



An incorporated club

A0035462V

A friendly family social motoring club

Edition 110

August 2007

THE INSTIGATOR OF 'TOOTELL CARE'



Grace, Space and Pace, so the 1950s Jaguar sales slogan stated and, in the 1980s with the Series III XJ-6 it still rang true!

Sit in a late 1930s Jaguar and then try a Jaguar XJ-6, the 'feel' will be there, after all those years and model changes.

This splendid example is owned by Bryan and Anne Tootell.

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

VENUE CHANGE – MID-WEEK RUN 5TH SEPTEMBER – SEE INSIDE!

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"

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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 All British Classics Car Club 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 three 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!

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 Yea – An ABCCC Event Maxine Pettigrew (03) 9739 1146
NOTE THE VENUE CHANGE!!!
Venue – Country Club Hotel, Goulburn Valley Highway, Yea.
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 Tony Pettigrew (03) 9739 1146
Venue – Lilydale International Club, Nelson Road, Lilydale.
16 To Be Advised.

January 2008

- 20 RACV Great Australian Rally – A Major ABCCC Event Colin Brown (03) 5964 9291
Rally from the City to Mornington.

April 2008

- 5 – 11 RACV Fly The Flag Tour – A Major ABCCC Event Tony Pettigrew (03) 9739 1146
Touring The Famous Western District

June 2008

- 7 – 9 The Echuca Steam Rally – An ABCCC Weekend Run Lyn Higginson (03) 9336 7306
Please Place it in your Diary!
28 The Great ABCCC Trivia Challenge – An ABCCC Event Mike Allfrey (03) 9729 1480
Please note that this is a Saturday evening event, and the booking is firm.
Venue – The Lilydale International Club, Nelson Road, Lilydale.

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 at PO Box 40, Coldstream, Victoria, 3770. Please enclose a stamped envelope, addressed to VicRoads 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, under the auspices of our club, 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 110

This month we have a terrific report describing the RACV Fly The Flag Tour, written by one of the younger participants who took part in an Austin-Healey Sprite, a proper one no less. It is good to read about our tour from the younger aspect, and it seems that our Bill Bonner and Heather have nurtured an enthusiasm for things Sprite, which is great. The description of their tour reminds me of what William Boddy wrote about the Austin-Healey Sprite, back when they were new and *Motor Sport* was a real magazine. Obviously the road test Sprite had been tested in inclement weather conditions, because 'WB' described the ride as being 'similar to that in a fourteen foot dinghy in a mid-Atlantic gale'. The drive from Sale this year was probably a similar experience!

We also have an item that was taken, and modified, from the magazine put out by the Classic & Historic Automobile Club of Australia, about a visit to the 1938 Melbourne Motor Show. Of all the makes on display at that show, only Morgan remains. Interestingly, there is no mention of SS (Jaguar). Vauxhall and Ford also remain as sellers, but they are no longer manufactured in Britain. As for Bentley and Rolls Royce, well we know where they went. It is interesting to note that thirty-seven variants of Austin were available in 1938, which means that the brand must have been popular here – but where are they all now? It would certainly be fascinating to have a display containing one of each variant!

On that note of wishful thinking, I will get out of your way now and let you enjoy the rest of this month's paltry offering.

Mike Allfrey.

IMPORTANT REQUEST

It should be noted that enquiries about *Your ABCCC News* should be directed as follows:

Articles	Attention: The Editor – Mike Allfrey
Advertisements	Attention: The Editor – Mike Allfrey
Mail List	Attention: The Assistant Editor – Mary Nolan

Articles for inclusion in the magazine should not be sent to our Web Master, Chris Newell. Chris just places the finished magazine for downloading from our Website. Mary makes the Editor's work look respectable, prints the hard copies and mails them.

Thankyou for your understanding.

Mike Allfrey – Editor.

MAJOR EVENTS NEWS

RACV FLY THE FLAG TOUR – 5th to 11th April, 2008

Planning for this now very popular event is well under way with the Tour's route about to be finalized. We have, however, decided on where the overnight stops will take place. This year we have reserved accommodation for club members at the same motels where the marshals are staying. This provision is exclusive to the ABCCC members, and you will need to confirm your booking with the motels direct. You will also need to mention that you are with the All British Classics Car Club on the RACV Fly The Flag Tour when you make your booking. Motels that have units reserved for ABCCC members are as follows:

Saturday 5th April

Ballarat Gold Sovereign Motor Inn, 422 Learmonth Road, Ballarat. (Golden Chain Motel)
Telephone Number (03) 5339 3161 Fax Number (03) 5338 1059

Sunday 6th April

Horsham Comfort Inn Capital, 109 Firebrace Street, Horsham.
Telephone Number (03) 5382 0125 Fax Number (03) 5382 0149

Monday 7th April

Hamilton Comfort Inn Grange Burn, 142 Ballarat Road, Hamilton.
Telephone number (03) 5572 5755 Fax Number (03) 5571 2295

Tuesday & Wednesday 8th & 9th April

Portland Comfort Inn Richmond Henty, 101 Bentinck Street, Portland Contact is Tania.
Telephone Number (03) 5523 1032 Fax Number (03) 5523 5954

Thursday 10th April

Geelong Chifley On The Esplanade, 13 The Esplanade, Geelong.
Telephone Number (03) 5244 7700 Fax Number (03) 5221 8912

Please take advantage of yet another service provided by your club, and make your bookings soon.

Mike Allfrey.

PAST AND FUTURE EVENT REPORTS

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

This year our annual Great ABCCC Trivia Challenge was marred by a degree of misunderstanding due to the change of date. The actual change, which was implemented last December, was beyond our control and our Trivia Challenge had to be brought forward a week. It was decided that it would be best to change the date, rather than the venue, because last year's challenge was a great success at the Lilydale International Club – and, when on to a good thing, stick to it. We apologise to those who were inconvenienced by the change.

