



An incorporated club

A0035462V

**A friendly family social motoring club**

**Edition 108**

**June 2007**

## *OUR FIRST MOGGIE!*



**RACV Fly The Flag Tour, Morgans are still made and driven the way they were all those years ago.**

**The car is pictured up on Mount Hotham with Victoria's second highest mountain, Mount Feathertop in the background.**

**A true *Flagger!***

*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.**

**Your ABCCC News**

**THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC., FOUNDED - SEPTEMBER 23<sup>rd</sup> 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 25<sup>th</sup> 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 14<sup>th</sup> 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 14<sup>th</sup> 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!**

### June 2007

- |        |   |   |
|--------|---|---|
| 7 – 11 | Reunion With ABCCC (Queensland) – An ABCCC Joint Event<br>Venue – Lucky Strike Motel, Tomingley, New South Wales. | Frank Sawyer (03) 9770 0904<br>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  | The Illustrious Cream Sponge Mystery Run – An ABCCC Event | 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   | The Getaway To Gippsland Run – 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<br>Please Place it in your Diary! | Lyn Higginson (03) 9336 7306 |
|-------|---|------------------------------|

**Note: The above listed events may require confirmation.**

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## EDITORIAL NOTES – ISSUE 108

This edition is a magazine Editor's dream come true. Someone nudge me please. In addition to that, we have a world's first – two reports on one recent event! This arose out of some unfortunate circumstances, but *Version I* tells the authentic story, and *Version II* kindly provided by Frank Sawyer gives you the actual story of the bits I could not report on. After having seen a fair bit of Nether Healesville, due to taking a wrong turn on our Monsalvat run in April (due to signpost naming by the council), this was a bit much! All good fun in the finish and thanks must go to Rob and Mary Nolan for putting on such an interesting run.

I have taken the liberty of sharing some of my work experiences back in Merry England. Not classic car related but will certainly give you a glimpse of farming life in the 1960s. Some of these stories should be shared and not forgotten. With farming practices having gone through so much change lately, it can only be hoped that some of these ways continue.

On Page 8 there is some really good news for those who run cars that feature Whitworth thread forms and therefore require suitable spanners. It is, of course very important that the correct tools are used for the various jobs around our classics.

Please enjoy this issue of *Your ABCCC News*.

*Mike Allfrey*

## **FUTURE AND PAST EVENT REPORTS**

### **OUR RUN TO MONSALVAT – Sunday 15<sup>th</sup> April, 2007**

On meeting at the Lilydale International Club's car park at 9:00 am, the early arrivals were presented with a bag of 'home grown' chestnuts, compliments of Judy and Geoff Birkett, along with hints on cooking process for the uninitiated in the art. Thanks to Judy and Geoff. We gathered together a wonderful turnout of fifty-six Club Members.

After travelling through the Yarra Valley into the serene, beautiful countryside of the surrounding bushland (if you didn't get lost turning off the Maroondah Highway onto Myers Creek Road – thanks to the "editor" of our route notes), we arrived for morning tea at The Giverney Estate Kiwi Fruit Winery hosted by Lorraine and Fred Hunter. Fred gave an informative talk of the history of the Winery and production of their unique wine with ample tastings for all. Lorraine provided a sumptuous morning tea in the most beautiful, tranquil, lakeside setting, and some found themselves wishing they were spending the whole day there. On behalf of the Members I have sent Lorraine and Fred a letter of gratitude, thanking them for their warm hospitality. I did mention that the morning was such a success I should quit and rest on my laurels, and Lorraine responded saying it was her pleasure as she enjoyed the friendliness of our Members, and hoped we would include them on our Calendar of events at another time.

After leaving, we travelled via Yarra Glen and Kangaroo Ground to Eltham and arrived for lunch at Monsalvat. After a very long wait, lunch was served and was quite delicious. After lunch we had a wander through the grounds and the interesting Buildings. We do hear a certain "party" caused concern when he vanished, not to be found – he says he was 'waylaid' by one of the residents.

We enjoyed a 'freebie' coffee before departing for home, compliments of the manager Peter, due to the fact we had waited so long for lunch.

Because there were so many on our run, here is a list of the Members who participated in the Monsalvat Run: A. & B Tootell, D & N Mafodda, K & K McDonald, B & S Ballard, M & B Pepper, S & M Allfrey, P & R McKiernan, T & M Pettigrew, C & J Brown, F & P Douglas, P Schneider, J & P Swinchatt, W & R Hudson, H & J Cooper, J Spence & V Jefferyes, F Sawyer & V MacRae, P Cook & G Veale, B & T Allen, L & R Higginson, B & H Bonner, R & P Wolstenholme, A & R Jervis-Read, R & M Nolan, J & G Birkett, J Hall & Heather, A & C McGrath, R & T Gardiner, B & D McNamara.

