



An incorporated club

A0035462V

A friendly family social motoring club

Edition 104

February 2007

HERE'S TO THE NEW YEAR!

Your ABCCC News



Fred and Dot Sawyer enjoying some open air motoring on their Wolseley. In this image, by Frank Douglas, the Wolseley is shown alongside a prototype car of the future – solar powered.

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"

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

IMPORTANT CLUB INFORMATION

Introduction

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

The ABCCC Magazine (Including Disclaimer)

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

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

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

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

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

The Victorian Club Permit Scheme

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

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

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

ABCCC EVENTS DIRECTORY

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

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
- 4 RACV British & European Motoring Show – The AOMC Inc. Rod Adler (03) 9889 4071
Venue – Members' Car Park, Flemington Racecourse, Enter from Epsom Road, Flemington, Victoria.
- 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 7798
- 16 Mid-week Run to Mont de Lancy – An ABCCC Event Colin Brown (03) 5964 9291
- 20 National Motoring Heritage Day – Australian Historic Mot. Fed. AOMC (03) 9555 0133
This is an Australia-wide celebration of historic motoring.
- 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
- 22 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
Not to be missed!
Please Place it in your Diary!

Note: The above listed events may require confirmation.

EDITORIAL NOTES – ISSUE 104

Welcome to the New Year and may it bring us all splendidly reliable classic motoring of the very best kind! As stated at the end of last year, we have a wonderful calendar of events planned and our thanks must go to those who put in the work that keeps the well-oiled ABCCC machine turning over effortlessly and with minimum fuss. Our past year has been a very good one, with enthusiastic help with marshalling at our Major Events and assisting with the successful open days at Como Gardens.

Things are looking up in the Editorial Office, there is a new computer with Intel Core 2 duo-processor and unlimited Gigabytes which all sounds impressive. Not only that, the computer's speed is most impressive and now I have to be careful how the 'mouse' is handled – it is all whoosh, done in an instant. One thing remains consistent with the old computers though, and that is the pace of the one-and-three-quarters fingers on the keyboard. All a matter of arthritis and slowing coordination, along with getting one year older.

Have a wonderful 2007, please consider our calendar of events, and we would love to see your cars out and about. Keep the 20th May open for a general historic motoring event. More information soon.

Mike Allfrey.

CHANGE OF E-MAIL ADDRESS

Please note that my personal E-mail address has changed. I have decided that, in an attempt to keep your pictures coming for use on the front page, to adopt the Broadband system so that I can receive your pictures easily. The new address is:

michael.allfrey@bigpond.com

Thankyou for your understanding on this.

Mike Allfrey – Editor.

MAJOR EVENTS NEWS

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, there could be a cancellation. Numbers have to be strictly limited due to catering limitations at some venues. Our club can bask in glory on this one! Reading Tour reports in other clubs' newsletters, makes satisfying reading and it is wonderful to read glowing accounts of how well this event is conducted. All of that praise is due to our marshalling skills and having the philosophy of looking after the tour participants right from the start to the finish.

In the past few months, there have been some revisions to the start point for the RACV Fly the Flag Tour. We can now advise that the start will be from Government House, a most fitting location. The tour will finish at Sandown Racecourse. Details will be in the Tour packs sent to each participant.

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.

Mike Allfrey.

A WARM WELCOME FOR NEW MEMBERS

The All British Classics Car Club extends a warm welcome to our new members, and their cars, who have joined our club since the last issue of *Your ABCCC News*. We look forward to meeting you at one of our events very soon.

New Members	Motor Car	Model	Year
Joy & Duncan Turnbull	Not Known	TBA	TBA
Barbara & Chris Baker	Triumph	1800 Roadster	1949
Dianne & Bob McNamara	MG	B GT Coupé	1969
Margot & Don Kinsey	MG	Midget Mk III	1969
	Jaguar	XJ6-S	1975

Val Jefferyes – Membership Secretary.

PAST AND FUTURE EVENT REPORTS

OUR CHRISTMAS LUNCHEON – Sunday 9th December, 2006

For this important event, we used the same function room at the Lilydale International Club, as we did for the Great ABCCC Trivia challenge. It was a beautiful Melbourne day with bright sunshine and a mildly fresh breeze blowing as we alighted in the car park. It was a bit like coming home for our Rover, as many of our events start from there!

Soon drinks were pressed into our hands and there was so much talk going on amongst us, that our President, Frank Douglas, resorted to several calls over the excellent address-system, exhorting us to sit down – otherwise we would be served cold soup.

The 'Lilydale' did us proud with a very nice soup, although Trish (Gardiner) seemed to think that more pepper was required, it didn't want to come out of the shaker, so, with a more vehement shake the whole shaker landed in her soup! Next came our main course with turkey, roast pork and a slice of ham complete with vegetables and sauces and very nicely presented for us. Not only was there this delicious fare, there were also Christmas crackers and a little club gift in the form of a small blue key-ring torch, suitably inscribed with our club's name and slogan. It was interesting to note that the crackers yielded mostly orange festive hats.

After the main course, Ray Higginson arose and said a few words about the RACV Great Australian Rally and went on to introduce Frank who spoke to us about the past year's activities and thanked those who had put in so much effort to make our club the success that it is. This was, and very rightly so, the most emotional speech that I have ever experienced. All glasses were charged, and Toasts were drunk to Frank and Pat. This was followed by a resounding rendition of 'For they are Jolly Good Fellows!' Sadly – Pat could not be with us, so we all signed a special card for her.