The Lilydale International Club let us use their DVD player through a projector onto a large screen, for images from this year's RACV Fly The Flag Tour to be shown while things were settling down. This became quite an attraction, but finally, we settled down to the serious business of finding out which team knew more of trivial matters than the others. Our teams were as follows:

God Knows	Bill Bonner (Leader) Confidently voted-in, in his absence from the table.
Leafs	Tony Pettigrew (Leader) Democratically elected.
Poms	Phil Cook (Leader) The Mini team.
Go Like A Rocket	Anne Tootell (Leader) Aided and abetted by Marjorie Pepper.
Bush Turkeys	Frank Sawyer (Leader) The most vocal team.

We had five sessions and the scores were close right from the start. The first three sessions contained general knowledge topics and the final two were of an automotive nature. The end result was that the Poms Team won with a good run towards the finish. The grand prize was a sumptuous chocolate cake that was shared by all.

After testing our knowledge of things most trivial, we enjoyed a brief Show and Tell session. Bryan Tootell brought a Kodak camera from very early times and it was complete with an unmarked leather case. Even more interesting was the facility on the camera for writing on the film, through a small window, the subject information with a metal pen-like instrument. Upon reflection, it seems that if these cameras are complete with the marker pen, their value increases in a worthwhile manner. The writer showed his great grandfather's tobacco pipe and a small early 1950s colour slide projector.

It was a good fun night and we have firmly booked Saturday 28th June, 2008 as our next Great ABCCC Trivia Challenge, and that, at this stage, is a promise. Thanks go to all who took part and made the evening so enjoyable. We think the trivia was suitable and there will be more of similar vein.

Mike Allfrey.

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 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 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.

Geoff and Judy Birkett.

CLUB OUTING TO QUEENSCLIFF – Sunday 19th August, 2007

The Fort Queenscliff Museum runs guided tours of the Fort at 1:00 pm and 3:00 pm, which take about one hour. The cost is a donation to the museum. In addition, the local Visitor Information Centre operates 'Heritage Walks' through the town on Sundays, and this will also be of interest.

I suggest we meet at the Visitor Information Centre at Queenscliff at 11:00 am and have some lunch locally. We can then do the 1:00 pm Fort Tour and, after that, feel free to take a walk around this historic town, with many interesting buildings and shops, before heading back home.

I look forward to seeing you there.

Tony Hodges – Club Treasurer and Occasional Event Organiser!

MID-WEEK RUN TO YEA – Wednesday 5th September, 2007

As we all know, the mid-week run to Trawool on the 5th September was scheduled as a Frank Douglas event. This event has now been taken on by myself, and I have to advise that the venue has been changed to the Spotted Cow Bistro at the Country Club Hotel, in Yea. The reason for the change in venue is because the cost of lunch at Trawool Resort has escalated to \$40.00 per person, which is a bit over the top for a two-course mid-week lunch.

The Spotted Cow Bistro has offered us a two course lunch (main and dessert, plus coffee) for \$25.00 per person. You can also order direct from the main menu for the day.

For this event, we will meet at 10:00 am for a 10:30 am start from the car park of the Lilydale International Club, Nelson Road, Lilydale (opposite the BP Service Station). We will then take a leisurely drive up the Melba Highway to Yea. The Country Club Hotel is the last hotel on your left when driving through town towards Bonnie Doone.

We do need to know numbers attending our lunch, so that reservations can be made. Please contact me on telephone number (03) 9739 1146.

Maxine Pettigrew.

A 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.

OUR COVER CAR

After using our terrific Triumph 2500 TC on a RACV Fly The Flag Tour, Anne decided it was no longer suitable due to lack of power assisted steering and air conditioning (I'm sure ALL participants will remember the day we drove from Mount Baw Baw to Lakes Entrance). We decided to look for a Jaguar. To comply with 'Classic' it had to be 1981 or older and we were told to look for a Series II model XJ 6, as early Series III models were of poor build quality. We soon gave up on Series II models, because there were not any available which I need full restoration, so started buying all classified papers and looking at Internet sales. After about one-hundred inspections, we were becoming quite expert with the basic Series III problems. Power steering, air conditioning, rust, headlining dropped, bad paint, worn/torn upholstery etc. etc.

One day, I was driving to Camberwell Junction and on the side of the road was parked an early Series III. Although I knew Anne would not fancy the colour (Grosvenor Brown), I had a good look and it seemed fair, so I went inside and asked the occupant if it was for sale. The lady said, "Yes, she thought her husband was thinking of selling because she now had a BMW and they had little use for it". So I left her my details. A month later, going past again, and the Jaguar was still there, so I rang the bell, and when she opened the door she immediately recognised me, and inquired, "Hasn't my husband been in touch yet? Stay right there and I will ring him now."

After some further period we were able to arrange a test drive, more time with RWC items and we became the proud owners, have spent a lot more and more to be spent but two years and 10,000 kms later are happy drivers.

Bryan 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
John & Lynette Edwards	Jaguar	XJ-6 S II	1973
Rex & Deanna Hall	Chevrolet	National Tourer	1928
Christina Lonnborg	Mitsubishi	Pajero	1986
Rob & Stella Stark	Austin-Healey	Sprite	1959
	Austin-Healey	Sprite	1965
	Ford	Mustang	1967

Val Jeffereyes – Membership.

LOST AND FOUND

Someone left a plate at Pat Douglas' home. If you have lost a serving plate, please contact the Editor on (03) 9729 1480.

THE MELBOURNE MOTOR SHOW – 1938

The May 2007 issue of the *CHACA Journal*, that excellent magazine put out by the Classic & Historic Automobile Club of Australia Inc, contains an article that describes the 1938 Grand International Motor Show in Melbourne. This show must have been quite an occasion because the attendance made a new record, being 31,000 above the 1936 attendances and 11,000 over 1937. The show revealed the popularity of the small car with the semi-sports and open type body. There is a large number who now use both a large family and a small car for office or golfing use.

