



An incorporated club

A0035462V

A friendly family social motoring club

Edition 106

April 2007

FLYING THE FLAG!

Your ABCCC News



Patrick and Joan Swinchatt in their delightful Nash Metropolitan passing the final marshal post on the 2005 RACV Fly The Flag Tour. It sounds as if it is of American origin, however it was built by the British Motor Corporation at the Longbridge Austin plant. Thus the Metropolitan qualifies most worthily for our cover.

Please send in photographs of your British Classic so that it can be featured here – otherwise, definitely 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 Shopping Centre
Croydon VIC 3136

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!

April 2007

- 15 Visit to Monsalvat – An ABCCC Event. Anne Tootell (03) 9891 6905
21 – 22 Como Open Gardens Weekend George Hetrel (03) 9761 1341

May 2007

- 6 Run to Red Hill & Arthur's Seat – An ABCCC Event (**See Back Page!**) 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 106

This will be a rushed edition of *Your ABCCC News*, because most of us will be involved with the RACV Fly The Flag Tour. That will mean an earlier than usual arrival date, but the lead time to the May edition will be shorter – just goes to show that an Editor is always on the go!

Of reasonable significance, more time should be available for editing *Your ABCCC News* because I have now fully relinquished the Jowett Club's spare parts operation. It was quite a wrench, but the task went very smoothly with a 9-tonne truck parked in the driveway and a team of trolleys and wheelbarrows loaded with parts. The truck was about filled to capacity and early the next morning set off for Brisbane.

On the 6th March we put on a very enjoyable dinner to welcome John and Margaret Gagen to Melbourne at the Lilydale International Club. John, who was involved with Armstrong Siddeley activities saw an opportunity to form a club for enthusiasts for classic cars of British origin. Thus, in Brisbane, the All British Classics Car Club was formed. After the success of that, our club here in Victoria was set up by Frank

Douglas and several others – from little seeds, big things grow! It was a most enjoyable evening and John spoke about our President Frank as being a ‘Knight of the Road’ and someone commented that Pat was a most worthy ‘Lady of the Road’. There was also talk about the coming joint clubs weekend at Tomingley in June. This is shaping up to be one of those great fun weekends that only clubs like ours can put on! If you want to join in, talk to Frank Sawyer.

Mike Alfrey.

AN ANNOUNCEMENT

It should be noted that we have moved to Crestway in Lilydale. I can be contacted on (03) 8704 2533 due to a temporary telephone line being installed. We hit a snag with Telstra, who advise that we can not expect to be fully on air with respect to computer and fax communication. Please bear with us during this inconvenient period, until at least 12th May, when we should be back to full operation.

Frank Douglas – President.

MAJOR EVENTS NEWS

THE 7th RACV FLY THE FLAG TOUR – 2008 (Dates to be advised)

Work has already commenced on the 2008 RACV Fly The Flag Tour. The route has been approved and we are trying to sort out suitable dates that do not clash with the AOMC’s Motoring Shows. There is no point in having important events clashing.

For next year we are trying to attract older cars and motorcycles to take part in our tour. The RACV Fly The Flag Tour is open to vehicles of all ages and we are very desirous of showing country towns some of our finest Veteran and Vintage motor vehicles. For this reason, a route with easy grades has been planned. So, those of you who have an older vehicle lurking in the back garage, it is now time to start fettling it for next year’s Tour. It promises to be a good one!

Mike Alfrey.

PAST AND FUTURE EVENT REPORTS

WALKING CAMBARVILLE TRACK

Gumberville, Camberville – it really seemed as if we could not get this one right. And, it was not all the fault of the Editor. Somehow ‘Gumberville’ managed to sneak into our events calendar, then, while typing in the details of this event, the map was consulted and ‘Camberville’ was found and then, when we finally arrived at our venue – all the signage was written as ‘Cambarville’. In addition, to further enhance confusion, as we turned left into C513, there was a sign stating that we were at the ‘Cumberland’ Saddle or some such! No matter at all, we found our destination and lost no one.

It was an early start from our ‘clubrooms’ at the Lilydale International Club and we set off for Warburton and after mustering, it was on to an interesting walkway into the forest canopy. This was a galvanized steel structure that jutted out from the side of the mountain and took us into those majestic tall trees. This a fair way up the Mount Donna Buang road and there were several cars exhausting topped up radiator water. After looking at several varieties of ferns and other plant growth that had latched on to the tall gum trees, it was time to head back down towards Warburton for our next stop

This was on the road to McMahons Creek and we had a good look at how the River Yarra had been diverted via a tunnel hewn through a rock shoulder. We were looking at the Little Peninsula Tunnel, which



had been made by the gold seekers in the gold rush. The idea was to divert the river so that diggings could be established in the original river bed. The tunnel is now the favoured course of the Yarra. After having a good look, it was time to move on. We were using the road at the same time as a bunch of Harley-Davidson enthusiasts who gave absolutely no consideration for the road rules and those that obeyed those rules.

