



An incorporated club

A0035462V

A friendly family social motoring club

Edition 103

December 2006

MOST DESIRABLE!

Your ABCCC News



John and Wendy Forbes-Proctor's very desirable version of the Mk 2 Jaguar. It is green, has wire wheels and is a 3.8 litre model having four-speed gearbox, hopefully with overdrive. This is the specification type for the Mk 1, that will for ever remind us of our hero, the late Mike Hawthorn.

Introducing 'Esmeralda', a 1965 model that has unknown mileage but has been serviced for the past twenty-one years by the Spitteri Jaguar company.

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 23rd 1997
THE ABCCC IS AN ACTIVE MEMBER CLUB OF THE ASSOCIATION OF MOTORING CLUBS INC.

"Owning And/Or Appreciating The Spirit Of Fine British Classics"

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

President	Frank E Douglas	(03) 9739 4829	frankdouglas@abccc.com.au
Vice President	Ray Higginson	(03) 9336 7306 AH (03) 9310 5286 BH	higginson@abccc.com.au
Treasurer	Tony Hodges	0419 307 026	tonyhodges@abccc.com.au
Secretary	Val Jefferyes	(03) 9725 1117	valjefferyes@abccc.com.au
Membership Secretaries	Val Jefferyes	(03) 9725 1117	valjefferyes@abccc.com.au
	Jim Spence	0412 808 050	spencestandard8@optusnet.com.au
Magazine Editor	Mike M Allfrey	(03) 9729 1480	mikeallfrey@abccc.com.au
	Facsimile No.	(03) 9720 0283	moubray@tpg.com.au
Assistant Editor	Mary Nolan	(03) 5978 7798	marynolan@abccc.com.au
AOMC Delegates	Bill Allen	(03) 9846 2323	
	Ross Gardiner	(03) 9818 5094 AH	consultanalogue@hotmail.com
Club Regalia	Bill Allen	(03) 9846 2323	
Victorian Club Permit Scheme Officers	Frank Douglas	(03) 9739 4829	frankdouglas@abccc.com.au
	Colin Brown	(03) 5964 9291	colinbrown@abccc.com.au
Events Co-ordinators	Lyn Higginson	(03) 9336 7306 AH	higginson@abccc.com.au
	Pat Douglas	(03) 8704 2973	patjdouglas@abccc.com.au
	Colin Brown	(03) 5964 9291	colinbrown@abccc.com.au
	Tony Pettigrew	(03) 9739 1146	tony1@uvtc.net.au
	Bill Allen	(03) 9846 2323	
Website Maintenance	Chris Newell	0438 007 021	chrisnewell@abccc.com.au

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

IMPORTANT CLUB INFORMATION

Introduction

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

The ABCCC Magazine (Including Disclaimer)

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

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

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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.

DON'T FORGET OUR OBSERVATION RUN!

SUNDAY 26th NOVEMBER, 2006.

MEET AT LILYDALE INTERNATIONAL CLUB

AT 9:30 am FOR A 9:45 am TIMED INTERVAL DEPARTURE.

TO BOOK IN YOUR MOTOR, CONTACT CHRIS NEWELL ON
HIS MOBILE NUMBER 0438 007 021

NOTE THE NEW CONTACT NUMBER!

ABCCC EVENTS DIRECTORY

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

December 2006

- 3 Christmas Luncheon – An ABCCC Event Frank Douglas (03) 9739 4829
Venue – The Lilydale International Club, Nelson Road, Lilydale, Victoria.

January 2007

- 14 Rally Bag Stuffing Day – An ABCCC Activity Frank Douglas (03) 9739 4829
Venue – 14 Grand Valley Drive, Chirnside Park, Victoria.
- 21 RACV Great Australian Rally – An ABCCC Marshalled Event Frank Douglas (03) 9739 4829
Starts – Docklands, Brandon Park, Casey Civic Centre & Hastings

February, 2007

- 4 10th Annual General Meeting of the All British Classics CC. Frank Douglas (03) 9739 4829
Venue – 79 Basin-Olinda Road, The Basin.
- 18 Walk Gumbeville – Marysville An ABCCC Event Frank Sawyer (03) 9770 0904
Mobile: 0408 633 778

March 2007

- 4 Cranbourne Botanic Gardens Run – An ABCCC Event Jim Spence 0412 808 050
- 24 – 30 RACV Fly The Flag Tour – An ABCCC Marshalled Event Frank Douglas (03) 9739 4829
Rivers And Alpine Tour Of Victoria.

April 2007

- 15 Visit to Monsalvat – An ABCCC Event Anne Tootell (03) 9891 6905
- 21 – 22 Como Open Gardens Weekend

May 2007

- 6 Run to Red Hill & Arthur's Seat – An ABCCC Event Rob Nolan (03) 5978 7799
- 16 Mid-week Run to Mont de Lancy – An ABCCC Event Colin Brown (03) 5964 9291
- 26 – 27 Historic Winton – Austin 7 Club Inc.

June 2007

- 8 – 11 Reunion With ABCCC (Queensland) – An ABCCC Joint Event Frank Sawyer (03) 9770 0904
Venue – Lucky Strike Motel, Tomingley, New South Wales. Mobile: 0408 633 778
- 29 Great ABCCC Trivia Challenge and Show & Tell Night Mike Allfrey (03) 9729 1480

July 2007

- 8 Visit to Puckapunyal – An ABCCC Event Bryan Tootell (03) 9891 6905
- 22 Annual Dinner (Xmas in July) – An ABCCC Event Colin Brown (03) 5964 9291

August 2007

- 5 An ABCCC Lunch Run Geoff Birkett (03) 9755 1772
- 19 Queenscliff Run – An ABCCC Event Tony Hodges 0419 307 026

September 2007

- 5 Mid-week Run to Trawool Resort – An ABCCC Event Frank Douglas (03) 9739 4829
- 22 – 23 Indulgence Tour to Bright – An ABCCC Event Peter McKiernan (03) 9787 6003

October 2007

- 7 To Be Advised
20 – 21 Como Gardens Open Day
28 The RACV/AOMC City To Cape Run – The AOMC Inc. Iain Ross (03) 9890 0524

November 2007

- 3 – 6 Club Holiday at Wilson's Promontory – An ABCCC Event Jim Spence 0412 808 050
17 – 18 National Swap Meet – Bendigo
25 Run to Point Nepean – An ABCCC Event Anne Tootell (03) 9891 6905

December 2007

- 9 Christmas Luncheon – An ABCCC Event Frank Douglas (03) 9739 4829
16 To Be Advised.

