



An incorporated club

A0035462V

**A friendly family social motoring club**

Edition 116

March 2008

## **A CLUB HEALTH INDICATOR**

**Your ABCCC News**



Our group and just part of the fruits of their labour. This would have to be a magnificent indicator of the health of our club. To have so many volunteer their help for the Rally Bag Stuffing Day is just magnificent. When Ray Higginson thanked you all for your help, By Jove!, he really meant it! On top of that, the next weekend we raised more than \$45,000 for Peter Mac and the Clare Oliver Melanoma Fund. A truly splendid effort all round!

**Fruits? Get it? Work it out!**

*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>d</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 January. 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.

## 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.

## 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.**

### 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.
- 2 RACV Classic Showcase – An AOMC Event AOMC (03) 9890 0524  
Venue – Members' Car Park, Flemington Racecourse, enter from Epsom Road.
- 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.
- 6 Shannons American Motor Show – An AOMC Event AOMC (03) 9890 0524  
Venue – Members' Car Park, Flemington Racecourse, enter from Epsom Road.
- 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  
This event forms a part of the AHMF's National Motoring Heritage Day.  
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.
- 22 A Visit To The Nyora Speedway – [An ABCCC Event](#) Heather Cannon (03) 5659 0264 (AH)  
Venue – Nyora Speedway, Grundy Avenue, Nyora, 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](#) Anne 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 – 4 Nov. Club Holiday – [An ABCCC Event](#) Bryan Tootell (03) 9891 6905  
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.***

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## EDITORIAL NOTES – ISSUE 116

The Annual General Meeting has come and gone. Depending on which count was accepted, we had about eighty-five club members present to this important meeting. Our attendance was so good that we had to obtain more chairs and tables. Some of us arrived early so that the garage could be properly set up. There was great counting of chairs and calculating of table spaces. It was a warm day and George Hetrel kindly allowed us to use his garage for the lunch and meeting. The garage has large doors at each end and thus we had a refreshing breeze to keep us all in tune. First of all, we sat down to one of those barbecue lunches that are a part of the well-oiled machine that our club is. After a suitable amount had been eaten and drunk and with every one of us feeling replete, we got down to the business side of the AGM.

The Minutes of the last AGM and the Treasurer's Report were handed out and the meeting commenced. This was where we digressed from tradition a little bit, in that the meeting started a few minutes late. The lunch suppliers were still serving desserts at the appointed time, and we all know how interruptive a meeting can be if conducted while people are still eating. So, Acting President, Ray Higginson, wisely held up proceedings until all had finished consuming desserts.

The Annual General Meeting then commenced with a period of silence to remember the late Frank Douglas. Then the meeting commenced and Pat Douglas said a few words of thanks to all club members. Overall, the meeting went very smoothly, except for one small hiccup with respect to the Treasurer's Report. That point has since been clarified and is shown further on in this edition of *Your ABCCC News*. Your Editor presented a report that dealt with the Editorial aspect of producing this magazine. It is also included here so that the rest of our members get the true report. The meeting then went on to the election of our club's committee. This went smoothly without any voting and scrutineering. In my case, I was most relieved to pull off the position of Magazine Editor again. It was mighty close,

but I think the report that showed how much effort goes into this magazine, really paid dividends to the extent that I was re-elected unopposed – again! No doubt, those aspiring Editors amongst you will have to be beaten off by even more devious means than this year's parsimonious trickery. Form an orderly queue please!

I think that all the positions on Page 2 have the correct titles and, more importantly, the correct names alongside. There will be hearty apologies for any errors that have crept in. This year some Committee Position forms were printed, in order to help get things right, but all track was lost towards the finish. It might be an idea to list a fictitious Committee list for a spot of amusement – maybe in the April edition.

*Mike Alfrey.*



*Lovely Ladies – Lucille Fitzgerald and Lyn Smith at the AGM lunch*

## **PAST AND FUTURE EVENT REPORTS**

### **THE RACV GREAT AUSTRALIAN RALLY – Sunday 20<sup>th</sup> January, 2008**

#### ***Rallying For A Cure***

Organized by our club on Sunday 20<sup>th</sup> January, more than six-hundred of Victoria's finest heritage vehicles were flagged-off from start venues at Docklands, Brandon Park, Casey Civic Centre and the Western Port Marina at Hastings. Keen participants braved a steady drizzle to arrive at their chosen start venue well before the 7:30 am rally registration opening time. This year the format of the RACV Great Australian Rally was changed a little from



previous years, by having the vehicles drive straight to the display at Mornington Racecourse.

*Left: Supreme confidence, John Holmes lowering the hood on his MG TF.*

This year the Rally was dedicated to the memory of the late Frank Douglas, the Wagonmaster, and at two of the start venues Highland Pipe Bands – so much enjoyed by Frank – played and marched ahead of the first car to depart, providing a fitting escort. Such celebrities as John Wood (TV fame) and the Lady Mayor of Casey, Councillor Janet Halsall. Frank's son, Craig Douglas, flagged-off at Docklands and retired CFA Officer Len Butcher carried out this honourable duty at Hastings. By

flag-off time, the drizzle had cleared and perfect weather for heritage motorists and spectators alike was with us for the whole event.

