



An incorporated club

A0035462V

**A friendly family social motoring club**

Edition 114

December 2007

## **A DISTINCTIVE JAGUAR!**



John and Tricia Mackay-Fleming's superb Jaguar XK150-S.  
The all-time veritable British Classic? Someone put its case.

**Please!**

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

### **MEMBERSHIP SUBSCRIPTIONS**

The annual membership subscription for the ABCCC Inc. is \$35.00. There is a once only joining fee of \$30.00. Please send membership subscriptions to:

Val Jefferyes and Jim Spence  
PO Box 8092  
Burnt Bridge Shopping Centre  
Croydon VIC 3136

**Please Note: Membership subscriptions should be paid prior to the end of December.**

**THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC., FOUNDED - SEPTEMBER 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>

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### 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.**

### 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  
Note: Only currently financial club members can vote at the meeting.  
Venue – George Hetrel's Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria.
- 17 'Top Of The World Tour' – [An ABCCC Event](#) Frank Sawyer 0408 633 778  
A 250 kilometre tour to some of the world's most scenic spots.  
Start Point – The Lilydale International Club Car Park, Nelson Road, Lilydale, Victoria.

### March 2008

- 2 An Overseas Visit – [An ABCCC Event](#) Jim Spence 0412 808 050  
Taking in – Phillip Island, Churchill Island and San Remo  
Venue – Phillip Island, Victoria.
- 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 – [An ABCCC Event](#) Rob Nolan (03) 5978 7798  
Venue – Avenel, Victoria.
- 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 Morningstar Visit – [An ABCCC Event](#) Ken & Karen McDonald (03) 5975 1867  
Meeting Point – Manyung Gallery, Nepean Highway, Mount Eliza.  
Venue – Morningstar Estate, 1 Sunnyside Road, Mount Eliza, Victoria.,
- 13 You Yangs Day Out – [An ABCCC Event](#) Bryan Tootell (03) 9891 6905  
Meet At – Todd Road Service Area (Near KFC), Westgate Freeway.
- 27 Club's Annual Dinner – [An ABCCC Event](#) Colin Brown (03) 5964 9291  
Venue – Tokar Estate, Coldstream, Victoria.

### August 2008

- 10 BYO Lunch Outing – [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 The ABCCC Picnic Day Out – [An ABCCC Event](#) Marjorie Pepper (03) 9439 7875  
Venue – Hanging Rock Reserve or Hanging Rock Winery.

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 Rolling Hills Run – [An ABCCC Event](#) Rob Nolan (03) 5978 7798  
Venue – Gippsland, Victoria.

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.**

**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.**

**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 114

Your Editor, while browsing the Mountain Gate News Agency's tempting stocks of motoring related magazines, keeps a loose mental note of the number that feature a red car on their covers. Over the years, a good humoured aversion to magazines featuring red cars on the covers has grown. You can probably hear me groan, "Oh no! Not another . . . . . red car cover!" I know, I drive a red Rover, and very nice it looks – but, on a magazine cover? So, here we have my subconscious rule broken, yet again, with John Mackay-Fleming's superb red Jaguar XK150-S. Not having Adobe Photo Shop and not having the ability to manipulate the Jaguar's colour – here it is in its original red folks! No doubt the boss dog of Loch in the picture, likes it the way it is!

This issue features weighty early summer reading. We have the lengthy first appraisal of the then (and very much still) sensational BMC Mini twins, Morris and Austin. And, yes, *The Autocar* magazine that the appraisal was lifted from features a bright red Austin Seven on the cover!

It was very pleasing to see the inaugural AOMC/RACV City To Cape Run so well supported by our club. Seen on the run were Bill Ballard, Tony Pettigrew, Nello Mafodda (né Maxine Pettigrew), John Holmes, Bill and Terri Allen, John Mackay-Fleming, Colin and Joy Brown, George Hetrel, Ian Hankey, Peter Chandler, Patrick Swinchatt Don Kinsey and yours truly. And the marques represented by our club – Ford, Lagonda, MG, Vauxhall, Rover, Nash Metropolitan, Jaguar, Bentley and Jowett. If I missed anyone, the blame rests with Jane the super-energetic Rover Car Club's Boss Flag-off Marshall who hustled me off at the start.. The run was well conducted and the threatened rain held off to let us enjoy a full morning's open air motoring. There is one request for next time – please keep us away from the St Kilda Road, Brighton Road and Nepean Highway complex. All the traffic lights were against us and it would have been much nicer to have used Beach Road around the Bay. The mid-run refreshment stop was greatly appreciated, and the luncheon at RACV Cape Schanck Resort was most enjoyable. Apologies to the Resort's staff for being a bit late, the only excuse was my involvement with judging the 1940s cars for an award. It was not at all an easy job – it finally went to the two-tone green Mk V Jaguar, followed by a nice red Willys and a brace of Morris. Our collective thanks to the AOMC for putting it all together for us.

Our 2008 calendar of events are filling in nicely, thanks Marjorie, Mary and Rob, Frank and, Jim and Val. So, next year is looking really good, and our grateful thanks to those who are organizing events for our enjoyment in 2008. Please support them and help keep our club the well-oiled machine that it truly is!