June 2008

- 7 – 9 The Echuca Steam Rally – An ABCCC Weekend Run Lyn Higginson (03) 9336 7306
Please Place it in your Diary!

Note: The above listed events may require confirmation.

EDITORIAL NOTES – ISSUE 103

First of all, there has been a small mix up with respect to the contact information for our Observation Run to be held on 26th November. Chris Newell, run organizer, advises that there is a change to his telephone number. Chris no longer has a land line telephone connection, and therefore, all contact should be made via Chris' mobile telephone number – or, via the E-mail system. This folks is the reason why this edition is a tad early, to give you a proper chance to contact Chris to make your booking for the Observation Run which is shaping up to be a good one.

Back in the good old days when club members only had postal addresses, the newsletter editors had it fairly easy in that people did not change address too often. But in these enlightened times of modern communications and the Information Super Highway (somewhere out there, but not in any Melways that I have seen), changes are much more frequent. Now an editor has to contend with changes to telephone numbers, fax numbers, mobile telephone numbers, E-mail addresses and Websites, he has to be really on his toes when inserting changes to these pages. Fortunately, for us, Word 2000 has the facility to edit changes with one stroke at the keyboard – provided it is the correct stroke!

This could turn out to be a fairly lean issue picture wise, the reason being that the Editorial computer is fast running out of steam. My computer savvy son says that at six years old, it is due for retirement (recycling more likely). We all say that we wish we had kept a certain motor car that we had owned in our younger days with wistful thoughts – but computers? Each forward step is anticipated with great expectations and the old versions discarded for hard rubbish collection – with no regrets at all. It has to be said that I still hold hankerings for the Jaguar XJ-S that we once owned, but there is no such feeling for the Osborne computer we had at that time! Currently, this computer has lost all recognition of my two scanners. This is a bit worrying, because the flat bed scanner has a colour slide copying facility which has been extremely useful over the past few years. It seems that all is not lost because in one quantum leap the steam powered version will be dumped in favour of something from the nuclear powered age with Dual Core II power and umpteen gigabytes of whatever. But this conundrum does mean that there will be no recipe and no 1949 Classic Singer Sports Tourer.

In the next issue of *Your ABCCC News* there will be an item discussing the proposed changes to the Victorian Club Permit Scheme. The AOMC are holding an Information Seminar on Saturday 25th November, at the Ballarat Light Car Club Clubrooms at Ballarat Aerodrome. Seminar commences at 9:30 am and will finish at 12:15 pm.

At the last Great ABCCC Trivia Challenge I was presented with a wad of closely-typed photocopies of *The History Of The Haste-Wagons The Motor Car Act 1909 (Victoria), Emergent Technology And The Call For Law*, by Keiran Tranter. I am not yet sure about the copyright angle, but since this magazine is not sold to the general public, would assume that periodic segments of interest would be in order. In all the hype of winning the this year's Great ABCCC Trivia Challenge, it has completely slipped my mind as to whom it was that thrust the copy into my hands. Perhaps this can be rectified soon?

We, the Committee, wish all members a Merry Christmas and a New Year crammed full of wonderful, safe and reliable Classic Motoring. Take care over the holiday break, see you at the rally bag stuffing day.

Mike Allfrey.

MAJOR EVENTS NEWS

THE RACV GREAT AUSTRALIAN RALLY – Sunday 21st January, 2007

Preparations are continuing for this, our first major event for 2007. All start point committees are meeting regularly and we are now gearing up for our Rally Bag Stuffing Day to be held on Sunday 14th January, 2007. The rally bag stuffing operation will commence at 10:00 am and the venue is 14 Grand Valley Drive, Chirnside Park, Melways Map 37 Reference K5.

All enquiries regarding vehicle entry and the routes taken should be directed to Colin Brown who is deputising for Frank this year. Colin can be contacted on telephone number (03) 5964 9291, and Frank can be contacted on telephone number (03) 9739 4829.

MARSHALS FOR RACV GREAT AUSTRALIAN RALLY

A crucial part of our planning for the RACV Great Australian Rally is the need for marshals to assist with registering rally participants, assisting with the vehicle flag-off activities at each start point and assistance with traffic flow and parking at the finish point display at Mornington Racecourse. It does sound like a large amount to undertake, but the more of us there are to help, the easier it will be. In addition, it is great fun being closely involved with such an exciting event. If you can help in any way, please contact Ray Higginson who is coordinating the various marshalling activities on the day.

Call Ray on telephone number (03) 9336 7306 AH to volunteer your help. Thankyou.

TICKET SALES AT THE RACV GREAT AUSTRALIAN RALLY

To help complete our plans for the RACV Great Australian Rally, we are calling for volunteers to assist with ticket sales and ticket verification at the public entry gates at Mornington Racecourse. If you can provide some help with, what is probably, one of the most important aspects of the Rally, please contact Lyn Higginson who is coordinating ticket sales.

Call Lyn on telephone number (03) 9336 7306 AH to volunteer your help. Thankyou.

The Rally Committee.