A vehicle which attracted a great deal of interest was a Nash car fitted with a Perkins Diesel engine, and was on view at the Reo stand. The engine was a six cylinder, and the car was driven from Adelaide to Melbourne at a cost of 9/6 for fuel.

On the Chevrolet stand two models were placed behind huge gold frames, the whole of the background being black velvet. With suitable lighting, the vehicles appeared as if in mid air, and the huge frames set off the graceful lines of the body work with remarkable results. In addition, there was a huge blue and silver box to represent a gigantic jewel case. When the whole set up started to revolve, the lid of the jewel case opened slowly, and then closed.

Another exhibit on Nasco's stand, which came straight from New York, was used to emphasise accuracy in ball bearings. Facing the demonstrating equipment, a steel ball fell from an opening, hit a steel plate, bounded at an angle to the left, through a ball bearing which was slowly rotating, went clean through it and hit a plate on the opposite side, bounded back and disappeared in a small opening at the top of the casing. These balls were coming out at the rate of one every few seconds. It was a wonderful demonstration of accurate angles, accuracy in weight, and accuracy in timing. Crowds were fascinated as they watched these small steel balls going through their performance without a hitch hour after hour.

The Fiat cars were displayed very tastefully, and they were grouped in front of a picturesque scene from the coastal districts of Italy, and amongst them was a veteran Fiat, a Zero model. The mileage that this old car had amassed has been calculated to exceed 500,000 miles.

On the Nasco stand was an exhibit which should have attracted every housewife. It was a demonstration of what glass, now used in motor manufacturing, can withstand in the way of shock before it will break. A steel ball could be raised by any visitor and dropped from a height of seven feet onto a sheet of glass, which appeared to withstand thousands of impacts daily without damage. Another exhibit was a sheet of glass supported at both ends, and an attendant proved its strength by continually standing on the centre of it.

The central point of Austin cars' exhibit was a 7 horsepower car housed in black velvet, the car being covered in with glitter, which made it sparkle like silver and diamonds.

The Cord car had its usual following of admirers, and was picked out by the Traveltone photographer as an item of interest for their newsreel of the show.

The Pyrox Company had big attendances at night with their headlight demonstrations in Hall number 3. The object was to instruct the public on the importance of headlight adjustment and how to do it. In addition, Pyrox had two stands, one displaying their car radio, diesel engine equipment, including the famous Bosch injector, and other electrical equipment, and also a full range of magnetos for all types of engines. On another stand were shown exclusively electric hand tools produced by Robert Bosch, which can be operated from any service main.

B.L. Cohen Motors reintroduced the Hupmobile. Their stand was divided into a harvest scene, against which stood one of the latest Hupmobiles, whilst a portion of their stand, forming part of a large alcove about 600 sq. ft. in extent, provided an outlook on the mountains surrounding the Jenolan Caves. On this stand was the new Talbot, Riley and Rover models.

The Graham car on Stokoe's stand had a lot of admirers. It was probably the most drastically altered car in the show as far as body lines are concerned.

The Auto Union of Germany made its first appearance at a motor show in Australia, and showed the DKW fitted with an interesting range of local coachwork. These chassis drew a great deal of public attention, **for** two reasons, **one** being that they made their first appearance, and, secondly, because of the unusual design of the chassis and the use of front wheel drive.

On the Morris stand a Morris chassis raised on two supports was continually revolving, giving everyone an opportunity of examining all details of the chassis.

Whilst this year the International Motor Show committee did not run a picture theatre, due to the fear that films **of** sufficient interest would not be obtainable for first release at the Motor Show, General Motors arranged for a small film theatrette, and they took a careful tally of the people in the theatre at the commencement of each session. Their figures show that 17,800 people witnessed the films during the show.

The stand of Neal's Motors was attractively represented, and was divided into two scenic sets. The left hand set represented a scene at the seacoast, whilst the right hand one represented a valley in the mountains and by lighting and other effects it gave a perfect representation of a typical Australian mountain scene, against which the Terraplanes looked exceedingly well.

The display of commercial vehicles was overwhelming in its advance over previous years. The display of British trucks, both petrol and diesel power units, was certainly amazing in what one might term 'their mechanical magnificence.' Amongst these we include Leylands, Albions, Dennis, Thornycroft and A.E.C.

The improvement in bus body coachwork was very marked. Two very fine examples were on the Reo stand, in both cases single deckers. The coachwork was of very beautiful lines, and the colour schemes were also highly attractive. The Reo is a popular chassis amongst bus operators.

Mr. Hartnett, managing director of General Motors Holdens, was given a cocktail party at the Motor Show prior to his departure for a world trip.

In their exhibit at the Motor Show, Rhodes Motor Company had a story to tell— that story being of the great strides made by Oldsmobile in its 41 years of continuous manufacture. Against a curved dash runabout of 1900 vintage, the 1938 model stands out in sharp relief, the main interest centring in a cutaway 1938 chassis. The ladies appreciated the interior finish of the new Oldsmobile, the softness and excellent finish of the Australian leather and trims comparing more than favourably with overseas productions. Four Oldsmobile Six deluxe sedans were displayed in Metropolitan blue, Storm King grey, Bungana beige and Coolangatta cream.

Occupying the entire end of the northern gallery, Repco displayed one of the most comprehensive ranges of automotive parts and servicing equipment yet seen grouped in one display. The main attraction of the exhibit was a display of their own products, including a completely rebuilt engine, featuring the nationally known Repco pistons, piston rings and piston pins. The engine was discarded after many thousands of miles, but has been rebuilt throughout in the Repco automotive workshops by skilled craftsmen, using the well known Repco automotive range. On the garage equipment side the Lincoln engineered lubrication equipment was well to the front. Other equipment and accessories that were of interest to the motorist and garage man included the latest Van Norman boring bar, Servex service tools, wheel balancer, motor tuners and analysers, Repco cycles, Marbut axles, Diamond S Gears, Brabo radiator cores, Permatex and Powerplus automotive products, KLG and Edison spark plugs, and many other lines too numerous to mention.

