



An incorporated club

A0035462V

**A friendly family social motoring club**

Edition 113

November 2007

## **BMC'S BEST!**

**Your ABCCC News**



Maxine and Tony Pettigrew's appealing Austin Princess 4 Litre 'R' with boot filled with apples from Alpine Apples. This was at a stop on the recent hugely successful ABCCC Indulgence Tour. This motor car model could, arguably, qualify as the Veritable British Classic – if only someone would write about it and put its case!

*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, Victoria, 3136.

**Please Note: Membership subscriptions should be paid prior to the end of December, using only the Subscription Form that will be mailed to members.**

**THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC., FOUNDED - SEPTEMBER 23<sup>rd</sup> 1997**  
**THE ABCCC IS AN ACTIVE MEMBER CLUB OF THE ASSOCIATION OF MOTORING CLUBS INC.**

**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

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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 25<sup>th</sup> of each month. To make the editor's task a little easier, it is requested that articles, events information and photographs are with the Magazine Editor prior to the 14<sup>th</sup> of each month. Articles published in *Your ABCCC News* may be used without permission. However, the ABCCC does ask that appropriate acknowledgment be given.

This publication contains general information that should not be relied upon without specific advice from a suitably qualified professional. The authors and the All British Classics Car Club Incorporated expressly disclaim liability for anything done or omitted to be done by any person in consequence with the contents of this publication.

Those products and/or services mentioned in this publication are not necessarily endorsed by the ABCCC Inc. Articles and photographs published in *Your ABCCC News* do not necessarily reflect the views of the Committee, the Club's Membership or the ABCCC Inc. Events, other than those conducted by the ABCCC, are included for interest purposes only, and they are reproduced in good faith. The ABCCC Inc. cannot be held responsible for any inaccuracies relating to other clubs' listed events.

For those members who receive their issue of *Your ABCCC News* via E-mail, the magazine will be available to download from the ABCCC website <http://www.abccc.com.au> at the same time that the printed copy of the magazine is mailed to those club members who do not have access to the Internet.

Address all correspondence to: The Magazine Editor, 59 Rowson Street, Boronia, Victoria, 3155. Other editorial contact information is listed above.

**The Victorian Club Permit Scheme** – The ABCCC Inc. is a club that is authorized by VicRoads to operate vehicles under the Victorian Club Permit Scheme. On the Committee there are two Victorian Club Permit Scheme Officers, and their contact details are listed in the Committee Directory.

Club members will be kept up to date with respect to changes and improvements to the Victorian Club Permit Scheme. However, it cannot be stressed enough, that a vehicle operated on the Scheme, must carry the VicRoads Permit (current), the AOMC Victorian Club Permit Scheme Handbook and a copy of *Your ABCCC News* that contains details of the event the permitted vehicle is participating in.

All enquiries should be directed to the ABCCC Victorian Club Permit Scheme Officers.

## ABCCC EVENTS DIRECTORY

**Note: All events listed in this directory are placed in good faith. Events for inclusion must be with the Magazine Editor prior to the 14<sup>th</sup> of each month. Events organized by other clubs or associations have a contact telephone number, that should be contacted prior to the event, if giving consideration to take part in it, to confirm date and venue.**

**Events organizers, please get your event information to the Editor – SOON!**

### 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.

### January 2008

- 13 Rally Bag Stuffing Day – [An Important ABCCC Event](#) Colin Brown (03) 5964 9291  
Commences – 10:30 am  
Venue – 16 Lawler Lane, Coldstream, Victoria.  
19 RACV Great Australian Rally – [An ABCCC Event](#) Colin Brown (03) 5964 9291  
Set Up And Rally Briefing  
Venue - TBA  
20 RACV Great Australian Rally – [A Major ABCCC Event](#) Colin Brown (03) 5964 9291  
Rally from the City to Mornington.

### February 2008

- 3 Annual General Meeting – [An Important ABCCC Event](#) Tony Pettigrew (03) 9739 1146  
Venue – George Hetrel's Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria.  
17 Event TBA – [An ABCCC Event](#) Frank Sawyer 0408 633 778  
Venue - TBA

### March 2008

- 2 Event TBA – [An ABCCC Event](#) Jim Spence 0412 808 050  
Venue – TBA  
12 Archery Competition Round 1 & Lunch – [An ABCCC Event](#) Colin Brown (03) 5964 9291  
A Mid-week Event.  
Meet At – Lilydale International Club, Nelson Road, Lilydale, Victoria.

### April 2008

- 5 – 11 RACV Fly The Flag Tour – [A Major ABCCC Event](#) Tony Pettigrew (03) 9739 1146  
Touring The Famous Western District.  
19 – 20 Open Gardens Weekend – [An ABCCC Assist Event](#) George Hetrel (03) 9761 3239  
Venue – Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria.

### May 2008

- 3 – 4 Rusty Springs Weekend Away – [An ABCCC Event](#) Rob Nolan (03) 5978 7798  
Venue – Avenel  
18 Visit to Point Cook Homestead – [An ABCCC Event](#) Pat Douglas (03) 9739 4829  
Meet Point – Todd Road Service Area, West-bound Westgate Freeway.

### June 2008

- 7 – 9 The Echuca Steam Rally – [An ABCCC Weekend Run](#) Lyn Higginson (03) 9336 7306  
Meet Up Point – Heathcote, Victoria.  
28 The Great ABCCC Trivia Challenge – [An ABCCC Event](#) Phil Cook (03) 9842 5449  
**Please note that this is a Saturday evening event, and the booking is firm.**  
**Venue – The Lilydale International Club, Nelson Road, Lilydale, Victoria.**

### July 2008

- 2 Event TBA – [An ABCCC Event](#) Ken & Karen McDonald (03) 5975 1867  
Venue – TBA  
13 You Yongs Day Out – [An ABCCC Event](#) Bryan Tootell (03) 9891 6905  
Venue – TBA  
27 Club's Annual Luncheon (Xmas in July)– [An ABCCC Event](#) Colin Brown (03) 5964 9291  
Venue – Tokar Estate, Coldstream, Victoria.

