



An incorporated club

A0035462V

A friendly family social motoring club

Edition 107

May 2007

JUST 'LOB'BED IN!

Your ABCCC News



A real exotic of an earthy nature! Frank Sawyer's Reliant Scimitar GTE seen after descending from Dinner Plain, at the Lucknow Football Oval, on this year's RACV Fly The Flag Tour.

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!

May 2007

- | | | |
|---------|---|----------------------------|
| 6 | Run to Red Hill & Arthur's Seat – An ABCCC Event | Rob Nolan (03) 5978 7798 |
| 16 | Mid-week Run to Mont de Lancy – An ABCCC Event | Colin Brown (03) 5964 9291 |
| 20 | National Motoring Heritage Day – Australian Historic Mot. Fed.
This is an Australia-wide celebration of historic motoring. | AOMC (03) 9555 0133 |
| 26 – 27 | Historic Winton – Austin 7 Club Inc. | |

June 2007

- | | | |
|--------|---|---|
| 7 – 11 | Reunion With ABCCC (Queensland) – An ABCCC Joint Event
Venue – Lucky Strike Motel, Tomingley, New South Wales. | Frank Sawyer (03) 9770 0904
Mobile: 0408 633 778 |
| 22 | Great ABCCC Trivia Challenge and Show & Tell Night | Mike Allfrey (03) 9729 1480 |

July 2007

- | | | |
|----|--|-------------------------------------|
| 11 | Visit to Puckapunyal Tank Museum – 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
Please Place it in your Diary! | Lyn Higginson (03) 9336 7306 |
|-------|---|------------------------------|

Note: The above listed events may require confirmation.

EDITORIAL NOTES – ISSUE 107

In this issue of *Your ABCCC News* there are some changes to events – dates and actual activities that have been altered. Unfortunately this does, despite the best laid plans of our well-oiled machine that is our club, and we have to be able to accommodate them. All of the changes have been due to circumstances beyond our individual organizers' control. We do understand that there are some inconveniences that arise from these changes and, collectively, we apologise for them.

Plans are significantly well advanced for our weekend at Tomingley and Colin Brown has assembled a magnificent trophy for the Yabbie Catching Contest. This is a challenge put up by our sister club in Queensland and it is, again, up to us to bring the trophy back home – water being in the yabbie breeding ponds of course. It has to be appreciated that there are drought conditions in the Tomingley area, so our contest may have to change its format. Hopefully not, because we will be enjoying supreme advantage in using the famous patented Higginson Yabbie Ensnaring Apparatus! Unfair advantage? No – just some proficient thinking and manipulation!

Last year, after travelling up that goat-track fallaciously known as the Newell Highway, I made a promise to our Jupiter that it would never have to suffer such mortification ever again. So, this time, we will be tak-

ing the Heather Cannon Rover (complete with extremely dirty whitewalls), which will hopefully manage to soak up a reasonable amount of the rough road surface better than the relatively stiffly sprung Jupiter.

Special thanks are due to Frank Sawyer and Val MacRae for handling the accommodation bookings and other items that go with organizing such an extended event. This is going to be yet another of our club's superbly conducted events and is looked forward to by all of us with keen anticipation. You will be assured of witnessing just how well organized these splendid events can be.

Please note carefully the changes wrought upon our scheduled events and make careful note of them.

Mike Allfrey.

PAST AND FUTURE EVENT REPORTS

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

We can now say with supreme confidence that the annual RACV Fly The Flag Tour is well and truly established as an important event in the Victorian historic motoring calendar. It was a splendid event taking in central, northern and eastern Victoria in a very comprehensive way. We drove along the rivers and up over the Great Alpine Road, to finish at Sandown Racecourse.



It was a dreary wet dawn as we made our way along Canterbury Road, to reach Government House our start venue. It was great to see some decent rain – but! Our Rover was snug and dry, and the preparation work put into it was already noted to be of benefit. Once at Government House, we as marshals were let in by the security folk on the gate. There was already a long queue of eager *Fly The Flaggers* forming up in the approach road. Our first task was to divide Tour entrants into two parking areas – up to Tour No. 100 parked outside the front of the house, and those numbered 101 to 200 were parked alongside the house. For the early hour, the rows were quite tidy.

The famous Higginson Charabanc Tour Company had supplied the super hot barbecues and their patented urn heater to augment the ABCCC Catering Trailer. We had to feed over four-hundred ravenous *Flaggers*, who were waiting for their breakfast. The barbecues and those manning them coped well yet again and everyone received their *One Eyed Gipsy's Sandwich* and a generous serve of seared bacon. Our thanks to Lyn and Ray Higginson for providing the facilities and the ingredients to get the breakfast really humming along.