Preston Motors Pty. Ltd. spared neither money nor effort to make their display the outstanding attraction of the show. There were several novel displays included in the exhibit, but the premier attraction was the magnificent presentation of a 1938 Chevrolet sedan, specially prepared in a luxuriously brilliant pearl shade, and enclosed in a jewel box padded in two tone velvet plush, and mounted on a revolving platform. The whole ensemble, with its colourful setting and sparkling illuminations, set a high standard of artistic, decorative design never before seen at any Motor Show. Additional attractions included a cutaway Chevrolet engine and a cutaway Chevrolet body by Holden, the latter affording visitors to the show an opportunity to examine minutely every detail of the construction of the all steel 'turret top' Chevrolet sedan body.

Buick models on display included two 8/40 sedans, one in Oodnadatta beige, the other in Storm King grey; 8/40 coupe in blue, 8/60 sedan in black, 8/90 eight passenger sedan, also in black.

Vauxhall, two sedans, coupé, roadster, sports roadster and tourer were shown in the popular 14 horsepower class.

Ford displayed their two new V8 cars for 1938, in addition to the 10 horsepower English Deluxe models. A full range of all body styles were displayed, whilst a V8 Deluxe sedan was mounted on a revolving turntable surrounded by thousands of cyclamen blooms. A cutaway V8 chassis was in operation showing all parts in actual working condition.

At the close of the Motor Show the staffs of the exhibitors were entertained at a farewell 'snack'. More than two-thousand cocktail sausages were necessary, and the big dining hall was crammed with tired salesmen who had put in a strenuous ten days.

Prices of New Cars (English) in Melbourne – 1st June 1938

Make	Engine	Style	Price	Comment
Austin	4 Cyl 7 h.p.	Dual Purpose Roadster	£215	
Austin	4 Cyl 10 h.p.	Tourer	£209	
Austin	6 Cyl 20 h.p.	Norfolk Saloon Deluxe	£695	Light 20 h.p.
Armstrong Siddeley	6 Cyl 25/85	Sedan	£975	
B.S.A.	4 Cyl 10 h.p.	Deluxe Tourer	£325	Front Wheel Drive
Bentley	6 Cyl 29.4 h.p.	Chassis Only	£1,850	4½ Litre Engine
Crossley	6 Cyl 1½ Litre	Saloon	£575	Regis Engine
Daimler	6 Cyl 16.2 h.p.	Standard Saloon	£820	
Daimler	6 Cyl 23.8 h.p.	Limousine	£1,350	
Daimler	8 Cyl 25.7 h.p.	Standard Saloon	£1,500	
Ford	4 Cyl 8 h.p.	Sports Roadster	£255	
Ford	4 Cyl 10 h.p.	Sedan	£295	
Ford	4 Cyl 10 h.p.	Coupé Saloon	£285	
Hillman	4 Cyl 10 h.p.	Tourer	£255	Minx
Hillman	4 Cyl 14 h.p.	Deluxe Saloon	£425	
Humber	6 Cyl 21 h.p.	Deluxe Saloon	£498	Snipe
Humber	6 Cyl 27 h.p.	Deluxe Saloon	£850	Snipe Imperial
Jowett	2 Cyl 8 h.p.	Roadster Utility	£276	Horizontally Opposed Engine
Jowett	2 Cyl 8 h.p.	Sedan	£325	Horizontally Opposed Engine
Jowett	4 Cyl 10 h.p.	Sedan Deluxe	£350	Horizontally Opposed Engine
Lanchester	6 Cyl 12.4 h.p.	Standard Saloon	£595	
Lanchester	6 Cyl 19.3 h.p.	Standard Saloon	£875	
MG	T Type	Roadster	£399	English Body
MG	2 Litre	Saloon, Sliding Head	£735	4 Door English Body
Morgan	10 h.p.	Sports	£365	
Morris	4 Cyl 8 h.p.	Roadster	£229	
Morris	4 Cyl 8 h.p.	4 Door Saloon	£379	English Panel
Morris	6 Cyl 25 h.p.	Deluxe Saloon	£455	
Riley	4 Cyl 12 h.p.	Falcon Saloon	£595	
Riley	4 Cyl 12 h.p.	Kestrel of Adelphi	£695	
Riley	16 h.p.	Touring Saloon	£695	
Rover	6 Cyl 16 h.p.	Imported Saloon	£650	
Rolls Royce	12 Cyl 50.7 h.p.	Chassis Only	£2,000	Phantom
Standard	4 Cyl 10 h.p.	Dual Purpose Roadster	£264	
Standard	4 Cyl 20 h.p.	Saloon	£485	
Singer	4 Cyl 9 h.p.	Saloon	£308	
Singer	4 Cyl 9 h.p.	Roadster	£345	
Talbot	10 h.p.	Saloon	£499	Imported
Talbot	10 h.p.	Tourer	£399	Australian Body
Triumph	6 Cyl 2 Litre	Saloon (Imported Body)	£695	Dolomite Model
Vauxhall	4 Cyl 10 h.p.	Roadster Tourer	£258	Wyvern Calache
Vauxhall	6 Cyl 14 h.p.	Commercial Roadster	£305	
Vauxhall	6 Cyl 25 h.p.	Deluxe Saloon	£585	
Wolseley	4 Cyl 12/48 h.p.	Ruskin Saloon	£395	
Wolseley	6 Cyl 25/108 h.p.	Saloon	£695	English Imported