Left: Inspecting the lack of water in the Upper Yarra Dam.

We then continued up to the Upper Yarra Dam and had a look at the low water level. It was surprisingly hot and we soon sought shade. Our picnic lunch was partaken in a pleasant community room that was

erected for the dam builders. Frank Sawyer had organized tables for us and it was most pleasant to enjoy a cool drink and our picnic lunch.

This lunch turned out to be quite a surprise. Judy and Geoff Birkett had brought along some gooseberry pies with whipped cream, and there was a generous wedge for each of us. What a wonderful taste sensation! The first mouthful brought back vivid memories of English summer afternoon teas and my Grandmother's gooseberry flans – *mit Schlagsahne*. What with Dot Sawyer's very special sausage rolls, Terri Allen's tasty Minestrone soup, Pat Hetrel's superb chutney, George Hetrel's mouth-watering confectionery and now Judy's perfectly sumptuous gooseberry pies – our club is in extremely capable hands!

All too soon, it was time to move on and take in the Cambarville Track, a short drive up the twisty road to Marysville. Upon arrival, we had the car park virtually to ourselves. Due to the heat, some of us elected to sit under a tree and enjoy shade, good conversation and commune with the magpies, while such as '*Only Mad Dogs And Englishmen Go Out In The Midday Sun*' the rest of us went for a short walk into the bush. Here we ogled huge trees, a surprisingly straight snow-melt water course and Victoria's tallest tree. It was agreed that there were several ways of measuring the tree's height – and Pythagoras had a finger in there somewhere. It was still mighty warm and we elected to walk back the way we came, rather than continue on and return via the main road in a large loop.

Upon our return, we indulged in some more conversation and later some of us drifted off home. We elected to take the Marysville route and, at Coldstream, witnessed vine grazers heaving it all up to waste beside their bus. What a sight, and thankfully they were not actually driving themselves. Pity the coach driver. Our special thanks to Frank and Val for putting it all together – it was a lovely day out in very peaceful surroundings. Super-special thanks to Judy and Geoff for providing such a wonderful taste sensation in those delicious gooseberry pie wedges. We enjoyed it all immensely.

Mike Allfrey.

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 desert 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.

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.

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

Editorial apologies – there is a new member to welcome, but the details have disappeared. This segment will be updated next month. A promise, Duncan Turnbull's vehicle details will be included.

Mike Allfrey – Editor.



Chief Executive Officer

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Friday 16 February 2007

Mr & Mrs Frank Douglas
14 Grandvalley Drive
CHIRNSIDE PARK VIC 3116

Dear Frank & Pat *Frank + Pat*

2007 RACV Great Australian Rally

I write to congratulate you both along with your fellow committee members for organising yet another wonderful RACV Great Australian Rally in January. The Peter MacCallum Cancer Centre is indeed fortunate to be the major beneficiary of this outstanding event.

The rally continues to raise much-needed funds for Peter Mac as well as increase awareness levels about our valuable work.

It would be remiss of me not to mention your unwavering dedication to the rally, despite the obvious health challenges you have both faced in recent times. Peter Mac is very grateful for your ongoing support.

I look forward to continuing our relationship with the RACV Great Australian Rally in 2008, and beyond.

With kind regards

Craig Bennett
Chief Executive Officer

THE LONDON TO BRIGHTON VETERAN CAR RUN 2006

Scratch the memory bank of any child growing up in the 1950s and the chances are they will have fond memories of a best loved English movie of that decade entitled "Genevieve". It is the story of owners of two pre 1905 vehicles competing in the London to Brighton Veteran Car Run. The movie may have disappeared but fifty years later the annual Run still takes place.

In fact this year marked 110 years since the first Run took place and a group of twenty-one RACV Club Members signed up to experience the event.

It all started on 14th November 1896 when thirty-three vehicles made the sixty mile journey from London to Brighton to celebrate the Government passing an Act (two days previously) that raised the speed limit for vehicles from 4 to 14 miles per hour and abolished the requirement that motor cars be led by a man carrying a red flag. Since 1927 and, give or take a war and petrol rationing, it has been celebrated each year since on the second Sunday in November. It is conducted by the Royal Automobile Club with support by the Veteran Car Club of Great Britain.