After all that, Frank had two important presentations to make, the first was a handsome award presented to Val Jefferyes for her continuing secretarial services to our club, and the second was another handsome award for Tony Hodges for his ongoing service to our club as Hon Treasurer. Having juggled the funds so deftly, Tony certainly deserved it! Both of these awards were splendid examples of the wood worker's craft. After these presentations, the room echoed to ongoing applause from all of those present.

It was now time for Frank Sawyer to get up and say a few words about our forthcoming reunion in Tomingley with the Queensland group in June. Then dessert arrived – plum pudding, brandy custard, whipped cream and a strawberry. All of this was very enjoyable and, after lingering over coffee, all too soon it was time to head for home. Our very special thanks to Frank for putting it all together. In addition, and I am sure that this goes for all of us, to Frank and Pat – our thoughts are with you both at this time.

Mike Alfrey.

TOUR TO CAMBERVILLE – Sunday, 18th February, 2007

This tour will start from the car park of the Lilydale International Club, Nelson Road, Lilydale as usual.

Arrive at 8-45 am for a 9-00am departure. We will leave Lilydale and travel along the Warburton Highway through Warburton and on to the Little Peninsula tunnel car park. From there it is a short walk of some 100 metres approx to view the tunnel. Whilst there, I will explain why the tunnel was built and by whom. Then we will travel on to the Upper Yarra Dam where we hope to see one of the best displays of flowering gum trees you could wish to see. After that we will travel over the Reefton Spur to the old logging site of Camberville, where we will park up, and those of you who wish can accompany me on a walk through the bush. Sadly, due to the restrictions in place with regard to fire bans we will not be able to barbeque our lunch as we had originally hoped. Therefore I would suggest that you all bring along a picnic lunch which I am sure we will all enjoy. Remember there are no shops after we leave Warburton, so bring every thing that you will need and if you are going to join the walkers, wear comfortable shoes.

Please advise if you intend to join us by contacting Frank Sawyer on:

Telephone Number (03) 9770 0904; or on Mobile Number 0408 633 778

REUNION WITH ABCCC (QUEENSLAND) – AN ABCCC JOINT EVENT – 8 to 11 June, 2007

Members please note that I am helping our Wagon Master by taking on some of the work for this event. It is anticipated that we will break our journey to Tomingley N.S.W by having an overnight stop at Nanderra N.S.W. To this end I have sought quotes for this accommodation at a motel. In the town. The motel in question is three and a half star rated and the rate quoted is \$65 per double or \$70 per queen-size room only. This motel also has undercover parking for twelve cars and is walking distance from all

amenities in the town. I have made a provisional booking to secure this accommodation. So, if you have any other thoughts on this please contact me.

At present we have fourteen couples booked to go, I will list these so that if your name is not on the list and you wish to join us for this great adventure, then contact me as soon as possible.

Booked to go and in no particular order are:

Frank & Pat Douglas, Bill & Tern Allen, Tom & Heather Cannon, Ray & Lyn Higginson, Frank & Val Sawyer, Fred & Dot Sawyer, Colin & Joy Brown, Tony & Maxine Pettigrew, Peter & Rosalie McKiernan, Ross & Pat Wolstenholme, Nello & Dianne Mafodda, Mike & Sue Allfrey, Harry & Jean Cooper, Val Jefferyes & Jim Spence.

Please contact Frank Sawyer on Telephone No: (03) 9770 0904 or, Mobile No. 0408 633 778.

Frank Sawyer.

THE GREAT ABCCC TRIVIA CHALLENGE – Friday, 22nd June, 2007

It is always the same, as soon as an events calendar is produced, a change is needed!

The reason this event is being highlighted so early is because of a date change. It was caused by the usual concern with bookings, we were even now a bit late. The room had already been booked, so we have decided to hold this splendid event on the Friday evening of 22nd June, 2007. Sincere apologies to those who may have been inconvenienced by this change. Hopefully, we have notified you early enough.

Our Great ABCCC Trivia Challenge will take the same format as our previous challenges – featuring easy trivia questions, abundant finger food, and, this year for the first time, a 'Show & Tell' segment after the serious business of the actual challenge. Bring along an item and tell us a funny story about it and you could win a special prize. There must be a great number of old items out there which can provide a good story. If you have an item to show us, please let me know about it before the event so that a score sheet can be prepared.

There will be further details about our Great ABCCC Trivia Challenge in forthcoming editions of this magazine.

Mike Allfrey.

Please Note: We have events listed in our calendar for March through to June that require notification information in the next issue of *Your ABCCC News*, can organizers please get event information to the Editor before 14th February.

THE HISTORY OF THE HASTE-WAGONS - Continued

PART II – ARRIVAL OF THE MOTOR CAR 1897-1914

It can be said that a history of the motor vehicle in Australia has yet to be written. Notwithstanding recent work by cultural historians the writing of the history of the motor vehicle in Australia has been given over to journalists and amateur historians who frame the events that led to the car's ascendancy according to a triumphant technology. This literature begins prior to World War I when the motor vehicle was a novelty, moves through the expansion of ownership in the 1920s, to Chifley and Australia's Own in 1948, to the 'Super-Car Scare', oil crisis and industry decline of the 1970s, and to the contemporary period of industry revitalisation and export. In this literature the car is naturalised – its contemporary place within Australian society is portrayed as the inevitable outcome of historical events.

This article is concerned with the 'pioneer period' in Victoria from 1897-1914.

