grasshopper; with cuts to a video of the squirrel in his comfortable warm home with a table laden with food.

The Australian press informs people that they should be ashamed that, in a country of such wealth, this poor grasshopper is allowed to suffer so while others have plenty. The Labour Party, Green Peace, Animal Rights and The Grasshopper Council of Australia demonstrate in front of the squirrel's house. The ABC, interrupting a cultural festival special from St Kilda, with breaking news, broadcasts a multi-cultural choir singing "We Shall Overcome". Bill Shorten rants in an interview with Laurie Oakes that the squirrel has become rich off the backs of grasshoppers, and calls for an immediate tax hike on the squirrel to make him pay his "fair share", and increases the charge for squirrels to enter Melbourne city centre.

In response to pressure from the media, the Government drafts the Economic Equity and Grasshopper Anti Discrimination Act, retro-active to the beginning of the summer. The squirrel's taxes are reassessed. He is taken to court and fined for failing to hire grasshoppers as builders, for the work he was doing on his home and an additional fine, for contempt, when he told the court the grasshopper did not want to work.

The grasshopper is provided with a council house, financial aid to furnish it and an account with a local taxi firm to ensure he can be socially mobile. The squirrel's food is seized and re distributed to the more needy members of society, in this case the grasshoppers. Without enough money to buy more food, to pay the fine and his newly imposed retro-active taxes, the squirrel has to downsize and start building a new home. The local authority takes over his old home, and utilises it as a temporary home for asylum seeking cats, who had hijacked a plane to get to Australia because they had to share their country of origin with mice. On arrival, they tried to blow up the airport because of Australians' apparent love of dogs.

The cats had been arrested for the international offence of hijacking and attempted bombing, but were immediately released because the police fed them pilchards instead of salmon whilst in custody. Initial moves to then return them to their own country were abandoned because it was feared they would face death by the mice. The cats devise and start a scam to obtain money from people's credit cards.

A *60 Minutes Special* shows the grasshopper finishing up the last of the squirrel's food, though spring is still months away, while the council house he is in, crumbles around him because he hasn't bothered to maintain the house. He is shown to be taking drugs. Inadequate government funding is blamed for the grasshopper's drug "illness". The cats seek recompense in the Australian courts for their treatment since arrival in Australia.

The grasshopper gets arrested for stabbing an old dog during a burglary to get money for his drugs habit. He is imprisoned but released immediately because he has been in custody for a few weeks. He is placed in the care of the probation service to monitor and supervise him. Within a few weeks he has killed a guinea pig in a botched robbery. A commission of enquiry, that will eventually cost \$10,000,000 and state the obvious, is set up. Additional money is put into funding a drug rehabilitation scheme for grasshoppers and, legal aid for lawyers representing asylum seekers, is increased. The asylum seeking cats are praised by the government for enriching Australia's multicultural diversity and dogs are criticised by the government for failing to befriend the cats.

The grasshopper dies of a drug overdose. The usual sections of the press blame it on the obvious failure of government to address the root causes of despair, arising from social inequity and his traumatic experience of prison. They call for the resignation of a minister.

The cats are paid a million dollars each because their rights were infringed when the government failed to inform them there were mice in Australia.

The squirrel, the dogs and the victims of the hijacking, the bombing, the burglaries and robberies, have to pay an additional percentage on their credit cards to cover losses, their taxes are increased to pay for law and order and they are told that they will have to work beyond 65 because of a shortfall in government funds.

*From Ross Gardiner – With Thanks.*

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## CLUB REGALIA LIST IN NEXT ISSUE