*Anne Tootell.*

### **COMO GARDENS OPEN WEEKEND – 21<sup>st</sup> and 22<sup>nd</sup> April, 2007**

George Hetrel reports that the Open Weekend was a great success this year, in spite of rather changeable weather conditions. A total of \$10,000.00 was raised over the weekend and this has been handed over to the St John's Ambulance Brigade and to the Knox branch of the State Emergency Service – both very worthy recipients. Our club provided valuable assistance on both days with the general running of the event. George and Pat are very appreciative of our help on both days, and have presented our club with a cheque for \$1,000.00 for club funds.

To all of you who helped to make the days the success that they were, a special thankyou from George and Pat. We look forward to an equally successful event on the spring weekend of 20<sup>th</sup> and 21<sup>st</sup> October later this year.

*Mike Allfrey.*

### **REPORTS ON THE RED HILL RUN – Sunday 6<sup>th</sup> May, 2007**

#### ***Version 1***

It was a cloudy and drizzle affected morning, so I took the Mature Rover, expecting periodic showers. Sue decided to have a day off from navigating and I set off on my own. Arrival in Pearcedale Shopping complex was suitably early and we were all handed a goodie bag with a couple of sweets for sustenance. We all listened attentively to Rob's instructions before taking our route sheets. This was where I made my first mistake – I failed to carefully read the well prepared instructions before setting off. We were all most pleased to see that Len Butcher had brought along his immaculate Standard Vanguard, and it was much admired. At last! A Vanguard on one of our runs. When do we see a Triumph Renown or Mayflower?

We all set off for Yaringa Boat Harbour and it reminded me of a statement from Frank Douglas – "There are two good days in boat ownership, the day you take delivery and the day you sell it." Here and in surrounding yards there were many more boats than expected.

Soon it was time to set off for Balnarring and here was the location of my second mistake – I completely missed it! Soon, probably because of the awesome power of the V8 Rover, I found myself in Shoreham. Too far south I reasoned, pulled up and had a look at the map that Rob and Mary had so thoughtfully

provided. The next stop on the run after Balnarring, was to be the Sea Winds Park Lookout at Arthur's Seat. No matter, drive direct to Sea Winds and meet the rest of our group there. I then stopped at the Tavern by the infamous chair lift, which was not working. Here there was very nice plain coffee, commonly known in these enlightened times as 'Flat White' coffee – just why, one has to wonder? It always seems to come with a head of foam that would make a Glucose Stout envious! Flat, no. Frothy, yes. Due to being, in spite of my excursion to Shoreham, more than an hour ahead of schedule, it was decided to examine the machinery brought up the steep hill by the Mornington Wanderers Motorcycle Club. Not a decent English bike amongst them, but there were two nice Italians – a Cagiva and a Ducati Desmo to have a good close look at. All Harleys look alike to me and there was a fair smattering of Japanese stuff amongst the group. Then a couple of bright red Lancia Fulvias breezed in and I was amongst some quite serious horizontally opposed power – familiar ground for me.

Soon, after seeing Phil Cook's Morgan flash by, it was time to head down Purves Road and re-join the group. Mistake number three. I thought I was a bit late after looking at the bikes, so I didn't walk out to the lookout and thus did not upset Frank Sawyer's group photo. While at the Sea Winds Park I counted twenty-one classics in our line up. It was time to set off again for our lunch venue at Box Stallion winery and we were scheduled to be there at 1:00 pm. I tucked in behind Ken and Karen McDonald's Jaguar and thought that Ken, being a local, would know his way to Box Stallion. Very likely he did, but then came, not so much mistake as circumstance four, at the intersection of Purves Road and Arthur's Seat Road, I well and truly lost touch with Ken, as I had to wait for six cars to pass before gaining access to the main road.

Then came mistake five, I am fairly sure that I reasoned that Red Hill was a township and, mistake number six was missing the left turn at Red Hill. I turned left at Red Hill SOUTH! This took me way down towards Dromana and, after studying the map, I sought a different route – mistake number seven! At about twelve minutes past one, and being completely disoriented and confused, I finally found a sign that didn't send me to Dromana, but directed me to Hastings. Now, I am quite familiar with matters Hastings and decided that quitting the run was probably better for me than continuing to be lost – the Rover was headed for Hastings and home. Once there, I then rang Rob to explain my circumstances and apologise for my most unusual situation of getting well and truly lost and disoriented – notwithstanding the excellent route notes. Our thanks go to Rob and Mary for putting on such a splendid run and will leave it to Frank to tell us about the real Red Hill Run from the seat of the Red Reliant Scimitar.