## August 2008

- 10 BYO Lunch – [An ABCCC Event](#) Judy Birkett (03) 9755 1772  
Venue – TBA
- 30 – 31 The Wonderful ABCCC Indulgence Weekend – [An ABCCC Event](#) Peter McKiernan (03) 9528 4644  
Meet Up Point – TBA

## September 2008

- 14 Event TBA – [An ABCCC Event](#) Marjorie Pepper (03) 9439 7875  
Venue – TBA
- 24 Mid-week Run – [An ABCCC Event](#) Maxine Pettigrew (03) 9739 1146  
Meet Up Point – Lilydale International Club, Nelson Road, Lilydale, Victoria.

## October 2008

- 12 Event TBA – [An ABCCC Event](#) Rob Nolan (03) 5978 7798  
Meet Up Point – TBA
- 18 – 19 Como Gardens Open Weekend – [An ABCCC Assist Event](#) George Hetrel (03) 9761 3239  
Venue – Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria.
- 31 – Club Holiday – [An ABCCC Event](#) Bryan Tootell (03) 9891 6905  
4 Nov. Visiting South Australia.

## November 2008

- 15 – 16 Bendigo National Swap Meet – Federation Event
- 26 Archery Competition Round 2 & Lunch – [An ABCCC Event](#) Colin Brown (03) 5964 9291  
A Mid-week Event.  
Meet At – Lilydale International Club, Nelson Road, Lilydale, Victoria.
- 30 Mystery Bus Tour – [An ABCCC Event](#) Ray Higginson (03) 9336 7306  
Provided By The Higginson Charabanc Tour Company.  
Meet – Alexandra Avenue, Adjacent To Anderson Street Intersection, Melbourne, Victoria.

## December 2008

- 14 Christmas Luncheon Function – [An ABCCC Event](#) Tony Pettigrew (03) 9739 1146  
Venue – TBA

**It should be noted that telephone numbers provided above are 'At Home' numbers.**

**Therefore discretion should be applied.**

**Note: All ABCCC 'Noted Events' are Victorian Club Permit Scheme (VCPS) Authorized. To qualify for the VCPS, under the auspices of the ABCCC Inc., your VCPS permitted motor car must attend a minimum of three (3) club-run events per year, from the date of the vehicle's permit issue.**

***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 113

First of all, apologies of the most profuse to Brian and Don Pepper. As soon as I received my copy of *Your ABCCC News*, I instantly spotted my mistake. The Mini Cooper depicted on the front cover is, of course, owned by Brian and Marjorie. Just why I used Don's name still eludes me. The same mistake was made inside in the caption to the picture of said Mini accelerating briskly away from the Spotted Cow Bistro. This matter was brought to my attention by Marjorie during our St Andrews Hotel lunch function. I advised that I would make a public apology during the lunch and that eased the situation. Apologies were duly proffered to Don, Brian, Marjorie and Marlene. In fact I even offered to resign from the position of Editor, I was that distraught – but no one present seconded the motion!

It is about time Microsoft produced a spelling checker that could distinguish between the two Mr Peppers.

Our Calendar Planning Meeting has come and gone. It was successful in achieving a full year's worth of events for you to enjoy in 2008. At present there are a number of 'To Be Advised' types of event – but we have, I think, the basis of a resoundingly good year ahead. Some events have become established, such as our Indulgence weekend, so ably put together by Peter and Rosalie McKiernan. The other 'must do' event is the club holiday away. These have taken various forms over the years with excellent holidays such as Andamooka Opal Safaris, Taste Tasmania, Norfolk Island and the recent Eden Whale Watching jaunts. All most enjoyable and, who knows, New Zealand in 2009? In the meantime we look forward to our jaunt to South Australia. Please support Bryan and Anne Tootell on next year's club holiday event – it will be very much, worth it!

Our grateful thanks to Maxine and Tony Pettigrew for putting on such a splendid meeting room and for making us so welcome for the meeting. Thanks are also due to the ladies and gents who provided salads and sumptuous desserts for our afternoon lunch. It was all most enjoyable and everyone went home absolutely replete. Thanks are also due to Ray Higginson for conducting the meeting. It seems that your Editor somehow managed to get the school holiday dates wrong. That aspect was most mystifying, because the dates were downloaded from vic.gov.au. He who has one set of dates is very sure, he who has two sets is not at all sure!

On Page 8 we have a story of great daring-do by Rob Nolan. Rob took it upon himself, and Mary too, by driving a completely unknown Hillman Gazelle home to Pearcedale from Tamworth. Once again, a British classic, with near unknown reliability qualities, has proved to be utterly reliable and made the long journey with a minimum of fuss. Was that Hillman on the Shannons 2001 Tour to Canberra?

*Mike Allfrey – Editor.*

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## PAST AND FUTURE EVENT REPORTS

### THE ABCCC INDULGENCE TOUR – September 21<sup>st</sup> to 23<sup>rd</sup>, 2007

To clear the air about one matter, it was the Editorial trousers that were left behind and caused us to be late at the start venue. Some might say not too late though, because the Editorial Rover turned into Westerfold Park while the convoy was waiting for a space in the Fitzsimmons Lane (?) traffic to set off for Bright. It was while, having taken a roundabout route to avoid level crossings in rush-hour, and while waiting to turn right at Mitcham, that it was suddenly discovered that the all important trousers had been left behind.

As the resulting 'U' turn was executed, Sue was not at all impressed! "You had better call Peter and let him know we will be late", was the comment as the car straightened up. Peter was duly called and there was no answer. A message was left to advise that we would be a little late. We set off again and made good time getting to Doncaster Road, where we tried Peter's number again – no reply. Tried Tony Pettigrew and found they were not at Westerfold Park, but obtained Bill Allen's number. That did not answer either! Our new mobile phone had been baptised quite well. We pressed on and found the convoy leaving absolutely on time, as is club tradition. We tagged on at the rear and then overtook the lot when they stopped on the start of the Hume Freeway.

All the signs say NO STOPPING ON FREEWAY, so we didn't, as most of the others did, and motored on briskly to the first stop at the rest area at what could be classed as the old Pretty Sally Hill area. Here we discovered, too late it seems, a good coffee and an excellent egg and bacon roll. The ladies and their kiosk are about to be evicted and make way for a new McDonalds Family Restaurant. Some would call it progress, others will note it as a place to avoid. Just why McDonalds should have the monopoly on the Hume Freeway makes one wonder?

