



An incorporated club

A0035462V

A friendly family social motoring club

Edition 122

September 2008

A WHITE BLANKET



THE ABCCC CREAM SPONGE RUN – 2008

As you can see, at Ferny Creek, it snowed! It was also the sort of weather that was conducive to modern car use. It was a lovely feeling standing in the quiet and gentle falling snow, while standing on the roadside taking pictures.

Please send in photographs of your British Classic so that it can be featured here – otherwise, most 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

PO Box 8092

Burnt Bridge Shopping Centre

Croydon VIC 3136

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

Your ABCCC News

THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC., FOUNDED - SEPTEMBER 23rd 1997
THE ABCCC IS AN ACTIVE MEMBER CLUB OF THE ASSOCIATION OF MOTORING CLUBS INC.
Club Founder – The Late Frank E Douglas

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

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

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THE ALL BRITISH CLASSICS CAR CLUB WEBSITE IS <http://www.abccc.com.au>

IMPORTANT CLUB INFORMATION

Introduction

The All British Classics Car Club of Victoria Incorporated, hereafter called the ABCCC, is a fully incorporated club in accordance with the Associations Incorporation Act. Accordingly, any publication or document officially issued by the ABCCC, must carry the ABCCC's Association Incorporation Registered Number: A0035462V.

The ABCCC Magazine (Including Disclaimer)

The publication, *Your ABCCC News*, is the official magazine of the All British Classics Car Club Inc. It is published once a month, with the exception of December. The magazine's issue date is during the week of the 25th of each month. To make the editor's task a little easier, it is requested that articles, events information and photographs are with the Magazine Editor prior to the 14th of each month. Articles published in *Your ABCCC News* may be used without permission. However, the ABCCC does ask that appropriate acknowledgment be given.

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

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

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

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

The Victorian Club Permit Scheme

The ABCCC Inc. is a club that is authorized by VicRoads to operate vehicles under the Victorian Club Permit Scheme. On the Committee there are 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 14th of each month. Events organized by other clubs or associations have a contact telephone number, that should be contacted prior to the event, if giving consideration to take part in it, to confirm date and venue.

September 2008

- 14 The ABCCC Picnic Day Out – [An ABCCC Event](#) Marjorie Pepper (03) 9439 7875
Please note the changed lunch venue – see inside.
Venue – Hanging Rock Environs, Meet at Woodend.
- 24 Maxine's Mid-week Run – [An ABCCC Event](#) Maxine Pettigrew (03) 9739 1146
Meet Up Point – Lilydale International Club, Nelson Road, Lilydale, Victoria.
- 28 Bay To Birdwood Run – A Vintage Event ([ABCCC Invited](#)) Graham Tonkin (08) 8258 6547
Finish Point – Birdwood Mill Museum, Birdwood, South Australia.

October 2008

- 3 – 6 Swan Hill Wolseley Weekend – Pioneer Settlement Museum Felicia Chalmers (03) 5036 2429
Our club is invited to attend this event.
Venue – Pioneer Settlement Museum, Monash Drive, Swan Hill, Victoria.
- 12 Rolling Hills Run – [An ABCCC Event](#) Rob Nolan (03) 5978 7798
Venue – Gippsland, Victoria.
- 19 2009 Calendar Planning Meeting – [An ABCCC Event](#) Tony Pettigrew (03) 9739 1146
Venue – 16 Lawler Lane, Coldstream, Victoria.
- 25 – 26 Como Gardens Open Weekend – [An ABCCC Assist Event](#) George Hetrel (03) 9761 1341
Venue – Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria.
- 31 – Touring The Limestone Coast – [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 0408 343 176
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](#) Ken McDonald 0419 395 452
Venue – Mornington Golf Club, Tallis Drive, Mornington, Victoria.

January 2009

- 18 RACV Great Australian Rally – [An ABCCC Major Event](#) Colin Brown 0408 343 176
Start Points – TBA

March 2009

21 - 27 RACV Fly The Flag Tour – An ABCCC Major Event
Touring – Yarrawonga, Beechworth, Kerang, Mansfield and Shepparton

Tony Pettigrew (03) 9739 1146

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.

EDITORIAL NOTES – ISSUE 122



We only took part in the morning tea part of the Cream Sponge Run. This was because we had another commitment up in the hills. The cream sponges, coffee, and tea were sensational. Our collective thanks to Judy Birkett for arranging it all. The spread was so great and, even after our efforts at consuming them, there were a couple of cakes left over. Sue bought one and we took it for our Granddaughter's expert judgement. At just two years-old, Kaitlyn has become very knowledgeable about "cake". It was a word that came very quickly to her. The cream and strawberry sponge cake passed the tests in all categories! Most enjoyable indeed.

Left: A wedge of cream sponge on the test bench.

Now, on to matters of fairly urgent importance.

On Sunday 19th October, there will be our annual Calendar Planning Meeting. This date also celebrates forty-five years of Jowett Jupiter ownership! So, as well as planning next year's events, we'll raise a glass of worthy red to help celebrate the occasion. If you know of any interesting venues to visit, or suitable activities that we can take part in and enjoy, then please come along and shove in your oar.