At Mornington Racecourse a grand display of historic racing cars and other interesting vehicles were ready to welcome the rally participants. Those vehicles that were to be judged were parked in front of the main grandstand and the rest of the vehicles were on display in the main car park. There were demonstrations of racing car engines being warmed up and of the complex starting procedure for a Rolls Royce Merlin tank engine. For lovers of engines, there is no sweeter sound than a Merlin 27 litre V12 firing up and clearing its mighty lungs! For all of this absorbing action, there was expert commentary from Don Kinsey.

It was satisfying to see a 1929 Scott motorcycle, along with a Zenith bike of the same year, There was also a superb Triumph Speed Twin and a charming character who had brought along one of his forty Jawas from the 1950s. To the four wheelers, and it was a pleasant surprise to see Grattan Fitzgerald's immaculate Rover 110 P4 model. Indeed, the Rover Car Club of Australia had a large display of many models from Solihull, another good display was

that of the Austin A30 Car Club, who were parked under the cypresses in their usual spot by the fence. It was also nice to see some DKWs, Humbers and Jowetts present. In addition to those rarities, there was an example of the Austin Gypsy, the Land Rover challenger before the Orient woke up.

There were several American muscle cars to have a close look at and there was a particularly well presented Chevrolet Corvette that sounded great when it drove out from the display. In reality, there were just too many interesting marques to describe here. There were also some ingenious period costumes to match the cars.

Awards were presented as follows:

|                       |                                  |                      |
|-----------------------|----------------------------------|----------------------|
| Best Veteran          | 1916 Stutz Bearcat               | Hugh Guthrie         |
| Best Vintage Car      | 1928 Rolls Royce 20hp            | George Santoro       |
| Best Early Classic    | 1948 Ford Anglia Tourer          | James Allen          |
| Best Classic Car      | 1950 Lea Francis 2½ litre Sports | Phil Rodgers         |
| Best Late Classic Car | 2000 Mini Cooper 'S'             | John Holloway        |
| Best Commercial       | 1954 Chevrolet Tray Truck        | Des & Barbara Laffan |
| Best Motorcycle       | 1929 Scott                       | Anthony Edwards      |
| Best Muscle Car       | 1958 Chevrolet Corvette          | Don Hailes           |
| Best Outright         | 1954 Mercedes Benz 300 SL        | Patrick Devine       |

The most important function of the RACV Great Australian Rally is to raise funds, this year for the Peter Mac Cancer Institute and the Clare Oliver Melanoma Fund. We are proud to announce that, on 3<sup>rd</sup> March more than \$45,000 raised in its *Rally For A Cure*, will be presented to the Peter Mac Cancer Institute. Contributing significantly to this sum were the 6,000-plus who came through the gate to enjoy the fine presentation of heritage vehicles.

On behalf of the RACV, the Peter Mac Cancer Institute and the Clare Oliver Melanoma Fund, we offer special thanks to those who *Rallied For A Cure*, George Hetrel (for so kindly providing a significant portion of his fine collection of cars), the Historic Racing Register, the trade stalls and the public who so generously supported the RACV Great Australian Rally. Thanks are also due to the RACV Ambassadors who provided so much assistance at the display. It was a splendid result, and the Wagonmaster would have been very pleased with it.

*Mike Alfrey.*

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

We arrived at the car park for 'our clubrooms' well before 9:30 am and immediately were struck with the feeling that we were late. There was a fair crowd eager to set off on our tour to Victoria's best local high country. Soon, we found that we were by no means late, as more and more club cars kept arriving. Frank Sawyer announced the location of our morning tea stop and we all set off in a large



convoy, heading up the Maroondah Highway to Healesville, Black's Spur, Narbethong, Buxton and Taggerty. It was while driving over Black's Spur that we were passed by several motor cyclists bent on breaking the record in traversing the spur. Such behaviour ruins a very pleasant drive through the tree ferns.

*Left: Some of our large group atop Mount Pinninger enjoying the splendid view from high above Lake Eildon. Overseas readers – just look at that clear blue sky!*

road, we stopped at a very pleasant picnic area for morning tea. It was quite a surprise to see how many bonnets were raised for both admiration and technical advice. The two Rovers just sat there enjoying the shade provided by some large trees – they didn't open their bonnets for examination. For some of us, initial reaction was that the river was flowing the wrong way. This was probably due to the road gradient as we approached.

The place was abuzz with questions about the whereabouts of brake light relays on a certain blue car that featured a windswept golden lady on its radiator cowl. A number of spare cables were found, but there were no relays to match them. They must have been for other options, or could have been for LHD versions.

*Right: It's a long drop! The cars are, left to right, MGB GT, Ford Cortina, MGB GT, and a Morgan.*

Soon the "All Aboard!" call came and we set off again to climb to the Mount Pinninger lookout. It was a warm drive and became quite dusty as we approached the summit. Once up there, the long climb was well worth while and we enjoyed the view. It was at this point that the Editorial camera battery decided that it had done its fair share of supplying amps for things digital, and expired on the spot. Just like a pen that only runs out of



ink while it is actually writing, alas, so it is with digital cameras.

It was quite warm up there and the view over Lake Eildon was clear and pleasant to the eye. There did seem to be more water in the dam than most expected.

All too soon it was time to set off for our lunch at the Rubicon Hotel in Thornton. Our route was so complex that we decided to 'follow that red Reliant!' – we snaked down the mountain and took the road to Eildon and drove over the dam wall. After taking the scenic route, we all parked, with permission, on the lawn in front of the hotel's bistro. Most of us opted for that cool bit of real estate, shade. It was hot by now and our display was a bit ragged. Sorry Frank.