We are a bit light on reports of past events, this issue, however, someone will most certainly cover the Gippsland Holiday weekend for us. It will make really good reading – that can be assured.

Rob and Mary Nolan printed and mailed the last issue under the influence of the dreaded 'flu. Trust that you are well on the mend. Where did they get it? One possibility was a late night under the stars in the Hillman Gazelle!

*Mike Alfrey.*

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## CHRISTMAS AND NEW YEAR GREETINGS!



The Committee, and others, wish you and your families a very merry Christmas and a New Year that is bountiful with reliable and oil leak-free classic motoring. Drive safely over the Christmas and New Year holiday – we want you to join in on our events in 2008.

Be sure to give your British Classic a bounteous present this year in the form of some sound preventative maintenance. They have served us well in this very busy year and they thoroughly deserve that extra pandering to their needs – be they fluid or adjustment.

So, wherever you are and whatever you are doing, have a most enjoyable Festive Season.

**MERRY CHRISTMAS AND A HAPPY NEW YEAR!**

*From Your Committee.*

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## SPECIAL NOTICE

While we are in a Christmassy mood, it was a majority decision at our recent planning meeting, that next year we would not celebrate 'Xmas in July'. Our lunch, our major meal function of the club year, will be a grand affair. You can trust Joy and Colin Brown for that! A nice warming mid-winter lunch in the heart of the Yarra Valley. Yummers!

The mention of 'Xmas in July' in the Events Directory of Issue 113, was incorrect and the situation should have been better explained by me. I proffer the usual apologies for any inconvenience that the error may have caused.

*Mike Alfrey – Editor.*

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## HANDY HINT DEPARTMENT

Use Equinade, no, Joan – it's not a drink!, Liquid Leather Soap to clean the leather inside your British classic. Apply this leather soap using a clean cloth that has been soaked in water and well rung out. Wipe gently over the leather surface, leave to dry and buff lightly with a clean, dry and soft cloth. After this treatment, your hands will be deeply cleansed and, ladies please note, will feel caressingly soft.

Normal leather conditioner can be applied after using the leather soap. Equinade is Australian made and comes in a handy pump type container. Equinade Leather Soap can be found at horsey shops,

*Mike Alfrey.*

## OUR COVER CAR AND ITS GARAGE COMPANIONS

We are new members of All British Classics Car Club. As members of the RACV, Tricia and I have enjoyed a number of outings organised in conjunction with the ABCCC, and so we are looking forward to getting to know the Club. You are asking for photos of members' cars, and as we live out of town, the magazine is the most likely place for members to see our collection, such as it is!



*Above Left: The one-and-a-bit owner Morris Mini Minor; Above Right: The interesting Panhard et Levassor.  
Above: Settling comfortably on its hydraulic soufflés, the Citroën DS Model.*

A couple of names like Panhard et Levassor and Citroën may not be in your lexicon, however Jaguar and Morris no doubt are more familiar! Our Morris is a Mini 850 purchased new by my aunt in 1961. It has not been used for two years and is about to undergo some work to get it on the road again.

The Jaguar (*front cover*) is a purchase Tricia and I made earlier this year, after lusting after Colin and Joy Brown's car for nearly two years. This car is registered and we hope to bring it along to a function soon. We have entered it in the AOMC/RACV City to Cape Run, and the Tasmania Classic in November.

The French cars are very different from the British. However we find them all fascinating.

Trust we will meet soon.

*John and Tricia Fleming.*

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## TIME FOR A GENTLE CHUCKLE

### Modus Operandi At The Barbecue

We are now in the barbecue season, and it is important to keep tabs on the etiquette of this magnificent outdoor cooking activity. When a man volunteers to do the barbecue, the following chain of events are put into motion:

#### Routine

1. The woman buys the food.
2. The woman makes the salad, prepares the vegetables, and makes dessert.
3. The woman prepares the meat for cooking, places it on a tray along with the necessary cooking utensils and sauces, and takes it to the man who is lounging beside the deluxe barbecue – beer in hand.
4. The woman remains outside the compulsory three metre exclusion zone where the exuberance of testosterone and other manly bonding activities can take place without the interference of the woman.

#### Here comes the important part:

5. THE MAN PLACES THE MEAT ON THE GRILL

#### More routine

6. The woman goes inside to organize the plates and cutlery.

7. The woman comes out to tell the man that the meat is looking great. He thanks her and asks if she will bring another beer while he flips the meat.

**Important again:**

8. THE MAN TAKES THE MEAT OFF THE GRILL AND HANDS IT TO THE WOMAN.

**More routine**

9. The woman prepares the plates, salad, sauces, bread, utensils, napkins and brings them to the table.
10. After eating, the woman clears the table and does the dishes.
11. After the barbecue has cooled, the woman scrubs away all the greasy gunge from the hood and control panel. She then places the cover over the barbecue and secures it.