The other event of import is the Open Gardens weekend put on by Pat and George Hetrel. We need help on this one, particularly on the Sunday, to raise funds for worthy charities. Como gardens are located at 79 The Basin-Olinda Road, The Basin.

Mike Alfrey.

THE AOMC WINTER SEMINAR

Each year, the Association Of Motoring Clubs (AOMC) puts on for us, interesting Information Seminars for motoring clubs. Over the past few years the 'How To Run Your Club' theme has had a fair run – as Monty Python used to so wisely say, "And now for something completely different!", the AOMC took that advice. Good advice it was too. Our club was well represented, with some of our members representing other clubs. It was probably the biggest turn-out of Rover Car Club members too!

The chosen theme subject was mechanical Restoration, and the speakers were from such as engine reconditioners, clutch repairers, a radiator repairer and a brake repairer (who probably was struck by stage fright and didn't show up), There were a number of positives, and these were ably balanced by some negatives.

Each speaker introduced himself, described his background and spoke about the facilities in their business. The engine reconditioner informed us that modern bearings could be made to fit into older engines by using line boring techniques and certain assembly procedures. The clutch repairer also described how modern clutches and materials could be used. During these talks there were slides of various aspects of the speakers' workshop facilities shown on the large screen.

The radiator repairer was most entertaining and at morning tea, he was in great demand for cooling system advice. Once tea was finished, there was a discussion session that centred mainly about the future of the automotive repair industry. The overall prognosis is not at all good. It was surprising to find out that our education system is failing miserably. One speaker told us that it was extremely difficult to get suitable apprentices. In fact he informed us that, if an apprentice applicant could fill in the application form correctly, then he/she would get the job. There is a need for youngsters who can actually fill in a job card and write a minimal report. The skills of reading and writing are not there, generally. Young people are skilled with computer use, but fail to be able to work in workshop conditions,

A major concern is that current apprentice candidates are kept in schools until they are eighteen and, of course, by then a young person is not interested in apprentice wages and expects to have a new car instantly. Another problem

is that the motor trade is seen to be a 'dirty hands' trade and parents do not want their children to pursue such a trade.

Another serious aspect affecting the industry is the cheap Asian car that is not at all a viable repair subject. Why spend money repairing a Kiundai, when just a little more can buy a new version with three or more years of warranty? It is, partly, this scenario that is steadily closing the industry down. It was forecast that, quite soon, there would be just two engine reconditioning shops in Melbourne. The manufacture of crankshafts was also discussed, during which a comment was made that there were no more pattern makers in this area. There has since been assurance that there are still good pattern makers locally. Another point that was talked about, was the shipping off-shore (China) of machine tools that came up for sale when businesses closed their doors for the last time.

We do have good skills in Victoria, but sadly, that skilled workforce is in the older age group, with not much sign of younger skilled motor repairers following them. It was agreed that this extreme lack of follow-through was a matter of great importance and needed effective assistance from education departments and governments alike.

Spend a small amount of time in a post office and witness the difficulty our younger generations have with filling in forms. Moist revealing indeed.

Mike Allfrey.

THE TREASURER'S REPORT

Set out below is the Treasurer's Report for the six-month period ending 30th June, 2008:

Note: All figures are \$ values.

Opening Balance Brought Forward		24,634.87
ADD Receipts:		
Members' Subscriptions	1,915	
Donations Received	12,000.00	
Sales of Merchandise	35.00	
Net Interest Received	103.31	
Club Events	1225.00	15,278.31
Sub Total		39,913.18
DEDUCT Expenditure:		
Annual General Meeting Fee	38.60	
Two-way Radios	564.99	
Club Events	1,168.00	
Name Badges and Car Stickers	504.00	
Printing Magazine	253.45	
Club Trailer Registration	34.60	
Postage and Stationery	50.00	
Computer Costs (Istos)	350.00	
		2,963.64
Balance Carried Forward		36,949.54

Report prepared by AJ Hodges.

ABCCC Treasurer.

DON'T FORGET – COMO GARDENS OPEN WEEKEND

VISIT: www.comogardens.com.au

PAST AND FUTURE EVENT REPORTS

THE YOU YANGS RUN – Sunday 13th July, 2008

On setting out on a promising morning, though a bit cool, whilst on our way to the meeting spot we received a call from Bill Ballard, advising that he had blown the motor on the Ford, and was returning home to get his "Modern". Two minutes later, 'the organisers' had an electronic warning signal that all was not right with our "modern". After a quick (and I mean quick) dash home we resumed our drive in our trusty Pathfinder 4WD, thus holding up the start for fifteen minutes. I must say not a good example for the Organisers to be late. Sorry about that.