Very cold drinks were enjoyed at the bar and lunch orders were placed. Overall the lunch was good, except that someone's trout opted for the kitchen floor rather than the plate, and the steak, ordered as medium to rare, turned out to be extremely well done and, consequently, ruined. No matter, and the new President said a few words and we all thanked Frank and Val for a splendid day out. We headed for home and from Healesville on it became uncomfortably hot for driving an older car. Just before the Marysville turn off, we discovered that even Rolls Royces can suffer rapidly deflated tyres. We stopped to assist, but were assured that all was in hand and others were already helping, so we motored on home through the Grape Grazing traffic.

Our special thanks to Frank and Val for putting it all on for us to enjoy. Thanks are also due to those who took part in this run to one of the best places in Victoria.

*Mike Alfrey.*

## **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. The museum is located adjacent to Phillip Island airfield. Then we head for 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**



To all you Maid Marions and Robin Hoods, it is time to let Colin or Joy know if you will compete in round one of the ABCCC mid-week archery competition. All key equipment and instruction provided at the venue.

We will meet at ? (guess) correct – the Lilydale tional. We depart at 10:00 am for the Yarra Valley Archery Park at Don Road, Launching Place (Melway Ref 287 H5). A great lunch will be included.

A fun day, as anyone who attended last year will attest. Please come along and take the trophy off Nello Mafodda. If you don't want to compete, bring an apple, you can help out in the William Tell section, a blindfold may be of use, if you have Bill Bonner shooting an arrow at you. Bookings

essential, ring Colin or Joy on (03) 5964 9291.

*Colin Brown.*

## **RUSTY SPRINGS WEEKEND – 3<sup>rd</sup> to 4<sup>th</sup> May, 2008**

This weekend away is either a 1 or 2 night stay (Fri &/or Sat). Cost per night is only \$100 / double including Breakfast. Accommodation is in 14 Double Bedrooms, each with ensuite.

**Note:** 2 of these rooms also have an extra single bed (Can sleep 3 people), if any third party wants to come with you! **It would be great** if everyone comes on Friday night (a Supper of Hearty soup & crusty bread etc, will await those people) but otherwise **by 9am Saturday.**

**Bookings open from now. NOTE: First in – Best dressed !** Overflow accommodation is available locally at the Hotel, but we will have to book soon, **so don't delay !**

Meeting point is Avenel, Nth of Melb, about 12 kms past Seymour (Mel 510 N5)

A direction map will be given out. After a hearty home cooked breakfast, we will set off to Nagambie for the Monthly Market which overlooks the Lake. Then we will travel to Murchison, stopping on the way to see the mighty Goulbourn Weir, where we will see photographs of how the Weir was built using heavy horses etc. Lunch will be a basket lunch (supplied) at an excellent lovely local Winery. We then visit Longwood, see the "Rockery" and the White Heart Hotel, before heading back to Avenel.

**Now the "Fun" starts at "Brewery Lane" !!!... A Hearty Home cooked meal awaits us with fun for all in the unique surroundings of "Rusty Springs", a truly unique venue. When you have had your fill of "Food, Fun & Frivolity", (and there is sure to be plenty of activities to keep you amused) you just wander off to your comfortable Bedroom. Sunday's itinerary is still being planned, but rest assured, it promises to be "Amazing". **Note:** Costs for Lunches & Dinner Sat night are still being finalized, but will be value for money.**

**This is a W/End away not to be missed ! **Note:** Mothers Day is the next w/end 11/5/07.**

Please RSVP asap, otherwise you will miss out. Accommodation is unfortunately limited on this event. Contact Rob and Mary Nolan on (03) 5978 7798 or [MaryNolan@abccc.com.au](mailto:MaryNolan@abccc.com.au)



*Rob Nolan.*

## THE ECHUCA STEAM RALLY – 7<sup>th</sup> to 9<sup>th</sup> June, 2008

The Steam Rally weekend in June is going to be a completely casual affair. We do not have anything specific organized. You can make it a four day weekend or a three day weekend. We have rooms reserved at the Motel from Friday night until Monday morning. If you wish to attend this weekend please contact the Cadell Motel in Moama (Phone 5482 4500). The price quoted was three nights \$285, two nights \$240 this is on a twin share basis.



We are booked into the Rich River Country Club for an evening meal on the Friday night, and will be picked up by the courtesy bus at about 5.30 p.m. On Saturday and Sunday nights we will have our meals at the Motel, possibly a BBQ one night and Chickens and Salads the next night and will work out a price per head when we have our big shop, so the happy hour will start sometime in the afternoon. No worries about booze buses or driving.

*Left: All the majesty of The Grand Parade!*

We will be leaving early on the Sunday morning to put our cars on display and the rest of the day is yours to explore the many events at the rally. Saturday is a free day for you to go wherever you wish in Echuca, there are many different events here so I decided that you

can do your own thing here as some might wish to do a river cruise, some may wish to visit friends and or family, some may wish to shop, or some may even wish to have a completely lazy day.

Regarding the actual rally please go on the Internet and look up [www.echucasteamrally.com.au](http://www.echucasteamrally.com.au) and then click on Program. There is a heading near the top of the page 'New .. download exhibitor form', click on this. The entry form is for 2007 but the person that I spoke to regarding this said to change it to 2008 and fill out the form. We are entering as a Classic Car Display. Send the form off with entry fee to the P.O. Box 199 with a short covering note stating that you are unable to download the 2008 entry form and if fees are more could they please contact you.