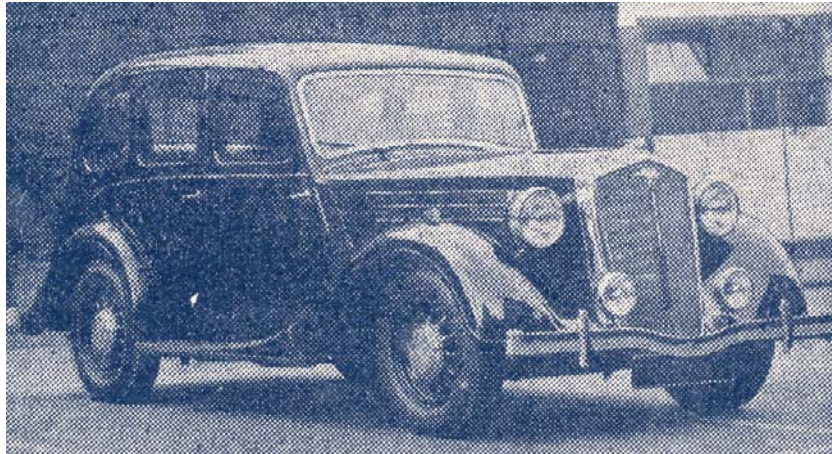
**And most important of all:**

12. Everyone PRAISES the MAN and THANKS HIM for his cooking efforts.
13. The man asks the woman how she enjoyed "her night off". Upon seeing her annoyed reaction he concludes that there's just no pleasing some women.

## 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 41, and the last, in the series.

### Wolseley 18 h.p. & 25 h.p.



*In the bigger car field there is the Wolseley Eighteen. A pleasant car to handle and with such refinements as telescopic steering column, built-in jacking system, a nicely tapered trunk, Dunlopillo mouldings along the seats, adjustable tubular front seats, a windshield that opens right up, taped joints in the body to eliminate rattles, and has a very good finish. The 25 h.p. model is a very long wheelbase limousine with many luxurious appointments.*

*From Motor Manual, 1949. With Thanks.*

**DON'T FORGET OUR RACV GREAT AUSTRALIAN RALLY 'BAG STUFFING' ON SUNDAY 13<sup>th</sup> JANUARY, 2008 – COMMENCING AT 10:00 AM. VENUE IS 16 LAWLER LANE, COLDSTREAM (MELWAYS MAP 280 REFERENCE K5). CONTACT TONY PETTIGREW ON (03) 9739 1146.**

***THANKYOU FOR YOUR HELP WITH THIS VITAL CLUB ACTIVITY***

## THE INTRODUCTION OF BMC'S MINI – One Interpretation

*The ever popular Mini is fast approaching the fiftieth anniversary of its launch to the world. It is appropriate that this mighty little British Classic be examined, as a totally new car, again. The original style Mini – be it Austin, Morris, Cooper or Cooper 'S' editions – it still captures the imagination of enthusiasts, young and old. Well remembered is the Russell Brockbank cartoon depicting, from the inside of a Jaguar, with speedometer indicating inordinately high cruising speed. Through the windscreen can be seen a Mini scuttling past in overtaking mode. The tweedy cloth*

*capped driver says to his head-scarfed lady passenger – “If the good Lord wanted them to go that fast, He would have given them bigger wheels!” Very true too.*

*Set out here is the appraisal of the brand new Austin Seven and Morris Mini Minor, taken from ‘The Autocar’ of 28<sup>th</sup> August, 1959. This appraisal was well timed to whet the appetites of London Motor Show visitors, who would actually see the two Minis for the first time at that show in early October of that year. Our special thanks to Brian Pepper for so generously lending us the magazine so that we could share it here.*

## **BMC BABY**

### ***Austin Seven and Morris Mini Minor Versions with 848 cc Four-cylinder, Transverse Engine, Four Speed Gear Box, Front-wheel Drive, and Rubber Suspension***

When Sir William Morris, as he then was, introduced the £100 open two—seater Morris in 1931 it was a sensation. Now the British Motor Corporation introduces a new model into its range which, on basic price, is relatively as cheap, but there are many important differences. The early Morris was an economy version of an existing car, cut down in price and specification in an effort stimulate sales during a world-wide depression; it had little technical merit. These new 850 models, available as either an Austin Seven or a Morris Mini-Minor (each in standard and deluxe forms), are ample four-seaters of outstanding technical ingenuity and designed to compete in world markets at a time when sales are still climbing – though becoming increasingly competitive. They represent a noteworthy break-through in small-car design by B.M.C.’s team of engineers led by Alex Issigonis.

Ever since motor cars have rolled along roads there have been attempts to market economical small four-seaters. Some have shown real merit but lacked adequate financial backing; many have suffered the fate which a futile design deserves. In the post-war period there has been a revival of interest in this field, partly for economic reasons, but also for ease of parking and of driving on crowded roads. The bubble car, an attempt to meet these demands, failed on the scores of appearance, comfort and refinement, to win general acceptance.

To obtain the maximum amount of passenger space within a small compass the engine must be in unit with the transmission, and placed either at the front or rear end of the vehicle. This is not a universally established axiom, but it is widely accepted. Most of the existing models with which the new BMC. cars will compete in world markets use the rear engine layout – some with air cooling. The reasons for using front-wheel drive and a water-cooled engine will be analysed later. Briefly, the result is a vehicle 10 ft long, 4 ft 7 in wide, 4 ft 5 in high and weighing barely 11¼ cwt. All of these dimensions are smaller than those of its main competitors, yet the layout is such that passenger accommodation is as great or greater – and the performance is livelier than most. Light weight, and relatively high gearing, help towards the exceptional running economy.