We had to leave before the actual flag-off, so that direction signs could be placed to direct Tour participants to lunch in the gardens at Castlemaine. Reasonably large sign boards were expected, and hence we took the Rover so that they could be carried. We were somewhat surprised to find that the signs fitted easily into an RACV carry bag! Our Jupiter's jealousy was increasing. Upon arrival in Castlemaine, the breeze was freezing cold, especially as it had been 37 °C the day before. Signs and marshals were in place just in time to direct the first arrivals. It was a mite confusing at this stage, because there were a number of historic vehicles driving around the town, and they did not wish to be directed to the gardens for lunch! By then, the sun had warmed the day a little and, after settling the cars, enjoyed our 'Boar & Bulls' along with drinks and sumptuous cakes to follow.

Right: Some serious discussion around the American convertible and caravan at the Carisbrook display.

It was but a short run to Maryborough, where we settled in to the motel for a short rest. Our evening meal was back along the road at the Trotting Track in Carisbrook. Our first evening meal of the tour went off well, the bars were a trifle understaffed and obtaining a bottle of wine took so long that the meal had been served and was, by then, stone cold. The young lady offered to place it in



the microwave for a zap, and all was well. During our dinner, there were expressions of thanks to Frank and Pat Douglas for the work that had been put into all of the RACV Fly The Flag Tours. There was resounding applause and, when Frank got up to give us his briefing for the next day's touring, there was a resounding "GOOD EVENING" response from the *Fly The Flaggers*. The Mayor gave us an excellent spiel about Maryborough and the surrounding area.

Next morning there was breakfast and a car display at the trotting track. A large number of the public came along to have a look at our display. Some trotting horses put on an exhibition for us during their time trials in the early morning sunshine. Soon it was time for the flag-off and Ian Hankey warmed up George Hetrel's wonderful Vauxhall 30/98 ready for a quick getaway at flag-off. We all drove back to Maryborough and made a right turn for the scenic drive to Dunolly.

Once at Dunolly, we had brilliant sunshine and it was time for a cup of coffee. Soon, the main street took on a look of an earlier era as all those historic motor cars stopped for a good look around and revival. In the main street was parked an early Ford with a rather interesting corkscrew mascot mounted on the radiator cap. This interested Tore Panuzzo greatly, but it would certainly be totally unacceptable in today's Nanny Society.



It was most pleasant to walk along Dunolly's main street and admire all of those motors as they basked in the morning sunshine.

Left: The Ian Hankey driven Vauxhall 30/98 enjoys some admiration while parked in Dunolly.

After enjoying a coffee with Allan Pickering (*Fiat Arbarth*) who had come from Adelaide to join in the fun, we set off for Serpentine for lunch at the local football club's rooms. It was a pleasant break while the cars were on display on the oval. Quite a number of local people came for a good look at our large display.

Then it was time to set off for Mitiamo and on to Echuca for our two-night stop over. Our run was over some very dry flat country and it was wonderful to relax with good company at the riverside, right in front of our motel rooms. This was another example of the brilliant ABCCC organization – thanks Tony and Maxine, it was a great place to rest up.

Dinner was a barbecue at the Rich River Golf Club and here we ran into a slight snag. Management at the club had not put out enough chairs and, there were that many of us that we spilled out onto the terrace for an outdoor meal. The barbecue selection was magnificent and it was pleasant sitting on premium chairs outside. Being outside meant that we didn't hear what was said at briefing, but we managed to work it all out.

Next day was a rest day, with plenty to look at in Echuca. We arrived at the Echuca Wharf ten minutes before our scheduled duty time and straight away felt as if we were late. The Rover was squeezed in to a tight space and, soon after, the Wharf area was full to capacity. It was time to find spaces in the streets around the paddle steamer departure area.

Right: Our fleet in line-astern formation. It can't get better.

Very appropriate space was found for Fred Sawyer's Bentley right in front of the hotel adjoining the wharf area. Our paddle steamers (and a diesel powered one) were waiting for us to board and enjoy a lunch while cruising downstream on the mighty Murray. This was a most pleasant experience and lunch was most enjoyable.



That evening, dinner was in two sittings and our group was in the later sitting. Breakfast was at the Rich River Golf Club again and then we set off for Tocumwal. Here we had the long straights of the Murray Valley Highway and we bowled along in company with Jim Spence in his Triumph GT6. Having Val with him, meant that we had special guidance to the famous George Chrystie Museum, where Val is storing her part restored Armstrong Siddeley. Someone said that the museum was hard to find – we didn't think so!

George has a virtual lifetime's (and a bit's) worth of collecting on display. There was a fascinating range of historic chainsaws on display and they included such oddities as a Be-Bo twin and a Mobilco Work-Your ABCCC News – May, 2007. Fellowship, Friendship = All British Classics Car Club Page 5 of 14

mate complete with super-temperamental Kirby two-stroke engine. It was also good to see Val's splendid Armstrong Siddeley for the first time. This car just has to be back on the road soon Val and Jim!



Left: Fred Sawyer being given the yellow finger at Cobram by Senior Marshal Ray Higginson.