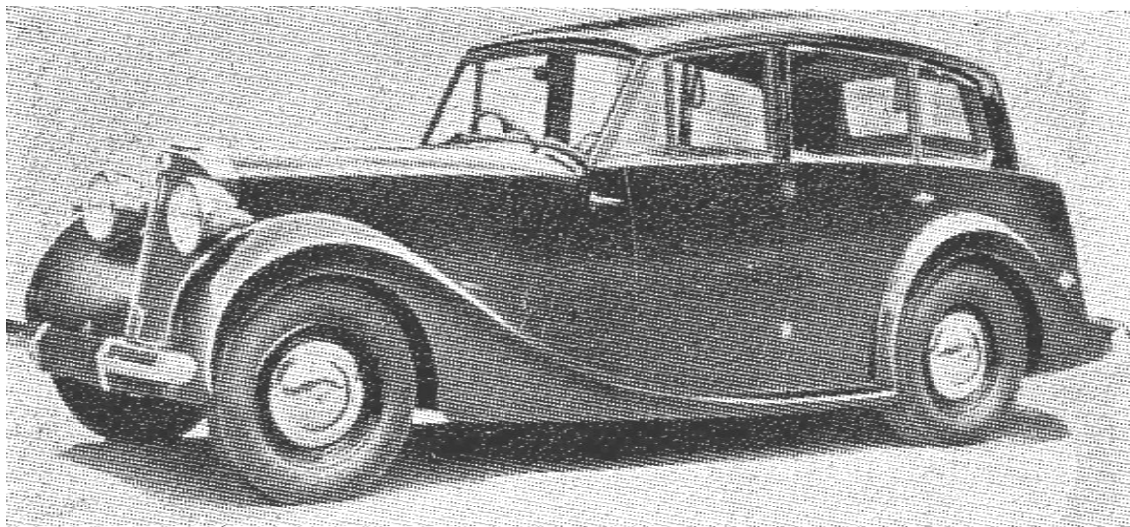
The above list is complete with respect to brands, but is only a précis of the number of individual models listed. The intending purchaser had a vast array to select from. It would seem that the Talbot models were from the famous Wolverhampton company, the one that is interwoven with matters Sunbeam and Darracq. There are some errors in the list and it is not known if they were in the original Show Report, or whether they crept in during transcript.

Adapted From CHACA Journal – With Thanks.

1949 CLASSICS

The *Australian Motor Manual 1948-9 Annual* features interesting reviews on all motor cars that were available in this country for 1949. Each month we are going to feature one of the British cars here. It is now interesting to read what was said then, about the British cars in the market place. We now know how they all performed, but let's enjoy the writers' expectations of the British offerings for 1949. Here is Number 37, and featuring one needed in our club, in the series.

Triumph 14 h.p. Saloon



This town and country imported saloon has a fresh knife-edge outlook with unique visibility, and is, of course, one of the new season's ingenious introductions. Its performance is most gratifying, accelerating to 30 m.p.h. in 6.7 seconds, and exemplifying a wonderful stability at all speeds. There are no protrusions on the floors as it has finger tip gear control and it is one of the most comfortable full-sized British cars yet made. The commendable luggage compartment has a built-in tool kit and spare wheel nicely balanced in the lid. It earns full marks for its interior finish, too, and with the Standard Servicing facilities, leaves nothing to be desired.

From Motor Manual, 1949. With Thanks.

RACV FLY THE FLAG TOUR 2007 – RIVERS & ALPINE TOUR

The RACV Fly the Flag Tour has been running for the past five years and tours around regional country Victoria for seven days stopping at various towns to promote the heritage vehicle movement (and for us to have some fun). There were two-hundred-and-two vintage and classic cars and trucks from a 1924 Vauxhall to a 1982 Mercedes-Benz with many in between including one Bugeye and one Mark 3 Austin Healey Sprite.

Before we tell you about the tour we would just like to say that we had a **BALL**. The only thing that was missing was **MORE SPRITES**. Due to our past performance on long drives away from home, the likelihood of us breaking down in some shape or form was extremely high, so it was great to have Alex and Sandra Farrow in their Mark 3 Sprite come along. Their moral support was great and we know that their technical support would have been invaluable (if we needed it). It was great to uphold the Sprite name by minority, but next year *en masse* would be better. So, if anyone is interested in the tour for 2008 please let us know, we will be receiving the information in July and will put details in the club magazine, positions fill quickly so you will need to make up your mind fast. The dates have been set for Saturday the 5th April to Friday 11th April 2008 inclusive. It would be great to see more Sprites.

A In Adventure

Day 1. Saturday 24th March, 2007 – Our first morning started cold and wet exactly the opposite to Friday which was a hot and sunny 37 °C. Our aim for this trip was **not** to put our hood on, I am sorry, but we failed, but only a little bit. I made Robert ring Alex and Sandra at 5:45 am to see if they were putting on their roof and we got no answer. Guess what they were doing? Yes, trying to put their hood on, in all the time that they have owned their Sprite they have only put up the hood once (now twice) and it had shrunk.

We lined up outside Government House and watched many of the other old cars arriving, waiting for the gates to open at 7:30 am. Breakfast was waiting for us, sausages, bacon, eggs in toast and a cuppa all in Melbourne's finest drizzle. The pipe band started playing around 8:00 am while we chatted to other drivers and checked out some of the other cars. Speeches were short and sweet and we were flagged off around 9:30 am. We were off in sprint fashion racing to our first stop at Woodend (only so we could dry off our hoods and put them away). We met up with Alex and Sandra and had a hot cup of coffee. As you walked up and down the streets of pretty Woodend there were plenty of cars to look at and people to say hello to. We definitely took over the little town, but no one was complaining.

Off to Castlemaine Botanical Gardens for a catered lunch and a stroll around the gardens looking at the cars. What never ceased to amaze us throughout the whole tour was that you always seemed to see another car that you hadn't seen before. I must admit it would have been fantastic if we were in period costume to match our cars, to see everyone walking around and the cars would have been surreal.