Soon it was "All Aboard" time again and we set off to meet others at the Glenrowan Services area and top up with reasonably decent petrol. We then set off for Milawa and the lunch venue at the famous Cheese Factory. This gem of an eatery is tucked around the back. The day was perfect, as was our lunch of several platters of tasty morsels. We then motored on to the Michelin winery at Myrtleford where we enjoyed some sampling and purchases. It was "All Aboard" time again and we drove in loose convoy to the River Bank Park Motel. Our rooms looked out on the Ovens River, which was in good flow. It was now time for Nibbles & drinks on the lawn by the rushing river. Soon we were joined by hungry ducks and magpies. They got their fair share and it was most pleasant, if a mite chilly, sitting around the assembled tables.

Dinner was at Poplars Restaurant just along the riverside path. It soon became apparent that our evening meal was going to be an occasion. Special menus had been printed for us with a left hand border formed by popular British

car badges – someone was a little bit disappointed that there was no Lagonda badge represented! There were three choices in three courses. The choices were good, and we were restricted to two glasses of wine with our meal. Some managed more than the two glasses. All three courses were excellent, very capably served and accompanied by a tinkling piano in the corner. It was a splendid meal and we walked some of it off as we returned to the motel.

By general agreement, we elected to have some 'free' time before meeting at the Happy Valley Pub in time to motor over to Mount Beauty for lunch. While we gathered at the pub, a quick cold drink was enjoyed – maybe it was compensation for using the car park as a gathering place. The countryside looked marvellous as we took the long route to Mount Beauty. For us, this was our first visit to Mount Beauty and we were pleasantly surprised. We all turned left for Annapurna Vineyard and lunch. However, before lunch, we were to continue up this road (beyond where the councillor lives) and have a look around. We were thwarted by a road block and turned back.



Lunch was a fantastic affair. First the view was stunning with snow capping Mount Bogong across the wide valley, and, second, the lunch was a very enjoyable selection of cheeses and appropriate wines. Then came platters of tasty and interesting *hors d'oeuvre* style pieces accompanied freshly baked bread. The range was amazing and there was really no excuse for dessert enjoyed by some.

*Left: The view from our luncheon table. Indulgence at its very best!*

While we all indulged in this glorious lunch, we enjoyed the view of snow-capped Mount Bogong. We were indeed fortunate to take in this view so clearly, as after lunch it became a little hazy. Looking at the snow cap, it was

felt that the name Annapurna was very appropriate, for those of us familiar with the Himalayas, that is! Feeling so satisfyingly replete, this was a difficult place to leave. We took the direct road back to Bright and enjoyed a spectacular view of the valley as we climbed over the grade.

We then indulged in yet more wine and nibbles. Meanwhile the motel staff set up a barbecue evening meal for us. The tables and chairs were set up and a pair of well made braziers were set up, stoked and lit to take off the night's chill. The wood soon caught and burned well. The barbecue was just too much! Now we know where to go for really good hamburgers and baked vegetables. The vegetable bake sauce was augmented by addition of mustard powder and nutmeg. The flavour was sensational and the secret is knowing how much of the two flavouring ingredients to add! After the meal was over, we gathered our chairs around the glowing braziers where someone who shall remain nameless, gave a vivid display of feline pet behaviour. Then we played *Pass The Message*, this turned out to be a hilarious activity and some messages changed quite dramatically. After that it was time to tell some jokes and yours truly lowered the tone somewhat by reciting the famous limerick about "There Was A Young Girl Called Jill, . . ." and so on, not fit for these delicate pages!

*Right: At Wandiligong. indulging in a farewell wave!*

Next morning, breakfast was sort of special. We really indulged this time – eggs and bacon, but most certainly not your ordinary fare. Oh no, these eggs were on, wait for it – fried bread and, they were topped with the most delicate of Hollandaise sauces ever. What ultimate indulgence! After all that, we looked around Bright, and walked some of it off, and put it on again doing some chocolate shopping before setting off for Alpine Apples to buy a good selection of apples to take home. They were good too, because the local dogs were seen munching happily on some. Lunch was at the pub in Wandiligong and it was accompanied by refreshing cold drinks. After a very enjoyable lunch, we all felt that we had indulged sufficiently to justify the weekend's title! It was time to say goodbyes and wish all well on the homeward journey. Probably, most of us could have curled up somewhere in the warm sunshine and slept some of our indulgence off.



Very special thanks to Rosalie and Peter McKiernan for putting it all together. Special thanks are also due to all the motel staff – the breakfasts and barbecue were fantastic. Thanks to all who attended our indulgence weekend, you were wonderful company that was happily indulged in. Till next year . . .

*Mike Alfrey.*

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

Stop Press! There are still two rooms available for this event. We would appreciate just a phone call at this time to make your booking, so that we can secure our accommodation as the motel has only two rooms remaining for us. Please contact Jim on 0412 808 050 to register.

*Jim Spence.*

## **RUN TO POINT NEPEAN Sunday – 25<sup>th</sup> November, 2007**

Meeting point is at Moggies Café, Coolstores, at the corner of Eramosa and Moorooduc Roads at 10:00 am. As soon as you arrive, don't wait, but order your refreshments as they are renowned for slow service. On completion, we will then move on to the Point Nepean National Park (located at the end of Nepean Highway Portsea), for a picnic lunch. Bring your own food etc. (consuming of alcohol is permitted), including chairs/tables, however there are some on site, and coin in slot barbecues. If it is raining, we have permission from "Wardy" (Park Ranger) to bring our table etc. inside the Information Centre.

Costs for entry and sightseeing train as a group will be paid at a discounted price of \$9.00 per person and we must allow plenty of time, as there are many aspects of Historical Interest to see.