THE 6th RACV FLY THE FLAG TOUR – 24th to 30th March, 2007

This highly popular event is now fully booked, so, if you haven't booked yet, you miss out! It is extremely rewarding to be in this situation so far from the start date. However, once more we are calling for some help. If anyone can help with cooking and handing out breakfasts to all entrants, please contact either Mike Allfrey (9729 1480), Ray Higginson (9336 7306), Tony Pettigrew (9739 1146) or Frank Douglas (9739 4829) to volunteer your help. All of these telephone numbers are 'at home' numbers.

Don't forget to make your confirmation of the accommodation booking at Maryborough towards the end of February, and importantly, to make the final payment at Dinner Plain forty-five (45) days prior to the night's stay at Dinner Plain.

Mike Allfrey.

PAST AND FUTURE EVENT REPORTS

THE VISIT TO MELBOURNE ZOO, Sunday 15th October, 2006

Leopard, Lion, Tiger, Otter, Hippo, Badger, Jaguar, Swallow . . . I could be reading out a list of the names of classic English buses, trucks and cars, but I'm actually telling you just some of the species to be found at Melbourne Zoo during our visit on 15th October!

Once again Lyn and Ray Higginson waved their magic wand and somehow turned what could have been just an ordinary visit to the zoo into a "magic day", which I'm sure was enjoyed by everyone present. Whether that was down to the fact that we were considered to be a large party and were thus entitled to reduced admission fees and afforded the benefit of guides to show us round part of the huge site, or were given one long table in the Lakeside Bistro for us all to sit round and eat in convivial surroundings, I don't know, but their formula seemed to work again.

The strange thing was that for a car club, we were advised not to bring our prized possessions along as the zoo has no special parking arrangements and we would have to use the normal car parks. So the majority of us turned up in our "moderns", except for the McGrath family, who chose to turn up in their smart black Rover 90.

Because there were forty of us, we were split into two groups of twenty for the purpose of the guided tour, and allocated two tour guides each. The head guide for our group ("Group One") was Michael and he was to begin by asking what animals we most wanted to see. The majority plumped for the gorillas, elephants and tigers (our other favourites, the orang-utans, being temporarily out of bounds due to their recent relocation elsewhere on the site), so he duly took us round the eastern sector of the zoo where these animals were located, which also included various species of monkeys and primates, the otters and the pygmy hippo. Michael and his female assistant were to give us the benefit of their knowledge and told us things we would otherwise been unaware of. They were to add tremen-

dously to the day's enjoyment. Unfortunately they could only give us just under a couple of hours of their valuable time, which meant we only covered about a third of the zoo with them before they left us to take on another party of visitors. The more astute amongst us were able to convert that third into half by lunchtime by visiting other parts such as the meerkats, giraffes and the zebras.

After lunch we all went our separate ways, some bidding farewell, but I attempted to cover the half not previously visited, which included the lions, bears and native species. Being a great lover of Australian parrots, I was very pleased when, as I was approaching the end of my walk through the great flight aviary, a beautiful female Eclectus parrot flew onto the guard rail just a few feet away from where I was stood. Those who know their birds will know that the peculiar thing about this species is that the female (with vivid red and blue plumage) is prettier than the male (in a comparatively dull green plumage). They are also bigger than your average parrot and have shorter tails. There – you didn't know that, did you?

I tell you no lies, but there were others amongst our midst who were to learn a lot that day too! For example, Anne Tootell now knows what a gorilla looks like from behind; Jim Spence now knows what a Jaguar looks like (and it has a surprisingly big head), and the rest of us in "Group One" now know what to do when a tiger approaches you in the wild (either fill its tank with Esso petrol or, more seriously, stand up with your arms outstretched and make yourselves look big)!

Despite the weather forecast being decidedly dodgy, making it difficult for us to choose that morning what clothing we were to wear (short-sleeved shirts or woolly jumpers and/or jackets), we had a very enjoyable day and I'm sure all participants will join me in thanking Lyn & Ray once again for their stewardship (and wizardry).

Bill Ballard.

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

This report is somewhat one-eyed, due to the fact that the writer was involved only on the Sunday. To those who assisted on the Saturday, my apologies if your names have been left out of this report. Most importantly, on the Sunday, we enjoyed a super Melbourne sunny day – perfect for walking around looking at beautiful gardens, some interesting cars on display, enjoying miniature steam train rides and, particularly so, for enjoying scones with cream and jam. What a way to raise funds for needy help groups! Being somewhat incapacitated in the leg department, I asked George Hetrel for a job that didn't involve too much walking around over rough ground. George put me in the Welcoming Marquee, the place where garden enthusiasts paid to enter Como Gardens. I was to take the money and this demanded a crash course in mental arithmetic and the 5.5 times table, which was soon interrupted by half-hour early visitors queuing up to pay their entry fee. One of the first presented me with a \$100 note for just a single \$7.50 entry, which immediately drained the loose change situation. Soon after, I was generously given the \$7.50 fee in five cent pieces, so our shortage of change was partially eased.

A number of our club's members were busy out in the car park, and a fair part of their work was positioning a large number of Morris Minors, whose club had made this event an enjoyable club run. Some other classic cars were seen driving in and a couple of ABCCC business cards were handed to enquirers about our club. Maybe something will come of them.

George reported that the weather on the Saturday must have kept people away, because on the Sunday, with perfect conditions, the crowds certainly came in. Including children, attendance was in excess of two-thousand visitors who came to enjoy the gardens. Also very popular were the train rides and it was evident, from the gate marquee, that the steam train was the most in demand. No matter, both drivers were kept occupied all day and our Bill Bonner allocated seats on the trains to those who waited patiently. These rides must have contributed to the total funds raised by an appreciable amount.