On Monday morning we will be leaving Echuca and will have lunch at a hotel in Bendigo and then say a fond farewell to all our companions for the weekend.

When you have booked the Motel could you please email me on [lhigginson@kangan.edu.au](mailto:lhigginson@kangan.edu.au) and let me know that you will be attending. I have reserved about 20 rooms at the Motel so when I can see that it is getting close to being full I will see if I can have some more rooms (if available). So as you can see the booking of the Motel and the entry into the Steam Rally is completely up to you as I have found in the past that this is the best way to organize this type of weekend. Please come along and have a really good time laughing and joking with your friends and having a relaxing time.

*Lyn Higginson.*

## EDITOR'S REPORT FOR 2007

### Magazine Frequency

During the report period *Your ABCCC News* has been issued each month except for the January issue, when there is a traditional editorial rest period over the Christmas and New Year break. For the period, magazines were produced ahead of schedule, but there were some cases where the magazine was issued a couple of days late.

Overall, the schedule has been met and thanks are due to Mary Nolan for meeting deadlines so efficiently.



## Magazine Costs

The costs of producing *Your ABCCC News* have been shown in the Treasurer's Report, being \$1,692.04. However, costs of producing our magazine are kept at a reasonable level by printing 'in house' and having a large number of issues sent via the club's Website. Special thanks are due to Chris Newell for this supernatural portion of our magazine's distribution.

Recently, Mary made a comment that our use of colour toners for the printer was amazingly efficient. Black, however, is used at a much greater rate – that is all my fault!

## Magazine Articles

During this report's period an attempt was instigated to encourage membership input. This was in the form of a quest to find the Veritable British Classic Motor Car. There have only been three candidates proposed so far – Rover P3, Jaguar E-type Roadster and the Riley Kestrel. So far, this is an extremely disappointing result, and it is likely that the veritable British classic has not yet been proposed.

Surely, within our club, we can find the veritable British Classic?

During the year the series on 1949 British cars for sale here was finished. It was interesting to see how those cars were written about by the specialist press. There is a yawning generation gap to today's writers!

To fill the space vacated by the 1949 offerings, it is proposed to print a photograph of us in our youth and then it will be up to the readers to guess which club member it is. We will start with the Committee, and not in any particular order.

## Notes Of Thanks

There are a number of people to thank for helping with *Your ABCCC News*. To all of you who have provided event previews, a special thankyou. You did a splendid job – witness the numbers attending our events.

Thanks are also due to Rob and Mary Nolan for their ongoing (hopefully) magic in making *Your ABCCC News* look the way it does.

And, finally, a special thanks to the membership for putting up with my ramblings so stoically – and no doubt re-nominating and securing me as Editor for another year! My 'contract' expires next year, so, for those eager to take over, practice can be gained by editing the November and December issues this year, because we will very likely be away at that time. Thankyou.

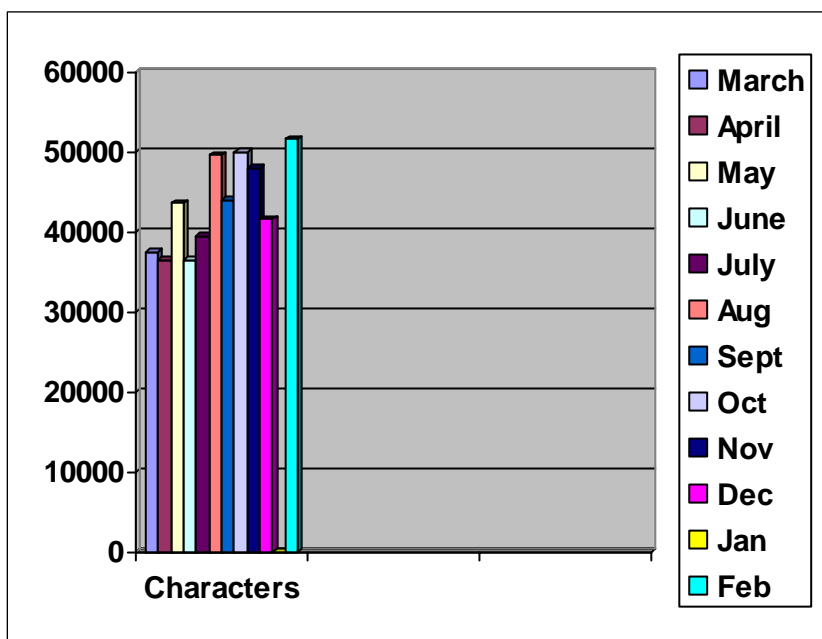
## Some Statistics About *Your ABCCC News*

Here are some items that may be of interest:

| Issues/Pages  | Paragraphs | Lines | Word Count | Character Count |
|---------------|------------|-------|------------|-----------------|
| 11 @ 14 Pages | 3,052      | 7,949 | 99,535     | 478,944         |

This represents 4.82 characters per word – tuned for ease of reading!

## Chart



The chart shown here graphically illustrates the editorial output for the year. It illustrates that some months contain more work than others.

*Showing the number of characters per issue of Your ABCCC News*

*Note: Actual number of characters, not including spaces.*

## Conclusion

It is my wish that this report be moved and accepted by the membership present, and that it be attached to the Minutes of this Annual General Meeting. Is there a Seconder for this report?