It is requested you ring Anne on 0412 549 906 by 20<sup>th</sup> November, if you wish to participate, and we look forward to seeing you all. **PLEASE NOTE: Dogs are prohibited within the park.**

*Anne Tootell.*

## **OUR CHRISTMAS LUNCHEON – Sunday 9<sup>th</sup> December, 2007**

This year our Christmas Luncheon will be held at the Lilydale International Club, Nelson Road, Lilydale and we will gather at 12:30 in readiness for a 1:00 pm lunch. Cost of the three course lunch will be just \$28.00 per person. On top of that, drinks will be provided by the ABCCC. This year, we will be presenting a slide show featuring our events of 2007, with just a sprinkling of images from earlier events. This show will be accompanied by a tinkling pianist playing suitable music. An important part of our Christmas function is the popular Kris Kringle gift swapping goings-on. Gifts should be of no more than \$5.00 value – and don't forget, gifts for ladies and gents. So, come along and join us for a splendid luncheon and great company. Let's fill that car park with gleaming British classic motor cars.

Bookings are essential and should be made with Tony Pettigrew by telephoning (03) 9739 1146, or you can send an E-mail to [tony1@uvtc.net.au](mailto:tony1@uvtc.net.au). Please make your booking now!

The Lilydale International Club is located in Nelson Road and Melways Map 38, Reference H3 will help you find it. We look forward to you joining us on this very special occasion.

*Tony Pettigrew.*

## **RALLY BAG STUFFING DAY – Sunday 13<sup>th</sup> January, 2008**

It is now traditional that we hold a Rally Bag Stuffing Day on the Sunday prior to the RACV Great Australian Rally. This time there will be a venue change to Maxine and Tony Pettigrew's home at 16 Lawler Lane Coldstream. To get there, take the Maroondah Highway through Coldstream, take the Melba Highway turn-off and then turn left into the first road on the left. Lawler Lane is the 'T' intersection, turn right into Lawler Lanet and number 16 is on your right.

We look forward to a good number taking part in this important activity, *many hands make light work* and finish the task that much more easily and quickly. This event is also a BYO barbecue lunch and, upon completing our task, we can enjoy a very pleasant long lunch among great company.

If you can help us, please contact me on mobile telephone number 0408 343 176 to confirm your attendance.

*Colin Brown.*

## **NOTICE OF ANNUAL GENERAL MEETING**

This is to advise that there will be an Annual General Meeting of the All British Classics Car Club (Vic) Inc. (ABCCC), that will be conducted on Sunday 3<sup>rd</sup> February, 2008. The venue for the ABCCC Annual General Meeting is Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria. The meeting will commence at 2:00 pm sharp.

The Annual General Meeting follows the protocol that only financial (at the time of the meeting) members of the ABCCC Inc. are eligible to cast votes. Protocol also rules that there can only be one vote per member couple.

Nominations for Committee positions will be called for at the Annual General Meeting.

Our thanks to Pat and George Hetrel for providing us with such a splendid venue.

A barbecue lunch will be provided by the All British Classics Car Club. However, it will be a bring your own drinks barbecue. Please arrive at 12:00 noon for lunch, and, for catering purposes, please call Pat Douglas on telephone number (03) 9739 4829, if you are attending.

*Val Jefferyes – Secretary.*



## AN HEROIC PURCHASING ADVENTURE

### 1966 Hillman Gazelle 1,725 cc 85 bhp (Non standard: Front seats, mags, cam, 2 barrel webers)

An additional Hillman to keep the other Hillman Hunter Royal company? (Maybe the MG 'B' will get jealous?) A few months ago I happened to come across a Hillman Gazelle advertised in Unique Cars July-Aug magazine, It read too good to be true, so I rang the owner that night and he gave me a good overall picture of the car. After hearing what he had to say, I said "If it's as good as you say, I'll take it...". As the Hillman was in Tamworth, NSW, I rang a mate whom I had never met but he has a Panther Kallista, similar to what I previously had, and has totally rebuilt his. I spoke to him over the phone and asked him to evaluate the Hillman and give me his honest feedback. After a few days, he rang back and said it was very good and was probably worth more than what was asked. After the glowing report, I immediately arranged payment to the Hillman's owner.



Now to get the car back home! As we were going on a three week trip to Coolangatta and Murwillumbah for the "Speed on Tweed" festival, in September and driving up, I excitedly (maybe stupidly) decided to give it a long test run and drive it home with Mary following behind. We casually took three nights to get there, stopping-over at George and Joan Chrystie's in Tocumwal, where their hospitality was very welcoming and much appreciated, then on to Dubbo and Lismore. We had a quick stop-over at Tamworth to see my new toy, which was stored at my mates place, in a good garage (with a car cover over it, of course). He took good care of it, making sure it started and gave it a run or two. I think he wanted to keep it if I didn't!

*Left: The ultimate mounted antenna for mobile telephone coverage – including deepest space!*

Being the first time we attended the annual Speed on Tweed, it was great to see the historic and Grand Prix racing cars do their speed laps around Murwillumbah's street circuit. Many old Great racing Gentlemen

were there including Sir Jack, Ron Tauranac, Vern Schuppan, Kev Bartlett, Gossy, Schenken, Match, Dennis Geary and the Davidsons among others, signing autographs, as those greats do. Murwillumbah town sure got involved with the festivities, with every shop promoting the event and some of the cars doing a lap of honour around the town. Saturday night in town was crowded with locals and visitors for a street party with outdoor dining and a free Venetian Carnival Mystique concert involving opera singers, acrobatic performers and roving entertainers. An absolutely stunning and beautiful night!

We spent two weeks in Coolangatta and Burleigh Heads, catching up with friends that have moved up to sunny Queensland as well as doing the usual tourist stuff. We decided to take more time coming home as I was not sure how the Hillman could handle the long trip home. I visited the Tamworth Powerhouse Motorbike Museum in the morning, which has an incredible collection of fully restored and brand new, never ridden, (and some never started) rare Motorcycles, before picking up the Hillman. The Gazelle cruised effortlessly between 90-100km/hr, but was very noisy around the quarter windows (needs rubbers replacing), consequently I never had the luxury of listening to the radio on the long journeys between towns. As the weather was quite warm, I had the windows open, and I even put the heater on to assist the cooling system, just to be sure.

