



An incorporated club

A0035462V

A friendly family social motoring club

Edition 105

March 2007

CAB SQUIRE?



A real British classic, Roger Stanley's London Taxi-Cab – believe it or not, but it took nearly twelve months to get this image!

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Please send in photographs of your British Classic so that it can be featured here – otherwise, definitely more Jowett pictures!
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MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the ABCCC Inc. is \$35.00. There is a once only joining fee of \$30.00. Please send membership subscriptions to:

Val Jefferyes and Jim Spence

PO Box 8092

Burnt Bridge Shopping Centre

Croydon VIC 3136

Please Note: Membership subscriptions should be paid prior to the end of December.

Your ABCCC News

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

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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!

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.
6 A Special Dinner – an ABCCC Event Pat Douglas (03) 8704 2973
Venue – The Lilydale International Club, Nelson Road, Lilydale.
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 Lunch– 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
Please Place it in your Diary!

Note: The above listed events may require confirmation.

EDITORIAL NOTES – ISSUE 105

There are three apologies to be made in this issue. Firstly, some time ago, John Gardner sent me a wad of photocopies of interesting material for our magazine. I have to apologise for the delay in placing them into a magazine. The delay was caused by, very likely, the weird sense of humour that Microsoft has. It

seems that whenever I use the digital camera download wizard, the Windows XP completely forgets that there are two scanners attached to it. This fault was very hard to sort out, until I read a book about XP, and found that it 'drives' the scanner programmes. It is but a simple matter to re-install Windows XP all over again. Simple, but extremely time consuming in that it requires, at present sixty-three up-dates! Most of John's item is present in this issue. Patience is rewarding, in more ways than one.

The second apology, not from yours truly, but from our membership in general, is for the lack of interest in our quest for the Veritable British Classic Car. So far, we have received just two submissions and it is a dead heat for a Rover P3, and for a Jaguar E-type Roadster. This is an Editor's decision thing and, right now a spot of bias could creep in!

How about a few more submissions? Otherwise, you will start getting some Jowett technical reading matter, and there are sixty-four megabytes of that to select from!

The third apology is for me being your Editor yet again.

We have another great year of events planned for you to enjoy. Please be a part of them and have a wonderful time enjoying your British classics.

Enjoy this issue, and don't forget our search for the Veritable British Classic motor car.

Mike Allfrey.

A REPORT ON OUR TENTH AGM

At the Annual General Meeting of the All British Classics Car Club, held in the shade of the mighty oak trees at Como Gardens, our President, Frank Douglas, reported that our club is extremely sound financially and we currently have 245 members. Frank reminded us that that figure was derived from counting couples as individual members, our club being a family style club – a couple being classed as two members. At this point new members and visitors were warmly welcomed.

One of our major events, the RACV Great Australian Rally, had been particularly successful and it is anticipated that \$35,000.00 will be handed over to the Peter Mac Cancer Institute. An accurate figure could not yet be quoted as some accounts were still to be presented. However, that figure is a good estimate and represented a first-rate turn around from last year's event that had been conducted under extremely hot weather conditions. Frank thanked all of us who had helped to make the rally the success that it was. He also informed us that, due to his experience over the past year, Peter Mac is a most deserving cause.

Our club has had an excellent year filled with splendid events. Mentioned were our runs to South Gippsland, Nagambie, our holiday event to Eden for some whale watching, visits to Cerberus, Marysville (those famous sausage rolls!), Bringalbat Homestead, Victorian Parliament and the MCG, the Bylands Tramway Museum and our Port Arlington run – to name some of them. Thanks were expressed to all of our organizers. Then there was the great ABCCC Trivia Challenge and our Annual Dinner which were also successful events.

The resounding accomplishment of such an event-packed year speaks well for the future of our club. The membership present was thanked for its support and the report finished with three hip-hip cheers for Frank and Pat.

Ross Gardiner won the draw for two tickets to the Australian Formula One Grand Prix. Enjoy them Ross.

Club member, Ian Hankey, speaking for the RACV, said a few words about the way that the RACV enjoys working with the ABCCC on the major events and thanked us for our input.

Grateful thanks were also extended to Pat and George Hetrel for making their beautiful garden available to us for the AGM. George responded that this venue had become a tradition and he and Pat are looking forward to providing their garden for us next year. This drew great applause.