Many people will ask, “Why use front-wheel drive?” First, for a car to be inherently stable in a straight line it should have understeer characteristics, most easily achieved by loading the front tyres more than the rear. With the forward-mounted, transverse engine there is a preponderance of weight on the front end in the ratio of 60-40 unladen. In addition, because the power is put through the front tyres, their cornering power is diminished, which adds to the understeer effect. Another requirement for good stability is that the centre of wind

pressure should be well to the rear of the centre of gravity – the reason for using stabilizing fins on most record attempt cars. The BMC. 850 has its C of G inherently well forward, and as the body sides are relatively long and flat, the centre of pressure is well to the rear.

In slippery conditions on steep hills the rear engine car, with increased weight on its driven wheels, has a theoretical advantage in traction. This year’s Monte Carlo rally demonstrated that this characteristic is perhaps more theoretical than real, for both front engine, front drive and rear engine, rear drive cars performed equally well under such conditions. In the hands of the average driver the ability to control the slipping and spinning driving wheels by steering them, rather than manipulating the throttle, is probably mastered more readily.

Having accepted that front-wheel drive is the best solution for stability and economical use of space, the importance of the correct configuration of the components then arises. A front engine with forward-mounted gear box severely limits the space for pedals, as the power unit must then partially intrude into the front passenger compartment, even with a very long wheelbase; an example of this is seen in the Citroën DS19. Overhanging the engine at the front increases overall length – as on the DKW and Panhard.

The ingenious solution evolved for the BMC. 850 models is to place the engine transversely in the frame, with the intermediate transmission gears directly below the crankshaft. Rearwards of this gear duster is the final drive spur gear. Thus, the complete power unit fits neatly within a track of under 4 ft, and a 30 ft turning circle can be provided without the wheel arches cramping foot space; the use of wheels with only 10 in diameter rims is an important contributing factor in this respect.

#### **Engine And Transmission Unit**

It was early in 1951 that the first BMC. experimental front-wheel drive models were constructed, by fitting a transversely mounted power unit to an existing car. Twin-cylinder, air-cooled engines were also investigated in some of the early prototypes. These were abandoned because they did not compare favourably with the water-cooled unit in economy; smoothness, life or mechanical silence.

Other important factors were that the air-cooled engine is difficult to link with an efficient interior heating system for extremely cold climates, and it is not adaptable to increases of compression ratio, unless high grade fuels are used. Issigonis is convinced that the trend towards higher ratios will continue, and that about 9 to 1 will become commonplace.



The decision was taken, therefore, to use a conventional four-cylinder in-line water-cooled engine. Within the BMC range there was one already available, tooled for mass production and proven in service – the 948 c.c. A Series unit fitted to the Austin A35 and A40, Morris Minor and Austin-Healey Sprite. Its 63 mm bore was retained and capacity adjusted by shortening the stroke to 68.3 mm. This new engine now develops the same power as the long stroke version because the speed range has been extended, and it is, therefore able to breathe the same volume of air. Thus the new engine, from the crankcase joint face upwards, is similar to the existing units, with obvious production and spare parts advantages. Because of the smaller displacement, torque is less, but as the vehicle weight is lower, the A Seven and Mini Minor should perform better than either the Austin A35 or Morris Minor.

For simplicity the normal nomenclature of front and rear ends will be used in this description of the power unit, the front, with the usual triangulated vee-belt drive for coolant pump, fan and dynamo, being on the left side of the vehicle. The fan is a pusher type, drawing air through the normal front grille across the engine, forcing it through the radiator and discharging through the left wheel arch into a region of low air pressure. This feature permits the use of a radiator core 20 per cent less in area than that required if it were placed in the normal front position. A four-bladed fan is fitted for home use – six blades of the same diameter are used on export models – running in a close-fitting cowl, driven at 1.2 times engine speed. Distributor, sparking plugs and dynamo are very accessible on the forward-facing side of the engine. Exhaust and inlet manifolds are on the scuttle side, but the controls and adjustment points of the SU semi-down-draught carburettor are placed high for easy servicing. The exhaust pipe is tucked up inside the shallow central floor tunnel, which is provided to stiffen the floor section of the body shell.

Great ingenuity has been used in the layout of the clutch and driving gears at the rear end of the crankshaft. Aft of the rear main bearing is a '24-tooth helical gear which runs freely in pressure-fed plain bushes on an extension of the crankshaft. At the rear end of this gear is a toothed coupling which drives the fabric-lined clutch plate; the teeth on this coupling provide the required degree of end float for the plate in its released position. In the driving position this clutch plate is trapped by spring pressure between the pressure plate and the flywheel attached to the extreme end of the crankshaft – this layout is clearly seen in the accompanying power flow diagram.

Hydraulic operation is used for the clutch – an operating cylinder acts directly on the end of a toggle lever – which has high mechanical advantage. This lever pivots in a lug on the clutch cover and operates the spring withdrawal plate through a ball thrust bearing, formed integrally with a small stub shaft which oscillates in the cover on the crankshaft axis. On the outside of the free-running primary gear a lip-type oil seal, with garter spring, prevents engine oil from reaching the clutch. In effect the clutch is overhung from the crankshaft end, and can be removed for servicing without disturbing the main transmission gears. From the primary gear on the crankshaft the drive is taken to a 31-tooth idler gear,

which in turn meshes with a 24-tooth gear on the end of the gear cluster first motion shaft. This shaft is directly beneath the crankshaft, and is supported on ball bearings. All the running gear is carried in a deep magnesium alloy casting, which is at the same time the engine sump and gear casing.

