



An incorporated club

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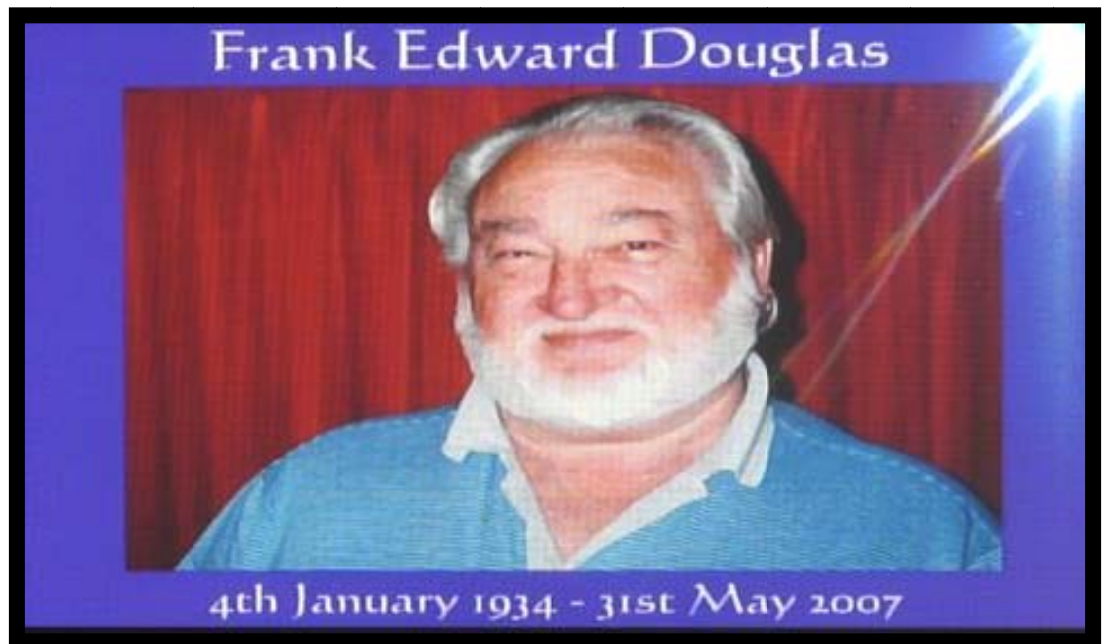
A friendly family social motoring club

Edition 109

July 2007

OUR WAGONMASTER

Your ABCCC News



A photograph from an image that was displayed at the funeral service for
Frank Douglas.

This image taken and supplied by **Craig Douglas** – with thanks.

*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.

Club Founder – The Late Frank E Douglas

"Owning And/Or Appreciating The Spirit Of Fine British Classics"

ALL BRITISH CLASSICS CAR CLUB (VIC.) INC. – YOUR COMMITTEE

Vice President (1st)	Ray Higginson	(03) 9336 7306 AH (03) 9310 5286 BH	higginson@abccc.com.au
Vice President (2nd)	Tony Pettigrew	(03) 9739 1146	tony1@uvtc.net.au
Treasurer	Tony Hodges	0419 307 026	tonyhodges@abccc.com.au
Secretary	Val Jefferyes	(03) 9725 1117	valjefferyes@abccc.com.au
Membership Secretaries	Val Jefferyes	(03) 9725 1117	valjefferyes@abccc.com.au
	Jim Spence	0412 808 050	spencestandard8@optusnet.com.au
Magazine Editor	Mike M Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
	Facsimile No.	(03) 9720 0283	
Assistant Editor	Mary Nolan	(03) 5978 7798	marynolan@abccc.com.au
AOMC Delegates	Bill Allen	(03) 9846 2323	
	Ross Gardiner	(03) 9589 2013 AH	consultanalogue@hotmail.com
Club Regalia	Bill Allen	(03) 9846 2323	
Victorian Club Permit	Bill Allen	(03) 9846 2323	
Scheme Officers	Colin Brown	(03) 5964 9291	colinbrown@abccc.com.au
Events Co-ordinators	Lyn Higginson	(03) 9336 7306 AH	higginson@abccc.com.au
	Pat Douglas	(03) 8704 2973	patjdouglas@abccc.com.au
	Frank Sawyer	0408 633 778	frank.cars@bigpond.com
	Colin Brown	(03) 5964 9291	colinbrown@abccc.com.au
	Bill Allen	(03) 9846 2323	
Website Maintenance	Chris Newell	0438 007 021	chrisnewell@abccc.com.au

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!

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 Cream Sponge 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 | |
| 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.

THE VICTORIAN CLUB PERMIT SCHEME

For your Victorian Club Permit Scheme (VCPS) renewal, please forward your completed renewal form to:

Colin Brown
PO Box 40
Coldstream VIC 3770

Please enclose a stamped envelope, addressed to Vic Roads along with a cheque/money order for your VCPS Fee, and I will sign on behalf of the club and forward it on to Vic Roads for you.

Please note that the Customer Copy and VicRoads Copy must be intact.