On arrival at the meeting point were 24 "punctual" people (including our new members Margaret and Neil who were entertained by our friendly 'older' members). The jovial group then set off for the You Yangs. It surprised us how many of the group had not been up into the mountain before, as most had only glanced across on trek to Geelong and beyond. On arrival it was very COOL and we huddled together in small groups sipping our morning tea and were glad to resume our trip to Fyansford. There were comments made by several members that we should call back at some time in the future when the weather is a little kinder and take a hike to the top - the views are spectacular. Nello Mafodda took a quick stroll up towards the top and really enjoyed the sights (maybe a bit of bird watching?). Unfortunately Bill Ballard became lost and ended up in Anakie, but fortunately caught up in time to order lunch. The "award" winning Country Pub lived up to its reputation and everyone enjoyed their meals, and as always, the excellent company. On conclusion, we individually returned to Melbourne.



Bryan Tootell.

THE CREAM SPONGE RUN – Sunday 10th August, 2008

Having left home early due to the wet weather we had an uneventful trip until we were near the top of the Dandenong Tourist Road when the large blobs of rain that were hitting our windscreen started to change texture into sleet. By the time we had parked our trusty steed outside the CFA complex in Clarkmont Road Sassafra the sleet had become quite heavy, having rushed into the sanctuary of our destination we were greeted by our tour organizers Geoff and Judy and of course the welcoming sight of a table, heavily laden with Judy's famous "light as a feather cream sponges".

The warm greetings over, it was on to the serious business of sampling the delights of Judy's labours. I can tell you all now that my memory of just how good they were last year proved to be absolutely spot on. In the mean time the sleet had turned to snow which was laying everywhere including covering the road and of course our cars. Everybody having had their fill of morning tea, we were given our tour sheets / question list / directions for the next part of the tour. On trying to set out on our journey I discovered that the snow on the windscreen was a bit too much for the wipers to cope with, so had to get out and clear the screen by hand (not my favourite job, but one that has been done many times over the years by yours truly) that done we set out, very carefully due to two to three inches of snow covering the road (please note the use of Classic British Imperial measurements) the route to our lunch destination was via a very picturesque route through Monbulk, Emerald, Cockatoo, Yellingbo and on to Wesburn. All the time looking out for clues and markers to tally with the tour running sheet. One question that springs to mind as I am writing this is: What was on the umbrellas outside a roadside café? Well the most obvious thing when we looked was snow, and plenty of it. Although I was later told that certain people who shall remain nameless, actually stopped got out and cleared the snow so as to read what was on the afore-mentioned umbrellas. (There's keenness for you!). Having negotiated our way safely to the Sam Knott Hotel at Wesburn, we were greeted inside by our fellow club members, and a roaring open fire, both welcome sights. Whilst we tasted our chosen tippie and enjoyed chatting to and catching up with old friends. Our tour organizers were very busy marking and adding up the scores on the tour sheets.

I would like to thank Judy and Geoff, on behalf of everybody, who participated, for all the hard work that was so very obviously put into making a great day out. Thank you and Well done to you both. The lunch was good, the staff attentive and pleasant and of course the company was sensational as usual. The results of the tour questionnaire were:

1st place Frank and Lorraine Bradley

2nd place Wayne and Christine Fitzgerald (invited guests)

3rd place shared by Rob and Mary Nolan and Frank Sawyer and Val MacRae.

The total raised for the CFA was the grand sum of \$172-51, a good effort which I am sure will be put to good use. Our thanks go to everyone who helped make this another special All British day out.

Frank Sawyer.

HANGING ROCK ENVIRONS AND LUNCH – Sunday 14th September, 2008

We have a slight change of plan as the Hanging Rock Winery do not do a Sunday lunch

Meet at 10.00 am at Bourkies Bakehouse Shop1/115 High Street Woodend for an indulgent morning tea and sample their famous vanilla slices, (Australia's champion 2003 and 2004), and assorted pastries. You may wish to visit "The Rock" or stroll around some local shops of interest, such as Kerri's Bundle of Bears and Gifts, before heading off on the C317 towards Tylden. At Tylden turn left on to the C318 and proceed through Trentham to Blackwood, where you may visit the old sandstone cottage and garden of St Erth, circa 1860, two kilometres down the Simmonds Reef Road, Blackwood. Entry is \$8 per head and hopefully the Spring garden of rare and heirloom daffodils and other spring flowers will be in full bloom.

This site was once a bustling mining town of 13,000 people before the gold ran out and most of the wooden buildings were moved to Trentham. St Erth is a fully organic and self sufficient garden and offers advice on sustainable gardening in all forms. There is also opportunity to purchase plants and bulbs at St Erth, and no entry cost if you are a member of the Digger's Club. We will then meet for lunch at 12:30 pm at the Blackwood Hotel in Martin Street, which boasts a reputation as a very busy and popular country pub. We hope to see you there, bookings required by 30th August. Marj and Brian Pepper on (03) 9439-7875 / Mobile – 0419-509-920.

Marjorie Pepper.



MAXINE'S MID WEEK RUN – Wednesday 24th September, 2008

We will be meeting at the Lilydale International car park in Nelson Road, Lilydale, at 9:30 a.m. We will leave Lilydale heading towards Yarra Glen on the Melba Highway.(B300) until we reach the Healesville-Kinglake Road (C724) turning right to Toolangi. The Toolangi Tavern is the other side of Toolangi at the Myers Creek Road intersection.