A very pleasing event that brought a bottom line of \$13,000.00 to be equally shared by the Knox branch of the State Emergency Service (SES) and the St. John's Ambulance Brigade – two very worthy voluntary organizations. George also, very generously donated \$1,000.00 to our club in recognition of those who helped to run the event. On both days, the ABCCC put in a significant amount of assistance to ensure the smooth running of the event, which calls for about twenty-five helpers on each day to be efficient. George and Pat thank all of us who helped to make the event such a success.

On display outside George's museum building were Bill Allen's lovely Rover P3, Bill Bonner's ever interesting HMB and my Jowett Jupiter. Club members who assisted on the Saturday were – Lyn Higginson, Frank Sawyer, Frank and Pat Douglas, Fred and Dot Sawyer, Bill and Terri Allen, and Colin and Joy Brown, and then, on the Sunday were – Bill and Terri Allen, Bill and Heather Bonner, Nello and Diane Mafodda, Colin and Joy Brown, Ross Gardiner, Andrew McGrath, Wally Thompson and Mike Allfrey. To all of them great thanks are due for making the two days the success that they were and we look forward to the next Open Weekend at Como Gardens on 21st and 22nd April, 2007 when autumnal colours should be bountiful and there will be yet another beautiful Melbourne weekend of sunshine.

Mike Allfrey.

OUR WHALE WATCHING TOUR – 30th October to 4th November, 2006

It was another bright Gippsland morning when we arrived at the suggested meeting point in Yarragon. Our actual arrival was a quarter of an hour early, but it appeared as if we were just on time as many had already arrived and morning refreshments were well advanced. Very quickly it was time to partake of a share of Pat Wolstenholme's birthday cake. Ross very deftly cut it into equal pieces and we all saluted Pat's great day! Our meeting place was also popular with others, including a bus load of school children heading off to some great adventure. Being youngsters, they had quickly eaten and drunk their refreshments and, while letting off a bit of pent up steam, entertained themselves by persuading truck drivers passing by to honk their horns. The method of persuasion adopted was very reminiscent of pulling the good old cistern chain! Many truckies responded with gusto, and the louder the honking, the louder the peals of laughter from the children. One has to wonder – is this a normal Yarragon pastime?

After all that fun and birthday cake, it was time to take a browse through the interesting shops that Yarragon has to offer. Peter McKiernan handed out some leaflets to guide us to a pedal car place in Moe, which we drove past due to a misunderstanding from the navigation point of view. On our way to Lakes Entrance, we also neglected to call at the 'Maffra Shed' motor museum that had only opened a few days previously. This was also 'forgotten' by me, but will be visited during 2007 on a Jowett Club outing. Our lunch stop was at Stratford where we were joined by Bob and Peggy Kilpatrick, who have used the café frequently on previous occasions.

We had a good run in very light traffic conditions to Lakes Entrance where we were greeted by a rather daffy lady in reception at the motel. Daffy? Well, she gave me three room keys in turn before deciding on the correct one. Then, when Nello and Diane Mafodda checked in, they were given the super-apartment that organizer's Tony and Maxine Pettigrew had booked for themselves. Nello looked like the cat that got the cream! It turned out that the lady in reception was 'babysitting' the Abel Tasman Motel while the owners were away. After all that, we settled in and went for a walk to find a post box, taking in the lakeside path and watching waterfowl.

The evening meal had been booked at the Waterwheel Tavern at Lake Tyers. This was also a victim of the drought as no water was flowing to turn the famous wheel. Travel to and from was by courtesy bus, so our driving licences were kept intact. Next morning it was Nello's turn to keep us all fit, by walking to the lake bridge, crossing it and then having morning tea at the new kiosk. After suitable refreshment, we walked onwards to the Post Office Wharf and boarded our transport to Wyanga Park Winery for lunch. This boat was called the 'Corque' and of course the crew was known as the Corque'screw – winery, bottles, corks – get it? Oh, well! Our cruise took us along the fishing fleet front and then around and past the Entrance, to head up the north arm to our luncheon venue's private jetty. Thankfully, due to liberal wine tasting *en route*, there was a bus waiting to carry us up a steep and tortuous driveway to the winery. On the way we stopped to have a good look at a tawny frogmouth sitting motionless on a tree. A very pleasing feature of the trip was a very generous wine sampling and we soon realized Nello's wisdom of walking back to the motel from the 'Corque'. This liberal tasting continued for some considerable time before we sat down to lunch – and what a lunch it was. Thankfully, we had chosen a smaller lunch, but with a trio of ice creams for dessert. The Muscat flavoured ice cream was well flavoured, without being overpoweringly so. This enticed the purchase of a bottle of Muscat, that sported a bare-bosomed yellow lady on the label – an example of the winery's resident lady artist.

It was after lunch that a momentous decision was made. This was yet another example of the well-oiled ABCCC machine whirring effortlessly. The suggestion was that, after such a substantial lunch, why not have a *simple* sausage sizzle for our evening meal? This was unanimously agreed upon and there was just one stipulation – the sausages had to come from a butcher's establishment. Well-oiled, you bet! We commandeered the motel's second barbecue and set ourselves up very nicely. Both barbecues were lit and I was allotted the task of cooking the onions and Harry Cooper and Ross Wolstenholme attended to the sausages. There was a veritable bucket full of sliced onions, which must have brought tears to the extent that Maxine's mascara nearly added a bit of flavour! The heat of the stainless steel barbecue could nearly match that provided by the Higginson Charabanc Tours Company's super-hot barbecues. The onion slices started to burn upon initial contact! The heat was moderated by quite an amount and things stabilized in the onion department. Then Anne Tootell brought along a couple of vegieburgers. These had to be sliced to reduce their size to manageable thickness for even cooking right through. Our well-oiled machine soon produced copious amounts of sliced bread and a large bowl of salad. Along with a range of nibbles and good wine (even more, after all of that tasting!), we enjoyed a very well organized barbecue.