The four-speed gear unit, with constant-load type synchromesh on the three upper ratios, is of the three-shaft type (top being a straight-through drive); it is derived directly from the BMC A type gear box. The layshaft, which runs on needle roller bearings with a fixed spindle, is placed forward of, but not in the same plane as, the first and third motion shafts; these, of course, are co-axial. Final drive is by a pair of helical spur gears. The pinion is on the end of the third motion shaft, and the wheel in the same plane behind it. A two-star type of bevel gear differential is used, from which the drive to the front wheels is taken through exposed half shafts. It will be observed that there are always three gears, in addition to the final drive, in mesh with top engaged.

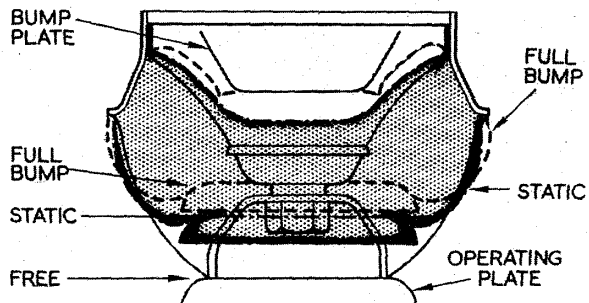
The crankcase bottom housing contains eight pints of oil, which serves as a common lubricant for engine and transmission. As there are no spiral nor hypoid bevels, with their sliding action and high unit tooth pressures an ordinary S.A.E. 30 engine oil (not multi-grade) is recommended, with an S.A.E. 20 rating for extremely cold conditions. Mileage between changes is 3,000 miles. From the final reduction gears there is a Hooke-type joint at each side with 'a sliding spline' connection to the driving shafts; at the outboard end of each of these shafts is a constant velocity joint based on the original Rzeppa design made in this country by Hardy Spicer, a member of the Birfield group. One of the 'most difficult problems to overcome with the use of an integral engine and final drive unit is the loss of elasticity in the transmission system. A conventional layout, with a long propeller shaft and the axle mounted on flexible springs, has sufficient, and, at times, too much elasticity.

On the BMC. 850 the desired cushioning effect has been achieved by the use of rubber elements in the inboard Hooke joint of each drive shaft. This patented scheme was evolved by Moulton Developments, Ltd., an associate of the BMC. Each joint comprises a forged steel spider to which conically shaped rubber bushes are bonded. Surrounding these bushes are steel outer shells, which are tightened by shouldered U-bolts to compress the rubber into the fork ends of the shaft. Special requirements must be met by each outer universal joint of a front-wheel drive car. It must 'be compact and hence have a large torque 'capacity' for a given size; it must allow a wide angular displacement, and' be homokinetic (provide constant velocity between the input and output side, irrespective of angular displacement) otherwise there will be uncontrollable kicks at the steering wheel. The Birfield joints meet these requirements, the drive being transmitted through six balls running in grooves formed in the inner and outer members.

### **Suspension**

The Birfield joints fit neatly between the upper and lower wishbones of the front suspension, with their neutral points on the steering axis to eliminate any re-

action when turning the wheels. Suspension linkage is very similar to that of the Morris Minor, with the exception that outer ball pivots, with nylon bearings, are used top and bottom. Each arm is a single forging with needle rollers on the upper arm and rubber bushes on the lower one for the inboard bearings. The lower arm, which is longer than the upper to provide a roll centre 2.5 in above ground level, has a forward-facing torque arm to absorb driving and 'braking loads.



Above: Rubber suspension unit – rear.

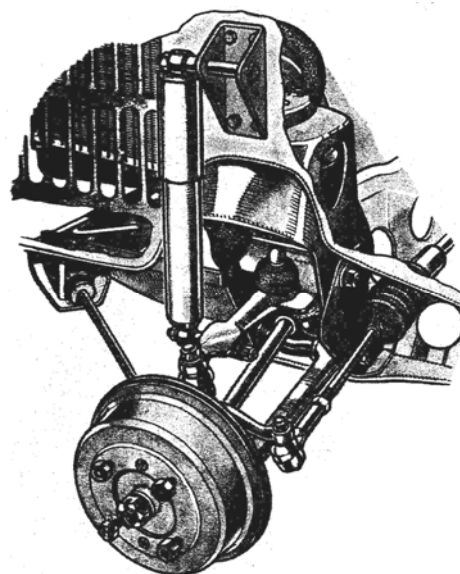
Each rear wheel is located on a fabricated steel trailing arm, with an effective length of 11 75 in. Its axis is square to the longitudinal axis of 'the' car in all respects, so that the wheel movements are truly vertical. As a result, the roll centre is at ground level, but a low centre of gravity and a variable suspension rate (referred to later) do not demand the use of an anti-roll bar. To eliminate deflection of the arms around their pivot points, they are mounted on wide-based plain bearings (8.25 in over outer edges), lubricated by a grease gun. Rubber bushes were tried during development, but deflection was too great, and unpredictable rear-end steering effects resulted. All four wheels are thus independently sprung, each by one rubber suspension unit acting at a high leverage to its suspension arm through special nylon-seated ball joints. At the front, these rubber units are mounted vertically in the sub-frame above the top wishbones, and at the rear they are disposed horizontally in the sub frame side members.