Thankyou.

*Mike Allfrey.  
Editor – Your ABCCC News.*

**DON'T FORGET TO GET YOUR ECHUCA WEEKEND BOOKING IN, AND LET LYN KNOW. TO AVOID DISAPPOINTMENT BOOK NOW!**

# THE TREASURER'S REPORT

Set out below is the report for the year ending 31<sup>st</sup> December, 2007:

|  |                  |                  |
|--|------------------|------------------|
| <b>Opening Balance, 1<sup>st</sup> January, 2007</b> |                  | <b>15,694.65</b> |
| ADD Receipts Comprising:                             |                  |                  |
| Membership Subscriptions                             | 5,695.00         |                  |
| Club Events  | 12,927.00        |                  |
| Sales of Club Merchandise                            | 629.00           |                  |
| Donations Received                                   | 13,000.00        |                  |
| Bank Interest Received                               | 68.40            | 32,319.40        |
| <b>Sub Total</b>                                     |                  | <b>48,014.05</b> |
| DEDUCT Payments Comprising                           |                  |                  |
| Printing <i>Your ABCCC News</i>                      | 1,692.04         |                  |
| Annual General Meeting Fee                           | 37.60            |                  |
| Name Badges  | 363.00           |                  |
| Postage and Stationery                               | 259.95           |                  |
| Club Events  | 12,467.89        |                  |
| Catering Trailer                                     | 703.65           |                  |
| Purchase of Merchandise                              | 880.00           |                  |
| E-mail Server, Internet Costs                        | 425.00           |                  |
| Gifts  | 307.40           |                  |
| AOMC Subscription                                    | 165.00           |                  |
| Public Liability Insurance                           | 360.00           |                  |
| Sundry Expenses (HWT Notice)                         | 53.94            | 23,379.18        |
| <b>Cash Book Balance As At 31:12:2007</b>            |                  | <b>24,634.87</b> |
| Bank Reconciliation:                                 |                  |                  |
| Commonwealth Bank Statement P. 125                   | 25,374.82        |                  |
| Less Unpresented Cheques:                            |                  |                  |
| Cheque No. 341                                       | 360.00           |                  |
| Cheque No. 342                                       | 230.00           |                  |
| Cheque No. 379                                       | 149.95           |                  |
|  | 739.95           |                  |
| <b>Balance as per Cash Book</b>                      | <b>24,634.87</b> |                  |

## ALL BRITISH CLASSICS CAR CLUB INC. – LIST OF ASSETS (As at 31<sup>st</sup> December, 2007)

| Asset Description                    | Asset Value        |
|--------------------------------------|--------------------|
| Laser Printer                        | 500.00             |
| Club's Catering Trailer              | 1,000.00           |
| Club Merchandise (As per stock take) | 4,935.00           |
| Car Badges                           | 700.00             |
| Flags                                | 1,500.00           |
| Trestle Tables                       | 150.00             |
| Club Banner                          | 250.00             |
| Gazebo                               | 200.00             |
| Safety Vests                         | 500.00             |
| Cooking Utensils                     | 250.00             |
| Cash at Bank                         | 24,634.87          |
| <b>Total Assets</b>                  | <b>\$34,619.87</b> |

Note: All values shown are \$ values.

## Hon. Treasurer's Notes

It has been brought to my notice that some figures in the Annual Report were questioned at the Annual General Meeting held on 3<sup>rd</sup> February, 2008. On investigation, I have found that the amount of \$512.00 directly deposited into our bank account, was inadvertently placed to the credit of Subscriptions. This should have been to Sales of Merchandise.

Therefore the Subscription has been amended to \$5695.00 and the Sales of Club Merchandise figure to \$629.00. It should be noted that these changes do not, however, alter the bottom line in any way. Everything still balances with the Commonwealth Bank.

## Conclusion

On a personal note, I will be resigning from the position of Treasurer at the next AGM. I will have been in the post for eleven years by then, and consider it time for someone else to take over. I therefore call for a volunteer to take up the position on or before the next Annual General Meeting.

*Tony Hodges – Hon. Treasurer.*

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## A NOTE OF THANKS

To all my friends in the ABCCC please accept my appreciation of the lovely card and all the kind thoughts and best wishes contained therein which you sent to me. I must confess that the latter part of 2006 and most of 2007 have not been some of the best times of my life.

However, I am hopeful that this year will see me back to full recovery and I look forward to continuing my enjoyment and participating in as many activities as possible in our very fine club.

Many thanks and kindest regards.

*Cliff Rattray-Wood.*

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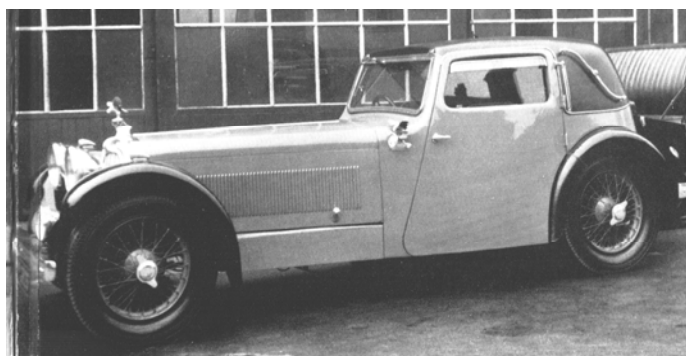
## TAILS OF OLD JAGUARS