After cleaning up, we adjourned to Nello's sumptuous apartment for nightcaps and coffee. It was at this time that we navigated Frank and Pat Douglas, via mobile telephones, who were driving along the Princes Highway to join us after having appointments in Melbourne. It has to be said that, from Sale on-

wards, very good time was made to arrive not too late at our motel. Next morning picnic lunches were arranged and we set off for Gipsy Point, on the Mallacoota road for our lunch stop. On the way, we made a small detour into Orbost and stopped at the BP service station. After waiting a while, it suddenly dawned that there were no petrol pumps! There was nothing for it but to apologise to our Rover and fill it at the Mobil station around the corner. After our picnic lunch, we motored on to Eden where the Twofold Bay Motor Inn provided us with stunning views out to sea. The water was as blue as in a Greek Island postcard and things were certainly looking up for the purpose of the tour – whale watching. Later, it was time for me to meet my granddaughter for the first time, who had been brought down from Sydney for a spot of grandparental 'bonding'. In the evening we dined at the Coachman's Rest Motor Inn. Here we joined a busload of revellers who were being entertained by Cadillac Jack on guitar and accompanied by an electronic backing group. Our meal, it has to be said, was not too good. In fact a reduced price was negotiated for the stew – it was awful. Thanks Maxine for sorting out this one!

After the dessert course, Cadillac called for a volunteer to lead the Conga Dance. This brought out some well hidden talent and the dance was most ably led by our Marjorie Pepper. Soon we were all up and Congaing around the tables. It was really disconcerting that no one had a camera handy to record Marjorie's hip swinging antics! After an ABCCC progressive barn dance, it was time to thank Cadillac Jack and board our shuttle bus and head for bed.



Next morning, the whale watchers and fishing enthusiasts amongst us had to get up early and be on the wharf to get on to our boats by 7:30 am. There was quite a sunrise, which probably told us the old line – "Red sky in the morning, shepherd's warning." Only, this was bright orange and would be for fishermen and whale watchers!

Left: The ominous sunrise.

Gone were the clear blue skies and we were greeted by a very grey morning on the wharf. Our boats were ready and, when skipper Manfred announced that the longer of the two boats we had chartered would be more comfortable, there was a mass exodus of those who have unsteady sea-legs

amongst us to the longer hulled boat. We settled for the sports car of the Eden fishing fleet and, before departure from the wharf, instructions on how to operate and set bait on the fishing tackle were given. It was amazing that when the line was dropped over the side, a tiddler of some sort was immediately hauled out on the hook! The on board radio crackled into life and we announced that we would be heading north out of Eden to find some whales. Our boat had twin Volvo Penta diesel engines of 250 horsepower each and ably boosted with turbochargers. Thus, with a capable 500 horsepower on tap, we set sail at the harbour speed limit until we were in open water, then the throttles were pushed forward and those mighty Volvos lifted the hull and we were planing off with a creaming wake!

We soon found our sea legs, as the boat struck a significant swell that made it tend to corkscrew violently as the troughs and crests were taken at an oblique angle. It was simply a case of hanging on to whatever was available. Initially, we proceeded to a fishing area and paused to drop in a few lines. Whoosh! There was a large schnapper on the deck in no time at all – our evening barbecue was looking good already. A couple of other fish that were not good eating were released and returned to the dark waters. The weather had turned very cloudy with a freshening wind that seemed to swing around all points of the compass.

Right: Marjorie's smile says it all, a flathead on the line!



We hauled in a couple of banjo fish which went straight back into the water. However, the flatheads were biting fairly well and our barbecue looked even more promising. Those who didn't partake of the fishing would be fed after all. Meanwhile Brian Pepper was quietly feeding the fish below us, they seemed to be skilled at nibbling all the bait from his hooks and empty lines were the order of the day for him. No matter really, Maxine and Tony were hauling in the fish with consummate ease. Later, we headed off to find

some whales to watch. This turned out to be a brief interlude because we only saw a huge tail disappear below the surface – and, that was about it!

Our skipper then took us to a spot where the flatheads hold their committee meetings for another spell of fishing. Even more fish came easily aboard and evening repleteness was guaranteed. All too soon our five hours of charter were over and it was time to head for port, calm waters and wobbly legs.

This was certainly the way to fish – our hooks were expertly baited and our reels oiled, then, when a fish was caught, it was removed from the hook for us, and then scaled and gutted with a final wash in clean sea water. My son suffered from a bout of *mal de mere* and I decided that fishing was not for me – better to record all the activity in a digital manner. It was no easy matter taking images as the boat was most unstable and the caught fish were not in any mood to pose for the camera!

Here follow some images of our fishing experience:



Maxine's large flathead.



Tony with a surprisingly docile banjo fish.

Some of us had a well earned rest after lunch, others worked hard preparing for the fish barbecue, there was fish to be filleted, oysters to be bought and salads to be ordered from the deli. There were also stick loaves of bread to be sliced and buttered. The ABCCC catering group had swung into action yet again and we all set off for our barbecue on the point of Eden's harbour. Thankfully there was adequate shelter because, after driving down and up the Big Dipper, we were accosted by a strong wind accompanied by rain and, this meant that, after the warm stillness at the motel, some returned for suitable all weather clothing.



Our evening meal was ably cooked for us by Marlene Pepper, Nello and Maxine. A veritable feast was laid out before us and we all tucked in with gusto! The oysters and fish were superb and the variety of salads did us all proud. After all that, there was fruit salad and ice cream. The large container of ice cream had to be emptied, so Tony and Ross obliged.

Left: Tony and Ross after finishing off the ice cream.