This period is marked by five key events. The opening event was the arrival of the first motor vehicle on Victorian streets. Depending on the source, this vehicle was either the 'Thomson Steamer', a homemade steam-powered contraption that supposedly first chugged up New Street, Armadale, in May 1896, or the kerosene-powered Ridge-Austin machine developed for the 'Australasian Horseless Carriage Syndicate' that took to the streets around Fitzroy in February 1897. The second event was the formation of the ACV on 9th December 1903. The third event was the 1905 Sydney to Melbourne reliability run. The fourth was the arrival in 1909 of the Model T Ford. The Ford had two advantages over its European contemporaries: it was cheaper, and more robust in dealing with the poor roads of Australia. The fifth was the coming into force of the *Motor Car Act 1909* (Vic.) in January 1910.

The popular history literature links these events together by conceiving the pioneer period of motoring as a 'dark age' in which a vanguard of progressive motorists faced a hostile society of Luddites, horse-loving reactionaries, regressive law-makers and over-zealous police. This understanding of the pioneer period of motoring by the popular history literature seems to be supported by the primary sources, which reveal significant community anxieties concerning the new machines. As early as 1900, *The Argus* wrote:

The real truth is that when the motor comes into universal use life will not be worth living. [T]o live in a city when motors have superseded horses will be like living in a cotton mill, with a boiler factory on one side and a merry-go-round with a steam organ on the other. ... A horse does not like to run a man down if he can help it, but a machine of steel and brass will delight in killing people.!!

In 1905, the 'blood thirst' of the motor vehicle prophesied by *The Argus* had come about, with the first recorded fatality occurring when a vehicle ran down and killed a cyclist. In 1910, Sir Henry Weedon addressed the Legislative Assembly on a matter of 'public urgency, namely the numerous motor car accidents occurring through reckless driving'. Weedon told the Legislative Assembly:

Deplorable accidents... have occurred, one as late as Sunday morning last, when an innocent man, going home quietly from his work, was mown down. They are happening in various parts of the metropolis, and motor cars are becoming a menace.

Weedon was not alone in his concern about the motor menace. In 1912, Robert Solly said to the Legislative Assembly in a question to the Premier:

The other day a boy was knocked down in Fitzroy by a car, and the car went on without doing anything to aid him. Hardly a day passes without one seeing accounts in the press of serious accidents, and it is time that something was done to protect life against motor hogs. Every one can see cars rushing through the streets at speeds up to thirty miles an hour, and there seems to be nobody to protect the people against them.

It seemed that the motor vehicle did not discriminate in its bloody desire. In 1908, one member of the Victorian Parliament complained that another member had nearly run him over. Further, notwithstanding the *Motor Car Act 1909 Amendment Act 1914* (Vic), it again fell to Solly on 24th September 1914 to report to the Assembly that '[n]early every Monday morning we find reports in the newspapers of a number of motor accidents which have occurred during the week-end, by which people are maimed and... killed.' From these sources it appears uncontroversial that for the period 1897-1914, the motor vehicle's undesirable consequences of turning people into 'cold meat' was a focus of public anxiety.

However, the motor vehicle's destructive nature was not the only cause of public anxiety. *The Argus'* prophecy also anticipated the noise of motor vehicles shattering urban calm. Again, by 1907 *The Argus'* concerns seemed well placed. In Sydney, *The Daily Telegraph* reported that on Sundays a 'procession of snorting and evil smelling motor cars... regularly distort the features of the 'attendant worshippers'. As early as 1902, noise was the cause of the first litigation in Australia involving a motor vehicle. An action was brought against a motorist in the Supreme Court of Victoria because his vehicle frightened a race-horse, causing the horse a fatal injury. The folklore surrounding the case tells that at the close of the first day of sittings, Madden CJ stood on William Street and observed (and heard) a staged re-enactment of the incident. The Chief Justice agreed with the deceased horse concerning the noise of the machine, and the horse owner was awarded £250 in damages.

Another anxiety that surrounded motor vehicles before World War I was that they were the preserve of the wealthy. The seventy-one foundational members of the ACV comprised representatives of the elite and wealthy of Melbourne, along with members of the medical profession and representatives of the nascent motor vehicle industry. Priestley's description of the ACV's first rooms could be that of any gentlemen's club from the era:

there was a reading and smoking room, a billiard room with two tables, a committee room and an office, a refreshment bar, a fine balcony overlooking Collins Street, and a cool well-lit luncheon room where a meal costing from six pence to two shillings could be had from twelve to two.

In a period when Victorian society was sensitive to class politics, the motor vehicle was a visible symbol of the well-off's contempt for the worker: 'To the cynic the car was just another rich man's toy. To the envious, it was an emblem of class distinction and bloated capitalism owned by a snob who flashingly flaunted evidence of ill-gotten gains'.

Together, the dangerous speed, noise pollution and class status meant that some in the community did more than just write letters to the editor or Members of Parliament voicing their concern about the new machines. One parliamentarian suggested that, 'considering the way the drivers of motor cars act, ... the British public ought to be allowed to carry arms and shoot some of the beggars at sight'. There were no reports in Australia of this extreme response to motor vehicles. However, there were reports of motorists being abused, pelted with rocks, and the malicious arranging of sharp objects on roads to puncture tyres.