*A large number of our members have been involved with Jaguar ownership over the years. This is an occasional series describing the wonderful experiences of Jaguar motor car ownership. Owning a Jaguar has always been something rather special, and therefore there are stories to be related. This series was suggested by Don Kinsey and will no doubt have some tales about Jaguar experiences of his own. Here commenceth the first of the series.*

Back in the late fifties and early sixties we had a tradition in our household – at the commencement of the Earls Court Motor Show, my father set the logs ablaze in our large fireplace, settled back in his favourite arm chair, stoked up his pipe and then opened up the Motor Show editions of *The Motor* and *The Autocar* to see what was new at the Motor Show. There was nearly always a remark of open wonder. "I don't know how Bill does it!" He always referred to 'Bill' (William Lyons) and 'Old Joe' (Joseph Lucas) as if he knew them personally. He was always amazed at how cheap Jaguars were in comparison to such as Daimler, Armstrong Siddeley, Lanchester, Rover, Bentley and Rolls Royce. Compared with such cars, a Jaguar was extremely good value for money. This was particularly so when the new range of compacts were released in 1956. It was very likely that, if Bill had come up with a fluid flywheel and pre-selector gearbox in a 3.8 litre Mk II (as they became known), we would have had Jaguars in our drive, instead of a large series of Daimlers.

*Right: 1932 SS I of the same type referred to below.*

My first real brush with things Jaguar was in 1960, I had just passed my driving test and was looking for cheap four-wheel transport. A non-descript second hand dealer, just off the rather posh Whiteladies Road in Bristol (UK), had advertised a motor that was cheap and of a very interesting nature. I just had to have a look, so quickly caught a bus after work for a quick look. There were all sorts of thoroughly well-used cars on the lot and, right at the back was a red SS1, the same as that shown here. It was absolutely rotten in its wooden body frame and there was a long crack in the Standard engine's cylinder block. I asked, "How much?" "Five quid, and no offers", was the seller's grunted response. I told him that five pounds was far too much and walked away from it! I didn't even look back!



My next contact with a Jaguar motor car was actual ownership. I sold a very nice 1947 Austin 8 h.p. and with the £35 that I sold it for, purchased one of the pre-war 1½ litre Jaguars. It was reputedly built in 1937, but I didn't really trust the continuation vehicle log book that came with it. I can't remember its licence (registration) number, and what was on the car did not match what was written in the log book! Today, such would be a federal case! I simply crossed it out and wrote in the number from the car. Was it stolen? I had no idea. Thus I was introduced to Jaguar motoring – *grace, space and pace.*

My relationship with that car did not last too long, and the Jaguar did not impress Sue too much either. It had plenty of *space* but was certainly lacking in the *grace* and *pace* departments. Ownership was brief, but interesting. I soon found out how asthmatic the old engine really was. It was while overtaking a double decker bus, with dense holy hedges on both sides and a car coming towards us – the poor Jag ran out of grunt about halfway along the bus, so I prudently braked and manfully pulled in behind the bus. Bus – 1, Jag – 0 on that one! It was many years later that I found out that the Bristol bus' maximum speed was 34 mph.

The engine, sporting an overhead valve conversion on a Standard side valve based cylinder block was very tired in the cylinder bore department. It wheezed along with massive crankcase blow-by and very oily sparking plugs. Even more alarming, there was absolutely no castor angle at the king pins, which made the car nearly unsteerable. Worse was to be discovered, the brakes, only just existent and the hand brake having the same effect as the foot brake told me there was something not at all right at the front. The car was jacked up and the huge front drums were removed. They were both packed with heavy grease! The previous owner could not put up with the squeals that emanated from the front. Sue's father, and mine, were not at all impressed!

However, there was one factor – the engine was so powerful, it tore the splines out of the rear wheel centres I had no idea how long the car had been driving, engine braking and foot-braking, relying solely on the tapers of the knock-on wheel hubs! All four wheels had worn out splines and the hubs were the same. It was decided to scrap the car and purchase a Ford Thames estate van. Sue called that one the Kipper Wagon, referring to the amount of smoke from the poor engine, that came up through the floor, on the overrun. Purchased, in the dark, for just £18 5s, it refused to die for a surprisingly long spell. It too was scrapped, after putting its tired 1172 cc engine into a crudely built Rochdale GT, so that a friend could sell it. Then we discovered the luxury and performance of a Jowett Jupiter!

Back in the late 1970s, I had a ride in a friend's Jaguar 4.2 litre XJ-6 and, immediately, there were cues with that old 1½ litre Jaguar in the seating and general ambience. It was quite remarkable. Later on, I bought a very nice 1984 Jaguar XJ-6, Cardinal Blue and, apart from a few air conditioning glitches, was a very reliable motor. When leaded petrol was phased out, I could not bear to insult it with doubtful substitutes and traded it on a nice looking XJ-S V12 that had been built in 1990 and was therefore supposed to be suited to premium unleaded. It detonated its poor cylinder heads off on inclines when the throttle was opened for more urge going up. That car also had some serious air conditioning faults, due mainly to previous acts of the gentle art of Bodgerism. The transmission was not up to even modest driving and, at one stage, I had to find the flattest route home.

Cliff Rattray-Wood, once said to me, "The XJ-S can keep you poor, but if running well, is a superb motor car," And, Indeed it was just so!

More Tails of Old Jaguars soon.