A splendid barbecue that made it all so worthwhile and even he who was so seasick, enjoyed the barbecued fish. There were a few words of thanks from Frank Douglas to all who had put in so much for such an enjoyable day on the turbulent water

and after. There was a huge round of applause and sincere thankyou's. All too soon it was time to clean up again and head for our beds in satisfied and replete exhaustion.

It did not matter at all that the whales had not been too obliging for us, we were in their natural environment and it is largely luck that they are found at all. They can hardly be blamed for being elusive after all, what with five-hundred horsepower boats chasing all over their habitat, it is understandable that they dive for cover and get away from it all. We had great fun with the fishing and our barbecue could not have been fresher!

Contrarily, next morning the sun was shining from a clear sky and, as I had a sweep of the sea through a pair of binoculars, spotted a whale 'blow', surface and then disappear beneath the surface. This was to starboard of the Norfolk Island pines. I couldn't find where the whale surfaced again, but was satisfied

that I had just caught it in action. The weather was still fine as we headed for lunch at Bermagui. A number of us had a most delicious fish and chip lunch at the well known Saltwater Café.

Then it was on to Central Tilba for a good look around before heading back for an evening meal at the Eden Gardens Country Club. The Chinese fare was excellent and there was a bit of a mix up with the courtesy bus loading. The British made Transit twelve-seater carried eighteen of us back to the motel.

Right: Sue heading for the antique shop, Central Tilba.

On Saturday morning it was time to head for home. We chose to travel via Bega, Cooma, Jindabyne and Khancoban to Corryong where we would stay overnight. While having morning coffee in Cooma we were joined by Bob and Peggy and, a little later, by Tony and Maxine. We stopped for lunch at Jindabyne, a remarkable place that seemed to have a large number of physiotherapy and injury treatment establishments for its size, and then set off along the Alpine Way to Khancoban. In



Corryong we found the 'No Vacancy' sign activated at the only motel, so after a small conference, decided to motor on to Wodonga for the night. Here a large motel was checked out and found to be fully booked and, as the young lass in reception stated, "In any case, we were only taking full weekend bookings as it was a holiday weekend." We looked at two other motels and they were also fully booked. It was time to set the Rover's speed control to 110 kph and drive the whole way home. In all, we covered well over six-hundred kilometres on that day, arriving home just before 10:00 pm.

Our thanks to Maxine and Tony for organizing the whole tour, which was a most enjoyable experience – even if we didn't see much of the whales. However, all of us had a whale of a time and really appreciated the work that went into the meticulous preparation and the steady piloting of that well oiled ABCCC machine – it never failed us at all. Thanks also are due to those who accompanied us on the tour, and, for those who missed out – well, there is always next time!

Mike Allfrey.

OBSERVATION RUN – Sunday 26th 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, Entrees, Pastas, Salads, Mains and Desserts. Tea 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 **0438 007 021** so that bookings can be made. Please note the change of telephone number, due to using the mobile only.

Chris Newell.

OUR CHRISTMAS LUNCHEON – Sunday 3rd December, 2006

This year there will be a major change – the venue. Over the years we have been having our Christmas luncheon at the RACV Country Club, Healesville. This year the rose garden rotunda is not available for us because renovation and extension work is happening at the RACV Country Club. However, all is not lost, we have secured a function room at the Lilydale International Club. During the winter, we used their club facilities for our Great ABCCC Trivia Challenge, and very successful it was too.

We will be meeting at the Lilydale International Club, located in Nelson Road, at 12:30 pm for pre-lunch drinks, and lunch at 1:00 pm. Our club will be providing wines and beers during the lunch.

An important part of our Christmas function is the popular Kris-Kringle gift swapping goings-on. Gifts should be of no more than \$5.00 value and, don't forget, gifts for ladies and gents. Come and join us for a splendid luncheon and great company. Bookings are essential and should be made with Frank Douglas by telephoning (03) 9739 4829. Please do it now! The Lilydale International Club is located at Melways Map 38 Reference H3 (bottom right hand corner of grid square). We look forward to you joining us on this very special occasion.

Note: Don't drive to Healesville – you will be disappointed!

Frank Douglas – President.

REUNION WITH ABCCC (QUEENSLAND) – 8th to 11th June, 2007

Bookings for this event are encouraging, along with a good interest shown by our Queensland brethren, and the motel is filling fast. Frank Sawyer has been asked to take over the running of this event. Please direct your bookings and enquiries to Frank direct on (03) 9770 0904 AH, or, on mobile 0408 633 778.

There will be more news on this event in the New Year.

Frank Douglas – President.

OUR SEARCH FOR THE VERITABLE BRITISH CLASSIC

Our esteemed Editor asked us to nominate our choice for the veritable British classic motor car. "Put aside all of your personal preferences and give the subject due thought", he wrote. So I've done just that, and this is what I came up with!

First of all I had to reach for my 30-year old dictionary, the one that still describes "gay" as "*full of or disposed to or indicating mirth*" and "cool" as "*of or at fairly low temperature; fairly cold; calm*", and look up "veritable", which apparently means "*real; properly or correctly so called*".

So o.k. then, we are looking for a **REAL** British classic motor car and that means it had to exist and is not a figment of one's imagination, and it has to have been made in Great Britain (and so that excludes the likes of my "Bluey", or anything else which has an Australian-built body). And it has to be a motor car and not a heavy commercial vehicle or car-derived light commercial vehicle. I'll put aside any arguments about what constitutes a "classic" as distinct from "exotica". And what's more, it has to have been built between 1931 and 1981. Good – that narrows down the list somewhat and means I don't have to consider the likes of "Bullnose" **Morris Cowleys** or **Deloreans** (well, at least I hope the latter were built after 1981!). And I have set myself some parameters: I've not to spend an eternity writing this piece and I'm going to restrict my initial choice to just one example from any make of car – in other words, I cannot nominate a whole string of **Jaguars**, **Rovers**, etc.