*Mike Alfrey.*

### **Version II**

We all met at Pearcedale as arranged. The weather was as ordered, just right for classic motoring. A wonderful array of classic vehicles and their equally classic owners assembled for instructions from our tour guide. We were also handed instructions and a bag of information to digest on the journey. Having received the afore mentioned goodies we left in convoy for our first stop, which was to view the vessels at their moorings at Yaringa Boat Harbour. Then it was on to the bakery at Balnarring to pick up supplies of goodies to have with our morning tea.

I can report that the pilot and navigator of the Red Scimitar GTE consumed a hot Cornish Pasty and a Sausage Roll respectively, and have no hesitation in recommending the produce from the Balnarring Bakery. Morning tea was as planned with some of our tribe opting to visit the special chocolate shop. Then a scenic drive through peninsula country to a magnificent lookout with a panoramic view of Port Phillip Bay, a memorable sight indeed.



*Above: Our group, minus one (or three) at Sea Winds Park Lookout.*

Once more we formed up in convoy and continued on through the beautiful countryside to our lunch destination at Box Stallion winery. There we lined our cars up on display and a fine sight they made. Included in our line up was the much missed Standard Vanguard, it was good to see it, and its crew out and about.

*Right: Real talent revealed, Lyn displaying what she does best, the judges prefer to look at the camera.*

We were also treated to a display of table top dancing by one of our nubile lady members and memorable it was indeed. Once inside we were treated to wine tasting and nibbles and platters and of course copious amounts of extremely good company all accompanied by two local minstrels. All in all a very pleasant and enjoyable way to spend a Sunday. Our heartfelt thanks to Rob and Mary for organizing such good day out for us all to enjoy on a perfectly sunny day.



*Frank Sawyer (Scimitar Pilot).*

### **COMBINED ABCCC TRIP TO TOMINGLEY N.S.W. – 7<sup>th</sup> to 11<sup>th</sup> June, 2007**

As this will be the last issue of the magazine before we depart on our trip into the heart of New South Wales I thought I had better give some details, such as I have, for those lucky souls taking part. Most of us will meet at the car park of the Lilydale International Club, our usual starting point. I say most as a couple of cars have elected to join us *en route* as it is easier for them. The rest of us will meet at 7:00 am on the 7<sup>th</sup> June, 2007 for a 7:30 am departure to Nagambie, where we will meet up with a couple of our group. At the start of our journey I will hand out folders for each car with relevant information including directions, maps, contact details etc. After a short break we will leave on the next leg of our journey arriving for an over night stop in Narrandera in New South Wales.

The programme whilst we are at Tomingley is being organized by John Gagen of our sister club in Queensland. So, all I have to do is get you there. As you are no doubt aware, I have tried to keep things as simple as possible, and to that end, I have arranged our accommodation on the way up and whilst we are at Tomingley, so all you have to do is turn up, and pay.

Please note that it can get pretty cold up on the western plains of NSW at the time year that we will be there, so remember to pack some warm clothing.

I still do not know if we are going to have any water for the yabbie hunt, but am planning to take some yabbie nets just in case. If anybody has any thoughts on demon yabbie baits we would be more than interested because our fortune could depend on the bait we use. Secrecy here is paramount!

If you have any queries please feel free to contact me at any time on Mobile No.: 0408 633 778.

*Frank Sawyer.*

### **THE GREAT ABCCC TRIVIA CHALLENGE – 7:00 pm, Friday, 22<sup>nd</sup> 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  
*Your ABCCC News – June, 2007.* Fellowship, Friendship = All British Classics Car Club Page 6 of 14

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.

Be there at 7:00 pm for a 7:30 pm start to the ultimate test of knowledge about matters of a trivial nature! For a cover charge of just \$15.00 per person, there will be great entertainment and all the finger food you can possibly consume.

If you wish to take part in our challenge, I can be E-mailed at [michael.allfrey@bigpond.com](mailto:michael.allfrey@bigpond.com) or you can contact me on (03) 9729 1480 to reserve your place. Bookings before Tuesday 19<sup>th</sup> June please.

*Mike Allfrey.*

## **VISIT TO THE TANK MUSEUM – Wednesday 11<sup>th</sup> July, 2007**



We will meet at 9.15am for 9.30am start at Epping. at RSL Car Park, High Street (Epping Road) Melways Street Directory, Map 182 Reference B9/10 (UBD Street Directory Map 134, Reference L18). The Epping RSL Memorial Centre is located on the west side of Epping Road right where the dual carriageway ends. It should be carefully noted that High Street is also known as Epping Road, so look out for both of the names on the signs!

We proceed to morning tea at 'Molly Maes' Café & Bakery in Broadford, for a quick break and then on to Puckapunyal. After registering to enter the Complex we proceed to the Tank Museum.