*Mike Alfrey.*

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## A HASTINGS START DRAMA

There was an amusing incident with a very agitated lady, who had brought her children to ride in their grandfather's old car to Mornington. The conversation went thus:

"Have you seen a cream Sunbeam Talbot arrive here?"

After checking the entry list, "Sorry, there isn't one listed to start from here"

"I was supposed to meet the car here, but it was late leaving Mount Martha for the Casey start."

"Ah, that is why it is not on my list."

"But, it's your rally, you must know where the Sunbeam is?"

"Sorry, we have no control over where the cars actually are once they are on the road."

The matter was finally resolved when the Sunbeam Talbot arrived, just as we were packing up to leave for Mornington ourselves.

*Mike Alfrey.*

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## HISTORY OF THE HASTE WAGONS – Continued (The Final Part Thereof)

*Continues:* The freedom of the sovereign included the freedom to adopt any measure as law. The Act adopted a regulatory scheme of centralised registries, licensing policing and delegated law-making. In other words, the Act provided for the regulation of motor vehicles through establishing a bureaucratic scheme of executive decision-making. Following Max Weber, this type of legislation establishing 'rational', hierarchical and procedural governing has been conceived as technology. The analogy has been with the mechanised factory:

The fully developed bureaucratic apparatus compares with other organizations exactly as does the machine with the non-mechanical modes of production. Precision, speed, unambiguity, knowledge of the files, continuity, discretion, unity, strict subordination, reduction of friction and of material and personal costs these are raised to the optimum point.

The arrival of 'mechanised' law can be seen as the ultimate step in the long process of rationalisation of the law; from cultural practices to systemic codification, to it providing a procedural framework for rational, efficient bureauc-

racy. Outside of the speed and the drink-driving provisions, the *Motor Car Act 1909* (Vic) did not provide for many substantive values that could be enforced in a court. Much of the content of the Act — qualification of drivers, safety and construction of motor vehicles, types and styles of licence plates — was to be filled in by the executive through regulation. The Act provided a framework, erected on the criminalisation of driving without a licence and driving an unregistered motor vehicle, through which bureaucratic organisation could regulate motor vehicles and motorists. Not only was the Act technological because it was legislation, but more immediately it was technological in establishing the ‘machine’ of government, providing the process for the active regulation of motoring by the state.

Therefore, the *Motor Car Act 1909* (Vic) was a ‘technical’ law that dealt with the emerging motor vehicle according to the conception at the time that good government involved centralised executive regulation through registries, licensing and policing. At times the technical nature of the Act was made explicit in the parliamentary debates. Acting Premier William Watt in 1911 resisted calls for amendments to be made to the Act to provide for speed limits on the ground that

this morning he consulted with the *Chief* Commissioner of Police. Commissioner said that he does not think that the Act needs strengthening. There are certain technical amendments which he considers it would be advisable to make, but he cannot advise the Government that the Act needs strengthening.

Like linking the motor vehicle to progress, the realisation that the *Motor Car Act 1909* (Vic) was law as technology was also made by Arthur Sachse: ‘But the House would have to be perfectly fair, and not produce a sort of Frankenstein’s monster that would suppress motor traffic altogether, nor should they place arbitrary power in the hands of officials.’ The use of Frankenstein’s monster, *the* metaphor for technology in the 20<sup>th</sup> century, was revealing. Sachse’s citing of Frankenstein’s monster was not used as might be expected, to characterise the ambiguous motor vehicle that promised human progress and also human destruction, but to characterise the law itself.

#### **V. THINKING ABOUT EMERGENT TECHNOLOGY AND THE CALL FOR LAW**

The *Motor Car Act 1909* (Vic) will soon celebrate its centenary, although unlike the recent centenary of the ACV, few will mark the event. The anticipated popular adoption of the motor vehicle has occurred and the motor vehicle has become so deeply engrained in Australian society that it has been suggested that it is:

an important feature in Australian governance ... significant for Australian identities, important for myths of cultural possession and future prosperity, essential for the demarcation of space and place, and often deployed to directly control individual bodies.

This article’s investigation of the *Motor Car Act 1909* (Vic) has suggested that law-making in response to emergent technology does not necessarily involve legislation pandering to the popular mood. In this specific example, while the popular mood called for law, the called-forth law reflected the influence of other factors ranging from the availability of templates and the lobbying of interest groups, to diffuse cultural positions concerning the intertwining of technology and progress, and common conceptions of what amounted to modern government.

The question of the legal response to emergent technology has been a consistent theme for the past century. A progression of emergent technologies has been popularly received as offering the potential to revolutionise received notions of humanity, society, social relations and identity. However, it is possible to discern that, in common with the motor vehicle during the pioneer period of motoring, there has often been a dissociation between the popular call for law and the provisions of the resulting law. For example, it has been identified that the ‘Sputnik crisis’ of 1957 led to widespread calls for the legal regulation of space. Barton Beebe has suggested that the specific provisions of the resultant international space law: reflected the influence of available precedents (maritime law), lobbying (American jurists concerned with their discipline’s status), the ambit of cultural belief in humanity’s manifest destiny in the stars; and the common mechanisms at the time for providing for registration, licensing and allocation of risk. In other words, Beebe identified similar factors influencing the making of public international law from the 1950s to 1970s as have been identified in this article with respect to the making of the *Motor Car Act 1909* (Vic).