We will have time for a quick coffee or tea before leaving on our Wirra Willa Rainforest board walk which will take us about fifty minutes. We will then return to Toolangi Tavern for lunch at about 12:30 – 1:00 pm.

The Wirra Willa Rainforest Boardwalk is located off Sylvia Creek Road about four kilometres from Toolangi and it is about a twenty minute round trip. Hopefully the Ranger will escort us and they are trying to organize the Toolangi community bus to take us to the board walk. Lunch will be served off a specially prepared menu and bookings are essential.

To join in on this fun mid-week run, please call me on (03) 9739 1146

Maxine Pettigrew.

ROLLING HILLS RUN – Sunday 12th October, 2008

Due to the recent high "Petrol" costs & the country's apparent economic situation, we have decided to leave Gippsland proper for another occasion, stay closer to Melbourne, but we have a great day planned to see something "quite unique & unusual" in the afternoon! **NOTE:** The Rolling Hills will still be visible!



Firstly it will be to revisit a popular place with fascinating "Australian history". We will have morning tea at the amazing "Light Horse Museum" at Nar Nar Goon. For those who came a few years back, a few more things have been added, & for those who didn't make it last time, come for a fascinating history lesson this time! Your interesting host Mr Bernie Dingle has enlarged his Museum & incorporated a "Red Cross Carriage" as a kitchenette in a memorial setting as a pleasant entertaining area. Entry will cover his entertaining informative talk, displays & morning tea. It is definitely worth a revisit. His passion & commitment to preserving our Light Horse history is to be applauded & supported. Please come again! Entry is normally \$10 per person but will be discounted.

Then we will proceed to a picturesque Lavender Farm for a tour of the property & a nice home cooked lunch. Buffet selection of 2 mains with roast potatoes, salads, dessert and coffee or tea for \$18.50 per person. There is an "interesting" Pet Cemetery amongst picturesque garden walks.



After lunch, we have a fascinating surprise location for you to experience! An interesting tour of part of this 160 acre home grown "Aussie industry" with afternoon tea (including Lamington fingers) a free product sample & some unique BBQ food sampling & products to sample. Not many places you can play with & get a friendly cuddle from wild & unique Australian animals! Total cost is \$10 only per person.



Meeting place will be at Light Horse Museum, 200 Bessie Creek Rd, Nar Nar Goon by 9.15am for 9.30am tour. Melways Ref 319 D2. More details & map next issue.

RSVP to Rob and Mary Nolan on 5978 7798 (H) or RobNolan@bigpond.com for catering purposes etc.

Rob and Mary Nolan.

2009 SOCIAL CALENDAR PLANNING MEETING – Sunday 19th October, 2007

The Planning Meeting will commence at 12:00 noon, and it is open to our Committee and those who have ideas for club events, and are prepared to run them. This meeting is an important part of our club year and we need good ideas input. Come along with your ideas and let's plan a really good year's classic motoring. Our club aims to have two events per month, and sometimes, there can be three events.

After the meeting there will be a barbecue to seal the events, Meat and drinks will be supplied, ladies please organise salads and desserts by liaising with Maxine Pettigrew.

The Planning Committee Meeting will be held at the home of Tony and Maxine Pettigrew, 16 Lawler Lane, Coldstream (Melways Map 280, Reference: K5). Please call Maxine on (03) 9739 1146 to advise of your attendance. You can also send an E-mail to tony1@uvtc.net.au

We look forward to a set of good ideas for next year.

Tony Pettigrew – President.

COMO GARDENS OPEN WEEKEND – Saturday 25th & Sunday 25th October, 2008

The gardens will be a wonderful delight in the well established spring and are well worth a visit. There will be stirring performances by two groups of young musicians. On the Saturday entertainment will be provided by the Wesley College Junior Big Band and, on the Sunday it will be the turn of the Mordialloc Jazz Orchestra. It is well worth coming on both days just to listen to these youngsters! In addition to those musical delights, there will be absorbing displays put on for us by the Dog Obedience Club, and St John Ambulance will be demonstrating CGA procedures. Also worth taking in are steam train rides, model boats on the lake and those sumptuous scones with cream and proper strawberry jam. Another popular activity will be the interesting conducted tours of the fabulous garden. In addition to all of that, there is the fabulous motor museum to interest all of us. There will be expert roving radio descriptions of the museum's vehicles. Be sure to be around when the big Bentley is being described – it has a very interesting story.



You all know what they say these days – for more information, go to the website www.comogardens.com.au

This is a very user-friendly Website and tells all the history of these beautiful gardens.

This is an event that raises money for worthy causes and, for our club, a contribution to our funds in exchange for a few hours assisting with running the open days. We need help with car parking, collecting entry fees, assisting with the train rides and help with the refreshments. If you can provide some help, please contact me on (03) 9761 1341. I can also be contacted on mobile telephone number 0418 323 376, or on fax number (03) 9761 3239. It would help greatly if you could call to offer help well in advance of the event.

