



An incorporated club

A0035462V

A friendly family social motoring club

Edition 124

December 2008

MEETING FOR A RUN



A SUNNY SUNDAY MORNING IN LILYDALE – 2005

You were warned – no photographs of members' cars coming in, means more pictures from the Editorial files, and there are plenty of them! Here we meet at the Lilydale International prior to one of our well attended runs. Being close to Christmas, you have been spared a Jowett themed picture.

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.

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.

REMEMBER – CHRISTMAS LUNCH – 14th DECEMBER

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 – 2009 PROVISIONAL

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 organised 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.

November 2008

- 15 – 16 Bendigo National Swap Meet – Federation Event
- 26 Archery Competition Round II & 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 Country Golf Club, Tallis Drive, Mornington, Victoria.

January 2009

- 11 Rally Bag Stuffing Day – [An ABCCC Event](#) Tony Pettigrew (03) 9739 1146
Venue – 16 Lawler Lane, Coldstream, Victoria.
- 18 RACV Great Australian Rally – [An ABCCC Major Event](#) Colin Brown 0408 343 176
Start Points – TBA

February 2009

- 1 Special Day Out – [An ABCCC Event](#) Frank Sawyer 0408 633 778
Venue – To Be Advised
- 15 Annual General Meeting of the ABCCC Inc. Pat Douglas (03) 9739 4829
Venue – Como Gardens, 79 The Basin-Olinda Road, The Basin, Victoria.

March 2009

- 1 RACV Classic Showcase – [An ABCCC Attend Event](#) Mike Allfrey (03) 9729 1480
It has been decided that our club should put on a significant display.
Venue – National Steam Centre, 1200 Ferntree Gully Road, Scoresby, Victoria. Melways 72 D9.
- 21 - 27 RACV Fly The Flag Tour – [An ABCCC Major Event](#) Tony Pettigrew (03) 9739 1146
Touring – Yarrowonga, Beechworth, Kerang, Mansfield and Shepparton

April 2009

- 1 Fools' Day Out – An ABCCC Event. Nello Mafodda (03) 9719 7949
Venue – To Be Advised.
- 18 - 19 Como Gardens Open Day – [An ABCCC Assist Event](#) George Hetrel (03) 9761 3239
Venue – Como Gardens, 79 The Basin-Olinda Road, The Basin, Victoria.

May 2009

- 3 Morning Tea and Classic Run – [ABCCC Event](#) Geoff & Judy Birkett (03) 9755 1772
Meet At – Sassafras & Ferny Creek CFA.
- 17 Toolshed Lunch Run – [An ABCCC Event](#) Rob Nolan (03) 5978 7798
This is our National Heritage Motoring Day for the Australian Historic Motoring Federation.
Venue – North Gippsland Area.

June 2009

- 4 – 9 Two Clubs' Reunion – [An ABCCC Event](#) Frank Sawyer 0408 633 778
Venue – Richmond & Hawkesbury Area, New South Wales.
- 20 The Great ABCCC Trivia Challenge – [An ABCCC Event](#) Geoff Birkett (03) 9755 1772
Venue – To Be Advised.

July 2009

- 5 Wool Museum & Ford Centre Visit – [An ABCCC Event](#) Anne Tootell 0412 549 906
Venue – Geelong, Victoria.
- 26 Christmas In July Luncheon – [An ABCCC Event](#) Colin Brown (03) 5964 9291
Venue – To Be Advised 0408 343 176

August 2009

- 2 Anne's Big Day Out – [An ABCCC Event](#) Anne Tootell 0412 549 906
Venue – To Be Advised.
- 14 - 21 ABCCC Holiday – [An ABCCC Event](#) Marjorie Pepper (03) 9439 7875
Destination – Norfolk Island, Pacific Ocean,

September 2009

- 2 Maxine's Picnic Day – [An ABCCC Event](#) Maxine Pettigrew (03) 9739 1146
Note: A Mid-week Run not to be missed!
Venue – To Be Advised.
- 13 A Special Club Run – [An ABCCC Event](#) Pat Douglas (03) 9739 4829
Venue – Tynong North, Victoria.
- 27 Diesel Hauled Out Of Nyora – [An ABCCC Event](#) Heather Cannon (03) 5659 0264
South Gippsland Tourist Railway and Lunch Trip
Venue – Meet at 13 Hatch's Road, Nyora, Victoria.