For the initial run there was a banner at Brighton proclaiming "Centuries look down on this your immortal ride". Fortunately that year there was more sober advice to those taking part in the tour as presented in these recommendations:

"Owners

. . . should remember that motor cars are on trial in England and that any rashness or carelessness might injure the industry in this country.

. . . should see that their motor cars appear in thoroughly good clean order, and are never left unattended on the route.

. . . should be fully provided with sufficient lubricating and motor oil (of course, no petrol stations).

. . . should see that passengers are provided with proper protection against bad weather such as mackintoshes, and with light provisions

. . . should use great care as to speed and driving, so as not to endanger ordinary traffic (i.e. horse drawn and pedestrians).

. . . should treat the police and other authorities on the route with polite consideration."

In subsequent decades we seem to have lost sight of some of this advice!



This brings us back to the 2006 event, the celebration of which is now spread over three days and involves 480 cars that were manufactured before 1905.

It starts on Friday with a veteran car and auto mobilia auction in Bond Street. This year one last minute shopper purchased his vehicle (for \$200,000) on Friday and drove it in the Run on the following Sunday.

On Saturday half of Regent Street is partitioned off and 100 of the participating vehicles are there on display for an informal concourse before yet another run to Brighton. The public gets access to the vehicles and some are offered demonstration drives. Thanks to the RACV connections our group were included in that category.

Left: Looking so much healthier than she did during her stay at Giltrap's Museum, 'Genevieve', the Darracq made famous by the famous movie that bore her name.

Speaking of connections the RACV group were also that evening guests of the RAC at a cocktail function only open to Run participants. This occurred in their private members club in Pall Mall which is steeped in over 100 years of history and tradition. A special welcome was given to our tour party during the formalities and those attending would have been convinced that it was the RACV Board that was present.

Next morning in a cold and misty dawn in London's Hyde Park, 480 vehicles prepared for departure. As reported later that week in the Financial Times – "The air is full of vehicles making coughing and chug-

ging noises supplemented by some high-volume hissing . . . The hissing is coming from the most ancient, dating from 1896, which are powered by steam rather than petrol.”

Flag off is at 7:30 am to ensure that vehicles can make it to Brighton before darkness falls. After all it is 60 miles and is winter time! The Lord Mayor presides and a silver platter is subsequently presented to the mayors en route. Slowest vehicles go first in batches of 20.

Somehow our RACV group is given one of three topless double decker buses to follow the vehicles to Brighton. Not only that but we have a police escort to ensure that we can run the red traffic lights! This does not really compensate for the mind numbing cold when sitting on top of the bus and the need to wave to the thousands of spectators that line the route particularly on the hills where the veterans often struggle. One driver claims that his highlight each year is his wife having to get out and push the car up Red Hill.

A reporter in the Financial Times describes the challenge in driving his Daimler:

“. . . the Daimler does not have windows. Nor does it have a windscreen, doors, a heater, indicators or electric lights. What the Daimler does have is the ability to reduce anyone driving it to a dithering wreck. A glance at the floor reveals clutch and brake pedals to be in roughly the right place – but no sign of an accelerator. This turns out to be a small hand lever behind the steering wheel. A similar lever on the other side governs an oft needed engine timing advance and retard mechanism for adjusting power. The clutch is so fierce and aggressive that it merits an anti-social behaviour order. The brakes are a declaration of good intent rather than achievement.”

This drivers, like most, are relieved to chug past the many shopping precincts that have been closed to normal traffic for the Run and finally arrive for morning tea at Crawley. There a large crowd awaits to view the vehicles whilst participants refresh themselves and share their experiences at the George Hotel as they did 110 years ago.

Even though the RAC patrols (equipped with welding gear) follow the route, about 10 per cent of entrants each year don't make it to Brighton. It must be disheartening particularly if you are an entrant from overseas. This year cars came from Australia, the US, South Africa and China.

Those that do make Brighton by 4:30 pm are greeted by the Mayor and presented with a medal and small plaque for their vehicle. The cars are on display for a stretch of over a kilometre of the Brighton Esplanade and each driver is interviewed on arrival for broadcast along the Esplanade.

Brighton may be cold but we VIP visitors from Australia have a leisurely brunch and afternoon tea at an enclosed marquee with see through walls right on the finish line. At 4:30 pm we step out to see the day-time fireworks that marks the end of the event.