WE NEED YOUR HELP ON BOTH DAYS, BUT MORE SO ON SUNDAY!

Como Gardens are located at 79 The Basin-Olinda Road, The Basin, and any help will be gratefully received.

George Hetzel.

CLUB HOLIDAY TO THE LIMESTONE COAST – 31st October to 4th November, 2008

Due to restricted motel accommodation at this period, the group will be limited to 12 couples(or 12 rooms), so first in best dressed and be prepared to be placed on an emergency list.

- Day 1. Travel via Ballarat to Casterton.
- Day 2, To Penola, with wine tastings in the Coonawarra region.
- Day 3. To Robe, to sample the best crayfish on the Mainland.
- Day 4. To Mt Gambier to visit the "Blue Lakes"
- Day 5. To Hamilton, via Limestone Caves and Nelson.
- Day 6. To Melbourne, with lunch at Inverleigh before making our way back to the big smoke.

If you may be interested in participating please contact- Bryan Tootell on mobile 0412 549 906

Bryan Tootell.

CHRISTMAS LUNCH – December 14th., 2008

Christmas lunch this year will be at the Mornington Golf Club kindly organized by Karen and Ken MacDonald, this will not be a prepaid event, but bookings are essential. Please note late cancellations and "non shows" will have to pay the \$35 cost. Bookings and information contact Ken and Karen on (03) 5975 1867.

Tony Pettigrew.

DON'T FORGET MARJORIE PEPPER'S HANGING ROCK OUTING!

MAJOR EVENTS NEWS

THE RACV GREAT AUSTRALIAN RALLY – Sunday 18th January, 2009

Last year the RACV Great Australian Rally raised more than \$45,000 for the Peter Mac Cancer Institute – a truly splendid result. We thank all of those who took part and we are looking forward to an even more successful Rally next year. There were some comments from clubs about the changes that were introduced to make the Rally a more powerful fundraising event in 2008. These comments have been taken on board and a number of significant changes have been made. Many clubs have been strong supporters of this major event, and the feedback has been seriously considered. The RACV Great Australian Rally Advisory Committee thanks those clubs for bringing several points of concern onto the agenda for planning the 2009 event.

There will be a number of changes to the format of the 2009 Rally, however, it should be appreciated that there could be detail changes to the preliminary information provided here. There will be an update in the November issue of the AOMC Newsletter.

The date for the Rally, Sunday 18th January, 2009, has been set and it can be placed in diaries with absolute confidence. Three start venues have been established – there will be starting ceremonies in the City of Melbourne, at Stud Park Shopping Centre and at the Westernport Marina at Hastings. There will not be start ceremonies at Brandon Park or Casey Civic Centre, as there have in the past. After the start, there will be two options with respect to the route to Mornington:

Option I

After departing the start venues, the cars will drive to Mornington via a route that will take the City starters to Frankston and then on to Somerville. Cars from Studfield Shopping Centre will also be directed to Somerville, and those starting from Hastings will join the rally route at Bittern. From Somerville, cars will drive via Tyabb to Hastings and on to Bittern where a right turn will be made to cross the Mornington Peninsula, and at Dromana the route will follow the coast via Safety Beach to Mornington. The finish and major display will be at Mornington Racecourse.

Hastings starters, mostly older cars, will be travelling at a slower pace, so please watch out for them.

Option II

This option will allow those who desire it, to drive straight to Mornington. It will be necessary that those who are having their vehicles judged use this option. To be fair to the judges, it is vital that those vehicles that will be judged arrive at Mornington Racecourse, and are in place as soon after 10:00 am as possible.



For all entrants there will be a free sausage sizzle and tea or coffee. At Hastings, the local Scout Group will be offering the same, but there will be the option of purchasing an egg and bacon sandwich. Once the cars arrive at Mornington, there will be a welcoming cup of tea or coffee for all entrants.

Left: Just a small part of the Rover Car Club's line up in 2008.

The RACV Great Australian Rally Committee has finally negotiated for the facility to serve morning tea at the racecourse. We hoped to do so this year, but could not get around an exclusive cater-

ing agreement that the caterer has with the racecourse. That is now fixed; enjoy your cuppa, to which you are entitled amongst good company!

A major feature of the display will be the Cavalcade of Transport – from this country's earliest days right through to the latest hybrid and solar powered cars. This will be a most interesting display, so, be sure not to miss it! The organising Committee are also hopeful of a large motorcycle entry next year – please pass on this request to your club members.

During the afternoon you will be able to collect your Commemorative Rally Plaque which, it is anticipated will become a collectable feature of future RACV Great Australian Rallies.

Entry brochures are due out soon and a quantity will be brought to Delegates' Meetings. The Advisory Committee looks forward to the continued support of the historic vehicle club movement. It would be fair to say that most of us know someone in the heritage motoring scene who is being treated for cancer. Let's, all of us, do our bit, and crusade for those who are in the care of Peter Mac! Look out for further updates in coming editions of this Newsletter.

Mike Alfrey.

RACV Great Australian Rally Advisory Committee.