It was then time for the election of Committee positions. A new position was unanimously adopted, that of a second Vice President. Nominations were called for this position. There were two, one for Tony Pettigrew and one for Frank Sawyer. A show of hands, counted by Ray Higginson, gave Tony this new position on our Committee. Jim Spence spoke to all present about the visit to the Royal Botanic Gardens at Cranbourne, our event for Sunday 4th March. Frank Sawyer spoke about the coming reunion event with our Queensland brethren to be held at Tomingley, NSW.

Our thanks to the caterers who provided a pleasant barbecue lunch for us and to Pat and George for the pre-lunch nibbles and the famous Hetrel speciality, the Rocky Road after lunch sweets. They were truly relished by all of us. A splendidly special AGM of the first order – greatly appreciated.

Mike Allfrey - Editor.

A LETTER OF PRAISE

We have a new guest member of our club, Peter Schneider, from New Jersey, USA, is in Melbourne for a couple of years working for IBM. Peter, when he is at home, is heavily involved with organizing car rallies and such for the Sports Car Club of America. He was put on to our President, Frank Douglas, and as usual, Frank saw an opportunity not to be missed. He asked Peter to assess our RACV Great Australian Rally. The letter reproduced here was sent to Frank by Peter.

We look forward to Peter joining us on many of our events. I think there is a very credible link, because the Sports Car Club of America was founded to cater for those interested in sports car activities, and at that time there would have been quite an interest in cars of British origin. Our activities are not too sportingly oriented, although this year there is going to be some very serious competition in the Legendary ABCCC Yabby Catching Competition at Tomingley this coming June.

We extend our usual warm welcome to our club Peter, and we hope that your ABCCC experience is a memorable and pleasurable one.

The letter from Peter Schneider follows immediately:



Frank Douglas
Rally Organiser
2007 RACV Great Australian Rally
All British Classics Car Club
PO Box 201
Chirnside Park VIC 3116

Dear Frank

I wanted to drop you a note in order to provide you with my impressions of the RACV Great Australian Rally which your club conducted on Sunday January 21, 2007.

I found the event to be extremely well organized and exceeded all of my expectations.

I have been involved with all forms of automobile rallying activities in the United States and Canada since 1974, when I attended my first Gimmick Rally (Trivia Challenge) event while at College (University).

Over the years I have participated in over 500 events in North America, including being a member of the winning BMW team on the ALCAN 5000 - a nine day winter event which started in Seattle, Washington and ended 5,000 miles later in Anchorage, Alaska. And I can say without reservations that the All British Classics Car Club membership's organizational skills and dedication to the RACV Great Australian Rally was outstanding.

When you take into consideration that your club with the assistance/sponsorship of the RACV was able to organise and coordinate an event that included over 800 classic vehicles, starting from four separate locations, (with routes ranging from 60 to 110 kilometres) covering a combined total driving distance of over 65,000 kilometres, that fact that the event was without incident or any major disruption to local traffic patterns is amazing.

I was lucky enough to be able to view the Rally Route from the back seat of Fred and Dot Sawyer's classic Bentley. At first, I was concerned about the lack of written route instructions (which are used almost exclusively in the United States), but the route maps and easy to see and read signage placed along the route, made following the prescribed course not only simple but enjoyable.

When I arrived at the Mornington Race Track, I had only expected to find a parking area for those vehicles which wanted to be judged in the competition and one for those that did not and an area for those that brought a picnic snack. But what I found was not only those facilities but so much more - a Bagpipe and Drum Corp, a five piece band and vocalist and several event sponsor pavilions and food vendors providing refreshments of varying nature.

On top of these activities the event scoring went smoothly, efficiently and without protest - an amazing accomplishment considering that over 300 vehicles were inspected and scores tabulated in less than 3 hours.

In closing, I would like to re-emphasise how pleased I was with the event and how impressed I was with the professional manner that the All British Classics Car Club conducted the event.

Sincerely

Peter J. Schneider
Rally Chairman
Northern New Jersey Regions
Sports Car Club of America

A BIG THANKYOU FROM OUR PRESIDENT

This year's RACV Great Australian Rally was a success and a great turn-around from last year's event. We are confident that we will be handing over \$32,000 raised for the Peter MacCallum Cancer Institute, once all the accounts have been presented. To all of you who worked at Committee level and at marshaling the event – a very special thankyou. It was a splendid effort.

New Regalia Items in Stock

We now have into stock blue and white polo shirts with our club logo embroidered on to the pocket. Also into stock, are wind-proof vests, ideal for working under the bonnet on a windy day, but allowing free arm movement. These vests have our club logo embroidered on them. For details, please contact Bill Allen.