Then it was on our way, past flag waving school children, to the RACV Resort at Cobram, This was an eye opener, we never realized just how big this facility was. There was a large lawn area where our cars were displayed. Shade was at a premium here and after a spot of marshalling, we settled down for lunch and a much needed drink. Soon after leaving Cobram, we found our first hills for many miles. We took the road to Wangarratta and settled in at our motel for a well earned rest.

This evening was the fancy dress do, and what an array of costumes there were. Our President and his good lady were there representing the Mexican section of the goings on, and Colin Brown was a very effective Dracula. Nello and Diane Mafodda were unrecognizable as Sonny and Cher. It was then that we fully understood the significance of an Aston Martin with Rally Number 007. Ross Wolstenholme was there as a suave James Bond and it was a pity that Pat was not with him as Miss Money Penny, or, dare we suggest it, as Ursula Andress!

Bill Wellwood very kindly entertained us with an auction for the RACV Foundation. All of the proceeds were to be matched in double by the RACV, so bidding was lively. Frank Douglas donated his Wagonmaster lime green jerkin and bidding was lively for this most respected item of apparel. It fetched a very healthy \$960.00, when the bidding stopped with Fred Sawyer on the final bid. Overall, it was a most hilarious auction and next year we should all make an effort to donate more items, that way the fun time could last longer.

Joy Brown had the most difficult task of judging the best costumes in various categories. All the winners were very worthy of their prizes. Easily remembered are those that made up a Fosters six-pack and the pair who came as the Dick Heads.

Right: A relaxed James Bond, sans bow tie, and a lovely Cher taking an interest in the conversation.



Next morning we assembled in the street outside the Town Hall and, with minutes to go before Flag Off, a split front wheel rim was discovered on the 30/98 Vauxhall. We had to leave early to marshal at Myrtleford, so we missed the well-oiled machine that is the ABCCC and the RACV. It seems they had the Vauxhall up on all four and ready to lope up Mount Hotham with the greatest of ease – and close to schedule too.

A good number of cars took the time to enjoy a free morning tea at the old folks home in Myrtleford. This is a most enjoyable stop-over on the run up to the top, and it gave a great amount of pleasure to the old folk and the staff at the home. Giving such pleasure makes it all worth while. Later, at Bright, there was refuelling of both cars and those travelling in them. We all had a good run up to Dinner Plain for our overnight stop. Here, the accommodation could not be faulted and we had an enjoyable meal in two sittings at the hotel. Next morning it was raining fairly steadily and the temperature had dropped somewhat. We descended the mountains through low cloud and came out at a fresh looking Omeo. All around us we could see where the disastrous December fires had swept through. It was remarkable to see houses surrounded by burnt out countryside and out buildings. We stopped at Bruthen for morning coffee and motored on for a car display and lunch at Lucknow football oval and clubrooms. Being in a footy club's home, we had gourmet pies for lunch!

Sale was our next destination, via the now famous Maffra Shed, where we saw more Berliets together than ever before. Berliet was a French marque famous for steam locomotive and truck manufacture. At Sale, dinner was in the huge hall and we were entertained again by Kevin Walsh. Kevin knows exactly the type of music we Baby Boomers enjoy and it was a great night. Everyone stayed until after throw-out time and there was an air of having had a most enjoyable time.

Next morning, we took over the whole street, with our cars in rows along the street. Flag-off was at 9:00 am and, while marshalling at the rear of the 'grid', a Mercedes-Benz arrived with a few minutes to spare

and the driver was desirous of parking his car along with other M-Bs in the middle of the group. We can accommodate most things – but! The street cleared quickly and we left a rather testy auto-electrician to conduct his business unhindered by mass parking *Flagger*s.

It was a stormy ride to Sandown, our finish point, where a special lunch was awaiting us. Beautiful prizes were handed out, speeches made and Frank was handed back his Wagonmaster's jerkin. Now we knew why the bidding had been so well controlled by Bill Wellwood!

Another wonderful RACV Fly The Flag Tour is under the collective belts and preparations are well in hand for the next one. Exceptional thanks are due to the RACV for supporting this event so strongly. Special thanks are due to Frank and Pat for all the work and, of course, for the overall concept. Thanks are also due to Maxine and Tony Pettigrew for all the organizational work of the past fourteen months. Thanks to Lyn and Ray Higginson for providing the first morning's breakfast and for being marshalling team leaders. To all of you, your input was greatly appreciated and we now, most certainly, have an immensely popular event. Long may it continue!

Yet again, the question has to be asked – "Where were the Standard Vanguard's?"

Mike Allfrey.

TYING THE KNOT – Saturday 24th March, 2007



Hearty congratulations are in order for Ross and Tricia Gardiner who quietly wed while we were away on the RACV Fly The Flag Tour. Best wishes Tricia and Ross and may you both have a wonderful future together. The happy couple are pictured at left and Tricia is with a very proud Ross. Well Done!