By 12:30 pm we hope you have all had a good look around, and then we head off to Avenel (on the Hume Freeway, about 15 kilometres north of Seymour). Our lunch will be at "Rusty Springs", fellow members Bob and Judi McGrath's renowned bed and breakfast establishment, for \$20 consisting of soup, chicken and vegetables. Drinks are BYO.

We hope you are able to join us on this interesting tour. If you are attending, we must be advised by Wednesday 4<sup>th</sup> July to inform the caterers. Please contact us on 0412 549 906 to make your booking.

*Bryan and Anne Tootell.*

## **THE CREAM SPONGE MYSTERY TOUR – Sunday 5<sup>th</sup> August, 2007**

We will be meeting at the Sassafras/Ferny Creek CFA, Clarkmont Road (off Sherbrooke Road), Ferny Creek at 10:00 am. Melways Street Directory Map 75, Reference D1 (UBD Directory Map 291, Reference P18). Home made cream sponge and tea and coffee at the Fire Station will be available for a gold coin donation to the Brigade. (Or more than one gold coin if you are feeling generous).



Then we shall depart on a tour to a country pub for lunch. This will take the form of a car trial – with questions to answer on the way. So a passenger to write answers and navigate is desirable. Likewise please bring a pen, clipboard, smile and sense of humour. Don't be put off, it will be easy and a lot of fun. Even Mike Allfrey and Tony Pettigrew won't get lost!

The drive is about 60 kilometres through pretty countryside. Lunch will be \$20.00 per person plus drinks, and we have reserved a room for club members.

Please telephone your booking by Wednesday 25<sup>th</sup> July, on (03) 9755 1772, so that numbers can be catered for morning tea and lunch.

There will be a prize for the best scored navigation sheet.

Looking forward to seeing you on our mystery run.

*Geoff and Judy Birkett.*

## GIPPSLAND GETAWAY – 3<sup>rd</sup> to 6<sup>th</sup> November, 2007



This is a preliminary advice that arrangements are proceeding a-pace for this relaxing holiday type event that will take in the marvellous vistas of Wilson's Promontory. Our Getaway will be based in Southwest Gippsland not far from the Prom.

The Getaway is in the detailed planning stage and it promises to be a good one. Please make sure that the dates are placed in your diary now. There will be more details in the next issue of *Your ABCCC News*.

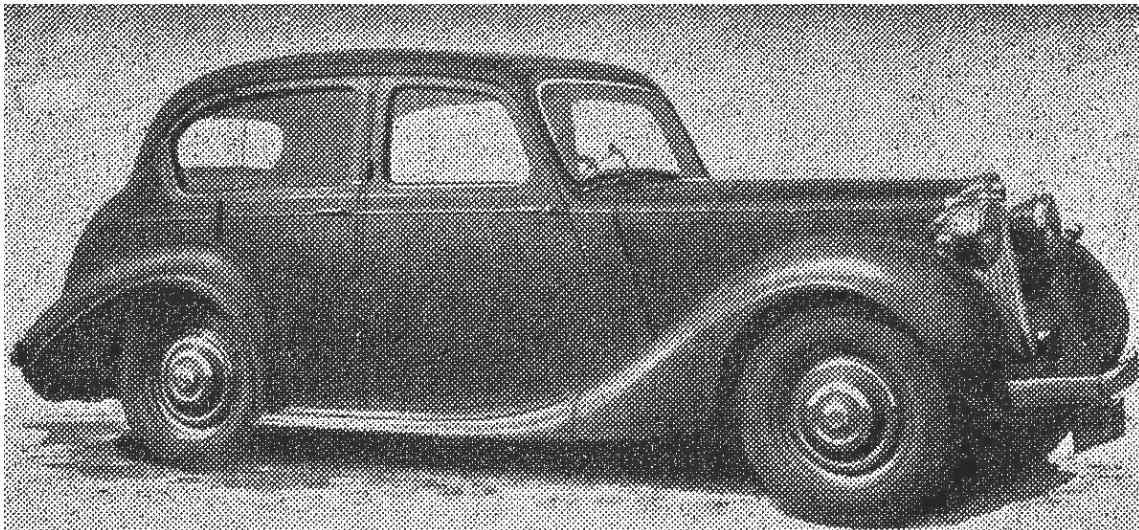
*Val Jeffereyes and Jim Spence.*

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## 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 35, featuring one of our favourites, in the series.