Reportedly the event costs about \$5 million to stage with much of the funding coming from sponsorships particularly from the Daily Mail newspaper. The logistics of staging the event over this distance are something to behold involving counties, council and 650 volunteer marshals.

The entry fee for vehicles is approximately A\$250 and then there is the cost of the car. It is claimed that the price of a 1904 vehicle is double that of a 1905 car given the latter would be ineligible to enter the Run. The highest price achieved by the auction house Bonhams for an eligible vehicle was for a 1903 9.2 litre 60 horsepower Mercedes in 1991. It sold for approximately \$3.5 million. Don't get too despondent. Bonhams claim it is possible to buy a veteran and take part for around \$50,000.

Then again it is much cheaper and worry free to just observe the Run – and you also have time to see how the English holiday on the Brighton Pier!

Peter Chandler – December, 2006.

OBITUARY – Harry George Webster

27-5-1917 – 6-2-2007

Harry Webster, an admired and respected automotive engineer whose team inspired the birth of Britain's successful Triumph sports cars such as the TR2 family, the Spitfire and the Stag, has died, aged 82. He also supported the building of special cars that raced successfully in the Le Mans 24 Hour race. All these cars have become icons of the classic car movement, but Webster always insisted that this was never his intention when they were designed.

Two years ago he remarked, “Can you imagine a product planning proposal of the 1950s and '60s saying that; ‘Finally, in making this proposal, I expect to receive an avalanche of greetings on my 80th birthday’. After all, I was only doing my job.”

Webster was born and educated at Welshpool County School. Aged fifteen he was apprenticed to the Standard Motor Company at Coventry. After spending six years in Standard's aircraft engineering operation as an inspector during World War II, he returned to the chassis design department in Coventry in 1945 and rose rapidly through the ranks. By 1948 he was chief chassis engineer, and from 1952 was responsible for the design and refinement of the Triumph TR2 sports car which, along with its successors was a great sporting, commercial and export success.

Having become director of engineering in 1957, Webster assembled an enthusiastic team that produced a series of charismatic new models to near-impossible development schedules, even though investment finance was always very limited. It was Webster who discovered the mercurial little Italian stylist Giovanni Michelotti in 1957, signed him up as a consultant to Standard-Triumph and ensured that a new generation of Triumphs would have much more flair than their ancestors. Webster, a fast and enthusiastic driver, would often drive from Coventry to Turin and back in a weekend to confer with Michelotti about future products. Webster's success with new products meant he could always convince his bosses of their worth, and that generation of new Triumphs showed much innovation.

In 1959 there were several types of new Herald, with a taxi-like turning circle. The 2000 saloon brought real refinement to the middle-class sector, while the TR5 was the first British sports car to have fuel injection as standard equipment. At the same time Webster's team produced the TRS racing sports cars that won the team prize at Le Mans and later developed sleek, very fast Spitfires that also won their capacity classes at Le Mans.



Harry, on right, with two early TR2s – a special reunion.

Harry Webster was director of engineering at Standard-Triumph for more than a decade. After the formation of British Leyland he was moved to Longbridge to bring order to the faltering engineering operation at Austin-Morris. But his six-year term was hampered by a lack of corporate vision and by industrial action, so, in 1974 he moved on to become group technical director of Automotive Products in Leamington Spa. He retired in 1982, then was chairman of SKF Steel UK for five years.

A modest man, Webster was astonished to become venerated by classic car enthusiasts. Three years ago, when the two oldest TR2s of all were reunited, he was enormously proud to be photographed with them (he is on the right) outside his house at Kenilworth.

So popular was he among his former colleagues at Standard-Triumph that a thriving appreciation society was founded in his honour. He was appointed CBE in 1974. Webster married, in 1943, Peggy Sharp. She and their daughter pre-deceased him.

The TELEGRAPH – With thanks.

FAILED AND FOILED – PART 2

JUST PLAIN WATER

Loosely applied the word 'hydraulic' means operation by water power, thus in an emergency, if hydraulic fluid is not available for a brake system, use water. Make certain, however, it is drained out as soon as possible. Never use engine oil for hydraulic brakes, its use causes the rubber washers in the system to swell and disintegrate.

SLOW TUBE LEAKS

Sometimes the hole causing a slow leak in a tube cannot be traced, temporary repairs are possible with the following method. Mix a quantity of French chalk and water (1 oz. Chalk to 1 pint water, according to the size of the tube) insert this mixture through the valve stem. The leak will seal up.