After Dubbo, for an overnight stay, next morning we stopped at Parkes to visit the Radio telescope centre where we came across a few admirers. One of them has a similar Gazelle which he is restoring, and was really impressed and interested. An overnight stop at West Wyalong, the next morning somewhere south of Narrandera, I was just thinking, no phone coverage, I haven't even got a tow rope! What if the little Hillman doesn't want to go the distance, or gets homesick for Tamworth? We have a long way to go, has she got the stamina? Maybe I should have put her on a transport? ...Then, as soon as you have a negative thought, a passing truck kicks up a stone and chips the wind-screen! Arghhhhh! I didn't really need that!

Continuing on to Tocumwal we again, stayed with the Chrysties and showed them the Hillman. Before going home, we called into Nello Mafoda's, so that he could inspect the Hillman to put it on club plates, which it is now on! Now that I know it has "Hillman Reliability", it will be on the 2008 Fly The Flag tour. Now I also need an extra garage!

*Rob Nolan.*



## TIME FOR A GENTLE CHUCKLE

A bloke's wife goes missing during a holiday on the Western Australian coast, while they were diving, he spends a terrible night wondering what could have happened to her.

Next morning there's a knock at the motel door and he is confronted by a couple of policemen, the old Sergeant and a younger Constable. The Sergeant says, "Mate, we have some news for you, unfortunately some really bad news, but there is also some good news, and maybe some more good news later."

"Well", says the bloke – "I guess I'd better have the bad news first?"

The Sergeant says, "I'm really sorry pal, but your wife is dead, young Bill here found her tying at about five fathoms in a little cleft in the reef, he got a line around her and we pulled her up, but she was dead."

The bloke is naturally pretty distressed to hear of this, and has a bit of a turn, but after a few minutes he pulls himself together and asks what the good news is.

The Sergeant says, 'Well when we got your wife up there were quite a few really good sized crays and a swag of nice crabs attached to her. So, we've brought you your share.' He hands the bloke a sugar bag with a couple of nice crays and four or five crabs in it.

"Geez thanks. They're bloody beauties. I guess it's an ill wind and all that. So, what's the other possible good news?"

'Well', the Sergeant says. "if you fancy a quick trip, me and young Bill here gets off duty at around eleven o'clock and we're going to shoot over there and pull her up again..".

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## HISTORY OF THE HASTE WAGONS – Continued

### *C Lobbying by the ACV*

During the pioneering period, the ACV was a persistent influence on the Bent and Murray governments' deliberations that resulted in the *Motor Car Act 1909* (Vic). It can be argued that the ACV's lobbying was successful and that this explains the dissociation between the public anxiety surrounding motor vehicles and the motorist-friendly provisions of the Act, but it does not explain why the particular regimes of licensing, registries and policing were adopted.

The international literature concerning the first motor vehicle laws suggest that the newly-formed automobile clubs were hostile to local, state or national attempts at regulation. This hostility did not mark the actions of the ACV.<sup>138</sup> Indeed, a resolution to oppose the 1905 Bill at the ACV's annual general meeting was defeated. The ACV during the pioneer period did not act defensively to fend off attempts at regulation, but can be seen as instead energetically pursuing its foundational object of 'securing rational legislation, and the formation of proper rules and regulations governing the use of motor-cars and motor-cycles in cities, towns, and country districts.'

Between 1905 and 1909, the ACV sent repeated delegations to Premiers Bent and Murray and the various Chief Secretaries, as well as sending circulars to all Members. The effect of this lobbying was profound. In 1908, Sir Alexander Peacock concluded his recommendation of the Bill to the Legislative Assembly with:

I may mention that the Automobile Club have given me a great deal of information and assistance in connexion with this Bill, and they have circularised honourable members, intimating that if any honourable member wishes to have a run to see how the motor cars are worked they will be glad to afford every facility for the purpose.

There is evidence that a similar run organised by the ACV in 1905 swayed at least one member to support the 1905 Bill. Indeed, throughout the debates the ACV is referred to not as a nefarious association drawn from the indulgent caste, but an important stakeholder whose opinion needed to be respected. At several stages the ACV was directly able to affect the final provisions. The ACV claimed that the removal in the Legislative Assembly of the fine revenue sharing provisions was a victory for the ACV's lobbying. It also was invited by Premier Murray to participate in the drafting of the Regulations, and after several meetings with the Commissioner of Police it was reported that 'the main demands of the Club had been granted in the regulations which had just been issued.' The ultimate evidence of the ACV lobbying was the coming into force of the Act with no speed limit. From 1906 onwards, this objective had been the central demand of the ACV. The ACV congratulated Murray for introducing the 1909 Bill without speed limits, stating that this reflected the most modern thinking on motor vehicle regulation, and the *Australian Motorist* commented that Labor's attempt to reintroduce speed limits during the final Legislative Assembly debates on the 1909 Bill 'was so utterly absurd that it was promptly laughed out.'

From this record of close and active involvement in the formation of the Act, it could be said that the *Motor Car Act 1909* (Vic) was motorist-friendly because the ACV got the legislation that it wanted. Indeed, H W Chenoweth, in the ACV's *Annual Report 1910—11*, praised the Act: 'The twelve months experience of our Victorian *Motor Car Act* has proved that with proper and fair administration it is a capable and effective one.' This is not to suggest that the Act was entirely the product of the ACV. The ACV was disappointed in two areas. First, the ACV remained opposed to the general regulation-making power in the Act, and while it was placated by involvement in the drafting of the Regulations, it remained concerned that a 'motor-phobic' government could executively gazette repressive measures. Second, the ACV calls for 'medical men' to be exempt from the Act did not make it into law. However, these

are minor. Overall, the Act was for the ACV, and enacted the ACV's preferred vision of what a *Motor Car Act* should be like. Sir Samuel Gillott makes this plain as early as 1905:

With regard to certain suggestions which have been made by the automobile clubs and others, I desire to say that there is no wish to pass an Act which will be unduly harsh against persons who now use these machines, which, as I said before have come to stay.