Change of Address Note

From 4th March we will be living at 14 Crestway, Lilydale. It is anticipated that our telephone number will remain the same as at present.

Frank Douglas – President.



AWARDS PRESENTATION

At our Christmas lunch function last December, two awards were presented by Frank Douglas.

Val Jefferyes, at left, received her award for her lengthy stint as our Hon. Secretary. Tony Hodges, at right, received his award for his lengthy stint as Hon. Treasurer.

The image at left was taken by Diane Mafodda. This is a rare image because there were not many cameras in attendance. Our thanks to Diane for sending in this image.

Both Val and Tony have done a great amount of work for our club over the past several years and, it is probably true, Tony has kept us all in check from the financial aspect.

Our sincere thanks to Val and Tony for their valuable contribution. Thanks also to President Frank, in pink hat, for organizing such masterpieces of the wood worker's craft.

Mike Alfrey.

MAJOR EVENTS NEWS

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

Please note – we are calling for help with cooking and serving breakfast at the start point for the RACV Fly the Flag Tour. The start's formal procedure will take place in the grounds of Government House. If you can help, more funds will be raised for our club. Because of security controls, your names will have to be provided so that security staff will not turn you away at the main gate.

We will be cooking eggs, bacon, sausages and barbecue toast. There will also be fruit juice, tea and coffee to dispense.

Our tour marshals will be quite busy arranging the parking and handing out tour packs. Hence our request for your assistance.

If you can help us, please contact Ray Higginson on (03) 9336 7306 AH.

Any help with this fund raiser will be greatly appreciated. Thankyou.

Ray Higginson – Vice President.

PAST AND FUTURE EVENT REPORTS

WELCOME DINNER FUNCTION – Tuesday 6th March, 2007

We will be having an evening meal to welcome John and Margaret Gagen to Victoria. The location is the dining room at the Lilydale International club and we will be meeting at 6:00 pm.

John and Margaret are members of the All British Classics Car Club (Queensland) and it is appropriate that we give them a warm welcome and get to know them.

If you wish to join us, please let me know so that arrangements can be continued with the Club. Contact me on Telephone Number (03) 8704 2973 to reserve your booking.

Pat Douglas – Event Coordinator.

ROYAL BOTANIC GARDENS TOUR – Sunday 4th March, 2007

Come along and join us on this tour of the Royal Botanical Gardens, near Cranbourne. We will meet at 10:00 am in the car park for the gardens, which are accessed from Ballarto Road. This can be a little bit confusing, due to the number of Ballarto Roads in the Cranbourne area. The best way to reach the gardens is to take the South Gippsland Highway out of Cranbourne, in the direction of Tooradin. Ballarto Road is on the right just past Cranbourne Racecourse. Our turn-off to the right is just after Earlston Circuit. The Melways Directory, Map134, Reference A10.

We have booked a guided tour of the Royal Botanic Gardens at 11:00 am, so there will be time for a coffee and sustenance after the drive there. Find out how our newest gardens were created and the tour will provide insights into how the Australian gardens were created. These gardens feature plants that are suitable for very dry areas. After the tour, we can have lunch in the café.

Entry to the Gardens is \$6.75 per person and the guided tour is just \$3.50 per person. Please let Jim or Val know if you wish to join us on the conducted tour. Please call Val Jefferyes on (03) 9725 1117, Jim Spence on mobile 0412 808 050.

Val Jefferyes & Jim Spence.

MONSALVAT TOUR – Sunday 15 April, 2007.

Leaving International Hotel Car Park at Lilydale, for Wine Tasting and Morning Tea at 'Giverny Estate' Winery, Toolangi, producers of Kiwi Fruit wine. We were pleasantly surprised with the quality of their prize-winning (Melbourne Show 1996) white wines, including a lovely dessert wine, we purchased a couple for 'medicinal purposes'. Lorraine Hunter will give an informative talk on this unique wine whilst we partake of morning tea, including some home-made treats \$2 a head, in the hope, of course, for the sale of a bottle or two. The garden is beautiful, with a large spring-fed lake covered in water lilies and complete with a little red jetty. Some parking is available within the grounds or over the road on a reserve access. After leaving, we travel through Yarra Glen and Kangaroo Ground to Eltham and on to Monsalvat. We will be lunching in the beautiful courtyard (with peacocks parading amongst the tables in hope of a crumb). Lunch consists of a special \$20 choice of two dishes, a glass of wine and tea or coffee – or, *a la carte*, if you prefer. If the weather is inclement they will arrange seating at a large table in the Barn Gallery. After lunch, for those who would like to join us, we will have a stroll through the tranquil gardens, Historic Buildings, and Galleries.