EMERGENCY VALVE SCREW

Modern style inner tubes now have rounded dust caps which are not designed for removing valve cones. An opened-out split pin makes a good substitute for a valve cap and will readily unscrew a tyre valve from its stem.



CLEARING PETROL CHOKES

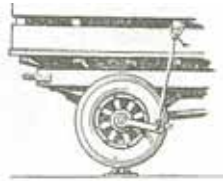
If you suspect a petrol choke caused by dirt in the carburettor, it is often possible to remedy the condition by pulling the choke right out and fully depressing the accelerator.

SIMPLE ISN'T IT

When you discover a burnt-out tail light here is a simple way to dodge traffic fines. Use either the stop-light bulb in the tail light housing or one from the side or parking lamp.

I'VE GOT SIXPENCE

Just remember that a sixpenny piece or a vest pocket nail file will often do a fine job as a substitute screwdriver, especially on small screws in hard-to-get-at places.

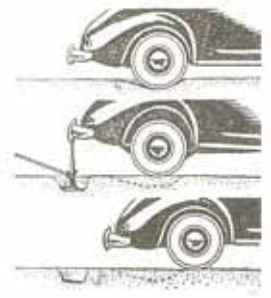


HUB-A-HUB-A!

The illustration shows a simple and effective method of removing a tight hub cap. Put a wrench over the cap, tie the end of it with rope to the truck body, jack up the wheel, start the motor and put it gently into low gear. The hub will soon come off or the rope will break, no other harm will be done.

IN AND OUT OF TROUBLE

A simple method for freeing a car wheel stuck in sand is illustrated here. Dig a small hole for the jack and place it under the bumper bar and then raise the wheel as high as possible; shovel or kick as much sand under the wheel as you can, packing it in to form a solid patch. Deflate the tyre to around 12 or 14 lbs. pressure and remove the jack. It should then be possible to drive the car away under its own power.



ANTI-SLIP AID

On slippery long grass or soggy ground it is sometimes possible to secure wheel traction by using the rubber floor mats under the rear wheels. Care must be exercised in moving over the mats lest they be shot out causing the wheels to spin or settle deeper according to the type of ground surface.

IT'S EASY ON THE EYES

People who wear spectacles and have eyes sensitive to strong sunlight should always carry sun glasses in their car. A good substitute for forgotten sun glasses, however, is an ordinary lead pencil placed over the regular glasses so that it rests on the bridge of the nose against the forehead.

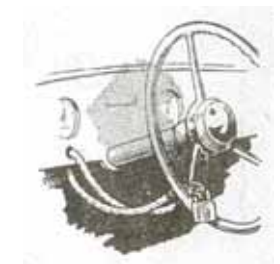


CHEATING THE CAR THIEF

Usually the professional car thief carries with him the means for starting practically any make of car. However, with a stout padlock much can be done to make your car a sheer waste of time to any thief amateur or professional.

STEERING WHEEL LOCK

Feed a light chain, through a rubber tube and have it pass through the dashboard or similar spot. The end links of the chain may then be padlocked to the spoke of the wheel. Adhesive tape bound around the padlock arch will prevent damage to the wheel.



CLUTCH PEDAL LOCK

This car lock is simple and effective. Drill a hole through the clutch pedal support if it is strong enough –and pass a strong padlock through it as illustrated. Because of its awkward position near the floor, thieves will not waste time trying to free the pedal. Imagine the would-be-thief trying to get into low gear even though the motor has started. This type of lock is ideal for roadsters and tourer style cars.