### Sunbeam-Talbot 2 Litre 14 h.p.



*Everything that one would expect in an elegant automobile of the true British breed is compactly fitted into the well proportioned 2 litre Sunbeam-Talbots, also available with three distinctive body styles – the saloon, the drop-head coupé and sports tourer. This is a top gear car and its sensible, smooth, clean motor has a willingness to keep going without a lot of attention, making it a favourite with the woman driver, too – a tribute to a sports car with such performance as the Sunbeam-Talbot – the glamour car of the Rootes range.*

*From Motor Manual, 1949. With Thanks.*

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## SOME SPLENDID NEWS

One of the joys of British Classic vehicle ownership is that a number of motor houses used sensible threads for studs, setscrews, bolts and nuts. Some SAE threads did creep in towards the end of the golden era, but in many cases the majority are of the unsurpassed British Standard Fine (BSF) variety and, as we all know, Whitworth size spanners were employed. For some time now, it has been very difficult to find suitable spanners and sockets.

Reading the Norton Owners Club magazine I spied a note about Whitworth socket sets. It was reported that 3/8" square drive socket sets made by Eurotec can be obtained from K & P Dean Distributors, 104 Miller Street, West Melbourne (Telephone Number (03) 9328 1977; Fax Number (03) 9326 5496). Their catalogue number is ET10540 and they would probably have to order them for you. Price is approximately \$71.50 including GST.

The 3/8" square drive would be particularly useful for some of the tighter hardware locations.

*Mike Allfrey.*



## THE WAY IT WAS

### **“Halt” – Only With Minister’s Permission**

“Halt at Major Road Ahead” signs will only be erected in future with the authority of the Minister of Transport, and the Motor Legislation Committee comments that this decision has given considerable satisfaction to motorists. A strong protest against indiscriminate use of these signs had been addressed by the R.A.C., R.S.A.C., and A.A to the Minister through the M.L.C.

In 1935 to 1936 no fewer than 7,063 “Halt” signs were erected; this number would have been considerably increased if the Minister of Transport had not intervened.

*The Autocar* has always contended that the

greatest care should be taken in the erection of “Halt” signs. If used, unnecessarily they would tend to be disregarded. If they are few in number, they will be respected. It is most important that use of signs of this type should not be overdone. The “Stop” line to be marked on the carriageway in conjunction with the “Halt” signs will, too, be of great assistance to drivers. Of course, the best method possible for local authorities to adopt is to endeavour to remove the danger which makes it necessary for vehicles to come to a halt – in other words, open up junctions as far as possible.

*From The Autocar – 30th July, 1937. With Thanks.*

*Editor’s Note: These little gems crop up from time to time and it is nice to see how things were handled in days gone by. Today it is all about revenue-raising red-light and speed cameras.*

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## SOME DELIGHTFUL YARNS OF YORE

A long time ago now, back in the early 1960s, I was just completing my apprenticeship in the trade of being a farm machinery mechanic. Once that apprenticeship was completed, I achieved the dream of every apprentice in our trade – to go and work in the Experimental Department of one of the larger, well known, farm machinery manufacturers. This gave us the chance to build experimental prototypes and to travel the country testing what we had built. The company I chose was Bamfords Limited of Uttoxeter, a town of Roman origin in Staffordshire – right on the Derbyshire (pronounced Darbyshire, for the ill-informed) county border. I had decided on Bamfords because they manufactured a range of farm implements and barn machinery, but no tractors – I had received my fill of them during the years of my apprenticeship.

This piece relates stories about some of the farming characters I met while working. Such characters were one of the rewards of being with country folk. Our first character was Mr Withers of Parsonage Farm, just out of Bristol in Somerset. It was always ‘Mr’ Withers, there was never mention of a Christian name. During the summer season, at hay making time, it was quite normal for me to deliver a new Ferguson tractor ‘after hours’ and then take the lorry home, do a little carting job (a foreigner) and take the lorry back to work next morning at 7:00 am. This time, Mr Withers had decided to buy a new Ferguson tractor of absolutely minimum specification, that was the way he was, and I delivered it on my way home. After unloading the Fergie, I explained all the important points about it and presented him with the invoice. “Come into the house and I’ll pay thee.” So, I followed him in and waited while he rummaged around in an other room and came out with a biscuit tin. He paid me for the tractor in full – all £642 0s 0d of it – in ten shilling notes. We were there for hours laboriously counting it all out and the biscuit tin, still with a number of ten-bob notes in it, went back into the other room. Next morning, I had to count out those notes in the company of the dealership’s accountant. The workshop foreman was a bit miffed at the time I lost!

Mr Withers used to come into the workshop with broken pieces of farm equipment and say, “It came apart in my hands.” Once he brought in a large end casting from a Cambridge roller, for welding and, yes, it had come apart in his hands! I asked him what the evidence of having struck brickwork quite hard was then? His ready response, “Ah! But the two parts came apart in my hands.”