October 2009

- 2 - 4 The Splendid Indulgence Run – [An ABCCC Event](#) Peter McKiernan (03) 9787 6003
Venue – To Be Advised.
- 17 - 18 Como Gardens Open Day – [An ABCCC Assist Event](#) George Hetrel (03) 9761 3239
Venue – Como Gardens, 79 The Basin-Olinda Road, The Basin, Victoria.
- 25 RACV City To Cape Run – AOMC Inc Iain Ross (03) 9890 0524
Start – Melbourne, Finish – RACV Cape Schanck Resort, Victoria.

November 2009

- 2 Yarra Glen Races – [An ABCCC Display Event](#) Colin Brown (03) 5964 9291
Venue – Yarra Glen Racecourse, Yarra Glen, Victoria. 0408 343 176
- 15 The ABCCC Members' Grandchildren's Picnic – [An ABCCC Event](#) Marjorie Pepper (03) 9439 7875
Venue – Werribee Open Range Zoo, Werribee, Victoria.
- 29 Visit To Heronswood Diggers Café – [An ABCCC Event](#) Heather & Tom Cannon (03) 5659 0264
Venue – Heronswood, 105 Latrobe Parade, Dromana, Victoria.

December 2009

- 13 Christmas Luncheon – [An ABCCC Event](#) Tony Pettigrew (03) 9739 1146
Venue – To Be Advised.

June 2010

- 6 – 8 Queen's Birthday Club Weekend – [An ABCCC Event](#) Frank Sawyer 0408 633 778
Put this one in your diary!
Venue – Tocumwal, New South Wales,

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.

EDITORIAL NOTES – ISSUE 124

Keen observers will have noted that there is an old picture on the front cover. Actually, it depicts quite a common scene for our club, with the number of runs that start from the Lilydale International Club. There being no photos of members' cars being sent in for quite a while now, means resorting to the file. Maybe a Jowett 'punishment', would have brought in a spate of interesting front cover cars for the rest of us to enjoy. Perchance.

This issue, following so quickly on from the last issue, may be a surprise. An Editor's task is never done! Roll on the AGM! Speaking of which, that meeting will be a little later next year on account of internal logistics. We look forward to a good turn out for the AGM, with plenty of interesting cars to look at and maybe photograph for future newsletter use. Because we will be putting on a barbecue lunch, we need to know exact numbers attending, well in advance. The minutes of this year's AGM were printed in Issue Number 120 (July), so most would have read them by now. The Minutes have been repeated in this issue to ensure that they have been issued prior to the meeting.

The 'In Memoriam' segment in Issue Number 123 has drawn no comment. Probably that is due to there being no interest in the subject out there. It's a shame really, because within our club there must have been some interesting contenders for the Veritable British Classic motor car. To have just two per cent of our membership interested enough to take part in our quest, is disappointing, and makes the Editor's task all the more difficult. Reading many other clubs' newsletters, while preparing the Events Directory for the AOMC Newsletter, it is obvious that many club editors are in a similar or worse state. One newsletter has just the usual committee list, next meeting date, about six lines from the president and two pages of business card advertisements! Obviously, the membership of that club is happy with what they get, because that newsletter hardly changes from month to month. Maybe that is all we need?

While you are reading this, Sue and I will be relaxing in exotic places in India. During our visit, a couple of old car collections will be visited, and photos of every-day transport will be taken, so expect pictures of bullock carts on the front pages of this magazine!

Mike Alfrey.