CALENDAR PLANNING MEETING – GOOD IDEAS – COME ALONG AND HELP

A THANKYOU NOTE

Without the wonderful help of club members, quite a bit of this magazine would not have happened. Thanks are due to Bryan Tootell, Frank Sawyer, Peter Lester and Geoff Birkett. Thankyou all.

It is also timely to mention that I will not be attending many events until well into the New Year. Keep those reports coming!!

Mike Alfrey.

A HEARTY 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 all look forward to meeting you and your motor car at one of our events soon.

New Members	Motor Car	Model	Year
Adrian & Joy Roberts & Meagan	Standard	Vanguard	TBA
	Austin	A95	TBA
	Ford	Cortina GT	TBA
Theo and Edith Nelson	Rolls Royce	Phantom 1	1925
	Rolls Royce	Silver Cloud III	1965
C Robert and Gloria Westmoreland	British Leyland	Mini Clubman	1974
	BMW	325E Cabriolet	1986

Pat Douglas – Membership.

A MORNING TO REMEMBER

Lorraine and I were participating in the **RACV Fly the Flag Tour 2008** and along with 200 plus other cars and their occupants had stayed overnight in Hamilton.

The 8th of April started out slowly for us. It was mid way through the tour and we were a little weary and decided to sleep in a while and if we missed breakfast and/or the start then that was too bad. We finally got moving and proceeded to the Hamilton Show Grounds, where breakfast was being served and our starting point for the day's tour to Portland.

On arrival at the Show Grounds we were directed to our parking place and advised where to get breakfast. We were surprised breakfast could still be on given our late arrival. However, we parked our Singer and proceeded to check out breakfast. As we thought, breakfast was over, so we returned to our car.

On arrival back at our car, we were greeted by a couple taking an interest in the Singer. The lady (Pam Pickett) enquired as to whether this was our car. To which I replied "yes"! Pam recalled later that we were the last car at the back and "we nearly missed it". She then proceeded to tell us that she was the daughter of the late Jack Kennedy, who was Bob Le-Wright's mechanic at the time he won the 1934 Australian Grand Prix at Phillip Island driving a Singer Le Mans. I hasten to add that the mechanic rode in the passenger seat in those days in order to carry out running repairs in the event of breakdown.

Right: Pam Pickett, daughter of the late Jack Kennedy.

After introductions amidst much excitement, chatter and note taking, by yours truly, we adjourned to Pam and her husband Doug's home for coffee and to view photos, etc. It was during that time I was able to give Pam her first ride in a Singer. She was clearly delighted and exclaimed "I now know how my father must have felt" I didn't



I didn't have the heart to tell her that ripping around the old Phillip Island race track would have been so much more exciting, on the one hand and down right scary on the other. Car racing in those days was not for the faint hearted.

Left: Pam has her first ride in a Singer



We had a wonderful time with this most delightful couple drinking coffee and viewing photos and publications. We also found we had a great deal in common. Doug and I shared similar careers in the old PMG's Dept. in the early days and Pam and Lorraine are both quilters.

As we bid Pam and Doug farewell, Pam remarked that "she felt she had known me all her life". Such is the joy of being part of the Singer fraternity.

We agreed to keep in touch.

Read the story of Jack Kennedy in my other article published in conjunction with this story.

Peter Lester.

JACK KENNEDY – (Bob Lea-Wright’s Mechanic)



Acknowledgement

The preparation of this story has been made possible with the invaluable assistance and input from Jack Kennedy’s daughter Pam Pickett of Hamilton in Victoria. See the story of how we met in the accompanying article.

Young Jack

Born John Nolan Kennedy on 24th August 1916, Jack as he was known, was only 18 years of age when he accompanied Bob Lea-Wright to victory in the 1934 Australian Grand Prix at Phillip Island.

Left: Jack Kennedy

At that time, Jack was head motor mechanic at Stokoe Motors at 265 Exhibition Street, in Melbourne. It is understood Bob Lea-Wright’s dealership was nearby.

Singer Le Mans 9 (972cc) Wins 1934 Australian Grand Prix

Pam Pickett, relates the story told to her by her father, of how he, as Bob Lea-Wright’s mechanic, travelled in the passenger seat of the winning Singer around the old Phillip

Island track.

Right: Original Phillip Island Motor Racing Circuit.

Visibility was so bad during the race, due to dust, that the drivers could not see where they were going and relied on their mechanics to assist them in guiding their cars safely around the track. Jack told the story, how he looked to the gap in the tree tops above to navigate for Bob.



One can only contemplate how scary that must have been. It is little wonder there were so many tragic crashes in those early days when motor racing was a sport for true dare-devils.

In the early days the Australian Grand Prix was a handicapped event. The Singer had a handicap of 35 minutes and completed the 208 mile (321.8km) course in just 3 hours, 12 minutes and 10 seconds averaging 64.4 MPH (100.7KPH) and winning the event by just 14 seconds over the famous Bill Thompson driving an MG K3 who started from scratch.

Left: Bob Lea-Wright

Pictured below is an old photograph which hangs in pride of place in Pam and Doug’s home.