Therefore, the primary sources from the period give voice to a public mood that displays significant anxiety, if not outright hostility, to the emerging motors. Indeed in 1905, the report on a meeting of the ACV tells that the pioneering motorists were concerned that a 'wave of hysteria' had swept over the community

on the subject of motoring'. As this wave of hysteria was contemporaneous with the first motor vehicle legislation, the popular history literature suggests that this law was a populist response, pandering to the anxieties and hostilities of the non-motorist majority through the introduction of low speed limits, exorbitant taxation and curfews. For example, Birney articulates this linking of public antagonism with regressive law:

The first cars were seen as little more than toys both by those who owned them and those that did not. All manner of draconian laws were invoked to suppress the 'maniacal' urges of this lunatic fringe. Very low speed limits were fixed and police were encouraged to give close attention to the behaviour of motorists ... In Melbourne any motorist who had the temerity to overtake a cable tram (speed about 12 km/h) was dealt with swiftly and severely by the law.

Birney is wrong. As will be shown, the *Motor Car Act 1909* (Vic.) cannot be regarded as a regressive attempt at controlling a dangerous new technology. Even Birney's reference to motor vehicles passing trams is wrong. In 1912, the Supreme Court of Victoria acquitted a convicted motorist who hit a child while overtaking a tram on the right. Further, the *Motor Car Act 1909* (Vic.) was not repealed and then replaced with a more workable scheme after the initial public anxieties had dissipated – the fate of much populist law enacted in response to 'waves of hysteria'. Instead, the key elements of the Act, registries, licensing, prescribed norms, and policing, remain the cornerstones of contemporary motor vehicle regulation.

To be continued – From Melbourne University Law Review – With Thanks.

A GOURMET FIND

While browsing around the David Jones Food Hall, an interesting find was made. Most of us appreciate nicer foods and, for some, this appreciation probably comes a close second to our British Classics! At the major supermarkets these days, even though summer is upon us, there is a scarcity of decent fruit chutney – there is virtually no choice but the Home Brand way down on the bottom shelf. Fletchers used to make a really nice fruit chutney that went well with both cold meats and cheeses alike, but, it has vanished from the stores.

To the rescue, in a small way, comes David Jones, where an exciting discovery was made. In amongst a fair variety of chutneys a small jar was spotted! Hot Gooseberry Chutney stated the label. Having a great liking for things gooseberry, a jar was purchased to try. Needless to say, the chutney is sensational! It is produced by Wilkin & Sons Limited, Fruit Growers and Preservers Since 1885, Tiptree, Essex, England. The ingredients are gooseberries, sugar, vinegar, salt, red currants and spices.

This extra-special chutney goes well with round-flavoured cheeses and cold poultry. A second jar of this sublime chutney is already on the shelf in the pantry!

Mike Alfrey.

AOMC NEWS

The AOMC Delegates' Meeting (General)

The first item of import was the RACV Motoring Shows. For us, the important one is the RACV British & European Motoring Show which will be held again at Flemington on 4th March, 2007. In addition to that, an interesting day out can be had at the RACV American Motoring Show. Burbling V8s and Bill Haley and His Comets on the eight track player all add to the vibrant atmosphere. The feature marque at the British & European Show will be Vauxhall.

Philip Johnstone (*Triumph Sports Owners Association*) reported that many more Engine Number records have been obtained by the AOMC for storage. These additional records are, apparently, full registration records and not just engine number records. The new Committee will be deciding what arrangements are to be made for these new records. Details will be in forthcoming issues of *Your ABCCC News*.

The Victorian Club Permit Scheme Review – the Sub-Committee on this review reported that nothing has firmed up with respect to VicRoads activity since they issued their second draft of the proposed changes to the scheme. It would appear that VicRoads were waiting until after the State election before taking action.

In answer to a question from Graham Hutchinson (*CHACA*), asking for follow up information about concerns raised at the August 2006 Delegates Meeting, about the proposed complicated method of issuing Log Books suggested by VicRoads – it was reported that, initially, the Committee understood that the Federation was not in favour of clubs issuing Log Books and that was the reason why VicRoads came up

with their proposed method. Rod Amos (*Vintage Sports Car Club*), chairman of the Sub-Committee, added that there may have been other internal factors, and was hopeful that we may be able to get this and a few other minor changes made before the final proposal document. Rod Adler (*Vintage Drivers Club*), who has had a long association with the Federation reported that the Federation is now going with the AOMC's position on the proposed changes in full.

Model Rules – Richard Snedden (*Wolseley Car Club*) advised the meeting that there have been recent changes to the Model Rules for clubs and associations. It seems that some have been describing themselves as 'Not-For-Profit' organizations, when they are not that at all. Thus the Department of Justice & Consumer Affairs has made some changes to the Model Rules. The revised and updated Model Rules can be downloaded from the Department's Website. *Editor's Note: Our club should be investigating the adoption of the latest version of the Model Rules.*

The AOMC Annual General Meeting

There have been significant changes to the Executive Committee of the Association of Motoring Clubs. The President is now Rod Adler (*Vintage Drivers Club*), the Vice President is Tony Dixon (*Daimler-Lanchester Club*), Treasurer is Ron Bolton (*Renault Club*), Publicity Officer is Iain Ross (*Bristol Owners Club*), the Secretary's position is still to be filled, The Committee Members are Rod Amos (*Vintage Sports Car Club*), Richard Snedden (*Wolseley Car Club*), Philip Johnstone (*Triumph Sports Owners Association*), Peter Richards (Retiring President) (*Mustang Owners Club*), Paul Vellacott (*Lancia Register*) and non-elected Committee Member Paul Gorter (*R & S Valiant Car Club*). The Public Officer is Graham Folwell (*Mustang Owners Club*) and, finally, the Newsletter Editor is Francis Borg (*Sunbeam Car Club*). Our best wishes to the new Committee.