It is your responsibility to maintain the motor car in a safe operating condition.

Colin Brown.

New VCPS Applications

For members wanting to place a car on the VCPS please contact: Nello Mafodda on (03) 9719 7949 who is the ABCCC VCPS Officer in charge. Nello will be pleased to provide all the information required to place a motor car on the VCPS. Nello's position is entirely voluntary, so due consideration should be given when contacting him.

EDITORIAL NOTES – ISSUE 109

This is not an easy task for me, to comment on the passing of our esteemed President. So I sincerely hope that this little piece will suffice.

I first met Frank Douglas when he attended a Delegates' Meeting of the Association of Motoring Clubs to announce the formation of the All British Classics Car Club. At that time I was heavily involved with matters Jowett and the AOMC. It wasn't till the first RACV Fly The Flag Tour that I fully realized just what the All British Classics Car Club was all about. After retiring from work, relinquishing my duties as editor of magazines Jowett and AOMC, I decided to join our club and enjoy the club scene without any responsibility, other than to have an enjoyable time. Frank and Pat made us very welcome, and we took part in a few local events that we enjoyed immensely. We became more involved when we booked in on the last Opal Safari to Andamooka.

It was on this Safari, in fact at the first morning tea stop at Marong on our way to Mildura, that, while enjoying a cuppa, I was 'surrounded' by Frank, Tony Pettigrew and Ray Higginson (with, I suspect, a degree of support from their ladies) and was asked to help with the club's magazine. The way that Frank and Tony put the proposal, meant that I simply could not refuse. Considered acceptance set me to wondering what I had let myself in for – here I was supposedly editing a magazine that required no technical input (Jowett) nor passionate writings about matters affecting the historic vehicle movement (AOMC) – it is essentially, purely social and, for me, quite frightening. Frank gave me some sound advice about what was really required and was really helpful in getting it all going. The fact that the ABCCC is a thoroughly well-oiled machine also helps, and Frank was behind that too!

A long way back in time, in the early 1970s, and before Frank became involved with the Armstrong Siddeley Car Club, the Jowett Car Club was approached by the Armstrong Siddeley Car Club to join them on an event in Balwyn. A while later, the two clubs got together again for a picnic day at Whittlesea, then a small country town. Were these two events the seeds of what is now the ABCCC? They could well have been, because there was a definite willingness shown by those from the Armstrong Siddeley Car Club who were present. At a number of Jowett Car Club meetings, joint activities were discussed, but nothing ever happened. We were all too heavily involved, technically, with our Jowetts to actually form a joint social club. Had it happened then, we would have enjoyed Frank's wonderful friendship and organizational skills for much longer than we were allowed.

With Frank, whenever we met, there was always a firm handshake in greeting. I have borne in mind that handshake as being a correlation to grasping a Rover door handle. Solid, stately, dependable, reliable and comfortable friendship – those qualities were all there.



Supreme satisfaction, Frank enjoying a survey of a field of fine classic cars – 2007 RACV Fly The Flag Tour.

The image above probably illustrates best what Frank set out to achieve with our RACV Fly The Flag Tours – a perfect day with two-hundred fine classic cars on display and people walking around enjoying the spectacle and chatting with car owners. The historic car movement is a wonderful vehicle for bringing back memories for the public. Just after the image was taken, Frank turned to me and said, “A good display Mike. Get plenty of photos for the magazine!”. I did, and we have to find a way of sharing them.

Frank’s knack of ringing to enquire about the next issue of *Your ABCCC News*, just after returning home from another club’s event, or being away for a while, was uncanny. No sooner had the front door closed, the telephone was ringing with a piece or announcement for the magazine. It was always a few skeletal items that he asked me to, “word-up for the newsletter, you know, make a story about it”. I am fairly certain that I got it right most of the time.

I am confident that Frank will never be forgotten in our club, and we need to keep that memory alive at all times. To Pat and Craig and the family, our sincerest condolences, we will all miss him greatly.

Mike Allfrey, Editor – On Behalf Of All The Membership.

IN APPRECIATION

On 31st May 2007 the Frank Douglas Era unfortunately came to an end. Dad had suffered for a number of years with various forms of cancer, and although he fought a hard battle, he lost the fight early last Thursday morning.

On Wednesday 6th June a huge crowd attended the service to honour Frank. The ABCCC members presented such an extraordinary display of vehicles. A large number of members of the All British Classic Car Club and some from Fly the Flag rally attended both the funeral service and formed a cavalcade to Lilydale for the burial. It was a great sight with all the old cars with their lights ablaze. Very impressive.

Frank would have been extremely proud of the club members and their vehicles and it was this wonderful support that enabled us all to get through a very sad and difficult day. As a family we have received many different forms of condolences from flowers, cards, e-mails, visits, many, many telephone calls and many kind wishes and comments. It is a great comfort to us to realise that Frank touched so many lives.

Frank lived a very full and busy life but the last twenty years of his life was mainly taken up with his car club activities, initially through the Armstrong Siddeley Car Club and later the All British Classics Car Club. He was passionate about his cars, he loved the club members, he thrived on the camaraderie and the friendships and relationships which he formed during those years.