Hand-written inscription on the back of photograph (right) reads: “R A Lea-Wright and J Kennedy (Mechanic) – After the Race”



Left: Picture from the book “The Official 50-Race History of the Australian Grand Prix”

Caption reads: “Parked outside his Melbourne dealership, Lea-Wright poses in the Singer, that won by a scant 14 seconds”. Photos from John Bladen collection.

Seated next to Bob Lea-Wright is Jack Kennedy.

Life and Times of John Nolan Kennedy 24/8/1916 To 30/1/60

Young Jack grew up in Moonee Ponds (Melbourne). When he left school in 1930 he became indentured to Stokoe Motors where he completed his apprenticeship before opening a garage with two friends in a little lane off Exhibition Street in Melbourne. They named their new garage Triplex Motors.

In 1939 Jack married the love of his life Mary Ella Beer, a marriage that was later to produce two offspring Gary and Pamela (Pam).

Sadly Ella was suffering ill health and they were advised to leave Melbourne for a more suitable climate. It was decided to move to the Western District. Jack sought employment with Reg Ansett at his bus company in Hamilton but did not take the job as no house was provided. After further searching, Jack was successful in gaining employment in a local garage in Heywood and so it was in 1948 Jack, Ella, Gary and Pam moved to Heywood.

Jack was not one to let the grass grow under his feet and it was not too long before Jack purchased the business, known then as United Motors, which he operated in conjunction with Ella until his untimely death in 1960.

At the time Jack was diagnosed with cancer, he sought and obtained Ella’s assurance she would continue on the business for at least 12 months after his death.

Jack was only forty-three when he died. Ella was initially regretful of her commitment to continue the business after Jack's death but soon settled into the task and successfully ran the business for more than ten (10) years before selling it.



Pictured at left, is the garage in Heywood formally known as United Motors where Jack initially worked and then owned and operated with Ella.

Gold Watch

Jack Kennedy received a gold watch, pictured right, from Bob Lea-Wright for his part in winning the 1934 Australian Grand Prix. The watch, which is in the possession of Pam's brother Gary Kennedy is inscribed:

"Australian Grand Prix 1934 to Jack Kennedy from Bob Lea-Wright"



Peter Lester.

THE AUSTIN – An Icon Of Another Era

British manufactured cars and trucks had a reputation for being mechanically unreliable in post-war Australia, but the CFA's fleet of Austin Tankers proved it could stand up to the rigours of fire fighting. It all began with the little tanker known as Lulu.

The Austin tankers that campaigned across Victoria more than sixty years ago could best be described as mechanically primitive. Robust and enduring, they had qualities that made them suitable for operation in the bush and town. The Austins came in two variants — the standard rural tanker and the small town unit (SW), which included 500 feet of canvas hose, a hydrant and a two-stage extension ladder.



The CFA began introducing the legendary Austins into its fleet in 1947. The first had the registration LU 600 and survives today at the Fire Services Museum in Newport. The Austins were assembled in Sydney and purchased as cab chassis units from Lanes Motors in Exhibition Street, Melbourne. The tray, tank and other equipment were fabricated and fitted initially by contractors then later at CFA's workshops in Ballarat.

British designed, the little truck featured a six cylinder engine with a manual four on the floor 'crash gear box'. Drum brakes were fitted to all wheels. The early Austin carried a 1,300 litre steel water tank with a single stage Grazcos Mark 25B pump driven by a BSA engine mounted at the left rear of the truck tray.

Inside the cabin, there were two bucket seats, split pane windscreens and only one wiper blade on the driver's side. Stops and turns were signalled by a metal semaphore rod that was connected to the driver's door. Early on, tankers did not have mobile radios. While two crew members sat up front, there was no hard and fast rule as to how many clung to the hand rails on the back of the tanker. Monitoring the water level of the tank was an educated guess — born out of experience on the fire ground, but later, sight tubes were fitted.

Rick McKay, a former CFA Regional Officer and Manager Engineering Services, says the Austins were typical post-war British manufactured vehicles — "they didn't like the heat much and had a reputation for leaking oil. Nevertheless, they were overall, great little performers."

"The Austin had one great attribute — 'low reduction gearing' which allowed the tanker to creep along at very low speed — so it was highly suitable for slow-running grass fires," Rick said.

When the Series 1 Austin was introduced it had five important modifications, which made it a unique specification fire truck. First was the long metal pipe and rubber tube that connected the cabin with the rear of the tanker. This allowed the driver and the pump operator or branch man to communicate and follow instructions. Second, the Series 1 Austin pump — the Grazcos Mark 25B — had a manually operated priming pump that enabled adequate water to be pumped through a delivery hose if the main power pump failed. Thirdly, the tanker had two water spray nozzles fitted to the front bumper bar. This allowed water to be sprayed onto the charred ground ahead to ensure the tanker's rubber tyres didn't burn.

The fourth was the installation of a handrail around the deck of the tray, and the fifth was an additional electric fuel pump to boost supply to the truck engine, or substitute if the primary pump failed.