Next stop was Maryborough for tea and time for us to catch up with some needed sleep (we get up at 3:30 am all week so a nana nap was needed). Alex and Sandra made their way to Dunolly to catch up with family and find their sleeping accommodation. We all met at the Maryborough trotting track for tea. We were first there, Robert went to wait for Alex and Sandra and I sat and watched everyone else. It was nice to sit and watch old friends meeting since last year, new friends being made and everyone smiling and just being friendly.

Day 2. Sunday 25th March – Breakfast was at the trotting track and again no one was going to go hungry. The local school sent out some teachers and students to show us their battery, petrol and manpowered mini cars that they made and compete with in the area. Also the local trotters trotted around the track for our entertainment while the locals looked over our cars.

We headed off to see the restored Maryborough Railway station and Antique Emporium before we left for morning tea at Dunolly. We had not long had breakfast, but after we had walked around the quaint little town and visited the junk shop and museum we managed to fit in muffins and coffee. It was nice to sit in the sunshine and watch the world go by before we raced off to Serpentine for lunch. The newspapers in the areas that we visited must have done a good job because wherever we went there was always people turning up to have a look at all the cars. Off to Echuca/Moama for a two night stay and a cruise on a paddle steamer.

We have to say that we would highly recommend staying at Cadell on the Murray in Moama. When you open up your back door you are greeted by a short stroll to the banks of the Murray River (15 metres then a very long drop), the lounge chairs, bbq's and the Kookaburra's sitting in the old gum trees. Very poetic, but true and my description doesn't really do it justice.

After two days of sitting and eating we decided that a short stroll to tea would be a great idea (3 km return trip) at the Rich River Golf Course. The after dinner entertainment was great and nearly everybody was up and dancing, except us. This was the night that we had a caricature done by George Haddon. I am not sure why he has to focus on noses, but his likenesses were excellent and his sketch will have pride of place on a wall.

Day 3. Monday 26th March – This morning we had time to explore the area before the paddle steamer cruise and went to look at the National Holden Motor Museum. They are definitely no Sprite, but it was interesting to hear about their beginnings and to see up close those classics. Next stop was Rafertys Motor Museum and as Raferty explained it is a shed with lots of things that he has collected. The council wouldn't let him build a large shed unless he called it a museum and opened it to the public.

Time for lunch and a relaxing cruise up or down the Murray on a paddle steamer for 1½ hrs. The river wasn't down as low as we had expected and the captain assured us that the steamer only needed half a metre of water to travel in. As we steamed along he told us about some of the history of the boats and of the river which was all very interesting. It was time to turn around and in tradition and in Sprite fashion the five paddle steamers we had boarded for lunch were now in a race back to the docks with four-hundred passengers all cheering and chanting to be the first back. It was time to disembark and wander around Echuca and soak up the atmosphere.

Time for tea even though we weren't hungry and this time we decided to drive so we could have an early night. It is very tiring work to amble around a small country town with nothing to do, but soak up the sunshine and the atmosphere. After tea, we stopped and had a coffee and played a couple games of pool, reminiscent of our courting days. It was soon very obvious that Robert **clearly** had had **too** much to drink as he thought that a late night motorkhana on the ninth hole was the way to end the night (this was after his spilling accident with his coffee over my things and me wanting to wrap the pool cue around his neck). Since the Bugeye is his car, I had been a passenger for most of the trip, but this is where I had decided that it was time for me to get behind the wheel. I turned the key and pulled on the starter button and nothing happened. In his condition there was no point trying to tell Robert that I had trouble starting the car as he clearly had no idea what I was talking about. (This is how the conversation went for the next couple of minutes.)

Robert: "What's taking you so long to start the car?"



Stella: "It won't start!" Robert: "You must be doing it wrong!"

Stella: "I am not stupid; I am not doing it wrong!" With this comment I turned and gave Robert the look and after thirteen years of marriage he knew not to say any more. After a couple of goes the car finally started and we headed back to the hotel.

Left: The two Sprites at RACV Resort Cobram.

Day 4. Tuesday 27th March – Next morning Robert was outside packing the car and I reminded him that the car may not start after last night's fiasco. Robert wanted to warm up the car before heading off to breakfast, surprise, surprise the car wouldn't start. Stella: "Now do you understand what I was trying to tell you last night?"

With the help of a screwdriver to short out the starter switch we were off. During breakfast Robert went off to find the men in the little yellow vans (RACV patrolmen). He explained to Neil his dilemma and off they went to take a look. With the squirt of some CRC it seemed to have solved the problem.

Back on the road again through Nathalia and Strathmerton then on to Tocumwal to visit Chrystie's Museum. This is another very large shed in the middle of nowhere absolutely full of stuff, everything from stickers and cards to old magazines, caravans, radios, etc and of course cars. I think that to see the place properly you would be able to spend hours; half an hour later we were on our way to Cobram for a drive and toot past the local primary school. Next stop was at the RACV Club's five-star resort in Cobram, a chance to sit by the lake in the shade, have a light lunch and a final thought about our costumes for tonight's fancy dress.

We left Cobram and headed for Yarrowonga to have afternoon tea on the banks of Lake Mulwala. This is where we thought everything was about to turn (in tradition) pear shaped. Robert was tootaling along with Alex and Sandra close behind, passing all the slow cars and commented that it must be getting windier as our little Bugeye started swaying from side to side on the road. Robert thought that he would do what he always does and keep the power down. Suddenly, Robert throws his arms in the air and cries:

"We're losing power!!!!!!!"

With that, the speed dramatically dropped and the smell of rubber increased from the car, so Robert finally decided to pull over and investigate. Alex and Sandra pull up behind us and calls out:

Alex: "You've got a flat tyre! We were driving behind you thinking that we had forgotten to take off our handbrake and was wondering what the smell was."