Admittance to the Gardens (normally \$10) is \$5 for groups over ten. We will have parking in a separate area from the public for security and to display our cars.

We look forward to you joining us for a great day. Tour distance is just 85 kilometres from Lilydale.

RSVP by Wednesday 4th April, Contact number: 0412 549 906.

Anne Tootell.

Red Hill with Lunch at Arthurs Restaurant, – Sunday 6th May, 2007

Morning Tea (BYO or buy) at Balnarring, a scenic drive around Red Hill, then stopping at "Seawinds" (magnificent art/sculpture park) for a picturesque walk & look around. Lunch will be at Arthurs Restaurant, top of Arthurs Seat, with the best scenic views on the peninsula. More details next issue. Don't miss out! Contact Rob or Mary Nolan on 5978 7798 or MaryNolan@abccc.com.au.

Rob and Mary Nolan.

MID WEEK RUN – Wednesday 16th May, 2007

This run will be something different, we will meet at the Lilydale International club at 9:00 am and proceed to Yarra Junction arriving at 10:00 am. We will be trained in the art of archery!!! Yes, bows & arrows, in an indoor facility, after instruction a knockout competition will take place, winner take all. A two-course lunch will then be served.

We should be finished at this venue at 1:30 pm, we then proceed to Mont De Lancy to tour the museum and the beautiful grounds. More details later, just note the date in your planner. Lunch & Bows & Arrows will be \$25.00.

Please contact Colin and Joy Brown on (03) 5964 9291 to make your reservation. We do need to know numbers for catering purposes.

Colin Brown.

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.

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 and your motor cars at one of our events very soon.

New Members	Motor Car	Model	Year
Peter & Joanne Schneider	Jaguar	X-Type	2003
Pieter Marchant & Eleni Amentas	Jaguar	XJ-6 SII	1975
Donald & Jane Bezzina	Leyland Mini	K Van	1970
	BMW Mini	Cooper	2002

Val Jefferyes – Membership Secretary.

OUR FRONT COVER FEATURE CAB

This time our front cover is a little bit different. It features a commercial vehicle, in the form of a London taxi-cab, or, as it should be really called, a Hackney Cab. The history of these interesting vehicles goes back a very long way. It can be traced back to hand carried litter cabs of the 1700s. Even in those far off days, there were strict regulations with respect to interior dimensions – the interior headroom had to be such that a man of generous proportions, wearing a top hat, could sit in total comfort. These specifications are carried right through to today's taxi-cabs. Next time you visit London, take your top hat and try a cab for size.



The London taxi-cab depicted here, is the result of many years careful breeding. In the late 1940s and 1950s the cab driver had to have as many qualifications as there were for his taxi-cab. He had to know all the streets and laneways of London, and he had to sit down to a written examination to prove his Greater London knowledge. There were no street directories back in those days!

A London taxi-cab had to have a specially tight turning circle, so that it could execute a 'U' turn in a narrow lane. This steering lock was only partly matched by the Triumph Herald in 1959. Typically the London taxi-cab could carry three in com-

fort in the passenger compartment, and this number could be increased to five if the fold-down seats behind the driver were employed. Alongside the driver there was a large open space for carrying the fare's luggage. If only two passengers were carried, there was space inside for a large suitcase against the fold-up seats.

Remembered with affection are the old Austin based taxi-cabs with artillery wheels, painted all black, with a fabric roof surmounted by a roof rack. Some were most handsomely painted with dark blue body, with black mudguards and roof. Also remembered are the ranks of taxis that queued along the ramps between platforms in London's major railway stations. Coming into Paddington from Bristol, it was a simple matter to walk a few yards across the platform and ride off at a rapid rate to your London appointment. You could also walk along a London street, raise an arm, and virtually instantly a taxi-cab would pull up with a cheery, "Where to, Sir?" Today? We have to wonder and probably put up with prayer mutterings and such! I have ridden right across London, during a rail strike, in a cab with a driver who knew his way through the maze of narrow lanes. That trip was a memorable work of art!