The Director for the AOMC run RACV British & European Motoring Show, and the RACV American Motoring Show, is Rod Adler (*Vintage Drivers Club*). Sadly, there is still not a motorcycle club represented on the AOMC Committee.

The Search For A Secretary

The AOMC, as noted in the report above, has no elected Secretary on its Executive Committee. To help find a suitable Secretary, the AOMC has sent a circular to all member clubs asking them to advise their membership that a Secretary is needed. If there is someone from our club who is prepared to take on this important task, then please contact the AOMC on (03) 9555 0133 on Tuesday or Thursday afternoons, or, E-mail the AOMC at secretary@aomc.asn.au The AOMC will be grateful for a response to this call.

Let's hope that this vital position can be filled soon.

Bill Allen – AOMC Delegate.

FOR SALE AND WANTED

For Sale: 1973 Leyland P76 V8 Engine Number 44002899. Not registered and has been in storage for many years. Must go to a good home. Please make an offer to Neil Garrett on (03) 9801 4790. 1st

For Sale: 1981 Mercedes-Benz 280-S Automatic, mechanically thought to be good, interior very good but body has heavy surface rust. Asking just \$400.00. Contact Jim Spence on 0412 808 050. 2nd

Wanted: Morris 'J' Type Van. Any reasonable condition. Contact Mike Slaney (03) 9551 6658. 2nd

1949 CLASSICS – THE LANCHESTER TEN

Back in February 2006, Mike asked if anyone in the club had a **Lanchester Ten**. "Chance would be a fine thing!", I thought to myself, as it is many years since I had seen such a car. And in fact it is 27 years ago that I took a photograph of this type of car at a show at Haydock Park racecourse, beside the East Lancashire Road, west of St Helens in Lancashire. It is a January 1951 Lancashire registration signifies that it hadn't wandered far from its first home and indeed, may still have belonged to its first owner at that time! It was captured being driven around the arena, something we don't tend to do at shows out here!

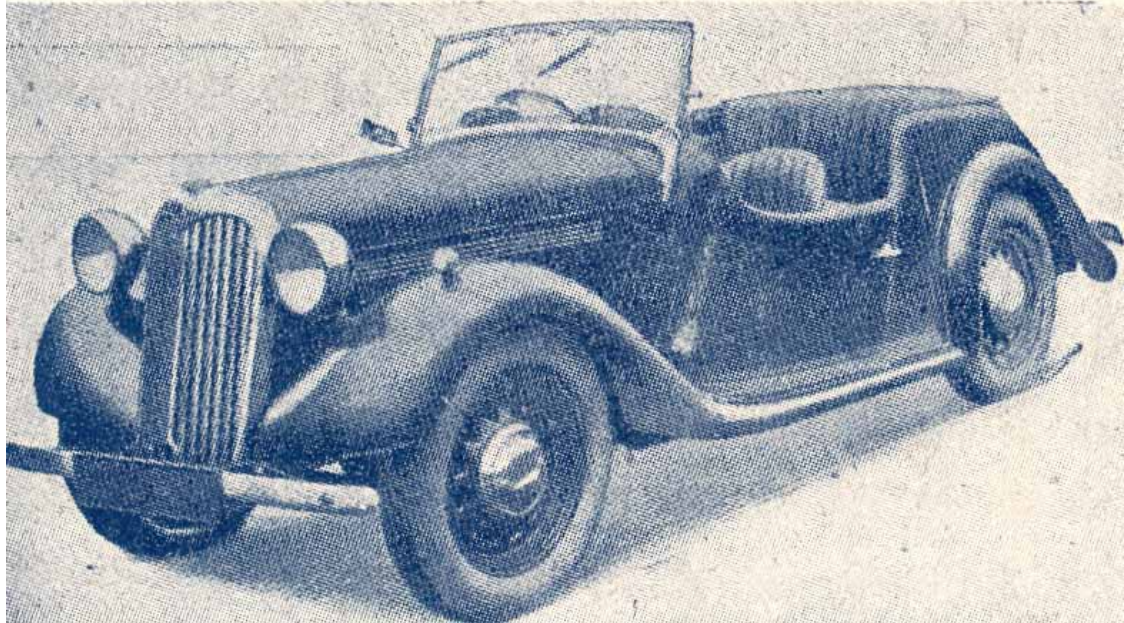


Bill Ballard.

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 31 in the series. (Note: No offence Bill, but the rear was cut off in the original.)

Singer 9 Sports Tourer



The little Singer 9 imported sports tourer is definitely one of the most attractive small cars on the road, and with other Singer models has the only overhead camshaft unit in a production car' This spritely development of the famous Le Mans produces 36 b.h.p. – more than enough power for a full passenger load. A lockup luggage compartment adds to its roominess. Remote control gearbox and good performance give the pleasures of a small sports car and the comfort of a bigger one. The dependability of the Singer motor is another asset.

From Motor Manual, 1949 - With Thanks.

WHY DID I OBTAIN A JOWETT JUPITER?

This extremely complex question was put to me by the esteemed Editor of *The Javelin* (newsletter of the Jowett Car Club). I told him some of the story, and straight away could see that blissful Editorial look that such get when a good subject comes along. "That has to go in the newsletter!" cried he, while writhing in ecstasy. This prompted some thought and the result is this. I thought that, because some in our club have asked the same question, our readers would enjoy the same story too!