RUN TO RED HILL – Sunday 6th May, 2007



Meet at Pearcedale Shopping Centre, Baxter – Tooradin Rd (Mel 140 H6) at 9am Sunday. Departing at 9.15am for a look & stop at a quiet, out of the way Boat Harbour, where you can watch the boats idle out & "dream of being on one". From there we will proceed thru Balnarring (you can stop to pick up any Morning Tea goodies at Balnarring Bakery / shops) to "Hann's Creek Reserve" (**note venue change**) approx. 1km past Balnarring on left (Mel; 192 K8) where we will have **BYO "Morning Tea"**. Peninsula **Handmade chocolates** are just down the road. After driving to Seawinds Reserve – Arthur Seat for a scenery stop and small walk, we will have a set **gourmet lunch** at 1.15pm (mains, dessert & tea/coffee), \$25 / head at a **fabulous Winery** venue with live background music. Free wine tasting before lunch included (**great wines!**). Please RSVP by end of April for catering purposes or dietary requests.

Contact Rob and Mary Nolan on 5978 7798 or E-mail marynolan@abccc.com.au

Rob and Mary Nolan.

MID WEEK RUN – Wednesday 16th MAY, 2007

Yes, we will be starting this run at our Lilydale International Club Car Park at 9:00 am, and drive to Don Road, Yarra Junction, arriving at 10:00 am. We will be trained in the fine art of ARCHERY!!!! Yes, you did read it right, bows and arrows, in an indoor facility. After expert instruction, a knockout competition will take place, winner takes all!

The awards will be presented at a luncheon at this facility, after the competition, (the dining room is separate from the archery range), wines and spirits are available.

We should finish lunch at 1:30 pm, we then proceed to Mont De Lancy, for a conducted tour of the museum and grounds.

Costs:	Archery and two-course lunch	\$25.00 Per Person
	Mont De Lancy Tour	\$7.50 Per Person

To book for this interesting event, please call Colin or Joy Brown on Telephone Number (03) 5964 9291. For this event, numbers do need to be known.

Colin Brown.

COMBINED ABCCC TRIP TO TOMINGLEY N.S.W. – 7th to 11th June, 2007

Arrangements are now well advanced for our upcoming tour to meet our sister club from Queensland at Tomingley in NSW. To this end I have confirmed our accommodation for the evening of the 7th June at Narrandera, and likewise, our accommodation at Tomingley is also confirmed for the nights of 8th, 9th and 10th June, 2007.

At this stage I have not booked any accommodation for the return journey, as some people have indicated that they may either extend their trip or travel home in a different direction, to meet friends or relatives. For those of us who wish to return home to Melbourne, I do not believe we will have any trouble finding accommodation *en route*. I intend to make a booking for the evening meal in Narrandera for the 7th June at a recommended local hotel which is within comfortable walking distance for all from our motel. I feel this is necessary so as not to be disappointed, as we will be thirty persons. Quite a demand on a country town, without notice.

A great time is assured for all, with an interesting programme that has something for everybody being organised, by the President of our sister club in Queensland, John Gagen. Our thanks to him for all his efforts. I have provided a list of those who have confirmed as going, for your reference.



As of the 16th April, there is no more accommodation left in Tomingley, so, if anyone else wishes to join us please contact me as soon as possible and I will try to source accommodation as near as we can get to the rest of our group.

The only hiccup that we have, as we go to press, is a severe lack of water in the proposed yabbie dams. So keep your fingers crossed.

Left: The handsome Yabbie Challenge Trophy.

Those going, in no particular order, are: Frank & Pat Douglas, Frank Sawyer & Val MacRae, Bill & Terri Allen, Ray & Lyn Higginson, Fred & Dot Sawyer, Colin & Joy Brown, Peter & Rosalie McKiernan, Ross & Pat Wolstenholme, Mike & Sue Allfrey, Harry & Jean Cooper, Val Jefferyes & Jim Spence, Tore & Connie Pannuzzo, Tom & Heather Cannon, Bob McNamara and Michael Gladman, George & Joan Chrystie.

For any enquiries, please contact Frank Sawyer on telephone No. (03) 9770 0904, or Mobile 0408 633 778.

Frank Sawyer.

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

We're ready for the Great ABCCC Trivia Challenge – are you? Start researching general knowledge, geographical and automotive knowledge now. This will be a fun night and is not to be missed.

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 for the best story can be prepared.

The venue for the Great ABCCC Trivia Challenge is the Lilydale International Club. Enter from Nelson Road and the room we are using is up the foyer stairs to the left.

If you wish to take part in our challenge, I can be Emailed at michael.allfrey@bigpond.com or you can contact me on (03) 9729 1480 to reserve your place.

Mike Allfrey.

VISIT TO THE TANK MUSEUM – Wednesday 11th July, 2007

PLEASE NOTE CHANGE OF DATE – We are sorry to advise that the Tank Museum is no longer open to visitors on weekends. Please change the date in your diary FROM Sunday 8th July TO Wednesday 11th July, 2007.