Frank thrived on organising events and the car club has been extremely supportive of these events, his thoughts and his direction. Frank will be sorely missed by all his family and we feel certain he will be missed in the club as well.



Please accept this article as a small token of our gratitude for all the support you gave to Frank during his life and at the time of his death. No amount of words can portray the thanks we wish to express for everyone's support and assistance on Wednesday, from parking of cars, guard of honour, the numerous plates of food, drink etc. to help celebrate back at his home at 14 Crestway.

Left: Frank's final pass under his beloved club's proud banner. Note the number of classic cars waiting to pass through in the enormous convoy.

We look forward to continuing Frank's direction within the car club and it is our intention to ensure

that his memory lives on. Hopefully, the club will continue to prosper, he would have wanted it that way and over time, the grief felt by us all will diminish and leave us with loving and special memories.

A special thanks to those who helped organise the car club display at the service and to those extraordinary car club ladies who helped with food, coffee and just generally assisting after the service.

Although the Wagonmaster may have run his last rally, we will ensure that his memory is not forgotten. Many thanks again to all those who have assisted during these very difficult months.

Craig & Pat Douglas, For The Douglas Family.

PAST AND FUTURE EVENT REPORTS

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

Our main contingent met at the Lilydale International Club car park at 7:00 am on a decidedly cool but promising morning. It was wonderful to have the surprise arrival of Tony and Maxine Pettigrew joining us in their modern, the Lagonda was still on display at the RACV City Club, the Lea Francis shunned the Newell Goat Track, as did our Jupiter, and the Van Den Plas needed some work before such a long trip. It was also a pleasant surprise to see Pat Douglas arrive with Tore and Connie Panuzzo in the modern Jaguar. Things were shaping up well as we waited for Peter and Rosalie McKiernan to negotiate some road works on the Montrose side of Lilydale. For us, it was the first time for a long time that we were five minutes late, but felt we were early, as Bill and Terri Allen were the only ones waiting. Another modern Jaguar arrived bearing Colin and Joy Brown, and Frank Sawyer and Val MacRae were soon there in their sporting Reliant. The last arrivals were Bob McNamara and Michael Gladman in the nice MG B-GT.

Frank handed out running sheets to those who had not received them the previous day. Tore maintained that he had not received a copy and elected to be guided by Pat's copy. After a brief review of our travel arrangements, we set off as a group for Yea. It was a pleasant drive in the morning sunshine and we had good clear conditions for the drive to Nagambie. This was where Ray and Lyn Higginson joined us for a welcome coffee break at the little bakery. One man served all of us and there was no confusion at all. The bacon and egg sandwich was excellent, but not quite up to the standard of those to be had at Historic Winton, a matter of days before. We all set off and by-passed Shepparton and Numurkah to join the Murray Valley Highway at Strathmerton. Our leisurely lunch stop was at Tocumwal where we were joined by Jim Spence and Val Jeffereyes. Our contingent was growing!

Our run to Narrandera was uneventful, but conducted in warm sunshine. Our motel, the Gateway Motor Inn, was soon found and we found that it was indeed the old Country Comfort that we had stayed in many years ago. Here we met with Tom and Heather Cannon, and George and Joan Chrystie, making up the full Victorian group. Heather was shown how well her old Rover had come up after a day's detailing work by Protech Car Care. Even the white bands on the tyres were dazzling! Our evening meal was booked at Charlies on East Restaurant. Here we enjoyed an excellent meal accompanied by good wines and beer.

Those who had parked under the huge motel car port did not need to wipe the dew off their windows, and we set off on a bracingly fresh morning for our destination, Tomingley. West Wyalong was reached in quick time and it was while we were exiting Wyalong itself, that we noticed just how violently rough the Newell Goat Track could be. At Forbes we stopped for lunch and here was a mistake on my part. After filling with petrol at the BP, and being served at that, I set off for the Caltex Roadhouse just up the road for their legendary poached eggs. What a disappointment! The place is badly run down and the eggs were microwaved – not properly poached as they used to be. Another victim of McDonalds no doubt. We continued on to Tomingley, arriving early in the afternoon.

Just as the coffee was about to be poured, Tony and Maxine arrived and we had an impromptu RACV Fly The Flag meeting – accompanied by a glass of red or two. News on this front is most encouraging for a good tour next April.

Soon the Lucky Strike Motel's car parking space was full of ABCCC V & Q cars. It was good to meet up again with Jenny and Paul Caro, and with Margaret and John Gagen. It was also nice to see people that had only been read about in *True Brit*, the Queensland magazine. It was soon time to walk next door to the Crossroads Hotel for our evening meal. There were great warming fires blazing and we placed our orders for dinner. Upon asking for a steak, medium – the response; "As it comes", meant that we were way out in country New South Wales!