At first, flat metal seats were fitted on either side of the tank. Underneath the seats were six metal knap sacks. However, the seats were dispensed with as crews needed space to access the sides of the truck. Judging by photographs of the era, it was sometimes the case of 'get as many men as possible onto the back'.

Over subsequent years, Series 2, then Series 3 Austins all saw service in CFA. Unlike today's trucks that feature turbo diesel engines, power steering, air brakes, and air conditioning, driving the Austin was sheer hard work. How crews managed to get these two-wheel drive tankers up steep terrain, across paddocks and over fire trails is a remarkable feat of driving technique.

From CFA Brigade – via Geoff Birkett.

With Thanks.

ANOTHER GREAT RECIPE

Koolomurt



'Koolomurt' was one of the original runs in western Victoria, and was first owned by Edward Willis and CL Swanston.

Edward Willis made several trips to Spain and Germany buying Merino rams. The Willis and Swanston brand was well known in European markets for over forty years.

'Koolomurt' still runs merinos and Herefords as it did over one-hundred years ago.

Vanille Kipferin

Ingredients

250 Grammes Butter
½ Cup Caster Sugar
2 Cups Walnuts Freshly Ground In Food Processor
Vanilla Flavoured Icing Sugar
2½ Cups Plain Flour

Method

Cream the butter and sugar. Blend in walnuts and flour. Take small portions of the mixture and roll between the palms of the hands, then form into crescents.

Place on greased trays and bake in a moderate/slow oven at 160 °C for twenty minutes..

Cool till barely warm, then toss in icing sugar. Makes approximately three dozen kipferin.

Enjoy!

Anne Wyld. With thanks to the National Trust.

A BOOK REVIEW

Sometimes idle moments are spent browsing through a book sale. This was the case recently when the local bookshop had one of its twice yearly sale and I found a little gem. Nestled amongst a bunch of brash American books about Harley-Davidsons, was a little book that bore the title *REN CAREFUL OWNERS – The Cars That Tinme Forgot*, by Steve Speller. I was wondering just what was there left to write about H-Ds, when I noticed the little book. This book's author lived in London for many years and had no need for personal transport, the idiosyncratic public system being so good. Steve then moved out of London to Sussex in England's south – Brighton Hove Albion and all that. Steve found that he needed to get about a bit more where the public transport was not so frequent, so, at thirty-five years of age, he learnt to drive a motor car.

It was while he was motoring around Sussex and Surrey that he noticed older cars being used. He made the comment that cars didn't last in London, and he found the older cars a fascinating photographic subject. He put together a collection of photographs and exhibited them in a gallery. This was a great success and it encouraged him to do more old car photography. Soon he had classic car owners coming to him, offering their cars as subjects. Steve's style is to feature the owner with his motor car.

This book is mostly a collection of his photographs of cars in general use. Some of the comments from owners are delightful, and some are listed here:

"We bought it mainly for its scarcity", said Mr Arnold, standing proudly by his 1976 Austin Maxi.

"We both enjoy classics, and we wanted something the children could join in with and have fun in", said Mrs Ball by her 1967 Triumph Herald 13/60 Convertible.

"It was about the closest any British company goy to a really American style", said Mr Boxall of his 1962 Vauxhall PA Cresta.

"I bought it for sentimental reasons, I drove one in the army". Said Mr Dove about his 1952 Standard Vanguard.
"Compared to modern Daimlers and Jaguars, this has quality and individuality", said Mr Forrest about his fine 1965 Daimler 2.5 V8.
"It's indulgence and escapism. I learned to drive in one", said Mr Grant, standing alongside his shiny 1964 Rover 110 P4 model.
"I owned a Lea Francis saloon in the 1960s and when I retired I bought another one, but then I realised I'd have more fun with a sports car, so I bought this and restored it", said Mr Jenkins of his 1948 Lea Francis 14Light Saloon and 1948 14 HP 2 Seater Sports
"When I bought my first Jowett, the man that sold it to me said, 'Be careful, they're addictive.' He was absolutely right!" This truth came from Mr Nankivell standing proudly beside his 1952 Jowett Jupiter.
"The previous owner's daughter wanted someone who'd run it and look after it. So, I did". Said Ms Toogood about her immaculate 1963 Morris 1100.

This is a book that is well worth having a look out for.

Mike Allfrey.

MAGIC ABCCC MOMENTS

The Editorial Images File is now reasonably well stocked, and goes back far enough, for us to share some of those Magic ABCCC Moments. The fourth in this series, on the next page, depicts the reason why Colin Brown decided to buy a Jaguar XK150S. The ease with which jumper lead cables could be connected clinched it. The fact that the beautiful blue XK150S was a bargain didn't come into it! "Look Joy, we don't even have to lift the bonnet to jump start one of these!"



All Hooked Up.

Image taken on a lunch run on the Mornington Peninsula in 2005. Tom Cannon's newly acquired Rover 3 Litre ably supplied the vital oomph (amps)

Mike Allfrey.

Dont forget to let Rob and Mary know if you are coming to the Gippsland Rolling Hills Run on Sunday 12th October 2008.