I began by splitting the half century we're covering into three distinct periods: "Pre-war", "Immediately Post-war" and "Post 1960". Then I simply jotted down the first cars that came into my mind in each group, starting off with "Pre-war". The first car I thought of was a Ford **Model Y** (naturally!), but then not ANY OLD **Model Y**, but a 1933 **Cairn** drop-head coupe bodied by Salmons & Sons Ltd of Newport Pag-



nell, Buckinghamshire using the patented "Tickford"-type pram-type hood. Yes, the same people who built bodies on more exotic cars like Rolls-Royces, etc. "Never heard of it!", I here you howl. Three **Cairns** are believed to still exist and one was owned by an old friend of mine, Bob Stay on the Isle of Wight. If you saw his car, you'd know why I fell in love with it at first sight!

Then there was a certain **Riley** sports saloon of circa 1937 (the "15"?) which just exuded beauty in this writer's eyes! Whilst Riley produced some nice cars in the 1930s, they seemed to get the overall looks of this one "just right" in my

opinion! I saw an example of the car I have in mind at the Holmeswood Rally, near Ormskirk in Lancashire, way back in September 1979.

There is so much to choose from in the immediate post-war period but the first car that comes to mind is the **Standard Vanguard** "Phase 1" (with the moustache grille and rear wheel covers). Perhaps this is because my father bought one which had been used by the Group Captain as a staff car at R.A.F. Odiham in the mid-1950s. I was around 12 years old at the time and helped him rub down the R.A.F. blue paint and respray it into a two-tone grey scheme. It took up three weeks of the summer holidays and I couldn't wait for the car to be finished, so that dad could take us all down to the seaside (usually at Hillhead, near Lee-on-Solent, on the Hampshire coast, from where we could see the great ocean liners like the *Queen Mary*, the *QE1* and *United States* sail majestically down the Solent). The trouble was, it was like no other car my father had owned up to that time – very quiet and very smooth-running. My younger brothers couldn't get used to the refined suspension and were constantly being car sick when we travelled in it! So after a very short period of time, my father traded it in for a 9-month old Wolseley 4/44, which was a super car! However the 4/44, nice car though it was, does not feature in my "Veritable British Classics" line-up because my second choice for the "immediate post-war" period beats it by a mile – and here I'm thinking of the superb **Bentley Continental** convertible with Park Ward bodywork of the mid-1950s – not that I could ever afford one!

My third choice in the "immediate post-war" category came in towards the end of that period – the "**PA Series**" **Vauxhall Cresta**. The styling, with its wrap-round front and rear screens, the subtle rear "fins" and oodles of chrome work, balanced by some tasteful dual-tone paint schemes just took the world of my youth by storm and my father just had to have one! He duly bought a good second-hand one on our return to the U.K. in 1962, following a 3-year stint at R.A.F. Tengah in Singapore. Ours was green over black, and its ample girth carried the six of us in stylish comfort. The distinctive growl of that 6-cylinder engine will live with me for ever! Dad only parted with it in 1964 when he was warned of another overseas posting, and swapped it for a cheap Commer van (my brothers and I having either "joined up" in the Forces or moved out of the family home by then).

Finally, we turn to the post-1960 period, and the first car that springs to mind has to be the "Mark 1" **Jaguar E-type** (with the flared-in headlamps) which was the car I'd always wanted to own, ever since I saw a gaggle of practically new cars of this marque outside a hotel at Windermere in the Lake District in about 1965. And I came very close to buying one! Early in 1994 I had ordered a brand new, special edition Ford Escort Mk VI marketed as the "Escort Elegance" from a local Ford dealer in Kingston-upon-Thames and after waiting 5 months for it, was told at the last minute (actually 10 days from the delivery date of 1st August) that they couldn't get the car I had ordered and had offered me a basic model in a boring colour as an alternative – so I told them in no uncertain terms what they could do with it! (And this was a firm that had used the slogan "Nice people to deal with" in TV advertising!). I immediately rang up another Ford dealer in Leatherhead who was able to get me the car I wanted at very short notice, but I had yet to "sign on the dotted line" when I visited a classic car show at Sandown Park (that is the racecourse near Esher, Surrey and not the one in S.E. Melbourne!) the following weekend. And in the line-up of cars for sale at this venue was my passion – a red Mk1 **Jaguar E-type**, and the asking price at £10,000 – was around what I was due to pay for the Escort! I deliberated long and hard before deciding that the Escort hatch-back suited my lifestyle better at that time, as I was always carrying car club display stands and car parts around and its boot was much bigger than that on an **E-type**! Besides, as a civil servant, I would probably have had Investigation Branch looking into my affairs to see how I could afford to run an **E-type**! And so I got my new Escort instead, but I've always regretted that decision since, which would have led to me making an "E-change" (rather than a sea- or tree-change)!! A few years later, I was reminded of my mistake when I saw a similar **E-type** (but without the flared-in headlamps that I like so much about the early ones) beautifully parked outside a cottage in the Cotswold village of Lower Slaughter (Above). If only we could turn the clock back!



I really had a job to decide which of the **Rovers** I liked – the P4 or the P5 – all exuded grace and had a reputation for being built like tanks, but the choice was made for me by the fact that I had already chosen three cars from the "immediate post-war period" (the P4 era) and so I must go for the **Rover P5 3 litre Coupé**, simply because they were built in the early 1960s and a friend owned one and I have memories of riding in it!

The next car to come to mind in this period is the Ford Mk I Granada. My friend Geoff Hurd had an absolutely gorgeous one in a copper-bronze colour (I think it was a bit lighter than the similar car used by John

Thaw in the TV series, *The Sweeney*), but it is disqualified because I've already had my choice of Ford, haven't I?!!