On the Saturday morning, we were greeted by Jim our coach captain for the day. Our departure time had



been brought forward by half an hour, but we all made it easily. As Jim chauffeured us to the Radio Telescope at Alectown, he explained to us the history and activities of the Tomingley area. In the early days, gold was the big attraction and, for some, it still is. On our way we passed a yard full of older cars rusting away in peace. It seems that they are to be restored one day – but what a task! Our first stop was at the Radio Telescope and we marvelled at the accuracy of the huge dish and of the vastness that is – Space.

Left: Alpaca husbandry being explained to our interested group. Bill's faithful dog at lower front.

Next, a quick stop in Parkes to raid the town's ATMs before heading off to the Angora Rabbit farm just past the small township of Yeoval. Here we were warmly greeted by the staff and shown a number of animals other than Angora rabbits. The rabbit breeding cycle was explained to us as was the same for camels, ostriches, alpacas and llamas. Bill Allen found a very friendly dog that could have been patted all day. However, when one of the animals started to move away, that dog became very alert and carried out his herding task efficiently. Lunch was served in the old barn and it was soon time to watch an Angora rabbit being shorn. The poor rabbit was spread-eagled on a rig that rotated so that, as the fleece came off, it banked up on a rolling table. All very mechanical and efficient and, after shearing was finished, there was a surprisingly large amount of wool and a correspondingly small rabbit! We were then treated to a country and western singing performance by the family. All great fun.

Right: A keen interest in rabbit shearing.

Jim then took us to the Akane Gold mine at Peak Hill for a good look at a very large hole in the hill. It is amazing what is going on at Peak Hill away from the Newell Goat Track! We were then chauffeured back to the motel and we readied ourselves for the Lucky Strike barbecue meal conducted in virtual darkness.



Next morning, with Maxine and Tony as navigators, we set off in our Rover in convoy for Narromine. This town is remarkable for its vast acreages of bitumen at its intersections. We could have parked an entire Fly The Flag fleet within one of them comfortably! We drove through the town to Lime Grove lime tree orchards. Here we were warmly greeted by Sue, the instigator of the whole project. A good many years ago, Sue identified a distinct lack of lime fruit in the shops around the country. We soon saw that this state of affairs was addressed by Sue and her father. The old property had been farming sheep and cereal crops for many years and, Narromine was chosen for climate and soil conditions. There is now a group of orchards with a total of ten-thousand trees, and they are thriving under Sue's care. The trees fruit all year round and the limes are picked to demand. Planted at the end of each row are olive trees and they bear excellent cocktail olives. These olives have become a secondary crop, and Sue explained to us how the variety had been developed in California for the American cocktail scene.

We spent several minutes in the shop sampling lime based products, and in our case, bought some very special marmalade, cordial and salad dressing. If we buy limes at the shops, they will most likely have come from Sue's exciting and much needed Lime Grove Orchard.

It was then time to set off back to Narromine and meet up with local historic car club members and their cars. It was while looking for the park, that we spotted a Farina Austin Cambridge that was a bit scruffy, but obviously still in use. After a cuppa, we set off for Dubbo where we were guided on a tour of the town and finished up at the RSL Club for a much needed lunch. It seemed that the entire population of Dubbo had the same idea as us! The kitchens coped magnificently and we dined at our reserved tables. It seems that the Sunday Roast is still very popular in Dubbo. We then set off to have a look at the Western Plains Zoo where a special price had been negotiated. This was far more interesting than expected and our Rover liked it all so much that it went around for two whole circuits! It is understood that some of our group became separated from their vehicles and had a longer walk than expected, or, simply waited for the car to come around again,

Soon it was time to head for Tomingley and, as fuel was low in our Rover, a light foot was employed. There was talk about how far we would be able to drive on the reserve supply, or whether others would stop and assist our stricken Rover at the side of the Newell Goat Track. No matter, we made it back with fuel to spare. Our evening meal, at the Crossroads Hotel, came after the Interstate Trivia Challenge that replaced the drought affected Yabbie Catching Challenge. John Gagen was our quiz master and some of the questions were a mite difficult. That a Queenslander, and not a Victorian, won was astounding! The trophy was then presented and it was realized that there was no digital imaging machinery in the room. Colin Brown went and fetched his camera and soon found that its batteries were stubbornly flat. The old Kodak Box Brownie would have coped here in an admirable way!



Flanked by two smart Jaguars, our happy group – less the writer and Frank Sawyer.