The ACV's influence explains the orientation of the Act as motorist-friendly. However, this does not explain why the ACV's lobbying was so effective. The Chief Secretary's file on the Act reads as a competition between the ACV and the Municipal Association, each making submissions rebutting earlier proposals of the other. Indeed, the ACV distinctly conceived its lobbying as a battle against the 'anti-motorist' Municipal Association. An initial explanation could be that in bringing together the medical community, representatives of the emerging motor vehicle industry, the wealthy elite and Norman Bayles in the Legislative Assembly — with the combined tactics of letters, circulars, offers of rides in motor vehicles and having 'quiet chats' with the Premier — the ACV just out-lobbied the less dynamic Municipal Association, which primarily relied on flooding the *Chief Secretary* with letters of complaint from the local councils. However, this does not explain the actual form of the Act. It just shifts the focus of inquiry from parliamentarians to the ACV. The same concern arises as to why the *particular* regimes of licensing and policing in the Act were adopted. What was it that meant that the provisions of the 1909 Act were sufficiently 'rational', to use the term from the ACV's objectives?

The key to a fuller explanation of why the *Motor Car Act 1909 (Vic)* regulated motor vehicles through licensing, registries and policing lies in the final words of the just-quoted closing statement of Sir Samuel Gillott, that motor vehicles 'have come to stay.'

#### **D Legislating for the Future**

The parliamentary debates concerning motor vehicles during the pioneering period had a particular sense of occasion. The members spoke and legislated with a shared awareness that they were passing law for a radically different future than their horse-drawn and bicycle era. This was manifested in two ways. The first was the oft-repeated — to the point of becoming a slogan — phrase that motor vehicles 'have come to stay.' This observation was more than a resigned recognition of motoring, for in it can be glimpsed a fundamental belief in 'progress'. The parliamentary debates were not focused on the immediate regulation of the small number of motor vehicles in Victoria during the pioneer period, but were directed to an anticipated future where motor vehicles would become more affordable and widely used: 'that the car that was owned by the rich man to-day might be owned by the business man to-morrow'; and, '[a]s the patents run out the cars will come within the reach of the man with moderate means, and we shall find twenty cars in use for every one that is in use at the present time.'

Underpinning the legislative agenda was this anticipated future of mass automobile transportation. While the immediate rhetoric of many Members was anti-motoring, there was also recognition that the motor vehicle promised a better society of more rapid and more reliable transportation: 'while we all admit their convenience, it must be admitted that the traffic wants regulating.' In 1905, several Members favourably compared the motor vehicle to horses. Also in 1905, the government itself acquired its first motor; Bent justifying the decision on the basis that the vehicle's speed would assist in good government through allowing Ministers to rapidly tour the State. It is significant to realise that complaints about motor vehicles in the parliamentary debates were generally complaints about badly-behaved drivers, as John Murray makes clear in the second reading of the 1909 Bill:

It makes one indignant to see the careless way in which a car is occasionally driven, but I know that the great body of the motor car owners have no sympathy with those who drive in such a way as to endanger other people.

Very few members adopted the Luddite position of cursing the 'motor car [as] a fiend which ... should be hung, drawn, and quartered'. Instead, it was the 'road hog' — the minority of inconsiderate, speeding, accident-causing, bad drivers — that was demonized. That the properly-used motor vehicle was considered a positive addition to society and expected to become common and widespread goes some of the way to explaining the 'anaemic' nature of the debate. It promised progress. These connections can be seen in the ridiculing of Norman Bayles by John Murray:

When with the cheapening of the costs of construction every poor person can drive a motor car it will, of course, become unpopular with very rich people. Then, instead of driving in a motor car we will find the honourable member for Toorak not bothering our roads, but if he does threaten the lives of his fellow subjects he and his friends will do so flying on an aeroplane.

Several writers have observed that Australian culture has been marked by an affirmation of material progress through technological change, and that motor vehicles in particular were to become an iconic embodiment of this linking of progress to technology. It can be seen that this link was being forged during the pioneering period of motoring. Banjo Paterson gave voice to the cultural anticipation of the motor vehicle in his enthusiastic reporting of the 1905 Dunlop Sydney to Melbourne reliability run:

We outpace, we outlast, we outstrip.  
Not the fast-fleeing hare,  
Nor the racehorses under the whip,  
Nor the birds of the air  
Can compete with our swiftness sublime,  
Our ease and our grace;

We annihilate chickens, and time,  
And policemen and space.

Therefore, thought of prohibiting or even impeding the use of motor vehicles was antithetical to a fundamental cultural substratum that bound together technology and progress. Just after the tentative travels of the first motor vehicles in 1897, *The Age*, anticipated:

The near approach of a time when the world is to be full of horseless carriages They will run on pneumatic tyres, without jolting, bumping or bolting, putting forth a giant's power at the turning of a screw, and resuming the tractability of a babe at the pressure of a child's finger. It cannot be otherwise than that machines of this character will be in vast demand.

A reflection of this cultural acceptance of progress through modern technology can be seen in the responses of the horse and bicycle industries to the emergence of motorised transport. While the popular history literature suggests that these groups opposed the motor vehicle, the opposite seems evident from the trade journals of the period. Instead of defensively protecting the older transportation technologies, the motor vehicle was quickly adopted, as demonstrated by the inclusion of motor vehicles in journal titles. By 1910, *The Argus* announced that there had been 2735 motor vehicles registered, 3204 driver licences issued (including 100 to women) in the first six months of the Act, and pronounced that: 'The popularity of the motor-car has never been so great as now, and every week sees the trade increasing. Those interested declare that the day is not far distant when the motor industry will be one of the most important in the State.'

This explains not only the lack of debate concerning how to regulate motor vehicles, but more significantly it explains the motorist-friendly orientation of the *Motor Car Act 1909* (Vic) because it went without saying that motor vehicles were the harbinger of a better future. Indeed, while the link between motor vehicles and progress was implicit in much of the ACV correspondence for the period, there did not seem to be the requirement to make it explicit. Arthur Sachse does give voice to the place of motor vehicles within the ambit of technology and progress belief:

the motor car was a vehicle that had come to stay with us, and one that would be of great future benefit. It was no doubt of great utility, and anything which promoted the scientific development of mechanical power should meet with the approval of the house ... [the] motor car had become a necessity of modern life; and, therefore, an institution which must facilitate the progress of the country.