These suspension units are designed to Moulton patents and manufactured by Dunlop. Each comprises an outer metal cone attached to the sprung portion of the car, and an inner pressing attached to the suspension link; bonded between them is a highly resilient natural rubber compound. When the unit is deflected; the rubber is subjected to combined compression and shear. Special shaping of the rubber cross-section enables the relativity between movement and displacement to be altered. This gives a variable rate suspension system in which the wheel movements for a given load are greater around the static laden position than when approaching full bump.

Rubber has hysteresis characteristics which result in considerable self-damping properties, and also absorbs high-frequency disturbances. Orifice-type telescopic dampers are used front and rear, these permit the use of soft settings for normal ride, with a quick build-up of resistance at 'full bump' with rapid wheel movements. The overall characteristics should be well suited to a light vehicle subjected to wide varieties of load.

Steering is by rack and pinion, manufactured by Cam Gears, placed under the toe-board on the 'scuttle side of the engine. There are ball joints at each side of the rack, connecting with a short track rod to the rearward-facing steering arms. The steering linkage is thus well protected from damage behind, the engine-transmission unit. Projecting through the toe-board is the central gear lever, mounted directly to an extension of the final drive cover of the sump-transmission casing. It operates the gear selector shafts through a system of rigid levers and cross-shafts.

The Lockheed braking system, with 7 in diameter drums, uses 1.25 in wide leading and trailing shoes for the front and rear. There is a pressure limiting valve in the rear hydraulic line. With pedal loads below 40 lb, main line pressure is distributed equally to front and rear brakes. Above this load the line pressure to the rear system does not increase, all extra effort being directed to the front. The object is to equalize braking effort between all four wheels for normal stops, and to prevent the rear wheels locking on a 'dry surface in emergency applications.



Above: Left side front suspension assembly.

A stressed hull, following established practice, is used for the primary structure. It has a bare weight of 310 lbs. Deep sills at each side are braced by the integrated front wing valance and scuttle at the front, and the seat pan structure at the rear. There is also a box section cross-member beneath the leading edge of the front seats. Beam stiffness is obtained by a central backbone in the stressed floor, joining with the rear seat pan and toe-board.

Major mechanical components are carried in two sub-frames. The front one, for the engine-transmission unit, radiator, and front suspension assemblies, is solidly attached to the hull at three points on each side. At the rear there is another sub-frame for the rear suspension units, and this is fixed to the hull by four trunnion mountings incorporating rubber bushes.

Standard' and de luxe versions of the Austin Seven and Mini-Minor are available. Sliding windows with independent wide openings are used for the doors. In the standard versions the rear side windows are fixed, but on the de luxe models these are on their leading edges hinged to provide an extractor effect.

Beneath the screen is a full-width crescent-shaped shelf. Above its mid-point is a single dial containing a speedometer with total-distance recorder, fuel contents gauge, and warning lights for oil pressure, ignition, and head lamp main beam. There is a deep retaining lip to the shelf on which are mounted the ignition switch, tumbler switches for lights and wipers, and pull-out control knobs for the choke and recirculating type of heater, which is an optional extra on both the standard and the de luxe versions of each model.

### Specification

On the standard models the seat trim is in a silver-grey pattern woven cloth with side panels to match. De luxe models have two-tone 'leathercloth' upholstery, with different colour combinations for the Austin and Morris versions. Standard floor covering is rubber matting, but carpet is fitted in the de luxe cars. Other items in the de luxe specification are bumper overriders, a windscreen washer, ashtray, and interior light switch in the luggage receptacle at each or side of the rear seat cushion.

All passengers are seated well within the wheelbase, with adequate head room for adults, and surprisingly full knee room, even with the front seats set fully back. Rear overhang is very small. A downward opening lid

for the luggage compartment is intended to carry extra luggage of reasonable weight.. Mounted on the floor, but covered with a rubber mat, are the spare wheel and battery. The five gallon fuel tank is mounted in the space behind the left wheel arch. Externally the only differences between the Austin and Morris versions are the front grille and the respective name badges. Normally, no provision is made for a starting handle, but a dog can be fitted on the radiator end of the crankshaft. There is a gap in the front engine mounting and a handle could be inserted at the side with the wheels on full lock. This is an exciting new approach to the small family car. There are many innovations and ingenious solutions to difficult problems, each resulting from reasoned thought and applied to good purpose. Always the difficulties of the production staff seem, to have been borne in mind, so that there is no outrageously expensive item. The result is a sound overall concept marketed at a very competitive price indeed. It will be applauded by the technically appreciative and will bring a high standard of rodent travel to many throughout the world.