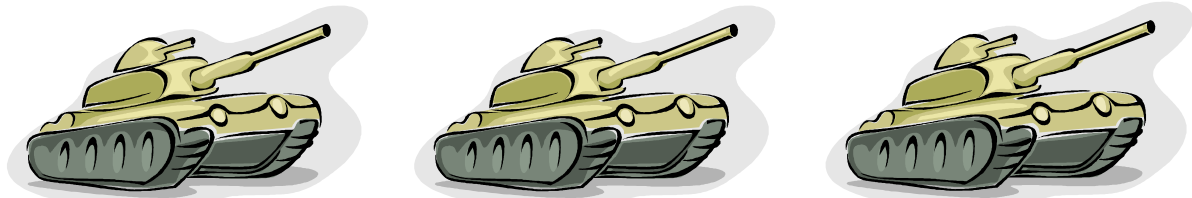
Next morning it was time to say our goodbyes and suggestions of having a safe journey home. It was a cold, bright sunny morning and the Queensland group set off for the Hunter Valley area to get some half decent wine no doubt. After some serious debate, we decided to drive home via Wagga Wagga and Wodonga. Thankfully we chose not to stay at the Country Comfort at Wagga, but found a comfortable motel, the Border Gateway at Wodonga, that can certainly be recommended. I am fairly certain that all of the Victorian group have already been mentioned, so, all that remains is to list the Queensland group and their cars here – Margaret and John Gagen (*Armstrong Siddeley*), Marie and David Alsbury (*MG B*), Jenny and Paul Caro (*Semi-modern Volvo*), Janelle and Chris Hazelhurst (*Bentley*), Marylyn and Graham Leacock (*Bentley*), Kay and John Lennon (*Modern*), Lesa and David Liffen (*1935 Oldsmobile*), Peta and Nic-the-Chauffeur Stilgoe (*Jaguar*), Jan and Bernie Maudslay (*Rover P6B*), and Annette and Syd Was-senaar (*Ford*) – spelling mistakes can be attributed to those who produced the mobile telephone number list!

Special thanks are due to Frank Sawyer and Val MacRae for putting it all together at the southern end, the organization was flawless until Tore lost his notes. To John and Margaret Gagen who put together all the activities that we took part in so enjoyably. To Jim our helpful Coach Captain and Jaguar E Type guide in Dubbo, and finally, to all of you who took part and made it a most enjoyable weekend. We look forward to the next one, when? And, where – on the coast somewhere to make a holiday of it? No doubt, we shall see!

Thankyou everyone!

Mike Alfrey.

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



We will meet at 9.15 for 9.30 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 4th July to inform the caterers. Please contact us on 0412 549 906 to make your booking.

Bryan and Anne Toofell.

THE CREAM SPONGE MYSTERY TOUR – Sunday 5th 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 Petigrew 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 25th 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, starting at beautiful Ferny Creek.

Geoff and Judy Birkett.

WEEKEND OF INDULGENCE – 21st to 23rd September, 2007

After our successful and enjoyable weekend in Nagambie in 2006 we are now off again for 2007. The venue this year is the alpine town of Bright and it's environs and the program is designed to excite.

Leaving from an eastern suburb venue (yet to be confirmed) on Friday 21st September, we will proceed along the Northern Ring Road and onto the Hume Freeway. In Glenrowan we turn off and proceed along Snow Road to our luncheon venue with opportunity to purchase local produce and wines.

After lunch we proceed along the Alpine Road with perhaps a stop to do some more wine sampling. We will then proceed to our accommodation on the banks of the Ovens River at Bright. Following a wash-up and pre-dinner drinks and nibbles we proceed to one of Bright's leading restaurants for a three course dinner and a complimentary glass or two of wine.

On Saturday after a cooked breakfast we will tour the regions of the high country visiting Antique Shed, an art gallery and then proceeding to lunch at a winery with a feature of a Wine Journey. After lunch we proceed over some of the most spectacular roads in the high country, returning to Bright for a sumptuous BBQ on the banks of the Ovens River at the rear of our accommodation (so .05 will not apply!).

On Sunday after a quick breakfast you may relax and shop or you can go to church. Later in the morning we will proceed to an apple orchard where you can purchase a 2 kg bags of apples for \$2 – yes they are seconds, but very edible. We then proceed to a country hotel for a home cooked lunch before returning to Melbourne and unfortunately reality.

All this for only \$550 per couple!

Spaces are limited and filling fast and we need to have numbers confirmed as soon as possible.

Please confirm your booking to Peter McKiernan on (03) 9787 6003

Peter McKiernan.

GIPPSLAND GETAWAY HOLIDAY RUN – 3rd to 6th November, 2007

Come and join us on our Gippsland Getaway and share some of the varied delights that Gippsland can offer. We have managed to secure the Leongatha Motel for the four days of Melbourne Cup weekend in November. Our itinerary is looking good, but still needs to be confirmed, so watch this space for further details. Cost of the Getaway will be \$184.00 per person on a twin share basis and includes three nights accommodation, continental breakfasts and two evening meals.

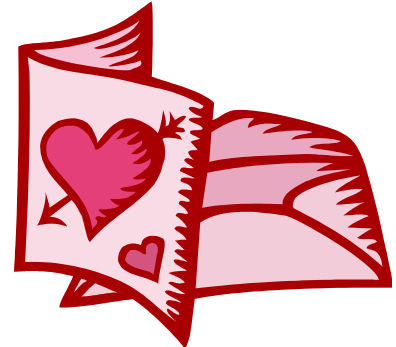
We would appreciate just a phone call at this time to register your interest, so that we can secure our accommodation as the motel has only twenty rooms available. First in, best dressed and the booking is for Saturday 3rd to Tuesday 6th November, 2007.