Another time I went to Parsonage farm, Mr Withers took me around the side of the barn to show me something. I looked around, but could see nothing unusual about the place, which was a bit of a junk yard. Then old Withers asked, “You’d be of marryin’ age me son?” I replied, “Yes, I am courting a girl at the other end of the village.” “No”, said Withers, “I mean my daughter, she’s good marryin’ stock!” I declined as politely as I could and made a rush for my van and got out as quickly as I could. Old Withers just wanted a free tractor mechanic to be in the family!

Up in Derbyshire, near Ellastone, there lived George Mellor an older farmer who had married a younger lass. When we went up to George’s place it was always a cup of tea first, to chew over world matters with respect to farm machinery trends. It was always carried out in the kitchen and every time, there were a couple of Rohde Island Red hens sitting on one of the shelves of the Welsh dresser, amongst the plates and cups that were on display. In these shelves were grooves to stop the china plates from sliding for-

ward off the shelves. George had trained the hens to lay their eggs into the groove on the middle shelf. "Ideal for the Missus," explained George, "She doesn't have to go out to the hen shed at the other end of the yard to collect our eggs!" Interestingly, one of the hens clucked quietly to announce the arrival of an egg, the other let out a strident crowing of triumph that made conversation impossible. "She always wanted to be a rooster!" said George.

We were up at the Mellor farm one day and witnessed the delivery of the new Austin three-ton farm lorry, painted green with red wheels and striping. While that was going on, the District Nurse pedalled in on her Raleigh 'upright', and announced to George that he was the proud father of a fine baby boy. My colleague, Lionel, asked George what he was going to call the boy? Quick as a flash came the inspirational answer, "Austin Diesel Mellor!" from George – and it was so too.

Then there was Jack Jones (not his real surname). We called him 'Gentleman' Jack Jones and he could have been the twin brother of O'Reilly in *Fawlty Towers*, he was that similar. His sister was Katherine Jones, my music teacher at school, who reported that I had no musical inclination at all, and it would be better if the piano lessons ceased. Jack was probably the Arfur Daly of the local farming community and got up to some tricks right on the fence between the law-abiding and the other side! He was well known for watering down his milk that went to the local dairy, "One gallon of water to five gallons of milk, works a real treat" reckoned Jack, as the ideal ratio. The dairy manager knew he did it, but could never catch him out. Jack had a daughter, also of marriageable age, and again, was declined in good humour, who was called 'JJ' – I think she was Jo Jones, but was never sure. We arrived up at Jack's farm one sunny afternoon and were greeted by 'JJ' from the upstairs window of the farmhouse, with ample bosom bare for all to see, "Dad's up at the barn", she called out and, with a laugh, closed the window. Jimmy and Lionel were pop-eyed at the vision. We found Jack and he had a good look at our prototype manure spreader that we would test on his farm. "How does that work then?" We explained the working principle of the machine and Jack stood back, with hands in pockets, considered it a moment and stated, "Well, goodness me! We're going to have a shower of shi— over Staffordshire this afternoon!. Must watch that."

'Gentleman' Jack ran a mob of greyhounds he raced at Stoke-on-Trent and at Derby. He used to train them in the home field, which was quite a steep hill. Jack's technique was to tie a bitch in 'season' to a stake at the top of the field and, at the bottom, would let his greyhounds out of a home made trap. "Makes the beggars really run!" explained Jack one day, "But they will be disappointed when they get there – she's got her chastity belt on!" Someone once said that Jack applied some 'season' scent on the hare at the dog track and his dog won! Unfair advantage?

Jack's farm was right on the county border of Staffordshire and Derbyshire, and he used to proudly claim, "The Missus sleeps in Derbyshire and I sleeps in Staffordshire!" The border went right through their bedroom. The council rates were decided on the position of the farm's front gateway – being in Staffordshire. I think that it had all better be left at that!

*Mike Alfrey.*

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## **IT'S ALL IN THE NAME**

Paddy's pregnant sister, Colleen, was in a terrible car accident and went into a deep coma. After being in the coma for six months, she wakes up and sees that she is no longer pregnant. Frantically, she asks the doctor about her baby.

The doctor replies, "Ma'am you had twins, a boy and a girl. The babies are fine now, however they were poorly at birth and had to be Christened immediately – your brother came in and named them."

"Oh, suffering Jesus no, not me brother," Colleen blurts out, "he's a clueless moron!" Expecting the very worst, she asks the doctor, "Well, what's my daughter's name then?"

"Denise", answers the doctor.

The newly recovered mother is somewhat relieved, "Well, bless me, that's a beautiful name. I was wrong about my brother – I like Denise."

Then she asks, "What would the boy's name be then?"

"Denephew," replies the doctor.