Feature Car Specifications

Make & Model	LTI Austin FX4S	Year	1986
Engine	2.5 Litre Diesel	Type	25V (Rover)
No. of Cylinders	4 In line	Bore	3.49 Inches
Compression Ratio	20.5:1	Stroke	4.00 Inches
Maximum Torque	109 lb. ft.	High Idle	3,700 rpm (Governed)
		Low Idle	550 rpm
Transmission	Borg Warner 65	Automatic Floor Shift	
Vehicle Weight	32¾ cwt	Vehicle Length	14 ft 1 inch
Vehicle Width	58½ Inches	Turning Circle	25 ft
London Licence No.	C 699 DYW	Owner Driver:	Rod Smith, 10 Clevely Crescent, Ealing, London W5 1EA

This taxi-cab is owned by club member Roger Stanley. It is available for hire for special functions. Because of this Roger had enormous trouble getting his beloved taxi-cab to meet the stringent Australian Design Rules – but that is another good story! Roger can be contacted on 0408 381 810 for arranging hire of this still delightful motor of very careful breeding.

Roger Stanley and Mike Alfrey.

OUR NEWEST RESTORATION



Star of the Show! At this year's RACV Great Australian Rally, Tony and Maxine Pettigrew's sublimely beautiful Lagonda Drophead Coupé.

The image, left, is not a very good quality one, that is reserved for the front cover soon. This image was taken late in the afternoon at the RACV Great Australian Rally, and with drops of rain falling, was a hasty snap. This was the car's first event since its restoration commenced and it is going to take part in the RACV Fly The Flag Tour later this month. This motor car is so imposing, and has such presence, that it deserves some explanation.

"During the 1940s, WO Bentley, and a team including Donald Bastow and former Invicta man William Watson, designed a completely new Lagonda with 2.6 litre twin overhead-camshaft six-cylinder engine and independent suspension all round. Several prototypes had been made by 1947, when David Brown acquired Lagonda shortly after taking over Aston Martin. The new 2.6 litre Lagonda was put into limited production (although not with a Cotal gearbox as intended) and its 'Bentley' engine was soon adopted for the Aston Martin DB2. From 1953 to 1957 the same chassis was used for a new model, the 3 litre, with the engine capacity increased and a more modern, if less distinctive, body style."

That paragraph was written by Andrew Whyte, in his book '101 Great Marques'.

FOR SALE: One 2007 RACV Fly the Flag Tour TrueDry shirt. New, not used. Ordered in error. \$10.00 only. Contact Mike Alfrey on (03) 9729 1480.

A FIRST-RATE DESSERT

It is a certainty that we all agree that a first-rate dessert should follow a good main course. This one came about quite by chance. While we were having a look around the cheese shop at Tilba Tilba, during our Whale Watching Holiday, a jar of Prunes in Port by Maxwells Treats was espied and purchased. This sounded like a pleasant accompaniment to a nice full-flavoured cheese. Which it undoubtedly is.

As a result of some experimentation, the following dessert became much liked in our household:

- A Generous Serving of Peters Extra Creamy Vanilla Ice Cream
- A Generous Dollop of King Island Dairy thickened cream
- Two Prunes and Two Spoonfuls of their Juice from a jar of Maxwell's Treats Prunes in Port

Place the thickened cream on top of the ice cream and arrange a prune on each side. Pour the juice over the cream and ice cream. Enjoy!

Sue Allfrey.

THE TREASURER'S REPORT

Set out below is the report for the year ending 31st December, 2006:

Opening Balance, 1st January, 2006		13,399.91
ADD Receipts Comprising:		
Membership Subscriptions	3,765.00	
Club Events	9,645.00	
Sales of Club Merchandise	411.35	
Donations Received – RACV	7,000.00	
Donations Received – George Hetrel	2,000.00	
Bank Interest Received	93.04	22,914.39
Sub Total		36,314.30
DEDUCT Payments Comprising		
Printing <i>Your ABCCC News</i>	3,558.58	
Annual General Meeting Fee	36.70	
Name Badges	378.95	
Postage and Stationery	275.23	
Club Events	12,467.89	
Catering Trailer	658.14	
Purchase of Merchandise	1,236.95	
E-mail Server	350.00	
Gifts – Pens, Clock, Glasses etc	1,148.71	
AOMC Subscription	148.50	
Public Liability Insurance	360.00	20,619.65
Closing Balance		15,694.65
Commonwealth Bank of Australia Statement Page 113	15,694.65	

List of Club Assets as at 31st December, 2006 – At Cost, Less Depreciation

Laser Printer	1,000.00
Catering Trailer	1,000.00
Club Merchandise	5,238.00
Car Badges	900.00
Flags	2,125.00
Trestle Tables	150.00
Line Marking Chip	50.00
Club Banner	250.00
Gazebo	200.00
2-Way Radios	1,500.00
Safety Vests	1,000.00
Cooking Utensils	250.00
<i>Cash at Bank</i>	15694.00
Total Net Worth of The All British Classics Car Club	29,357.00

Note: All values shown are \$ values.