Please contact Jim on 0412 808 050 to register.

Jim Spence.

A STORY OF TRUE LOVE

I will seek and find you.
I shall take you to bed and have my way with you.
I will make you ache, shake and sweat until you moan and groan.
I will make you beg for mercy, beg for me to stop.
I will exhaust you to the point that you will be relieved when I'm finished with you.
And, when I am finished, you will be weak for days.
All my love,
The 'Flu



WHAT IS GOOD PETROL? – By Louis Mantell

There Are Two Methods Of Damping Detonation – Both Require Discretion To Be Really Valuable

'Tommy Barr' in *Practical Aspects* in the issue dated September 1st was good enough to invite some comments from me on a point which I certainly agree must often have been a fruitful source of confusion to readers who conscientiously read and try to understand all about octane numbers, calorific fuel values and suchlike physical qualities. These seekers after truth sometimes find, for no apparent reason, that a specific engine will run excellently on a fuel that is apparently grossly unsuitable to others of its kind.

I quite agree that it is very difficult to co-relate the goodness of petrol with the affections formed for it by presumed discriminating engines.

Strictly speaking, a petrol of high calorific value should be 'the goods', because the internal combustion motor belongs to that class of prime mover called 'heat engines', the job of which is the conversion of heat units into work units and to which, therefore, the possession of calories should be the primary quality of all fuels. Unfortunately however the construction of the present heat engines (barring one upon which you must ask me no questions at the moment) is such that other qualities (such as the octane number; for instance; which controls the resistance to detonating) and 'the latent heat value' (which determines the heat released by the inflammation per unit of time) are actually of greater moment than the fuel heat content.

If, for example, you could obtain and try in your touring car some of the fuel used by Cobb, Eyston or Campbell, you would find that it would not improve upon the results obtained with your No. 1 pump spirit. Probably it would be no good at all to you; no power, extremely wasteful on a gallonage basis, and very likely, the cause of incessant backfiring.

The reason is that with the very high output engines used by these record breakers, calorific values must be subordinated to those other factors which in the aggregate make for high detonative resistance. Given immunity here, the power can then be obtained in virtue of immensely high volumetric efficiency and compression ratios, which render the concurrent calorific 'short weight' quite negligible by comparison.

Now we will see how, in a much smaller degree, these operate big your case. Petrol, as most of us know, is sold mainly on the basis of its 'knock' rating (otherwise known as the octane number) and the modus operandi of the selection is simple. If you pink on one octane number, select the next higher and so on till you are pink-free in all normal circumstances of driving. Now, consider shortly the nature of pinking.

It is a form of auto-ignition which sets in toward the final phase of the ordinary flame spread and burns instantaneously the whole of the still-remaining live residue. We do not yet know its detailed nature with academic exactness, but we do know that the hotter the final unburnt charge residue, the greater the detonation. Thus all such factors as hot surrounds at the end of the flame spread, late ignition which makes for a hot tail flame, badly designed engines where the plugs (which aid greatly in giving the flame its original direction) are misplaced, water jacketing badly arranged so that the exhaust is under-cooled, and so on – all of these aggravate detonation.

Then again from a fuel quality standpoint, we know that variously shaped molecules are more prone to detonate than others. Those with the carbon atoms in a ring, for example, are much more resistant than if

they are in line, hence the difference between un-doped No. 1s and No. 3s respectively. We know too that certain organo-metallic dopes –Tetra-Ethyl lead, for instance arrest knock tendencies to a great extent. In addition to all these; we know yet another anti-detonative factor that I would here stress, because it is one of those which is the disturbing link in an otherwise fairly comprehensive explanatory chain, viz, that bodies of high latent heat, such as the alcohols are great anti-detonants because of the strong cooling action produced during their evaporation.

It is true that they have a lower calorific value than the ordinary petrols, but they have several times the anti-detonant action to make up for it. Therefore, while they may lose a considerable amount of calorific power, they can, in exchange for this, boost the knock rating by 300 per cent, or 400 per cent. A solution of the knocking problem with alcohol mixtures, therefore, must be done with discretion, because here we are not forcing down the knock tendency by subtle molecular re-arrangements. but by applying a cold douche.

Our fire heat, in fact is not being followed by refined thermostatics, but by a water hose pipe, which certainly stops the detonation as required, but it is apt also to do other things which are not required.

We can over-suppress by molecular re-arrangements without any loss, other things being as they were, but not by latent heat action unless we 'take up the slack', as it were, by simultaneously raising the compression and/or advancing the spark. The same line of reasoning holds good with light versus heavy petrols. We must use just enough induction heat to get the fuel completely evaporated immediately before the spark passes, otherwise we displace oxygen by pre-evaporation. An over-heated manifold will cause power loss in this way with high-grade petrol where cheaper stuff would do better, and vice versa.

I am not slanging alcohol for use as a mixture with petrol if calorifically balanced. It is often excellent, and many owners of engines with too ambitious a compression ratio swear by it. Others, on the other hand, swear at it because they have used it where unnecessary, and their power in consequence goes down, exactly as in the case of a grossly over-cooled engine.