However, pointing to the place that the motor vehicle as modern technology occupied within the cultural substratum of Australian society does not, in itself, explain the *Motor Car Act 1909* (Vic). At best it explains the success of the ACV's lobbying — as the representatives of progress in securing a motorist-friendly Act against the background of community anxiety. What remains unaccounted for is why the Act imposed centralised schemes of licensing, registries and policing; in the words of Madden CJ, why was the first motor vehicle law a 'police Act'?

*To Be Continued.*

MARSHALS ARE NEEDED FOR THE RACV GREAT AUSTRALIAN RALLY. IF YOU CAN HELP, PLEASE CALL COLIN BROWN ON MOBILE 0408 343 176; OR RAY HIGGINSON ON (03) 9336 7306 (AH)

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## 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
Heather Redford	MG	—	—

*Val Jeffereyes – Membership.*



## FURTHER TRIP NEWS FROM PETER AND JOANNE SCHNEIDER

All is well, while we were in Singapore on Wednesday in transit between Hong Kong and Cairo we were not there when the Earthquakes hit.

We had fun in Cairns. We took the sky tram up to the rainforest and the train back to down. The next day we went snorkelling at the Great Barrier Reef. Peter actually re-certified at scuba diving and I went on a glass bottom boat ride. We rented an underwater camera and took over two-hundred pictures of the coral and sea life. We drove into the rainforest and stopped to find/see platypus in the river of a small town just before we went to see the curtain tree in the rainforest. (We did not find a platypus)



We had a great time in Hong Kong. We stayed across the bay in Kowloon and took the Star Ferry to Hong Kong to ride the tram to the Peak which overlooks the city. We both got measured for custom made suits. The next day we took the train to the bus to see the Giant Buddha which took the whole day and we were able to see the country side and the South China Sea. The next day we went out to Disneyland. HK Disneyland is very small with only about 1/3 of the activities as Magic Kingdom in Florida.

Hong Kong was hot and humid the entire time we were there. One night we went to the floating restaurant — getting there was the biggest experience that night.

Our flight to Cairo was fine, the “real adventure” started when we tried to get our luggage at the Cairo airport and getting a taxi to the hotel. The people are aggressive and just push you aside so they can get in front of you and we feel that the “rules” of the road are only “suggested” and not enforced. You should see how they cross highways (like Rt 280) on foot — they just start walking out into traffic and make the cars stop. When driving they create three or four lines of traffic where two are supposed to be. Armed Police are everywhere and they check for bombs under the cars/buses at each tourist destination and at the hotels and metal detectors and airport style x-ray machines are taken for fact of life. We took a tour to the first pyramid (the step pyramid) and the ancient City of Memphis as well as seeing rugs being made; in the afternoon we saw the three “main” pyramids in Giza, as well as, the Sphinx. On Friday we plan to see the Cairo Museum and the sound and light show at the pyramids and the Sphinx.

On Sunday we fly to Paris. Hope you enjoy the pictures.



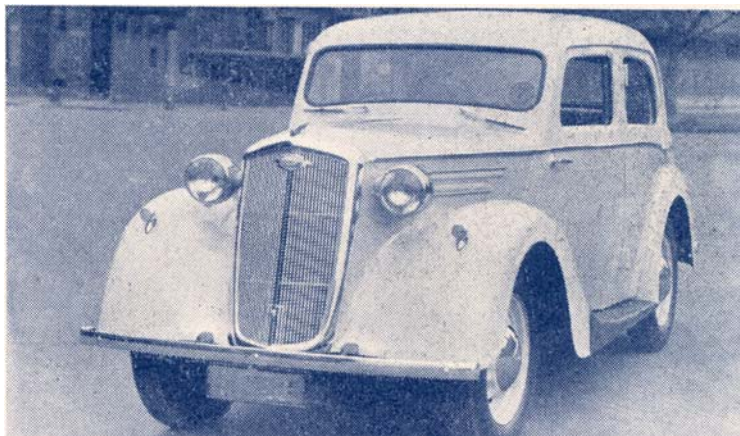
*Peter & Joanne Schneider.*

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## 1949 CLASSICS

The *Australian Motor Manual 1948-9 Annual* features interesting reviews on all motor cars that were available in this country for 1949. Each month we are going to feature one of the British cars here. It is now interesting to read what was said then, about the British cars in the market place. We now know how they all performed, but let's enjoy the writers' expectations of the British offerings for 1949. Here is Number 40, in the series.

### Wolseley 10 h.p. & 14 h.p.



*The stamp of British conventionality in very good taste is catered for in no mean manner by the brace of Wolseleys now on display as representatives of the best class of Nuffield cars, whether your dictates run to the 10 h.p., 14 h.p., 18 h.p. or luxury limousines 25 h.p. They can keep up with the fastest traffic and can take on any thrashing on country roads. Wolseley manoeuvrability in traffic and parking makes it a firm favourite with every member of the family especially as the petrol ration and budget at today's high prices makes every gallon count; it is no wonder Wolseleys are popular.*

*From Motor Manual, 1949. With Thanks.*

## THE 1959 LONDON MOTOR SHOW

Quite a long time ago, but not all that long for those who consider all motor cars made after 1950 as being thoroughly modern, there was a momentous occasion in the British motor industry. This occasion, that was to alter the lives of many, was the arrival of a pair of small cars from BMC. The well-known and well-loved Austin Seven and Morris Mini-Minor had arrived. It would be fair to say that the London Motor Show that launched the Mini, would have to be the most impressionable of them all.

I was in the second year of my paid working life and, for all of us in those days, a trip to the London Motor Show at the Earls Court Exhibition Hall was a near pilgrimage must. We used to save up our twenty-six shillings and nine pence return train fare to London, catch the early Saturday morning train from Temple Meads, after wangling a day off (being in the trade and all that!). We alighted at Paddington, took the Underground to Earls Court and took the pedestrian tunnel from the station right into the exhibition hall foyer itself. It was while we walked along that long tunnel that we looked at the posters pasted on the tiled walls – posters that, with a certain amount of artistic licence, informed us of what we were about to see inside that great hall. By the time we reached the end, we were positively salivating in zealous anticipation and, while lining up to pay our entrance fee, the level of that anticipation ran high.