Three things that really p****d Robert off was:

All of the luggage had to be pulled from the back of the Bugeye

The tyres were only nine days old (Alex kept bragging that his tyres were eleven years old and he didn't have a flat!); and the straw that broke the camels back was,

As Robert was changing the tyre he was reminded of every Fly the Flag car he had just passed, by their friendly toot as they repaid the favour.

Now there is one thing that started to make Robert feel better. While we were packing the car I kept trying to convince Robert that he shouldn't need the spare tyre as all our tyres were brand new. Of course Robert wouldn't listen and felt more comfortable taking it with us. This is where he started reminding me who's idea it was to bring the spare. It wasn't long before the tyre was changed, the only problem was that the spare wasn't the same size as the rest so we had to drive a bit slower and avoid damaging the diff.

We stopped at the first tyre place in Yarrowonga and the young guy had told us that he had just sold four a couple of days ago and definitely didn't have any in stock. As it was a smaller than normal tyre the only place that may have some was Wangaratta, our overnight stop. We spoke with Alex and Sandra and decided to head off straight away and try to replace the tyre, instead of having a coffee on the banks of Lake Mulwala. As we drove out of town Robert saw another small tyre fitter and thought we would try our luck. Guess what? He had only one, Robert said "great that's all we need." He told us that it would be about half an hour so we wander across the road to a small park and waited.

With the tyre fixed and \$95 lighter in his pocket we headed off to Wangaratta for the night. For the second time on this trip, Robert glanced in his mirror and could see Alex and Sandra just about being swallowed up by a great big truck. We are not sure why they like playing chicken with trucks. With no other troubles we made it to Wangaratta and settled into our hotel.

Tonight was the fancy dress and Auction night and our costumes still had to be made. We wanted to incorporate the theme of our drive so we went as a road on one side with our Sprite sown on and our faces painted black with the white divider painted in the middle and on the back we had the map of Victoria with our journey marked out. Alex went as a mechanic (a very clean one) and Sandra went as a map of Victoria. Some people went to a lot of trouble and some went to very little, but it seemed that a great time was had by all. We ended up with second prize for the couple's category and a bottle of port for our troubles. Many items were auctioned off from Stirling Moss signed flags and Holden signed T-shirts to paintings and jackets. All money raised goes to the RACV Foundation and then gets handed out to the smaller people who quite often get forgotten. I think that the total money raised ended up being around the \$45,000 mark which was excellent for a very enjoyable week.

Day 5. Wednesday 28th March – Today was the day that I was both excited and concerned about. It was drive up the mountain to Dinner Plain. We had done this trip coming from the other way with the Sprite Club with my blue Mk3a about two years ago and wondered how the Bugeye with a 948 cc was going to go. We off loaded our entire luggage and the roof to Robert's Mum and Bill a willing carrier and lightened the load as much as possible.

We made our way to Beechworth and stopped and had a wander around the town and looked in all the little shops and resisted the temptation to buy anything and add any more weight to the car. Next stop was the Myrtleford Lodge a sixty-bed low-care aged facility to show the old folk our cars.

We headed off to Bright for lunch, through Harrierville and then winded our way up the mountain to Mt Hotham. Robert told Alex to go in front because we didn't want to slow him down and we were going to need a run up all the hills. The area is so pretty and there was so much to see, we were glad that the weather was fantastic and the cars were chugging along nicely.

Before long we were faced with the long trip up the mountain and things were going well, even though Alex and Sandra were quite a distance in front up the hills, but we soon caught up to them. An MG-B and a few other cars were tootaling up the hill and you could see that Alex was trying to find a passing spot. Again the smell of burning rubber could be smelt and of course I was looking over the side trying to see if the tyres were OK. We were fine and realized that the MG-B in front, his rear tyre was rubbing on the guard of the car. When Alex told him, he went even slower. He obviously felt the pressure of Alex breathing down his neck so he pulled over and we continued the assault up the mountain. We have to say that everyone was really good, if you came across a slower car they always pulled over in a safe spot for us to pass.

I think that one of Robert's aim for the trip was to not have anyone pass him while he was driving (freeways not included) and at times our little Bugeye was the size of a truck as he used as much of the road (both sides) as possible. Consequently there was only two cars that managed to pass us for the whole trip, a Datsun 260Z and a 2005 Ford Falcon. The weather was starting to get quite cold and of course we didn't have a jumper on because it was very pleasant at the bottom of the mountain. We managed to get gloves and a beanie on the driver (as we were driving quite an art) and I managed to get jacket on within two minutes of arriving at Dinner Plain.

We booked in and looked around our accommodation, very nice, especially the Coonarra in the lounge room. We invited Alex and Sandra over for a drink and to sit in front of the fire. They arrived with kindling in their arms and snacks. It wasn't long before the fire was roaring and we were relaxing and discussing the day's events. Alex mentioned that his car didn't like heights it had been coughing and spluttering as it got higher up the mountain and when they went to get the alcohol his car was just not happy. All in all the cars were running very well and we were extremely happy.

Day 6. Thursday 29th March – The night before the locals had told us that it was going to rain, by the time we went to bed there was nothing. In the middle of the night, down it came and boy was it noisy, we were glad we had put a tarp over our car and was wondering about Alex and Sandra's car. In the morning we headed off early to breakfast as we wanted to be one of the first to leave so the drive down the mountain wouldn't be interrupted. It was still raining a bit but we were determined that the roof was not going on. By 7:30ish we were off and Robert was leading, Alex didn't think that his eleven year old tyres would grip that well so he let us go first (guess who was really happy with his nine day old tyres now?). With no one in front that we could see it didn't take long for the Sprites to be scooting along enjoying the winding roads until **COWS**. Didn't they know that Sprites and cows don't mix, we must have been lucky as they didn't move as we went past, in fact they didn't even lift their heads. We found out later that Alex and Sandra had to slow down a bit as the cows thought that they saw a greener bit of grass on the other side of the road and proceeded to cross without looking both ways.