The best power is always obtained on the detonative threshold, When ascending the anti-knock scale, remember that if you are obtaining this margin of knock freedom by dopes which act other than as chemical coolers, or by the use of petroleum grades with a predominance of. ring compounds, you are merely wasting money by the provision of a wider anti-knock margin.

if, however, you are employing direct cooling agents, either mechanical or chemical, to widen your anti-knock, don't, because a margin in these cases is never to be regarded strictly as such but only as a power waster.

I hope that it will perhaps now be a little more evident why different grades of petrol can easily have very unexpected results, sometimes quite in defiance of what one might expect froth their prices. There are such cases as 'Tommy Barr' describes where engines can be thoroughly pig-headed. I had one once, but, as a rule, a fair margin must be allowed to the 'sufferers' in such cases, owing to enthusiasm, or perhaps annoyance, which results in yards automatically becoming miles and pounds becoming tons.

Also I do not think that it is worth while giving any heed to 1.5 per cent; or 2 per cent variations, because such small discrepancies come well within allowable errors of experimental observations.

From The Light Car – 15th September 1939.

With Thanks.

HISTORY OF THE HASTE-WAGONS – Continued

The *Motor Car Act 1909* (Vic) became law on 4 January 1910. The Act prescribed norms regarding vehicles and driver behaviour — motorists were required to stop when there was an accident, all vehicles needed lights and a bell or a horn, all vehicles had to display a registration number, all drivers had to be over eighteen — as well as special motor vehicle-related offences. Importantly, the speed of motor vehicles was regulated through a new offence of 'driving recklessly, negligently or at speed' that was to be determined through a subjective test having 'regard to all the circumstances of the case, including the nature, condition and use of the highway and to the amount of traffic'. The Act established a state-wide registry of 'motor cars' and a state-wide licensing scheme for drivers. It conferred on the police the separate tasks of enforcing the norms, and the administrative responsibility for licensing. It gave wide power to the Governor to make regulations dealing with motor vehicle construction, Sunday traffic, signage of roads and licence qualifications. The Act was not constituted by the simplistic or populist restrictions to motor vehicles that might be anticipated, having regard to the anxieties within the community or the characterisation of the first motor vehicle laws in the popular literature. The Act did respond to the public mood.

Concerns about speed and danger were addressed by the reckless driving offence and the requirements that drivers be of a certain age and be issued with a licence, that vehicles be fitted with lights and that drivers stop at an accident, and that all vehicles be identified by unique number plates. While the Act imposed on motorists new and significantly more regulation, it did so under the guise of making the motor vehicle safer. The Act did not regressively attempt to restrict motoring; there were no red flags, no speed limits, no exorbitant taxation, nor blanket bans enforced by drastic criminal penalties. Instead, the lack of a speed limit, the reasonably affordable registration and licence fees, and the subjective reckless driving provision, suggested that, on the contrary, the Act was for motor vehicles and was motorist-friendly.

That the Act was, on balance, motorist-friendly can appear at odds with the statements of most parliamentarians during the pioneer period. The members who engaged in debate around the Bills generally professed a dislike of motorists and motor vehicles. For example, in 1905, Donald MacKinnon expressed: 'We have not a great many motor cars here, but we have, I think, developed one or two gentlemen who are what are called in the old country "road hogs" — who drive their cars furiously and ought to be stopped.' Similar thoughts were offered by Richard Toutcher in 1908:

The motor traffic is becoming a very great menace in the city, especially to elderly people who have to cross the streets, and whose lives are in jeopardy from day to day ... Bicycles are bad enough, but it requires a great deal of alertness nowadays to dodge the motor bicycles and motor cars.

In 1910, Donald McLeod remarked, 'it is scandalous to see the reckless way in which some motorists travel along the country roads ... The law should come down so heavily on these offenders ... that they must respect the rights of others.'

Even in 1914, William McPherson complained:

I have seen motor cycles, especially, going along Burwood-road [sic], Hawthorn, at a terrific speed. The speed has been so great that every one in the street has turned around and watched the vehicle ... it is high time that some regulation was made to bring such people to the scratch.

The Act was not the regressive law that might be expected from this rhetoric, neither was it subject to much revision. Between 1910 and 1914, many members noted ongoing public concern regarding motor vehicles. For example, on 2nd August 1911, Robert Stanley asked:

If, in view of the disregard for the safety of human life shown by some of the drivers of motor cars, the Government will introduce an amending Motor Cars Bill this session, in order to more effectively protect the lives of the people?

The Acting Premier's response was that the 1909 Act was working well and only required minor amendments. Two minor changes were made to the motor vehicle regime prior to World War I. The *Vehicle Act 1912 (Vic)* made it an offence to take a motor vehicle for a 'joy ride'. Further, the passing of the *Motor Car Act 1909 Amendment Act 1914 (Vic)* allowed for the issuing of temporary vehicle registration for dealers, repealed the requirement for temporary registration of interstate motor vehicles and tightened the drink-driving provisions. The success of the 1909 Act was even mentioned by the Chief Secretary in the second reading speech for the 1914 amendment: 'Upon the whole, one marvels, when one considers the matter, how fully the original Act has provided for the development of the motor car traffic which has since expanded to such a large extent.' Indeed, the regime regulating motor vehicles in Victoria has remained remarkably consistent since the 1909 Act, with prescribed norms, licensing regimes and policing being the cornerstones of the current legislation'.