It was always an enchanting moment for a young car enthusiast to stand and gaze without inhibition at all of those makers' names proudly on banners hanging from that vast and high ceiling. It was an awesome sight! To think that now there would only be the Morgan banner to get excited about, amongst all those foreign imports. Each banner was located over the Show Stand of the make of motor car depicted on it. Thus it was easy to locate the Stands that interested you most. In addition to all this, arrangements had been made in the weeks prior to meet old school mates on the *Motor Sport* magazine Stand. I think the staff of *Motor Sport* must have been a bit bemused at their Stand being a meeting place for a few years. I was always ready to compliment them when they approached me and I told them that I was an avid reader of their magazine.

That October 1959 Earls Court Motor Show was quite an occasion. As well as the Minis, there was first sighting of the 105E Ford Anglia and another first, the Triumph Herald. We were really amazed when we saw the two Minis, and, to us, it was most audacious to place the engine above the gearbox. Being technically minded, we felt that the oil pump was an awfully long way above the oil level. Another comment was that, because of the absence of synchromesh on first gear, we wondered about bits of scrunched gear teeth getting into the oil pump. The BMC staff assured us that there were no problems at all with oil pick up and that the engine had a very efficient oil filtration system, so damage would not occur at all. I ventured to mention that the oil pump was before the oil filter in the lubrication circuit – that drew silence, and another eager questioner was turned to.

BMC must have spent a relative fortune on that show launch. There was a Mini on a turntable that had been cut into four sections – front LHS quarter, front RHS quarter and so on. As the car rotated slowly each quarter came outwards on an arm, all four at the same time, rotated on its own turntable and then swung back into a complete car. All of this was happening while the main turntable rotated. The entire display held us in total fascination for a long time. Little did we realize just what an impact the Mini concept would have on the industry.

I was quite familiar with the Triumph Herald, as they were sold by our parent company and we had to rework a good number of them to fix water leaks. The Herald used many novel new materials and none of them in the interior could get on well with a good soaking. Had the problem been fixed? Most definitely, we were assured by the Standard Motor Company staff.

We used to spend a fair amount of time looking at the marvellous creations on such Stands as Park Ward, James Young, Hooper, Mulliner, Van Den Plas (pronounced Plass), Gurney & Nutting and all of those others such as Abbott who did superb estate car conversions on Ford Zephyrs and such. Then there were the visits to Stands such as Austin-Healey, Aston Martin, Jensen, Peerless and Lotus with their very sporting machinery. At that time there were a great amount of specials being built on old Austin 7s and 1,172 cc Fords of varying types. Rochdale, Hamlyn, Caribbean and Buckler come readily to mind. There was also a section devoted to caravans and motor homes.

The Earls Court Exhibition Hall featured an enormous mezzanine floor that formed a good overhead viewing balcony. This floor was the site of all the trade stands such as Simms Diesel Equipment, Lucas, Borg and Beck and all those others that supply components to the motor industry. There were also vast arrays of hand tools and garage equipment. The mezzanine floor was accessed by a large lift that could easily accommodate a Scammell Mechanical Horse and its articulated trailer. These Scammells were the three ton, three-wheeled tractor units that were sold in thousands to the railways and such for delivery runs. The big trucks would leave their trailers at the entrance bay and the Scammells took over and ferried the trailers and their loads up in the lifts.

I used to spend the whole afternoon up on that floor, there was so much to see and discuss with the trade. However, it was in the main hall where all the glamour of the show was centred. I remember many visits to have a yellow button hole flower pinned to my lapel by a scantily clad young lady on one of the sports car stands. Those lasses were certainly kept busy by our group of voyeurs!

After the motor show, we would go down the West End for a meal and take in a show at the Palladium Theatre. That year we saw Ken Dodd with his famous tickling stick and all the jokes. Then it was a headlong dash back to Paddington to catch the last train at 11:50 pm back to Bristol. In the late 1950s these trains were still steam hauled and we usually had a mighty 'King' Class up front doing the work. Being the last train of the day, the driver and fireman would let those wonderful locomotives have their head. Our timing device was only a sweep second hand on a wrist watch, and several times while timing between mile posts, the locomotive exceeded 100 miles per hour – easily. I



think the crew were on some sort of promise! After such exhilaration, it was a come down for us to pedal our bikes the eight miles home. Even then, thoughts were afoot for the annual December visit to the Smithfield Show at Earls Court. Then it would be farm machinery for us to look at, admire and be critical about.

Years later, I was shown around the Earls Court Exhibition Hall and I spent some time below the main floor. It was most impressive to see that the centre floor section was mounted on a number of twelve-inch diameter hydraulic rams. The floor was lowered in January for the annual Boat Show. I was told that, after the floor was lowered and the sides sealed, it took a full week to fill the pool from one fire hydrant. The Metropolitan Fire Brigade would not allow the use of more than one hydrant. Full sized boats were displayed at mooring jetties in that pool. It must have been quite a sight, but I could not wangle time off from work to see that one. I did, however, manage to visit a major engineering exhibition in the line of work, I was to look at welding equipment for work. On one stand, a marine engine company had used four engine valves to support a show canopy over their exhibit and show office.

The Earls Court Exhibition Hall was going to be demolished, but has been reprieved and added to recently, There are now two massive adjoining halls that can be opened into one enormous column-less exhibition area. The complex is now serviced by two underground stations. There must have been so many memories in that vast first hall. I have often wondered what happened to all those car makers' banners. They have not been seen for sale by me at any time. No doubt someone has a collection of them somewhere.

*Mike Alfrey.*

## NOTICE

**MEMBERSHIP SUBSCRIPTIONS BECOME DUE AT THE END OF DECEMBER, 2007. FOR THOSE WHO ARE LATE RENEWING, THE MARCH 2008 ISSUE OF *YOUR ABCCC NEWS* WILL BE YOUR LAST NEWSLETTER FROM THE ALL BRITISH CLASSICS CAR CLUB INC. THIS YEAR WE WILL BE SENDING OUT A SUBSCRIPTION RENEWAL FORM, PLEASE DO NOT PAY YOUR SUBS WITHOUT USING THIS FORM.**

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