Aware that I haven't made a choice from the Rootes Group (either before or after the amalgamation) – and a lot of other makes if it comes to that! - I suppose I'd better make my ninth and final choice another car that readily comes to mind - the **Sunbeam Rapier**. I have a picture of a car seen at the 2004 Federation Picnic at Marong, which was badged as a "Hillman Gazelle". The car I have in mind is of that ilk, but a lot glitzier and, from memory, it had "flared out, shallow fins" at the back and dual-tone paintwork.

Now the hard job – selecting the winner! I suppose there is only one really. It has just got to be the **Mk I Jaguar E-type**, hasn't it?

Sorry if I haven't mentioned your favourite make or marque, but then this has been my choice of what I consider a "Veritable British Classic Car". If you disagree with me, then get writing to Mike!!

Bill Ballard.

THE HISTORY OF THE HASTE-WAGONS: THE *MOTOR CAR ACT 1909* (VIC), EMERGENT TECHNOLOGY AND THE CALL FOR LAW

Introduction

Parts of this article reproduced here will examine the first attempts by the State of Victoria to regulate motor vehicles during the pioneering period of motoring (1897 to 1914). It shows that there were anxieties within the Victorian community concerning these new machines, leading to calls for specific motor vehicle legislation. However, the resulting legislation, the *Motor Car Act 1909* (Vic), did not correspond to the community's concerns; there were no red flags, fines were not excessive, and there were no speed limits. Instead, the Act established a regulatory scheme of registries, licensing and policing that was motorist-friendly overall.

This article suggests that an explanation for the perceived discussion between the Act and the community's concerns lies in four other influences on the Act. Two immediate political influences were the availability of the United Kingdom templates and lobbying by the Automobile Club of Victoria (ACV). However, these do not in themselves explain the persuasive, centralized regulation provided for the Act. Instead, it is suggested that two wider cultural factors influenced the Act: 'legislating for the future', concerning the linking of the motor vehicle to future progress, and 'law as technology', concerning common conceptions at the time as to what constituted rational good government.

The following is in four parts. Part II outlines the anxieties within the community concerning motor vehicles during the pioneer period. Part III looks at the scheme enshrined in the *Motor Car Act 1909* (Vic), noting a dissociation between the anxieties and the Act. Part IV offers explanations for the identified dissociation. From reading through the parliamentary record, it is suggested that four other factors — the United Kingdom template, lobbying, 'legislating for the future', and 'law as technology' — were responsible for the *Motor Car Act 1909* (Vic). Part V suggests that these factors can be identified in other legal responses to community anxieties that surround other emergent technologies.

That is the Introduction which outlines the way the Motor Car Act 1909 (Vic) will be covered in forthcoming items. It is not our intention to reproduce the work word for word, but to highlight those items that are historically interesting to us as enthusiasts of the bygone days of pioneer motoring and the way the legislation was handled in those early days.

The term Haste-Wagons, coined by "Banjo" Patterson in Australia's first car trial – Overland to Melbourne on an Automobile.

To be continued – and – it does get interesting! – Ed.

From Melbourne University Law Review, by Keiran Tranter – With Thanks.

HELP REQUESTED!

**WE NEED MARSHALS FOR THE RACV GREAT AUSTRALIAN RALLY
IF YOU CAN HELP, CONTACT RAY HIGGINSON ON (03) 9336 7306 AH
YOUR HELP WILL BE GREATLY APPRECIATED – THANKYOU**

NOTICE OF THE ANNUAL GENERAL MEETING OF THE ALL BRITISH CLASSICS CAR CLUB INC.

There will be the Annual General Meeting of the All British Classics Car Club Inc., to be held at the home of Pat and George Hetrel, 79 The Basin to Olinda Road, The Basin. This is at Melways Map 65, Reference K8 (Top LH Corner of Grid Square). The meeting will be held on Sunday 4th February, 2007. Because this will be the club's 10th Annual General Meeting, our club will be providing a lunch voucher to all of those who advise that they are attending the meeting. If you arrive without providing notice of intention, please bring a picnic lunch. The lunch is being catered for from outside and a set number of lunches will be ordered.

Lunch will commence at 12:30 pm and the AGM will commence at 2:00 pm sharp.

Our thanks to Pat and George for providing their beautiful garden for us to enjoy.

We look forward to your input for our Annual General Meeting. To secure your free lunch voucher, call me on (03) 9739 4829.

Frank Douglas – President.

A WARM WELCOME FOR NEW MEMBERS

There has been a small glitch in the passing on of new member information, The All British Classics Car Club does extend a warm welcome to our new members, and their cars, who have joined our club since the last issue of *Your ABCCC News*. We will list those who have joined our club recently in the next issue of *Your ABCCC News* – so, please accept our apology for lagging on this matter.

Val Jefferyes – Membership Secretary.

CLUB REGALIA

I will have the full range of club regalia on display at the Annual General Meeting venue. Please support our club by making some purchases from the display.

Bill Allen – Regalia Purveyor.

NOTICE

MEMBERSHIP SUBSCRIPTIONS ARE DUE PRIOR TO THE END OF DECEMBER, 2006 AND IT SHOULD BE NOTED THAT, FOR THOSE CARS OPERATED ON THE VICTORIAN CLUB PERMIT SCHEME, THEIR PERMIT LAPSES WHEN MEMBERSHIP OF THE ALL BRITISH CLASSICS CAR CLUB ALSO LAPSES.

SUBSCRIPTION FOR OUR CLUB IS JUST \$35.00 PER ANNUM.

PLEASE SEND YOUR 2007 SUBSCRIPTION TO:

VAL JEFFERYES, PO BOX 8092, BURNT BRIDGE, VICTORIA, 3134.

THANKYOU.

**DON'T FORGET TO SUBMIT YOUR CHOICE FOR THE
VERITABLE BRITISH CLASSIC MOTOR CAR.
ENTRIES WELCOMED BY THE EDITOR!**