It is proposed that we will leave a start point in Melbourne at around 9:00 am, have a short stop in Broadford for morning tea and then on to the museum. We anticipate going on to the 'Rusty Springs' at Avenel,

which is about fifteen kilometres north of Seymour for lunch. More details as they become available. To book on this popular event, please call Bryan Tootell on Mobile Number 0412 549 906.

Bryan Tootell.

RACV TOTAL CARE

After the antics of a certain motor car on the Tour, it was unanimously agreed by all of those present, that RACV Total Care should be re-named – RACV Tootell Care.

Sorry, Anne and Bryan, it was too irresistible!

The Noter of Happenings!

THOSE DIRTY WHITE BANDS

Some of our cars have tyres with either full or narrow band whitewalls and, as is well known by most of us, the white component loses its Macleans whiteness. In fact, some are well known to be positively dirty, road grime being what it is these days. We now have it on very good, and exclusive, authority that these walls and narrow bands can in fact be kept dazzlingly clean – just like the teeth in the Macleans toothpaste advertisements.

If you are experiencing difficulties in maintaining a show of super-clean whiteness – help is at hand. Simply contact Heather Cannon and you will receive all the advice you need to maintain that ‘Just Brushed’ white look for your tyres.

Many of us wish that those nice old-fashioned India brand tyres, with the distinctive red band were still available!

He Who Knows Such Things!

THE EDITOR FINDS A NEW PROJECT

At this year’s RACV British & European Motoring Show, I was approached by a fellow Rover Car Club member, who informed me that he knew of a 1937 Jowett for sale – would I be interested? Well, most of us would know the answer to that one! I was given a telephone number and the initial contact with the



seller was a bit elusive, but we got there in the end. I did ask if it really was a Jowett and not a Jewett. No, he said it was definitely a Jowett, in fact it was a 10 HP Four Saloon. Upon asking if the car was painted blue, and the answer being, yes, I had a surge of interest. It was the car that I had rescued more than thirty years ago! A time was arranged to go and have a look – and yes, it was instantly seen that it was the same car.

The photograph at left shows the car in my first ownership. In the photo, it looks much better than it actually was. When I purchased it the first time, it had been in many years storage in a sound garage in Caulfield, just west of the racecourse. It was extremely dusty but it was a very complete time capsule. Even the anti-glare blind in the rear window still worked, all the instruments were intact and the little door for the crank handle, not only being present, but still had its little latching spring. All hand and parts books and registration papers were with it and I am certain that I was the third owner. The ‘*auld*’ Jowett was last registered in 1959.

And now? Unfortunately it is severely weathered and rust affected. The poor car had been stored in an open shed in Brighton not far from the beach. It has since been standing outside for over a year with ill fitting plastic tarpaulins partly covering the painted surfaces. The drought is one thing we can be thankful for in this instance!

I think it will make a good companion to Jim Spence’s Standard Flying 8 and Bill Ballard’s ‘Bluey’ – but the prospect is about as daunting as Tony Pettigrew’s Lagonda project, which looks so nice now.

Will keep you posted on progress.

Mike Allfrey.

OUR COVER CAR – The Reliant Scimitar GTE

My Reliant Scimitar GTE is a 1970 SE5 model. It was sold new by the Melbourne agents to a lady in South Yarra. Not much is known of the car's early history but I believe that I am its fourth owner. When new, the car was yellow in colour. I am led to believe that the second owner was responsible for the colour change. Having wanted a red car, but because of the scarcity of Scimitars available, purchased the car and had the colour changed to red. The Reliant Scimitar GTE SE5 was built from August 1968 until September 1970. My car, is the 1,410th car, built in a production run of 4,311 cars.

There are, to my knowledge, six Scimitars of various models That live in Victoria. Myself and the other owners keep in touch and consider ourselves to be members of a fairly exclusive club. We have a total membership of five because I must confess to owning not one but two Scimitars. The other one is a 1976 SE6-A model. It is a green car.

The Scimitar proved to be a quite popular car in its day, with the British Royal Family being amongst its customers. HRH. Prince Phillip having the original prototype to drive for a number of years, and Princess Anne having a number of GTE models over the years. In fact one of the options that were offered as an extra were Princess Anne alloy wheels.



Left: The Reliant Scimitar's distinctive estate car style.

The cars themselves prove to be quite reasonable performers with a kerb weight of 1,065 kg fully fuelled and with approximately 150 bhp at the rear wheels they are quite lively to drive. They are also well balanced with the Ford Essex V6 engine placed low in the car and behind the front wheels giving good weight distribution. Suspension is via unequal length wishbones at the front

and a Watts linkage at the rear, controlled with coil over dampers spring units all round. The brakes are Willwood multi-piston calliper equipped disc brake assemblies at the front, and drums at the rear, all servo assisted. All of these are standard fitments on the SE5, and whilst they are not unusual things today in 1970 this was cutting edge brake technology.

On a lighter note my partner Val refers to it as the little friend maker, because I have yet to go anywhere in the car that someone does not come up and enquire, "What is it mate?" – followed by, "I've never heard of them!" and, "Where are they made?"