Tony Hodges – Hon. Treasurer.

DON'T FORGET THAT WE NEED BREAKFAST HELPERS ON 24th MARCH.

NOTES OF EXPLANATION

There has recently been a degree of confusion with respect to the Membership Secretary's postal address for membership renewals. It all started with the incorrect post code being shown on the Membership Renewal Form, it was even further compounded by myself relying on memory and 'correcting' matters with the Ringwood Post Code. Oh dear! Then the post code for Burnt Bridge was looked up in the booklet and found not to exist. A search of the Internet, even though post code 3136 and Victoria were criteria, the web engine provided a post office near Kempsey in NSW!

The address for membership renewals is: Val Jeffereyes, PO Box 8092, Burnt Bridge Shopping Centre, Croydon, Vic. 3136. That came from the AP Website.

In addition to all of that, my E-mail address on Page 2 of Issue 104 was incorrect. The correct address is michael.allfrey@bigpond.com and not mikeallfrey@- - - - It was correct on the original disc, so something happened down the track.

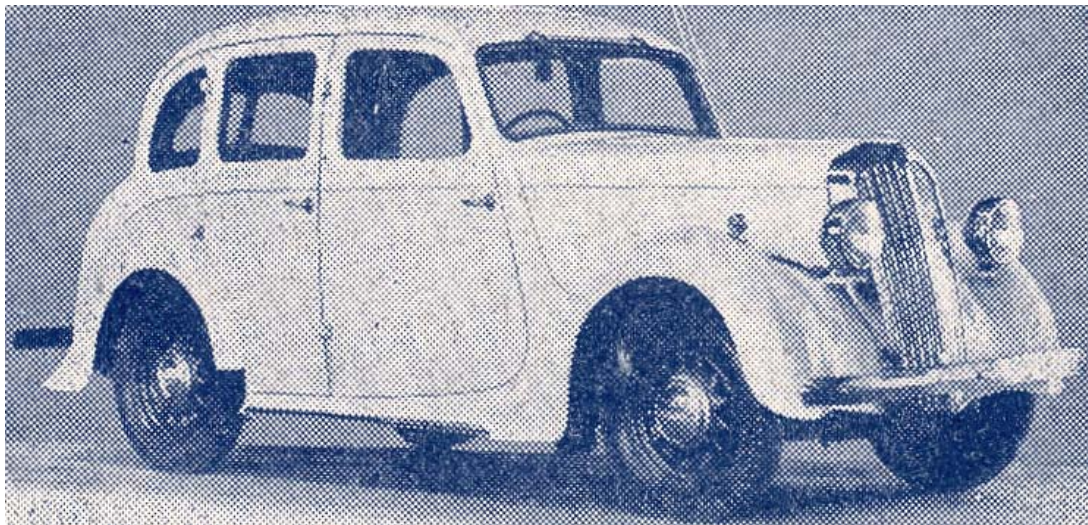
Sincere apologies for any confusion caused.

Mike Allfrey.

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 32 in the series.

Singer Super 10 & 12 h.p.



Three saloons are on show from Singer, the thrifty Super Ten with Australian or English coachwork and the Super Twelve with an imported body. The high compression overhead camshaft power unit has long been recognized as one of the best small engines. The latest models have roomy luggage compartments, but otherwise carry on with Singer's proven principles that have heaped upon the marque laurels in many pre-war competitions. These medium sized family saloons pack agility into their pace and big car comfort with grace.

From Motor Manual, 1949. With Thanks.

A CASE OF MISTAKEN IDENTITY

A virile, middle aged Italian gentleman named Guido, was relaxing at his favourite bar in Rome when he managed to attract a spectacular young blonde woman. Things progressed to the point where he invited

her back to his apartment and, after some small talk, they retired to his bedroom where he rattled her senseless.

After a pleasant interlude he asked with a smile, "So, you finish?"