*From The Autocar – With Thanks.*

## NOTICE

**FORMS FOR ABCCC MEMBERSHIP RENEWAL HAVE BEEN SENT OUT. YOUR 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.**

**DON'T FORGET, THE VICTORIAN CLUB PERMIT SCHEME ASPECT – NO FINANCIAL MEMBERSHIP = UNREGISTERED VEHICLE FINES WILL APPLY.**

**SUBSCRIPTION FOR OUR CLUB IS JUST \$35.00 PER ANNUM. PLEASE SEND YOUR 2007 SUBSCRIPTION TO: VAL JEFFERYES, PO BOX 8092, BURNT BRIDGE SHOPPING CENTRE, CROYDON, VICTORIA, 3136.**

### 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.

*Editor's Note: Heather is not a brand new member, we have just found details about her British classic.*

New Members	Motor Car	Model	Year
Heather Redford	MG	'B'	1967
Alistair Riddell	TVR	Chimaera 400	1998

*Val Jeffereyes – Membership.*

**WATCH THESE PAGES FOR COMING EVENTS IN 2008!**

## PAST AND FUTURE EVENT REPORTS

### COMO GARDENS OPEN DAYS – 20<sup>th</sup> & 21<sup>st</sup> October, 2007

We ask you to convey to our fellow club members our appreciation for their participation in the running of our 'Open Garden Weekend, held on the 20<sup>th</sup> and 21<sup>st</sup> October.

The final bottom line yielded \$10,200.00, which has been equally divided between the Knox SES and the St John Ambulance Service.

I have pleasure in attaching a cheque in favour of our club for \$1,000.00.

Regards,

*George and Pat Hetzel.*

### THE GIPPSLAND HOLIDAY WEEKEND – 2<sup>nd</sup> to 6<sup>th</sup> November, 2007

We all met at the B Merry Cafe at Grantville on Saturday for morning tea before our scenic drive from Grantville, through Almurta, Krowera, Moyarra, stopping at Korumburra for a look around the railway station and shopping before lunch at Kelly's Cafe. Jim and Val are leading the group, followed by Pat Douglas, Peter and Rosalie McKiernan, Bryan and Anne Tootell, Tom and Heather, Rob and Mary (taking the photo), with Nello and Di behind us. Our motel was at Leongatha where we stayed for the next 3 nights.



Our first scenic stop near Krowera to view Port Phillip Bay. The plaque on Pioneer rock is a tribute to the settlers of the land. This drive was very picturesque with plenty of rolling green hills. Sunday all day was raining non stop on another very scenic drive towards Mirboo North & Thorpdale before stopping at Heritage Park in Moe for morning tea where we met up with Peggy and Bob Fitzpatrick. Our informative tour guide led us through 1850s Old Gippsland town with umbrellas in tow. There were plenty of puddles to walk over or through! He gave us



some revealing insights into how life was back then in the church, the school where some of us sat in the small wooden desks, and garage where there were a few cars stored away. He started one up for us. After lunch, we braved walking in the rain admiring Moe's Rose Garden which was in full bloom and plenty of varieties! Then we were off to Powerworks at Yallourn for an educational session of where our electricity comes from, mainly brown coal, and we found out who owns/sells/controls/delivers/administers/ regulates/who charges who/who knows/who doesn't/who does? We are none the wiser! It's amazing we have electricity at all with the supply arrangement & all the confusing middlemen.

The Leongatha motel put on 2 nights of excellent 3 course meals as well as continental breakfasts in their dining room. The other night was a 2 course dinner at Leongatha's RSL Club.

On Monday, we headed to Fish Creek for morning tea stop at the Flying Cow Cafe and a quick look around town before the others went to Wilson's Prom for a picnic lunch and walk along the beach, while Mary and I went search-



ing for a disused railway track we saw from the road near Koonwarra. This track will eventually be part of the Great Southern Rail Trail walking track. Currently closed & unsafe to walk across but of course it did not stop Rob!

*The following on Wilson's Prom from Bryan Tootell:*

It turned out to be a great day weatherwise, much to Jims' surprise. After a picnic lunch at Tidal River, we went with Rosalie and Peter to Squeaky Beach. Unfortunately the creek



had become flooded after the heavy rains and was difficult to cross to the beach. Anne and I got across and I tried my hand as a bridge



builder with old posts and pickets, which didn't suit the McKiernans, but they were entertained while waiting for us to return, watching people trying to cross on my 'contraption' only to end up wetter. We returned to the rest at Tidal River, broke camp, and charged off to try and catch the Art Show and Curiosity Shops before closing.

*Additional info from Pat Douglas:*

On the final sunny morning of this wonderful trip, Jim and Val put on a splendid BBQ breakfast with Tom and Heather in their PJs lending a hand or two! After a visit to a winery in the morning where some purchases were made we travelled to Loch for morning tea. Here we caught up with John and Tricia Fleming. We then went to John and Tricia's home to view their Australian native garden. What a picture it was with three lakes and a fountain.

After that we drove to Nyora where John keeps his cars. We then went to Heather's for a lunch of ham and salad rolls. As the day was going we stayed and watched the Melbourne Cup before leaving for home.

Thanks to Jim and Val for putting on a wonderful long weekend away. Much enjoyed and appreciated!

*Mary and Rob Nolan, Bryan Tootell, Pat Douglas.*

### **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. This year, we will be presenting a slide show featuring our events of 2007, with just a sprinkling of images from earlier events.