In short, notwithstanding community anxiety concerning motor vehicles, observations to the contrary in the popular history literature and declared hostility to the motor vehicle by many parliamentarians, the *Motor Car Act 1909 (Vic)* did not impose regressive measures onto motorists. The Act responded to the community's anxieties concerning the danger of the motor vehicle, not with restriction and prohibition but through regulation and management. The anxieties and the Act cannot be regarded as a sealed hermeneutic. While the anxieties called forth the Act, the Act cannot be explained solely as a response to the community's concerns. There was a dissociation between the community's attitudes of hostility and restriction and the Act's regulative permissiveness. James Flink, summarising his review of the initial United States motor vehicle legislation, makes a similar finding that: 'contrary to the popular myth [of regressive laws reflecting hostile community attitudes] however, early motor vehicle legislation appears in retrospect to have been extremely reasonable.'

While Flink makes the observation, he does not offer an explanation for the dissociation. It is this task that is begun in the following section, through the identification of additional factors that influenced the *Motor Car Act 1909 (Vic)*. *To be continued.*

THE HASTY GET AWAY!



I think we got away with it!



Drive faster Tore, they're gaining!

Anne Tootell took these images of Connie and Tore making a great thrust along the way on the 2007 RACV Fly The Flag tour. Have they committed some dastardly deed or is Connie rugged up against the cold of the Great Alpine Road?

We wonder?

Anne Tootell.

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.

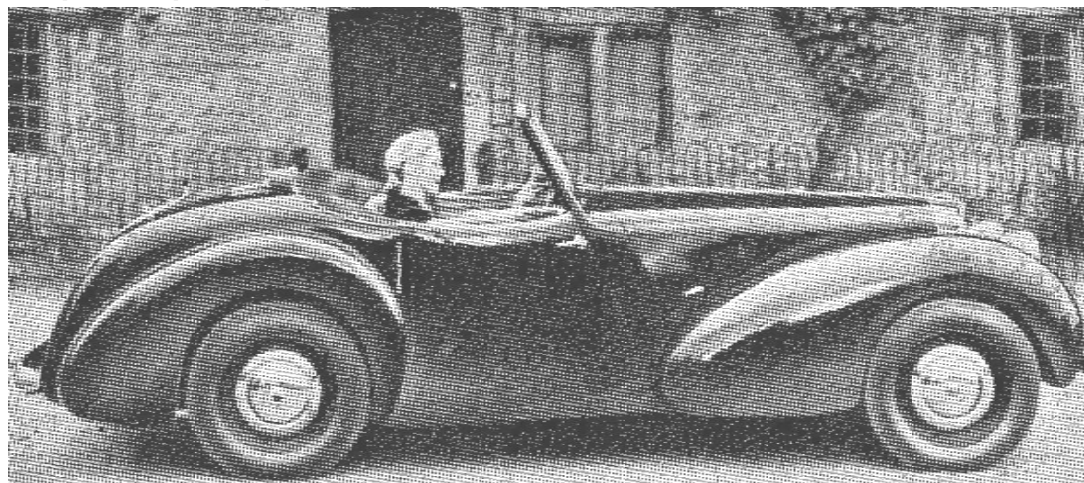
New Members	Motor Car	Model	Year
Christopher & Geraldine Constantine	MG	YB	1948
	Leyland	Omnibus	1970

Val Jeffereyes – Membership.

1949 CLASSICS

The *Australian Motor Manual 1948-9 Annual* features interesting revues 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 36, featuring one of our favourites, in the series.

Triumph 14 h.p. Coupé



Completely tailored in the new manner is the post-war Triumph Roadster, one of the most transformed cars in the sporting-class. A very high quality vehicle for the connoisseur who appreciates its special performance which is capable of 75 without a sign of stress. Its coachwork is among the best to be seen in any part of the world, and it may be adapted to a five seater by merely opening the rear and erecting the novel rear windscreen. Three can sit in the front; and gears are operated by a steering column lever.

Comment: A lovely blonde in one of Britain's greatest 'Crumpet Catchers' – what more could we possibly want?

From Motor Manual, 1949. With Thanks.

FOR SALE

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.

CLUB REGALIA

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

- | | |
|---|---------------|
| ➤ Metal Bumper/Grille Badge | \$35.00 Each |
| ➤ Stainless Steel Key Ring | \$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 – Purveyor of the Club's Regalia.

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XMAS-IN-JULY LUNCH AT

TOKAR ESTATE WINERY, COLDSTREAM

ON SUNDAY 22nd JULY, 2007.

**BOOK WITH COLIN BROWN ON THE FORM PROVIDED IN THE
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