Why a Jowett Jupiter? A very good question and, somewhat difficult to explain. I was certainly not struck by a dazzlingly shiny example sitting in a car yard or a showroom, nor did I take great notice of the Jupiter's outstanding racing and rallying successes. I was definitely aware of them, but my interest was in Vanwalls (still is), Emerysons, Lancia D50s, BRMs, Connaughts, Maseratis and such at the time, with a healthy respect for the Jaguars, Mercedes-Benzes, Aston Martins, Ferraris and Gordinis that pounded around Le Mans. It was while at school we were allowed to sit up at nights and get the late Raymond Baxter's reports (mid-night being the most thrilling of all) from Le Mans and, in January, somewhere on his way to Monte Carlo!

Did you notice the Emeryson? Well, Paul Emery was considering the use of a Jowett Javelin flat four as the basis of his 1,500 cc Formula II car, at that time.

So, again, why a Jowett Jupiter? There are, in truth, many reasons for finally settling for a Jowett. I shall start at the very beginning.

Long before I was a gleam in my father's eye, and even before he met my mother, my father had a special love for horizontally opposed cylinders, in his motorcycles. His first such was a twin cylinder ABC which entailed lengthy walks back along the highways and byways of England to find four push rods. That

poor ABC if ridden hard, as it always was, had a propensity for losing its exposed pushrods due to valve bounce of a serious nature. After the ABC he rode a series of Douglas twins, and in fact put in an 80 plus miles per hour lap at the famous Brooklands circuit. In describing this, my father said that he was terrified while watching the antics of the Douglas' girder front forks on the rough banked surface.

Then my parents met, married and went to New Zealand to grow oranges and try and win a bet. Someone had told my father that oranges could not be grown in New Zealand – the bet was on, but Hitler had other ideas and, in the New Zealand Army, father rode vertical singles. After the war, my father placed an order for what turned out to be the first 350 cc Douglas bike to arrive in NZ after the war. I shared the excitement with him and my mother stated that our beautiful vintage Bentley was sufficient means of transport for all of us. When the Douglas arrived, we were driven down to the wharf at Lyttleton by a friend, to collect the shiny new Douglas, resplendent in Cambridge blue and black and bristling with modern features like leading link front forks and torsion bar rear suspension, and, most importantly, an across the frame horizontally opposed twin cylinder engine. There was also a novel 'pong box' of cast aluminium, but there was no pillion seat. I most certainly did not wish to miss out on a first ride, and suggested that I ride on the petrol tank! And that, at seven years old, was my first ride on horizontally opposed power.

After we settled back in England, there were a couple of second hand Douglas bikes and a new Velocette 'Noddy Bike', that took me to school and to motor race meetings. We were then living near Bristol and my father, having a love of the more exotic in motor cars, used to enjoy going up to London on the train, purportedly 'on family business' for my mother's benefit and most times I went with him. We also took the current edition of *Motor Sport* magazine full of those tempting used car advertisements, as a guide for our searching for a desirable motor. The normal routine for such a trip was a quick visit to Coutts Bank in the City and then we would get a taxi to our first car to look at. Many of these were in mews garages, or at such splendid motor traders as The Paradise Garage on the Great West Road, Jack Barclay, The Chequered Flag Sports Car Specialists, Performance Cars Limited, sometimes stopping off at Reading to visit the Halfway Garage, and to the Jack O'Lantern Garage (a train ride away in the New Forest) and several others. There we looked at Delages, Delahayes, Lanchesters, Lagondas, Daimlers, Bentleys, Alvises, Sunbeams and so on. Paradise for a young growing enthusiast! At one time, my father very nearly bought a new Jowett Javelin and I am fairly sure it was in the Jowett Cars Limited showroom in Albemarle Street. My father never bought a new car, favouring exotics that had dropped markedly in price, and anyway, my mother would have become quite tense if a nanny goat had been taken for billy goat 'servicing' in a smart new car. He was looking for a Speed Six Bentley during those years, but never found a saloon bodied one to suit our needs. I can still remember that Javelin, it was in Athena grey with maroon trim – but no, that night we drove home in a Roesch Talbot 105 saloon. This was an interesting car in that it always broke down on the homeward leg of any outings we made in it. It also featured one-hundred yards of wiring to its large headlamps – I did the measuring as an arithmetic exercise!

In the 1950s, we used to pass a purveyor of interesting cars in Hotwells a suburb on our way into Bristol, frequently we would call in to see what he had for sale. There was always a cream Jowett Jupiter parked outside and my father tried to buy it a few times. It belonged to the proprietor of the establishment and was definitely not for sale. It was during my apprenticeship that one of the senior mechanics bought a Jowett Javelin, and yes, it was finished in Athena Grey with maroon trim. This was about in 1959 and the car was immaculate but, it had a broken crankshaft and there was a new Laystall shaft in the boot. Fred bought this gem at a rock bottom price and we parked it under cover at work and pulled the engine out to put some life into it with the new shaft. All the work was done after hours and I took a keen interest in proceedings. To a tractor mechanic apprentice this was quite an interesting experience. Once Fred had his Javelin back on the road, we made many trips in it to the Failand Inn on a Saturday night. I was most struck with the smooth ride and effortless performance. I started looking out for a Jowett for sale, at a very low price, in the local press.

Finally, in April 1963 I found a Jowett Jupiter for sale hidden in the classifieds in the Western Daily Press. I put a ring around the advertisement with a ball point pen and set off to have a look at it. The Jupiter was in Henbury, a Bristol suburb, and Elfed Thomas, the seller, was Welsh. This Jupiter was a fairly sorry sight, but it was right down close to my price level at £35. A bit more than I could afford at that moment, so I offered £30, but the fellow stuck to his price. I was courting Sue at the time and took her out for a meal that evening, during which I was chewing over that Jupiter. It did look forlorn in all shades of red with a leather bench seat that felt rotten, I then resolved to go back and offer £32 10s for it, and was optimistically sure that I would get it, to me it was just not worth the asking price.