The drive down the mountain was both exciting and scary (well for me anyway, I was still looking out for cows!). Alex motioned for us to pull over, he started to get worried and thought that maybe one of his radiator hoses had blown. As he was driving his windscreen all of a sudden fogged up and of course thought the worst. It wasn't his car, just the cool air of the morning meeting with their warmish windscreen. As we kept driving we could see how far the fires had come up the mountain and how little water there was in the creek that ran by the road. This drive was enjoyed immensely and so was the toilet and coffee stop at Omeo. Since we had left quite early in the morning the Cuckoo Clock shop and historic court house/police lock up were still closed so we gave the primary school children a toot and were on our way.

Next stop was Lucknow for lunch and Alex and Sandra were up ahead and guess who we were looking at in our rear view mirror? I swear it was the same truck that Alex and Sandra had seen a few days ago, but he must have been fully loaded because we managed to pull away and leave him for dust. When we pulled into the footy oval at Lucknow, Robert was determined to be in front at some point, but he was running a close 2nd behind Alex and Sandra. It was a perfect time to dry out anything that had got wet on our drive down the mountain, everything from umbrella's to jackets, hats and rags (now this is what it means to be a Sprite driver!!!!).

I think that we were enjoying driving so we kept on moving and found ourselves in Sale quite early. Alex and Sandra went to find their hotel and were to give us a call when they were settled. We looked on the map and decided that it was just around the corner, but we soon saw them turn around and head in the other direction and disappear out of sight. As Alex and Sandra managed to get in on the Fly the Flag tour quite late a lot of their accommodation happened to be quite a distance away as everything books out very quickly.

They arrived back at our hotel and proceeded to tell us that their hotel was somewhat old and that their power had gone out, (Alex thought that the old man out the back had fallen off the pedal bike which was running the generator and couldn't get back on). We decided to have a wander around some of the streets and buy Sandra another jacket as she got a little bit cold and wet coming down the mountain. I didn't realize how cold intolerant I was compared to Sandra.

Stella:

- | | |
|-------------------------------------|--|
| 1 * T-shirt | 1 * long sleeve T-shirt |
| 1 * long sleeve thick zip up jacket | 1 * long sleeve water proof/windproof jacket |
| 1 * neck warmer | 1 * cap covered with a thinsulate beanie |
| 1 * pair of gloves | 1 * heater |

Sandra:

- | | |
|---|---|
| 1 * T-shirt | 1 * thin long sleeve cardigan |
| 1 * long sleeve jacket that was a bit damp and cold | 1 * cap and I don't think their car has a heater!!! |

Tonight is the last night that we will all be together for dinner and the last chance for Alex and Sandra to get a caricature done. I am not sure if they really wanted one, but it turned out really great and I think they were quite chuffed with it.

Day 7. Friday 30th March – Last breakfast for the tour and I think that we were all having mixed emotions, wishing that the tour wasn't over yet, but glad to be on our way home. The morning started out fine, but soon turned out for the worst. It started to rain and get very windy. Our little Bugeye was getting pushed around on the road by the wind and the trucks/cars that went past us on the freeway. The road spray was engulfing us and we found many places for the rain to get into the car. We had never taken the Bugeye out in the pouring rain until today, and we soon found that the rain runs along the doors and then straight inside. Many people took a second look either as they went past us or as we went past them. They must of thought that we had lost our minds, but we know that this is just part of Sprite motoring. We may have started the trip with heads hanging low and the hoods on, but we finished with our heads held high and our bums wet.

This was the last stretch home and nothing was going to get in our way, we know we didn't start first, but we were the second car at Sandown (the other car left early so really we were the first car there). Alex and Sandra were not far behind us, they were actually stuck in traffic as they left Sale so were a few minutes behind us. Sandown race-course was the last stop for the tour and the venue for the presentations and the farewell luncheon. There was trophies to be given out, thank yous to be said and meals to be eaten. Our goodbye's were said and we headed home with a lot of great memories.

We both had a fantastic time and of course would like to say a very big **THANK YOU** to some people who without their help again would not have been ready for the tour. We hadn't driven our Bugeye very much as we were going to put in a 1275 cc and another gearbox, but of course time slips by and it didn't happen. There was a big rush two weeks before the tour to put it back together and hope that there were no bugs.

So to:

Roberts' Mum and Bill, an extra big **THANK YOU** for encouraging us to go on this trip, for all your advice and quick booking details, for your snacks along the way because without your encouragement we would never of experienced this great trip with great people.

Alex, thank you for helping us reconnect the engine (and bits) back together again so our Bugeye would run.

Tony Young, thank you for helping us with those pesky engine mounts and the exhaust manifold and every other little thing that you did for us.

Nancy Young, thank you for cooking us a beautiful tea and letting us stay as long as we did.

Tony & Ian at The Bugeye Barn, thank you for your help with everything else mechanical and the spares kit that thankfully was not needed.

And again, to Mum and Bill and to Alex and Sandra thank you for coming along with us on this trip and sharing a whole lot of fun and good times!! We are looking forward to next year and having a bigger entourage of Sprites to join us in our journey.

Stella and Robert Starf.

PLEASE BE AWARE!

THE VENUE FOR OUR 5th SEPTEMBER MID-WEEK RUN HAS CHANGED. IT IS NOW THE COUNTRY CLUB HOTEL, GOULBURN VALLEY HIGHWAY, YEA

DEPARTING FROM THE LILYDALE INTERNATIONAL CLUB CAR PARK AT 10:30 am

LUNCH WILL BE IN THE SPOTTED COW BISTRO

REGALIA ITEMS NEXT MONTH