THE VISION BEAUTIFUL

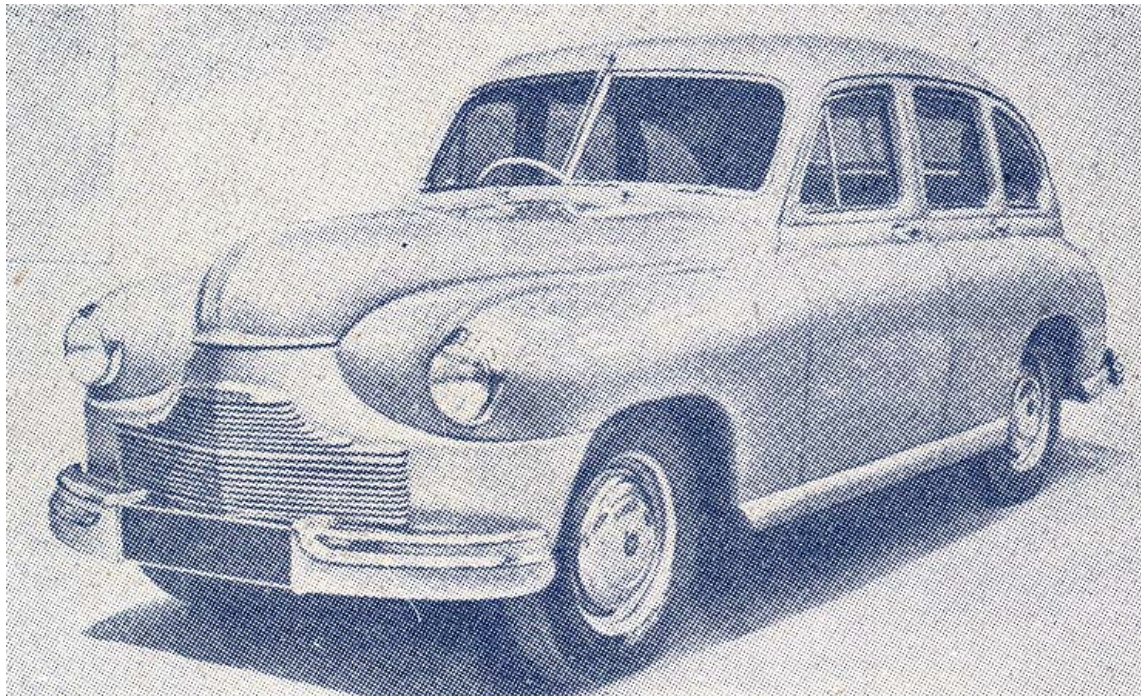
This hint does not belong in the roadside emergency group, but just the same it's a handy one to know. Scratched windshields usually result from the action of the wiper blade rubbing dirt particles against the glass. Shallow scratches may be removed by rubbing the glass with a piece of hard felt that has been moistened and dipped in rouge.

Supplied by John Gardner.
From a booklet 'Your Car' produced by the Shell Oil Company.
With Thanks.

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 33, featuring one of our favourites, in the series.

Standard Vanguard 18 h.p.



The Vanguard marks a new era in automotive history; it represents a challenge from England to meet world competition and incidentally fills all Australian expectations for a roomy car that is in keeping with the times – and, above all, at a sensibly comparative price. It is a top gear performer too, with a steering column gear change and all the refinements of present day practices such as coil type independent front suspension, a six seater body on a 94 inch wheelbase, a high power to weight ratio and a newly designed overhead valve power unit. The Vanguard will eventually replace all present Standard models.

From Motor Manual, 1949. With Thanks.

AOMC REPORT

The AOMC held its February Delegates' Meeting at the RACV Club in the City. President Rod Adler (*Vintage Drivers Club*) opened the meeting with a few well chosen aims as to how he hoped for meetings to be brief and pleasant affairs for Delegates. Rod expressed thanks to the RACV for the use of their wonderful Club facilities yet again.

Apologies are entered on sheets provided, together with the attendance sheets, for Delegates to fill in as they enter the meeting room. So no time is wasted on apologies. This system has been used for some years, as a means of saving time at the start of each meeting, with consequent delays as the minute taker writes it all down.

New Delegates were asked to identify themselves and let us know which club they represented. While this is also a little time consuming, it is important for other Delegates and AOMC Officers to get to know these new people.

Guest Speaker

Our President introduced our Guest Speaker, Mr. Neil Athorn, who is the President of not only the Australian Historic Motoring Federation (AHMF), which is the national body, but he is also President of the AOMC's sister body here in Victoria, the Federation of Veteran, Vintage & Classic Vehicle Clubs (FVV &

CVC). President Rod informed those present that there was a short DVD video which Neil wished to show us first.

This excellent video ran for about 15 minutes and was of a high technical standard. It was commissioned by a NSW body called the Bush Council of Heritage Motoring, and made available to their affiliated clubs. While it shows many fine cars in static displays, and also in motion along roads on club runs, it has a good portion relating to restoration of an old van in a Technical College in Canberra, where it is seen being worked on by students and enthusiasts. This is one of those projects which has gained funds from the Robert Shannon Trust, which was set up with the aim of encouraging youth in vehicle restoration work.