Next morning after doing some other activities in the village, I caught the bus with the amount in cash that I could afford to make a final offer. Upon arrival I was informed that a gentleman from across the river had bought it. Quite late that evening I arrived home to find the same Jupiter sitting in the drive! I asked my

father what had happened, and he said that he had acted upon the encircled advertisement in the paper, thinking I had marked it for him. Well! I explained that I had been doing a fair amount of groundwork to get the car, and asked how much he had paid for it – "a cinch at, thirty-five quid". I said that I had just about lowered the price to £32 10s, at which my father looked a bit sheepish! Anyway I let it be and proceeded to investigate what we had in the driveway. It was sort of red, 'sort of' means that it had been touched up in many places with different shades of red paint. Father reckoned that whoever had done that must have been colour blind. The engine was obviously very tired – in fact, it was clapped out. At an indicated 60 mph the oil pressure gauge indicator needle just lifted off its stop. The poor crankshaft had massive end float, to the extent that, when pulled and pushed at the front pulley, the rotor arm on the distributor shaft could be seen to move. A novel form of auto advance?

The body was so rotten that, while driving around The Centre in Bristol and while braking hard for the Baldwin Street traffic lights, both doors flew open. All that was holding the rear body section vaguely in place were the bumper irons passing through their apertures, the fuel filler hose and the battery earth cable. Having made some repairs to the door hinge and latch posts, we managed to get it somewhere near



right. It was later that it received new sills and structural mounting brackets. A driver's door window came a fair while later, as did a new hood.

Left: One of my first photographs of our Jupiter, January 1965. It was in mid-winter and the un-cleared parts of the windscreen are covered in salt, as is the rest of the front. This was after a fast night run down to Bristol from Uttoxeter.

We decided to strip the engine and get it into running shape the best way we knew how. The pistons were re-grooved and fitted with Wellworthy Duoflex oil control rings, the crankshaft was re-ground and the rear main bearing flanges were built up to provide correct end float. The cylinder

heads were overhauled and the whole put together again. Fortunately we lived on the top of a steep hill, because the starter motor just engaged and would not move the crankshaft at all. We towed the Jupiter up the drive with the Daimler and let it loose down Naish Hill, in third gear with the clutch pedal on the floor. As momentum quickly gathered, the clutch was eased in, the back tyres chirped and the engine fired right away! We had 75 psi oil pressure – no problems, and we did a four mile bed-in run and found, back at the top of the hill, that the starter motor coped easily. After what we had experienced before, the new-found performance was exhilarating. We didn't realize that we had broken many rules with respect to Jowett engine overhaul!

We were now into June and Sue and I were making plans to tour Scotland. My father suggested that I take the Jupiter for the trip and we set off – but that is another story. My mother never did take a ride in the red Jupiter, but one of our nanny goats did, with her collar tied securely to the passenger grab handle! For quite a time after, with the hood up, the car stank of billy goat servicing. It was awful! The Jupiter became my father's favoured mode of transport at that time, ahead of the family Daimler Century, a Humber ex-army staff car with a Perkins Diesel engine and a runabout Vauxhall. On the morning of my birthday, my father handed me the keys. He asked me to take over the car that should have been mine in the first place. This pleased my mother greatly on account of the goat transport alone, she had visions of flailing goat hooves and father fighting to keep control of the Jupiter.

As can be seen in the picture, the car was quickly painted green, at work after hours and was fitted with the remains of an Austin A60 grille to fit in the empty openings in the Jupiter's bonnet. Soon after, I went to work 140 miles from home and on my monthly runs from and to my lodgings it was thrashed mercilessly – but thrived on it. Very late night driving in a Jupiter with the hood down on a clear cold night, and with that magical bonnet silhouetted behind the light from the headlamps, is something that is still much savoured.

Would you believe that, when I announced that the Jupiter was coming to Australia with us, my father offered to swap his Daimler SP250 Dart for the Jupiter – I declined the offer, and took him for a few last rides on some of his favourite roads during our last visit home before shipping it from Liverpool. The goats never did get to ride in that Daimler SP250! That was where my mother really laid down the law!

That is how I remember getting into Jowetts forty-three years on, to the exact day in fact.

Mike Allfrey – 19th October, 2006.

THE LYING WIFE – Editor’s Desperate!

Two men were having a conversation at the local pub.

“That wife of mine is a liar!” said the angry husband to his mate.

“How do you know?” the friend asked.