Frank Sawyer.

THE HISTORY OF BRITISH MOTOR RACING CIRCUITS

Last November an RACV group tour was in England to see the London to Brighton Veteran Car Rally as well as sites associated with the history of British motor racing.

It turned out to be a fascinating story weaving together threads including the birth of motoring sport, aviation, the role of the British establishment and world wars.

Our first visit was to Brooklands which is 30 km from London in Surrey and is claimed to be the birthplace of British motor sport and aviation. The 2¾ mile circuit almost bankrupted the wealthy land owner who built it in 1907. With its massive concrete bankings it was considered the epitome of speed in its time. In fact it held the title as the home of British Motor Racing until World War II. Because it was the world's first purpose built motor racing track there were no examples to follow when it was built. For this reason many of the procedures in horse racing were followed with cars being weighed in before races, handicapped, and drivers required to wear jockey style silks.

Before World War I crowds of 30,000 or more would come to see land speed and distance records achieved for cars and motorcycles. An aircraft flying club was also based there. In 1913 racing driver Percy Lambert achieved a speed record of 103.84 mph only to die a few months later trying to better his record.

Aircraft production started there during WWI and it became the largest manufacturing centre for aircraft in Britain.

In the 1920's and 30's the leaders in motor sports all had their workshops at Brooklands and much is still there to see today. Our RACV group had lunch in the Club rooms that look to be unchanged from that era. One could easily imagine Malcolm Campbell celebrating the success of his three Blue Bird land speed record cars in that very room. By the end of the 1930's Brooklands was dominating the land speed

record in every way except that now it was no longer the venue for the attempts. Campbell by the way achieved his final record in 1935 at Bonneville Salt Flats at a speed of 301.13 mph.

From its inception and through the 1930's Brooklands was the preserve of the wealthy amateur and it became a fashionable venue on the sporting calendar along with Henley, Wimbledon and Ascot.

And then came WWII. The Vickers factory built Wellington bombers on the site and a hanger was erected on the track. Trees were also planted on the track to camouflage the target. The Germans still managed to bomb the site and killed 80 people and injured 400. To allow bombers to fly out from Brooklands the track had to be cut to extend the runway. One touching relic of that era is the equipment that Barnes Wallace used to test the bouncing bomb in the Dambusters raid. In understated British style it is there still for you to touch and wonder at.

After the war the track was sold to Vickers and it was here that they built the Viscount and the VC10 as well as providing design input on the Concorde.

Today you can visit the historic workshops and a museum as well as clamber into the cockpit of a VC10 and a Concorde. It seems a strange twist of history that Mercedes has purchased much of the original site and is constructing a test and proving ground for buyers of their automobiles.

Our RACV group then headed off to Goodwood House in Sussex which has been the home of the Duke of Richmond since 1697. The current Duke (Lord March) hosted us for morning tea and a private viewing of his home. The Duke is a remarkable entrepreneur making varied use of his 12,000 acre estate. This includes farming, a racecourse, the motor circuit, an aerodrome and a hotel and club. The latter two both of which have golf courses. Given the site's proximity to Portsmouth and the sea an airfield was built in the early part of WWII and used as a Spitfire base during the war. After the war with other motor racing venues in Britain not available, the then Lord March repaired the 2.4 mile perimeter road around the airfield and held the first race meeting in 1948 – won by a teenage prodigy named Stirling Moss!

In the 50's it was the best loved circuit in Britain but was closed in 1966. In 1998 it was revived in a new guise offering the annual "Festival of Speed".

The theme of the site that is presented today is as it was in the 1950's and 60's and this is reflected in the buildings the vehicles and the events.

On our visit we had an opportunity to drive the circuit and also to slip into the cockpit of a WWII Harvard aircraft that is still flying.

It was touching to see a statue of Fighter Pilot Wing Commander Douglas Bader. Bader who lost both his legs in a 1930's air crash convinced Air Command that he could still fly Spitfires. On a mission from this airfield his Spitfire was sliced in half and he baled out to parachute into occupied land as a POW. After numerous escape attempts he was sent to Kolditz Castle until the end of hostilities. From memory at one stage they took his artificial legs away from him to stop him escaping.

For the RACV group our next stop was to have dinner with Lord Montagu at the Beaulieu Estate Palace House. Lord Montagu first opened his home in 1952 and it quickly became one of Britain's most popular visitor destinations. He claims that a large part of the success was a small display of veteran cars in the front hall of the house. The collection quickly outgrew the house and in 1972 a separate museum became recognised as Britain's National Motor Museum. It now attracts some 350,000 visitors a year although these numbers have declined as other emerging car museums around the country attract enthusiasts.

Our dinner which was in the dining room of the house is only used eight times a year and our special treatment reflects his Lordship's ongoing enthusiasm for those who have an interest in historic motoring.