*Someone.*

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## HOW TO CLEAN UP BAKELITE

Most English post vintage classics had a Bakelite dashboard and/or window surrounds or trim pieces. Bakelite is a thermo-set plastic – this is a plastic which starts molten as a liquid, but once solidified, does not revert to its liquid state when re-heated. In crude terms, it consists of a resin (which gives it the glossy appearance), plus a bulk filler material, usually wood flour. The shiny surface you see and admire is the top layer of resin, and this is often very thin. It is created during manufacture by the pressure the ingredients are under while setting. Once rubbed away through atmospheric action, over-enthusiastic or by scorching in the sun's rays, it is lost and nothing will bring it back. You are then left with a pitted mixture of resin and wood flour (or sometimes asbestos powder), and wood flour being very fine sawdust, is not that glossy.

Provided that the top layer of resin is intact, Bakelite is not porous; the recommended method of cleaning is a very dilute mixture of water and dishwashing liquid, with an overnight soak being best to get rid of any grease. After drying a light buff with Polishing Paste No. 5, which also goes by the name of Baykobrite. This product apparently contains a very light scourer and a waxy agent which highlights and protects the gloss finish. It was formulated by British Telecom to re-furbish old Bakelite telephones to new condition.

Baykobrite can be ordered from The Radiophile, Larkhill, Newport Road, Woodseaves, Stafford, Stafford, ST20 0NP, England. Their telephone/fax number is +44 1785 284 696. The polish costs about £3.00 per tube plus postage,

If your Bakelite surface is rough, then there is a good chance the top layer of resin has worn away, and no amount of soapy water will assist. In this case, you need to cut away the discoloured layer. There are two different methods to do this:

1. Use a fine grade of wet sandpaper (180 grit) and progress up to 600 grit.
2. Use an abrasive polish, in particular the car polishes that contain dark brown pigment. Rub on, allow to dry and buff away the residue.

After this work, inspect the surface. Shoe polish (dark brown) can be worked into the surface to fill any remaining pits and buffed off a few hours later. Several applications may be needed to obtain a truly smooth finish. Lastly, use a clear, liquid wax polish and buff to a high polish finish.

It is likely that this will need to be repeated every twelve to twenty-four months or so, as without the original resin surface, Bakelite is porous. Remember, it's mainly a mixture of wood flour and a colouring agent.

There are a number of methods to maintain the finish. Probably the most permanent is to have a good painter to spray the Bakelite with a number of very light coats of clear lacquer. Other, less permanent, and perhaps less worrisome methods (after all, you need to have a lot of trust in your painter after all of that work), are:

1. Application of Meguire's Plastic Polish #10 (this should be available from Repco or Supercheap Autos stores, although they may have to order it).
2. Application of Mothers Pure Carnauba Wax. This is completely non-abrasive, so can be used as often as you want to keep the Bakelite protected without removing any of your previous hard work,

There has been a report of a person smearing on a very fine layer of petroleum jelly with a clean rag, and then lightly buffing off the excess. If you apply too much, the Bakelite will start to exude drips in hot weather, which can be simply wiped off. Apparently the jelly gets absorbed slightly and doesn't seem to attract the amount of dust one might think.

*From the magazine of the Ford Owners, Restorers & Drivers Club of Aust. Inc. With thanks.*

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## OUR COVER CAR

Details of the car are

Year of manufacture	1974
Make of car	Morgan
Car model	4/4
Engine Type	Ford 1600 GT

First of all, let me say that both Glenda and I had a wonderful time on the RACV Fly The Flag Tour, and we are both looking forward to the next (I think that is what they call "wishing your life away" though).

The car was built in the Morgan factory located in the picturesque town of Malvern Link which is situated in the English Midlands. First registered in 1974, the car remained in England until 1985 when it was ex-

ported to Australia. The port of entry was Darwin. However, due to Australian import irregularities, the car was impounded by the Australian HM Customs Authorities.

The Morgan was consequently put up for auction by the Federal Government. It was subsequently purchased by a Federal High Court Judge who later returned to Canberra, taking the car with him. At this stage, the car was still in its original colour of silver. However, after its stay in Canberra, the car was sold and found its way again for sale, this time in a Brisbane car yard. It was at this time that the car took on a completely new appearance with the car dealer thinking that it would be more saleable if it was resprayed red. On completion of the colour transformation, the car was again sold, this time to a buyer from Dandelong. For several years the car did very little mileage and was somewhat a "Garage Queen".

I took possession of the car in 2002. Since then major renovations have taken place. The car has participated on four "Fly the Flag" tours, and has given both Glenda and I many hours of happy motoring

*Phil Cook.*

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## 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.