She paused for a second, frowned, and replied, "No."

Surprised, Guido reached for her and the rattling resumed. This time she thrashed about wildly and there were screams of passion. The sex finally ends and, again, Guido smiles and asks, "You finish?"

Again, after a short pause, she returns his smile, cuddles closer to him and softly says, "No."

Stunned, but damned if he was going to leave this woman unsatisfied, Guido reaches for the woman yet again. Using the last of his strength, he barely manages it, but they end together screaming, bucking, clawing and ripping the bed sheets. Exhausted, Guido falls onto his back, gasping. Barely able to turn his head, he looks into her eyes, smiles proudly and asks, "You finish?"

Barely able to speak, the beautiful blonde whispers huskily in his ear, "No, I Norwegian."

Ross Gardiner.

NOTICE

MEMBERSHIP SUBSCRIPTIONS WERE DUE BEFORE THE END OF DECEMBER, 2006. FOR THOSE WHO HAVE NOT YET RENEWED, THIS IS YOUR LAST NEWSLETTER FROM THE ALL BRITISH CLASSICS CAR CLUB INC.

DON'T FORGET THE VICTORIAN CLUB PERMIT SCHEME ASPECT – NO FINANCIAL MEMBERSHIP = UNREGISTERED VEHICLE FINES APPLY.

SUBSCRIPTION FOR OUR CLUB IS JUST \$35.00 PER ANNUM. PLEASE SEND YOUR 2007 SUBSCRIPTION TO: VAL JEFFERYES, PO BOX 8092, BURNT BRIDGE SHOPPING CENTRE, CROYDON, VICTORIA, 3136.

PLEASE NOTE: THERE WAS A TYPING ERROR ON THE SUBSCRIPTION RENEWAL FORM WITH RESPECT TO THE POST CODE, THE CORRECT CODE IS ABOVE.

CLUB REGALIA – ABBREVIATED EDITION

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 |
| ➤ 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, NEW! All Sizes (blue/white) | \$30.00 Each |
| ➤ Club Polo Tops 1 White, 1 Dark Blue (Small Size Only) | \$12.50 Each |
| ➤ Wind-proof Jerkin (Blue/White), NEW! | \$20.00 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 range of Club Regalia to all events that we attend for perusal or purchase. For all your Club Regalia requirements, please contact me on (03) 9846 2323.

Bill Allen – Regalia Purveyor.

FROM JOHN GARDNER

After seeing the small contribution I made in Edition One of this newsletter (picnic at Hanging Rock report 1998) repeated in Edition One-hundred, I have decided it must be time again to make another contribution. Some members may be aware of an unfortunate mechanical failure in our little TR4A that resulted in concrete walls and TR body meeting in most unpleasant circumstances a few years ago. I am pleased to report the rebuild of this British Classic has finally commenced and I shall tell you further of this as the project continues.

For now I thought I will share with you a few pages from a Shell Publication "YOUR CAR" I purchased on E-Bay about five years ago. I have become a collector of fuel company memorabilia and this publication although undated I can assume must have been produced in the 50's by some of the pictures and words of wisdom!

John Gardner.

Editor's Note: John Gardner sent in some photocopied pages from a Shell Oil Company booklet. These have now been scanned and are presented here for your enjoyment. Some of the wording and actions recommended do make us realize just how much the motoring scene has changed!

There is too much to place in the one magazine issue, so it has been divided into two parts for editorial convenience. Our thanks to John for sending it in and special thanks to Shell for making it available to us.



Most motor car owners are familiar with elementary roadside repairs; however, there may be occasions when your car will require some attention for a fault never before experienced. The following hints are provided to help car owners in just these circumstances and the instructions, in the main, should be considered only as emergency measures.

PETROL FEED LINE REPAIRS

The Lowly Potato

If you develop a petrol line fault and there is no material at hand for repairs, a small raw potato slipped over the feed line break will enable you to drive to a garage.

A hole should be reamed through the potato to take the tubing snugly, but care must be exercised when inserting the ends to avoid scraping off small particles of the potato which would block the fuel line.



A SOAP LESS MESS

When leak develops at any point of the fuel feed line system, take a piece of soap, preferably the non-toilet variety and mould it to a soft mass. Pack this mass around the leaking spot to form a seal. A soap seal will remain effective for a considerable period, but no time should be lost in having the leak attended to at the first garage encountered.