Perhaps his belief in us would have been moderated had he seen our response in a subsequent visit and lunch at the Williams F1 Racing Museum and workshop. Any wild fantasies of becoming a racing car driver quickly disappeared when members of our group got into the cockpit of one of the cars and found it impossible to exit. I deny the rumour that it took four people to lift me out.

Our final stop was the Silverstone Grand Prix Circuit 75 miles from London in Northamptonshire. This again had been a WWII airfield and in the early post war period was developed with the support of the Royal Automobile Club (RAC). The RAC first Grand Prix was held there in 1948. It is amusing to know that with the initial 3.67 mile track, cars were racing towards each other head on in one section of the track. To stop the drivers being distracted canvas screens were erected across the middle of the track. Also spectators were not allowed into the centre of the track because of the risk they would cause to growing crops.

In 1950 Silverstone was the birthplace of today's FIA Formula One World Championship and to this day it remains one of the more challenging tracks. (If you doubt this just ask our RACV tour group who were taken on a spin around the track at a mere 80 miles per hour).

The British Racing Drivers Club took over the site in 1951 and the Grand Prix meetings continued. Famous drivers such as Fangio, Graham Hill, Jack Brabham and Jackie Stewart are associated with the track. The Club through a company bought the 720 acre estate in 1966 to become the only motor racing club to operate a circuit on a full ownership basis.

Our RACV group had the opportunity to visit the control room for the track and whilst watching the 30 TV screens covering the track we saw a car roll over and emergency procedures put in place. It must be comforting to drivers to know that an emergency hospital is on site.

During our tour we saw the workshops with cars being prepared to race. Of course we all had our photos taken on the victory dais but where was the champagne?

One of the reasons that Silverstone is busy every day is that it offers members of the public training to obtain a racing licence to drive a range of vehicles – Lotus, Ferrari and Porsche. Alternatively perhaps a Formula First single seater is to your liking?

Even those not particularly interested in motor racing would get a twinge with the top offer in their catalogue of driving options. This is called “the Grand Prix Challenge”. For \$1800 you get:

“One exhilarating day. Six awesome experiences. We get all the toys out and then let you drive each and every one of them. Then, as a fitting finale to a magical day, you get to drive a lap of the world-famous Grand Prix Circuit.”

Ah well, back to Melbourne and the Tullamarine Freeway.

Peter Chandler.

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
Duncan & Joy Turnbull	Ford	Mk 1 Escort	1969
Simon Williams	TBA	TBA	TBA

Mike Allfrey – Editor.

FOR SALE

1968 Austin 1800 – A late Mk I with a Mk II gearbox. The car is mechanically sound and is presently in use, but there is no RWC. Original Registration Number JZZ 711. The body is straight but there is some rust and the tyres are described as being good. A number of new, reconditioned and second hand spares are offered with the Austin. Engine Number 18YTAH97615, Chassis Number YAH S2 27559. Contact Darien Cassidy on (03) 9899 0322. The car is located in the Surrey Hills area.

HISTORY OF THE HASTE-WAGONS – Continued

Part III THE *MOTOR CAR ACT 1909* (VIC)

The *Motor Car Act 1909* (Vic) cannot be understood as a simplistic reaction to public anxieties about the new motor vehicles. Instead, it provided a sophisticated scheme for the regulation of such vehicles. A fuller understanding of the Act must begin with the pre-1910 regulation of motor vehicles and the Act's own legislative history.

Prior to 1910; motor vehicles were subject to the established road rules. While the substance of the road rules had remained consistent during the 1800s, the key reform felt by early motorists was the emergence in the 1890s of police as the central traffic enforcement agency. For the control of motor vehicles before 1910, the police relied primarily on the offence of 'furious or negligently riding or driving through any public place' under s.5(17) of the *Police Offences Act 1890* (Vic.). From a police and motorist perspective, this was an unsatisfactory approach. 'Furious driving' related to harnessed horses, and from the agitation, sweat and breathing of a horse, a police officer could generally tell if it had been driven furiously. Motor vehicles lacked such telltale signs, and as such prosecution of a motorist for furious driving relied primarily on the opinion of the police officer and any witnesses. Prosecution became dependent on the competing credibility of the motorist and the police officer. Therefore, from an early point the police and the motorist were pitted at loggerheads, with claims of harassment and bribery being made by both

sides. Evidence of this conflict can be seen in the ACV's decision in 1906 to set up a fighting fund to provide legal representation to members accused of furious driving.