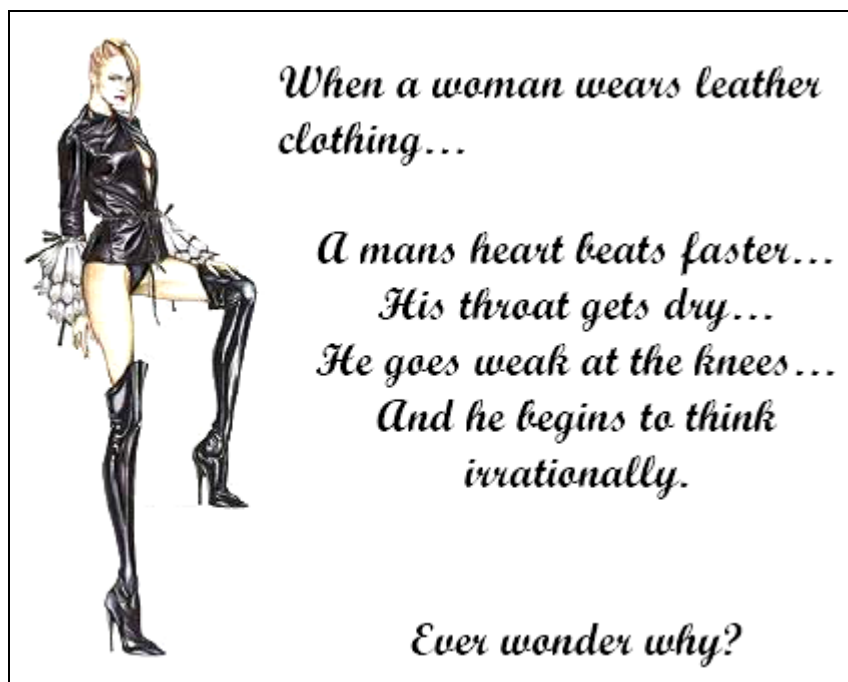
“She didn’t come home last night, and when I asked her where she had been, she said she had spent the night with her sister Shirley”.

“So?”

“So, she’s a liar – I spent the night with her sister, Shirley!”

From a Car Club Newsletter – With Thanks.

A WOMAN IN LEATHER



From Ross Gardiner – With Thanks.

NOTICE OF THE ANNUAL GENERAL MEETING

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.

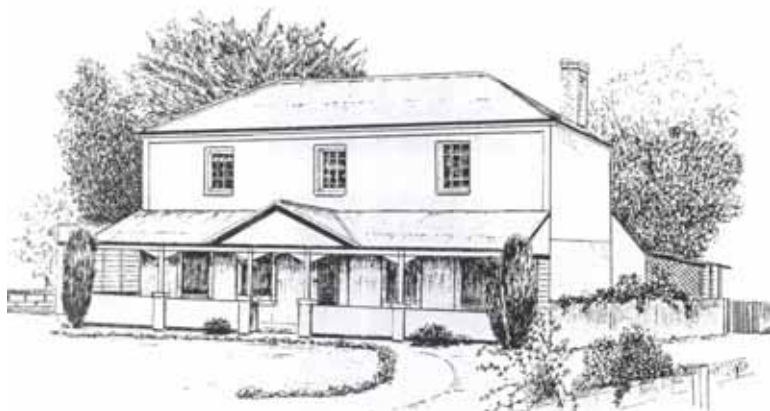
We look forward to your input for our Annual General Meeting. To secure your free lunch voucher, call me on (03) 9739 4829.

Frank Douglas – President.

A GOOD RECIPE FROM ARDNO

Continuing our series of recipes, from *Tried & Trusted*, History and Country Cooking from Victoria's home of good food, the Western District. Here's one for a delicious Boston Bun Loaf, ideal for those outings and picnics that we indulge in.

— ARDNO —



Mr McCallum from Tasmania took up the 'Ardno' run in 1842. He built a homestead, which still stands, with the help of a builder from Portland. Local stone was used and the general design is Georgian.

The property has changed hands several times and Mr and Mrs Keith McKinnon are the present owners.

The Boston Bun Loaf

Ingredients

1 Cup Mashed Potatoes	1 Cup Sugar
2 Cups Mixed Dried Fruit	1 Cup Milk
2½ Cups SR Flour	Pinch of Salt

Method

Mix potatoes and sugar to a liquid. Add milk, flour and fruit. Bake in a moderate oven for thirty minutes. When cool, spread vanilla icing and sprinkle with desiccated coconut.

From the National Trust – With Thanks.

CLUB REGALIA

Set out below is a listing of the ABCCC's current stock of Club Regalia items:

- | | |
|--|---------------|
| ➤ Metal Bumper/Grille Badge | \$35.00 Each |
| ➤ Stainless Steel Key Ring (New!) | \$10.00 Each |
| ➤ Window Decal – Club Logo | \$2.00 Each |
| ➤ Cloth Badge – 75 mm Diameter with Club Logo | \$3.50 Each |
| ➤ Cloth Badge – 205 mm Diameter with Club Logo | \$25.00 Each |
| ➤ Club Polo Top White and Blue (some with ABCCC on collar) All Sizes | \$35.00 Each |
| ➤ Club Polo Top White and Black – Small Size Only | \$7.50 Each |
| ➤ Club Polo Tops 1 White, 1 Dark Blue (Small Size Only) | \$12.50 Each |
| ➤ Tee Shirts White, Black with Club Logo (Small Size Only) | \$7.50 Each |
| ➤ Jumbuck Jumper c/w ABCCC Logos | \$120.00 Each |
| ➤ Jumbuck Jumper Less ABCCC Logos | \$100.00 Each |
| ➤ Caps with Club Logo, Blue/Fawn | \$15.00 Each |
| ➤ Caps with Club Logo, Black | \$12.50 Each |
| ➤ Jackets with Club Logo (Heavy Weight) S. M. L. XL. & XXL. | \$140.00 Each |
| ➤ Quality Ball Point Pen with ABCCC Monogram | \$TBA |

I will bring a limited range of Club Regalia to all events that we attend for perusal or purchase. The new key rings are rather special, place your orders now. For all your Club Regalia requirements, please contact me on (03) 9846 2323.

Bill Allen – Regalia Purveyor.

Woman In Leather Answer – Because she smells like a new ute!