Neil Athorn then introduced himself to Delegates by giving a short background on himself and his work in Bendigo with the Bendigo Bank, with the historic vehicle movement and his own extensive range of personal vehicles. He then spoke about the make-up of the AHMF, with Delegates from State bodies such as the AOMC and FVV & CVC here, the Bush Council in NSW and similar bodies from the other States. They meet once a year around August, but keep in touch between meetings. Things which they are working on at the moment are:

1. The proposed National Motoring!: Heritage Day 20th. May 2007 where it has been suggested that all clubs make an effort to have some function on this day. The aim is to raise the profile of classic motoring clubs, by having all clubs out on the same day. If it can be set up as a good will or charity event, such as taking the elderly, or disabled children for a run on this day, it would be a good way to obtain media coverage. Try to get your local Member of Parliament along.
2. The AHMF have had discussions with a representative of the ATO, with a view of:
 - a) Obtaining the same tax exemptions for car clubs as those enjoyed by sporting bodies. Or.
 - b) Having the meagre (1972 set) \$416 level earnings above which tax must be paid, raised to the approximate \$6000 for the individual.
3. The four page survey which was sent out last year by the AOMC. If you still have it, please spend half an hour to complete it and return it. If it is lost, it is available on the AOMC Website www.aomc.asn.au or contact Judy at the office 9555 0133. Neil stressed how important it is to have many replies so that the AHMF can go to the Government armed with these figures. They must get enough replies so that expenditure can be extrapolated.

President Rod thanked Neil for his visit, and put out another urgent call for someone with a bit of time, to volunteer as secretary to the AOMC, then called for the resumption of standing orders.

Treasurer's Report

Treasurer Ron Bolton (*Renault Car Club*), started by thanking Pam Hill (*Veteran Car Club*) for doing such a great job in setting up the financial affairs of the AOMC in such a professional way, making it so much easier for him to take over.

Ron then offered to answer any questions arising from the Profit and Loss Statement, which was distributed to Delegates prior to the meeting. This was yet another method of saving time. (Those who attended the last AOMC Seminar will remember that our keynote speaker suggested that ways should be found to cut those routine procedures to a minimum). Since there was only one question, which was dealt with quickly, this was another win in elimination of wasted meeting time.

Correspondence

Yet another time saving device which the AOMC introduced some time ago, was the pre-meeting distribution of a summary of inward and outward correspondence. There is the opportunity for Delegates to question the Secretary about any of these letters, but mostly they are self explanatory.

RACV Motoring Shows Report

President Rod Adler is also Motoring Shows Director so he reported that things are in place for the two events. The first is the RACV British & European Motor Show next Sunday. March 4th. Rod explained that a map of the Flemington parking arrangements was on the AOMC Website, but that the layout was much the same as last year. Rod stated that unlike last year, when it rained all day, he was prepared to guarantee good weather this coming Sunday.

The RACV American Motor Show also at Flemington is on Sunday 1st. April. Details of this event are on the AOMC Website. www.aomc.asn.au

Victorian Club Permit Scheme

Rod Amos (*Vintage Sports Car Club*), reported that VicRoads are working on their next draft, and that there is nothing which can be done to hurry the procedures. He is keeping in touch with the officials, but

with discrete reminders to ensure they keep moving along. Mr Amos thought that banging a few heads together would only delay matters still further.

Engine Number Records

Philip Johnstone (*Triumph Sports Owners Association*) reported on Engine number records. Philip gave details of the records that the AOMC have had to purchase, to gain access to 1909 to 1919 records. These are very useful, as they may contain owner details. Because privacy law restrictions do not go back that far, some owner records escaped destruction. Even some between 1920 and 1932 escaped destruction. From 1933 onwards, owners and addresses had been eliminated by VicRoads, prior to passing them over.

Pages 32/33 in the current AOMC Newsletter should be in every clubs newsletter. At least once each year. Now that VicRoads is insisting on past registration numbers prior to registration or Victorian Club Permit Scheme approval.

Philip has these pages on the AOMC Website, under Archived Engine Number Records. Visa or MasterCard payment is now available. (see Page 33 AOMC Newsletter).

AOMC Constitution Change

Richard Snedden (*Wolseley Car Club*) reported on the Constitution Changes. At the November meeting, Richard reported, that the changes we made last year were sent to Department of Justice, as required, but since they had changed the rules again, we were going to have to make minor alterations.

Mr Snedden has this in hand and will have the amendments ready to send to clubs prior to the May Delegates' Meeting, when it will be ready for an approval vote.

Delegates' Reports

As usual there were numerous reports by Delegates about the activities of their own clubs, but your scribe can't write them down fast enough, so ignores them for this report. However a couple come to mind:

Mike Allfrey (*Jowett Car Club*) told us that the recent RACV Great Australian Rally had raised \$32,000 for the Peter MacCallum Cancer Centre. Clubs were thanked for their support of this important rally.