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 traditional that we take on the task of filling the rally bags for the RACV Great Australian Rally, on the weekend prior to that important event.. This year the task will be carried out at 16 Lawler Lane, Coldstream. We will be commencing at 10:00 am sharp. The old saying, many hands make light work, certainly applies here. This activity forms an important part of raising funds for our club – in order to keep subscriptions as low as they are.

We need to know numbers so that we can coordinate a fast, efficient, Rally bag stuffing undertaking. We look forward to you joining us on our first event in 2008!

The activity will conclude with a BYO everything barbecue lunch. If you can come along and help, please give Tony Pettigrew a call on (03) 9739 1146.

*Colin Brown.*

### **NOTICE OF ANNUAL GENERAL MEETING – Sunday 3<sup>rd</sup> February, 2008**

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.

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

A barbecue lunch will be provided by the club for those who attend. Please call Tony Pettigrew on (03) 9739 1146 so that accurate numbers can be catered for. The lunch will be BYO drinks.

The Annual General Meeting follows the protocol that only financial 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. The minutes of the 2007 Annual General Meeting will be distributed a minimum of two weeks prior to the meeting date.

*Valerie Jeffereyes – Secretary.*

### **TOP OF THE WORLD TOUR – Sunday 17<sup>th</sup> February, 2008**

The event will be called the 'Top of the World Tour' and will involve a trip through some of the most scenic and panoramic places in Victoria. So, cameras will be a must have. We plan to stop for BYO morning tea at a good place already selected.

Lunch will be at a country Hotel (details will be in a forthcoming magazine). Trip distance will be approximately 250 kilometres, return, starting at 9:30 am from the car park of that old ABCCC favourite – The Lilydale International Club, Nelson Road, Lilydale .

If you wish to join us, please contact me on 0408 633 778. We need your confirmation for the lunch booking.

*Frank Sawyer.*

### **AN OVERSEAS VISIT – Sunday 2<sup>nd</sup> March, 2008**

A day at the ever-changing Phillip Island. Meet at 10:00 am for morning tea at the "B" Merry Café, which is just left of the traffic lights at Grantville, on the Bass Highway (A420).

Our first stop on Phillip Island will be the Vietnam Veterans Museum – an active museum which should not be missed. Then on to Churchill Island for lunch, followed by a visit to the new 'Nobbies Display'. For those with time, we will call in at Val and Jim's for a cuppa and wander through the back shed, or stroll along the beach.

If you wish to join us, please contact me on 0412 808 050. We need your confirmation for museum visit numbers.

*Jim Spence.*

## MID WEEK RUN – Wednesday 12<sup>th</sup> March, 2008

### Archery Competition – Round 1

Following on from last year's successful event, at Yarra Valley Archery Park, we will be having another knock-out archery competition followed by a fine lunch. The Yarra Valley Archery Park is located on Don Road which heads north off the Warburton Highway three kilometres west of Yarra Junction. Melways Map 287, Reference H5



We will meet at 9:30 am for a 9:47 am departure from the car park at The Lilydale International Club, Nelson Road, Lilydale. Upon arrival at the archery centre, we will enjoy a refreshing cool drink, or a reviving cuppa before taking our bows. After lunch we will have a second archery competition and then decide where to go for afternoon tea. We do need to know the number of participants for the archery competition and lunch.

Please contact me on (03) 5964 9291 to make your reservation.

*Colin Brown.*

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## CLUB REGALIA

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

➤ Metal Bumper/Grille Badge	\$35.00 Each
➤ Stainless Steel Key Ring	\$10.00 Each
➤ Cloth Badge – 75 mm Diameter with Club Logo	\$3.50 Each
➤ Cloth Badge – 205 mm Diameter with Club Logo	\$25.00 Each
➤ Club Polo Top, <b>NEW!</b> All Sizes (blue/white)	\$25.00 Each
➤ Torch, Small Pocket & Key Ring with ABCCC Logo	\$4.00 Each
➤ Pens, Good Quality with ABCCC Logo	\$5.00 Each
➤ Wind-proof Jerkin (Blue/White), <b>NEW!</b>	\$30.00 Each
➤ Jackets with Club Logo (Heavy Weight) S. M. L. XL & XXL	\$140.00 Each
➤ Quality Ball Point Pen with ABCCC Monogram	\$TBA Each

There is too much to list here, I will bring a range of Club Regalia to all events that we attend for perusal or purchase. For all your Club Regalia requirements, please contact me on (03) 9846 2323.

*Bill Allen – Regalia Purveyor.*

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## THE MORNINGTON PENINSULA STRIKES AGAIN

Very likely, these matters had better remain a mystery, but, the Cape Schanck Run generated some questions:

1. Whose classic car required RACV assistance at Cape Schanck?
2. Whose classic car consumed vast amounts of oil and water?
3. Who very nearly re-visited the infamous 'Bungower Road Incident'?
4. Whose classic car ran out of petrol on the way home?

*He Who Knows!*

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**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)**

***THANKYOU FOR YOUR HELP WITH THIS VITAL CLUB FUNDS RAISER***

**NOTE: THERE WILL NOT BE A JANUARY EDITION OF YOUR ABCCC NEWS. HOWEVER, IF NECESSARY, IMPORTANT MATTERS WILL BE COMMUNICATED VIA A BRIEF NEWS SHEET.**