Another Way

Where soap is not available, a very temporary measure is possible by using small rubber tubing to connect broken or leaking lines. The tubing can be fitted to the fuel line and pushed up over the union joint. This repair is only recommended as a means of getting to a garage or repair point.



TYRE TROUBLE

Tyres are expensive, so go lightly on brute force, "easy does it" just as well, and you'll preserve your temper and the tyre far more readily. Use the right tools always, see that tyre levers are not bent or jagged, wash them in petrol every so often and put them away when not in use.



ONE DROP

If a valve in a tyre is leaking and you have no replacement, a single drop of petrol in the valve stem will swell the rubber on the valve core and completely seal off the air leak.



WOT! NO JACK?

A serious state of affairs, but one that can be overcome by the use of the spare tyre as an emergency lifting jack. Lay the spare alongside and just in front of the flat, so that by moving forward a foot, the flat tyre runs up onto the spare, care being taken to avoid the rim. Next place a block under the axle and then the spare can be deflated and removed from under the flat. It is then pumped up and fitted in place of the defective tyre.



A LUG BASHER

Stuck wheel lugs which have been over-tightened or have rusted in place, can be given an extra boost to loosen them, with a pair of tyre levers crossed against the lug. Wrench as shown in the illustration. A few drops of Shell Penetrating Oil should be applied to the lug first and some time allowed for it to act. This method should never be used to tighten lugs as it will set the lugs tighter than needed.



UNLOCKING SNARLED BUMPER BARS

Locked bumper bars can be released with a minimum of effort if you carry in your tool box two 4 x 4 inch blocks. The blocks are placed against and in front of the wheels of the car having the uppermost bumper. Start this car slowly, and be ready to stop the other car as soon as the wheels of the first mount the blocks and the bumper clears – this keeps the following car from crashing into the raised bumper.



A DAB OF POWDER

There are times when the fan belt becomes soiled with oil and grease and the efficiency of the fan is impaired. Under such conditions the belt should be cleaned thoroughly with petrol. Where slight belt slip is evident, a good plan is to reverse the belt. For an advanced stage of slip, temporary repairs can be made by sprinkling powdered resin or talcum powder on the belt and drive wheels. When a belt has highly glazed sides it is nearing the end of its usefulness.



STICKING VALVES

If valves are suspected of sticking, remove the air cleaner and with the engine running, pour engine oil, a moderate quantity only, into the induction pipe.

JAMMED STARTER

When a starter motor jams, the remedy is really quite simple. Switch off the ignition, place the gear lever in TOP position, and steadily rock the car backwards and forwards. With an audible 'click' the starter motor will become free.



REAL TROUBLE

When your car stalls in a dangerous place – a level crossing and the engine will not start – engage bottom gear and hold the starter in.

This is an emergency measure only.

DEEP SEA DRIVING

Should it be necessary to drive through deep water, first remove the fan belt; this will prevent water being sprayed over the plugs by the fan. If the exhaust pipe is under water back-pressure will result, possibly stopping the engine. To overcome this, the engine should be "revved" while passing through the water. A piece of hose pipe fitted over the exhaust and secured above water level is a handy aid to travelling in flood conditions.



TWO'S COMPANY

Most drivers when towing another car have experienced the annoyance of a broken rope, generally at an intersection or some such busy and embarrassing spot. Arrange with the towed driver to do the braking for both, this will prevent his car over-running the rope and subsequently causing it to snap.

TOW FOR TWO

If the towed car is heavily laden, weight should be removed to the towing car to make the disabled car as light as possible. Never fasten a tow rope to the car axle because the pull will be transmitted to the chassis springs. Avoid attaching the tow rope to the off side of the car. The resistance encountered particularly on wet and greasy roads is considerable, as the towed car and road camber may cause the rear wheels of the towing car to side-slip to the near side of the road.

ADD PEPPER

A large portion of this booklet is devoted to advising the motorist how to keep his mechanically clean, so that it may function efficiently. Therefore this tip may appear very unusual, but nevertheless it works. A leaking radiator or cylinder block can be temporarily repaired by introducing a small amount of pepper into the radiator while the engine is running.



LOOK FOR THE SILVER LINING

A blown fuse can be replaced when no spare is available by using fine copper wire or a piece of silver paper wrapped around the old fuse, such as is used in cigarette or chocolate packets. It is wise to remember, however; that a blown fuse invariably means electrical trouble and some effort should be made to trace the fault in the system.



From Foiled and Far From Home – Shell Oil Company, With Thanks.