There were several favourable reports about the recent Hanging Rock Grand Tour (one of significance from the Austin A30 Car Club). A Delegate from the Macedon Ranges and District Motor Club reported that 1,932 cars and many motorcycles attended the Picnic at Hanging Rock event.

Close of Meeting

President Rod Adler did well in his aim, as it was a pleasant meeting, he closed it at 9-30PM. And we had time to enjoy the tea/coffee and scrumptious bickies supplied by the RACV, as well as catching up with friends.

Please one of you people out there, volunteer as AOMC Secretary, your country needs you.

From Report by Graham Hutchinson (CHACA)

With Thanks.

CLUB REGALIA – REVISED 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) | \$25.00 Each |
| ➤ Club Polo Tops 1 White, 1 Dark Blue (Small Size Only) | \$12.50 Each |
| ➤ Torch, Small Pocket & Key Ring with ABCCC Logo | \$4.00 Each |
| ➤ Pens, Good Quality with ABCCC Logo | \$5.00 Each |
| ➤ Wind-proof Jerkin (Blue/White), NEW! | \$30.00 Each |
| ➤ Jackets with Club Logo (Heavy Weight) S. M. L. XL. & XXL. | \$140.00 Each |
| ➤ Quality Ball Point Pen with ABCCC Monogram | \$TBA |

There is too much to list here, 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.

Run to Red Hill Sunday 6th May, 2007

Meeting at Pearcedale Shopping Centre Baxter – Tooradin Rd (Mel 140 H6) at 9am Sunday, we will then leave at 9.15 for a look & stop at a quiet, lovely little out of the way Boat Harbour, where you can watch the boats idle out & “dream of being on one” for a leisurely outing.

From there we will proceed thru Balnarring to “Merricks Station Ground Reserve” which is on the corner of Merricks Rd (Mel; 192F9) where we can have **BYO “Morning Tea”**. You can stop to pick up any Morning Tea goodies at Balnarring Bakery on the way or Merricks General Store is a minutes walk from the morning tea stop. They have great breakfasts, wine tastings & other goodies & worth a look (You can even be naughty & get a capuccino).

From the Reserve we can go in smaller staggered groups to see some delicious Hand Made “Chocolates” being made, sample & buy some if you wish, just up the road.

At 12 noon we will go for a lovely drive to “Seawinds” Arthur’s Seat State Park (Mel 159E12) where we can look at the incredible view south overlooking Rosebud, Rye, Sorrento etc and Port Phillip Bay.



Then at 1pm, the... **“secret lunch spot”**...! ! ! Yes, we have changed from Arthurs Restaurant, so we have an even better “secret” location set up for you at a better price.

Free wine tastings, live music (acoustic, enjoyable musicians) and an unusual “Healthy & Hearty” grazing farm atyle gourmet meal with scrumptious dessert & bottomless coffee / tea for you to enjoy. The cost is about \$25 / person, the price is

not expensive for what’s on offer & will be excellent value. **This is not to be missed !**

Don’t plan anything for the afternoon as this will be a leisurely late lunch with an **“Ambience to Enjoy”**. Please keep the afternoon free to stay and enjoy the art and scenery at this location.

Itinerary sheets will be given out on the day. Just come & enjoy a great day out !

Please RSVP by end of April for catering purposes. Contact Rob and Mary Nolan on 5978 7798 or MaryNolan@abccc.com.au

Note: Mothers Day is the next w/end 13/5/07

ASSISTANCE REQUESTED!

ON THE WEEKEND OF 21st & 22nd APRIL, 2007

COMO GARDENS, AT THE BASIN, WILL BE OPEN TO THE PUBLIC.

WE WILL NEED SOME HELP WITH PARKING CARS, RUNNING TRAINS AND OTHER ENJOYABLE ACTIVITIES.

IF YOU CAN HELP US RAISE FUNDS FOR EXTREMELY WORTHY CAUSES, PLEASE CALL GEORGE HETREL, TO OFFER YOUR ASSISTANCE,

ON (03) 9761 1341.

THANKYOU.

AND, ON A FINAL NOTE, WHO COULDN'T BRING HIS SHINY WHITE CAR TO THE RACV GREAT AUSTRALIAN RALLY BUDGET MEETING, BECAUSE OF THAT SPECIAL CAR'S CROSS-EYED HEADLAMPS?