**Set of Blue Newnes Motor Repair And Overhauling** – Set of books is apparently minus the part with Service Data Cards. Make an offer for these mint condition books to Laurie Rocard, Sunbury area, on Telephone Number (03) 9740 8292.

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## 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, <b>NEW!</b> 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), <b>NEW!</b>               | \$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.*



*The radiator cap that so fascinated Tore Panuzzo.*



*Nice to see one of these Jensens again!*

*Images from the 2007 RACV Fly The Flag Tour.*

# Christmas In July



AND OUR ANNUAL DINNER  
SUNDAY 22<sup>nd</sup> JULY 2007  
12 NOON FOR 12:30PM



TO BE HELD AT

## TOKAR ESTATE COLDSTREAM

IN THE HEART OF THE YARRA VALLEY  
MELWAY MAP 276 REF K10

LAST YEAR THIS DINNER WAS BOOKED OUT, SO DON'T MISS OUT.  
LETS GET TOGETHER AND ENJOY A CHRISTMAS IN WINTER WITH  
ALL THE TRIMMINGS, XMAS CAROLS (SONG SHEETS PROVIDED)  
FATHER CHRISTMAS, BON BONS, AND LOTS OF GOOD CHEER !!!!!

## MENU

SOUP:	Vegetable Soup
ENTRÉE:	Seafood Platters & Antipasto Platters
MAIN COURSE:	Turkey wrapped in Ham Roast Pork complete with Crackling Roasted Vegetables & Red Wine Gravy
DESSERT:	Plum Pudding with a Rich Brandy Custard Sauce
AFTERS:	Plunger Coffee Twinings Teas Traditional Shortbreads Port



THE CLUB WILL PROVIDE DRINKS TO THE VALUE OF \$700 DOLLARS  
**KRIS KRINGLE, EACH PERSON TO BRING A GIFT (\$5.00 VALUE)**

**BOOK NOW!!!! NUMBERS LIMITED**

**NOTE: Please complete the form below and send your cheque to Colin Brown if you wish to confirm your attendance. For people that have already notified Colin Brown but have not completed the form below and sent a cheque, please do so immediately so as to confirm your attendance.**

✂-----✂

I WISH TO ATTEND THE DINNER

NAME(S) \_\_\_\_\_ NO. REQ \_\_\_\_\_ @ \$40.00 each = \$ \_\_\_\_\_

PLEASE MAKE CHEQUE TO **All British Classics Car Club of Victoria** AND FORWARD TO:

COLIN BROWN  
PO BOX 40  
COLDSTREAM VIC 3770

PHONE 5964 9291 MOB 0418 343 176

# THE GREAT ABCCC TRIVIA CHALLENGE

**FRIDAY 22<sup>ND</sup> JUNE, 2007 AT 7:00 PM**

**DO YOU KNOW THE ANSWER TO THIS QUESTION: – WHERE IS THE GREAT ABCCC TRIVIA CHALLENGE BEING HELD?**

**IF YOU DO, THEN YOU ARE WELL ON THE WAY TO COMING ALONG AND HELPING TO MAKE UP A TEAM FOR THIS CHALLENGE OF SUPREME KNOWLEDGE OF THINGS MOST TRIVIAL!**



*A SCENE FROM THE 2005 GREAT ABCCC TRIVIA CHALLENGE – NOTE THE AURA OF CONCENTRATION!*

**FOR THOSE OF YOU WHO DON'T KNOW THE ANSWER YET, OUR GREAT CHALLENGE IS BEING HELD AT THE LILYDALE INTERNATIONAL CLUB, ENTER FROM NELSON ROAD. PLEASE NOTE THAT THERE ARE TWO ENTRANCE WAYS – THE ONE CLOSEST TO THE MAROONDAH HIGHWAY IS THE 'ENTRY' AND THE ONE FURTHER ALONG IS THE 'EXIT'.**

**DON'T FORGET TO BRING ALONG AN ITEM FOR OUR AMUSING SHOW AND TELL SESSION. THERE WILL BE A SMALL PRIZE FOR THE BEST STORY THAT IS TOLD ABOUT AN INTERESTING ITEM!**

**WE LOOK FORWARD TO YOU JOINING US FOR A GRAND EVENING OF FUN. A WARM WELCOME AWAITS YOU THERE. PLEASE MAKE YOUR BOOKING, BEFORE TUESDAY 19<sup>TH</sup> JUNE, TO:**

**MIKE & SUE ALLFREY, ON TELEPHONE NUMBER (03) 9729 1480**

**E-MAIL [michael.allfrey@bigpond.com](mailto:michael.allfrey@bigpond.com)**

## Christmas In July

Don't miss out! Book Now!

Remember to bring a Kris Kringle gift on the day.

Complete the form on the previous page & send with your cheque to Colin Brown.