The Victorian Parliament first addressed the issue of motor vehicles as early as 1900. The *Traction Engine Act 1900* (Vic) excluded 'motor cars and motor cycles' from its reach. In doing so, this Act followed its United Kingdom precursor, the *Locomotives on Highways Act 1896*, 59 and 60 Vict, which exempted light locomotives (defined as a self-propelled vehicle under three tonnes not used for haulage) from the restrictions placed on traction engines. The first legislative attempt to regulate motor vehicles was in 1905, when the government of (later Sir) Thomas Bent introduced the Motor Car Bill 1905 (Vic) 'to secure and preserve the lives and limbs, not only of persons who have the right to use the public highways... but also to protect the lives and limbs of those persons who use these motor cars themselves'. Like the *Traction Engine Act 1900* (Vic), the 1905 Bill was mostly a copy of an English law, the *Motor Car Act 1903*, 3 Edw 7. The core elements of the 1905 Bill were the licensing of drivers and vehicles, the provision of a new criminal offence of driving a motor vehicle negligently, and maximum speed limits. It was proposed that local councils were to be given responsibility for licensing drivers and vehicles, while the police were to be responsible for traffic management and prosecution. The Bill progressed mostly without controversy through committee with only minor amendments. However, the Bill did not become law. After committee had passed amendments to the Bill, the Labor opposition proposed the addition of provisions fixing an eight-hour working day and a set wage for drivers. Given the opposition's unacceptable proposal, Bent decided enough time had been spent 'on this little Bill', and it was discharged on 29th November 1905.

Bent's decision to withdraw the Bill seems unexpected. In 1905, Bent had the numbers in the Assembly to pass the Bill without support from Labor. Robert Haldane, in his history of the Victorian Police, suggests that the Bill was dropped because of concerted lobbying by the ACV, which opposed the Bill outright. This oversimplifies the ACV's position regarding the 1905 Bill. The ACV was supportive of the Bill, but was concerned that the speed limits and the powers proposed for the local councils could unreasonably prejudice motorists. An alternative explanation for the abrupt discharge of the Bill can be found in Margaret Glass' portrait of Bent. She suggests that by the time Bent became Premier, he was suffering from mental deterioration that led to notorious bouts of unpredictability and flash anger. Bent's discharge of the Bill in a moment of outrage seems consistent with this account of him. Indeed, the ACV expressed surprise and disappointment that the Bill was dropped.

Following the abandonment of the 1905 Bill, regulating motor vehicles was not raised until 1908, when the Bent government introduced a new Motor Car Bill 1908 (Vic) in October. By 1908, Bent governed with the support of the 'Liberal' faction, and key Liberals, Sir Alexander Peacock and John Murray, were in the Ministry. The 1908 Bill differed from the 1905 Bill in two important respects. First, the police, rather than the local councils, were given responsibility over licensing drivers and vehicles in order 'to secure uniformity'. Second, the Bill did not legislate for speed limits. In doing away with speed limits, the government was following the advice of the United Kingdom Royal Commission on the Motor Car, chaired by Lord Selby, which reported in 1906. There were three arguments used in the 1906 report, which were adopted by proponents of the 'no speed limit' policy of the 1908 Bill. The first was that drivers tended to treat prescribed speed limits as absolutes, regardless of road conditions. The second was that it was difficult for a driver to know their speed when driving (this was before the development of dashboard-mounted speedometers), and third, it 'detract[ed] from the dignity of the police who are employed in trapping drivers of motor cars'. Instead of a fixed speed limit, the Bill put the onus on the driver to drive responsibly, to be enforced through a new offence of reckless or negligent driving. Like the earlier Bill, the 1908 Bill passed through committee with few amendments. At third reading, the Labor opposition again attempted to add a provision regulating the pay and working hours of drivers, but this time the amendment was put to the vote and defeated. However, the 1908 Bill also did not make it to the books. After being read a first time in the Legislative Council, ongoing tensions within the Bent government led to Legislative Assembly elections on 29th December 1908.

The aftermath of the 1908 elections was a new 'Liberal' ministry under John Murray; with the Labor party again the formal opposition. One of the first measures of the Murray government was to resurrect the text of the lapsed 1908 Bill as the Motor Car Bill 1909 (Vic). The Bill was introduced in the Legislative Council in July 1909. The Council made amendments to the Bill concerning provisions for learner drivers, a regime for the temporary registration of interstate motor vehicles, and provisions for local councils to receive half of the fine revenue from prosecutions. In the Legislative Assembly, the half fine revenue amendment was rejected and opposition attempts to introduce speed limits were also defeated, but an opposition amendment concerning the establishment of a wages board for motor car drivers was passed. The Legislative Council rejected the wages board provision and the Legislative Assembly voted not to insist on it. *To be continued.*

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

Sunbeam Talbot 10 h.p.



It is good to come across a car with individual character that is completely good taste in these times when artistry may be given second place. The Rootes organization, makers of the Sunbeam-Talbots have happily wedded the two main virtues of the car; i.e. to be functional and to be beautiful. In both departments will the lover of this English thoroughbred be in accord. To further inspire the enthusiast there are six imported models of these fine and fleet cars. The Ten and the 14 h.p. 2 Litre all with the choice of a very smart tourer, drop-head coupé and saloon.

From Motor Manual, 1949. 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 | \$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 |
| ➤ 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.

DON'T FORGET TO BOOK FOR OUR RUN TO RED HILL
Sun 6th May 2007
CONTACT ROB AND MARY NOLAN TO MAKE YOUR
RESERVATION!