Similar observations can be made in respect of the recent widespread concerns in Australia regarding stem cell technology. The called-forth Act, the *Research Involving Human Embryos Act 2002* (Cth) established an executive agency, the Embryo Research Licensing Committee of the National Health and Medical Research Council, to license researchers and to police the licensing regime. It grounded this regime on a series of embryo-related offences and also authorised the Governor-General to make regulations. The Act provided for a permissive regulatory scheme of centralised executive decision-making that allowed researchers access to ‘surplus’ assisted reproduction embryos. It is possible to determine that this Act did not reflect the concerns of many in the community regarding ‘science out of control’ and the horror at the potential devaluing of human life implied by the technology. Although only a preliminary analysis, a similar set of factors can be identified that influenced the Act as were identified in Victoria during the pioneering period of motoring, and in North America during the ‘space age’. The Australian law was formulated with reference to overseas precedents, most notably the United Kingdom and the United States.

It was also the product of consistent lobbying by the medical community, who made the claim that a regulatory scheme allowing research was in the national interest and in the best interest of sufferers of currently incurable disorders.

Further, the parliamentary debate was characterised by members aware that they were legislating for the future. There was a shared belief that, whether they liked it or not, stem cell research was ‘here to stay’ and if managed properly could deliver social progress. There was also little disagreement that the regulatory regime to be adopted should be a centralised bureaucratic scheme controlled by experts. Although there were differences in the type of

the technology (mass transportation compared with specialised medical techniques), differences in the subject of the legislation (motorists in general compared to the very small numbers of stem cell researchers), and a historical and cultural gap of 93 years, there appeared similarities in the factors that drove the *Motor Car Act 1909* (Vic) and the influences on the *Research involving Human Embryos Act 2002* (Cth).

This article, in examining the formation of the *Motor Car Act 1909* (Vic), emphasises that the process of moving from popular anxieties about emergent technology and the call for law to the actual law was mediated by other factors. In the midst of public concern about the danger, speed, noise and elitism of motor vehicles, there was enacted a permissive Act that regulated the motor vehicle through registries, licensing and policing. While two of the factors, reliance on the United Kingdom template and the influence of a successful lobby group such as the ACV, are common political factors that have a general influence on law-making, the impact of 'progress' was significant. Emergent technology, whether motor cars prior to World War I, the rocket in the 1950s or genetic technologies in the new millennium, presented the promise of a better future of quick, efficient and personal transport, space age cornucopia, or the cures for the residual incurable killers. While some have observed a tarnishing of technology as progress in the West since the counterculture critiques of technology and technological civilisation of the 1960s and 1970s, and iconic examples of the failure of technology such as Bhopal or the space shuttle *Challenger* explosion, the lure of a progressive technological future clearly remains a significant factor in law-making for emergent technology.

The final influence identified in this article, 'law as technology', suggested a more intimate relationship between technology and law at the point of legislating about technology. The *Motor Car Act 1909* (Vic), the substantive provisions of international space law and the *Research involving Human Embryos Act 2002* (Cth) all provided for centralised, bureaucratic decision-making structures that regulated the technology through registries and licensing. Each provided for rational management through a legal framework of technical law. This suggests an irony at the centre of the project to legislate for emergent technology; that at the very point that law regulates technology — to control the terrible power of Frankenstein's monster so as to secure a progressive future — the law itself has become technology. Wolcher, drawing on Martin Heidegger, has recently suggested that technological thinking has come to constitute how the West engages with the world. Tentatively, this article's findings regarding the *Motor Car Act 1909* (Vic) coalesce with Beebe's examination of international space law and the preliminary analysis of the *Research involving Human Embryos Act 2002* (Cth), to suggest that Wolcher's proposition of the place of technological thinking appears manifest in the very attempts to gain a mastery over technology. In attempting to subject technology to the rule of law, law becomes subjected to the rule of technology. Where technology is dangerous, and requires the civilising harness of legal regulation, if law at the moment of regulation acts technically, then the danger of technology continues unabated. This poses a radical and challenging question: 'If emergent technology calls forth technological law then where is the place to think another way about technology?'

*This concludes the History of the Haste Wagons.*

*Our thanks to Professor Peter Chandler for bringing this interesting series to us.*

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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.

| <b>New Members</b>    | <b>Motor Car</b> | <b>Model</b> | <b>Year</b> |
|-----------------------|------------------|--------------|-------------|
| Colin and Anne Oberin | Rover            | P3 Saloon    | 1948        |

Please Note: This announcement is a repeat due to spelling Anne's name less the 'e'. In addition to that distressing error, the Oberins are now proud owners of a fine Rover P3. Thus, the wholesome need for a re-announcement of their joining our club. The lack of the 'e' was entirely the fault of the Editor, but really, Microsoft should have learnt to differentiate between Anne and Ann by now. It is the same for those out there called Clarke or Clark! MA.

*Val Jeffereyes – Membership.*

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## REGALIA NEWS

Please note that the club's regalia items are still available. There will be a full listing in the next issue of *Your ABCCC News*, so watch this space for Bargain Basement items.

*Bill Allen.*

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## PLEASE NOTE!

On Page 2, there are some changes to E-mail addresses. These changes are a part of the ongoing battle with those who are infernal pests and send us so much unwanted, and totally unwelcome mail.

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**WE LOOK FORWARD TO NOMINATION ARTICLES FOR THE VERITABLE BRITISH CLASSIC MOTOR CAR**