THE HON. TREASURER'S REPORT

Set out below is the Treasurer's Report for the period ended 31st October, 2008:

Balance Brought Forward		36,949.54
Add Back Cheques Nos. 341 & 342 (Unpresented)		590.00
		37,539.54

ADD Receipts

Club Event – Tokar Estate	1,540.00	
Club Event – Indulgence Weekend	6,358.00	
Sale of Equipment – Radios	250.00	
Members' Subscriptions	195.00	
Sales of Merchandise	724.50	9,097.50
		46,607.04

DEDUCT Expenditure

Club Event – Tokar Estate	5,265.00	
Club Event – Indulgence Weekend	6,433.00	
Club Event – Trophy Presentation	134.00	
Club Event – Meeting	396.24	
Club Event – Fly The Flag Tour	794.70	
Printing Costs for Club Magazine	1,174.75	
Public Liability Insurance	355.50	
Catering Trailer – Tyres	80.00	
AOMC Subscription	165.00	14,798.19
Balance as at 31:10:2008		31,808.85

Commonwealth Bank of Australia Statement (Page 134)	33,206.59	
402 \$401.00		
403 \$355.00		
404 \$476.24		
405 \$165.00	1,397.74	
	31,808.85	

All figures are in Dollars and Cents.

Tony Hodges – Hon. Treasurer.

MINUTES OF THE 2008 ANNUAL GENERAL MEETING

Held at the home of Pat and George Hetrel, Como Gardens 79 The Basin-Olinda Road, The Basin, on the 3rd of February, 2008.

Meeting started 2.30pm.

The Vice President, Tony Pettigrew, spoke about the club and the constitution. The club uses model rules with a couple of exceptions. We will today elect President, Vice President, Treasurer, Secretary and two committee members, others can be appointed by the Committee.

The acting President, Ray Higginson, thanked Pat and George Hetrel for having the AGM and the use of their lovely abode, he also thanked everyone for coming.

Apologies: Cliff Rattray-Wood, Tony Hodges, Ken and Karen McDonald, Thelma Entwistle. Robert and Stella Stark, Nathan and Fiona Gardiner, Richard and Rosemary Homersham, Bob and Peggy Kilpatrick, Joy Brown and John Wood.

Minutes

Minutes of the last AGM on 4th February 2007 were accepted by Ross Gardiner seconded by Geoff Birkett.

Matters Arising: Nil

Acting President's Report

The acting President started by saying he had only been President for a short time, then asked everyone to stand for one minute's silence to remember Frank Douglas. Ray then thanked all the people who organised events from rally bag stuffing to Christmas lunch. We could not survive without them. The Great Australian Rally raised over \$40,000.00 dollars. A few things were changed, no morning tea at Hastings, they had to go to Mornington. Lyn said about three thousand went through the gates, this included two thousand one hundred adults. Cohn Brown, Peter McKiernan, Ross Wolstenholme and Don Kinsey reported that there was no room left at Mornington racecourse for parking classic cars. The rally fee was \$30.00 to enter a car. The fee could go up to \$35.00 next year and include a metal badge to be picked up later in the day. Four hundred badges were sold. This item will be left for the committee to discuss.

Pat Douglas' Speech

Pat thanked everyone who attended Frank's funeral and the parade of cars from the funeral parlour to the cemetery was wonderful. She also thanked Cohn Brown for Great Australian Rally and Tony Pettigrew for Fly the Flag.

Editor's Report — Mike Allfrey — See Written Report Attached

There were eleven issues of the magazine most produced ahead of schedule last year with the help of Mary Nolan. Thank you Mary. Cost of the newsletter was \$1692.40. Mike asked for more articles about good British cars. Mike quoted some statistics about the magazine which are in his written report. An editor is needed for November and December when Mike will be away.

Treasurers Report — Written

The treasurers report has been circulated. There was a query about merchandise expenditure. David Bullard said we have three options: that the report be accepted, carried or deferred. Deferred was proposed Carried.

Frank Sawyer stated that this was the right decision and that we are legally obliged to comply with the Constitution.

ELECTION OF OFFICE BEARERS

All positions vacant – all stand down and, one vote per membership.

Ray handed the chair over to Peter McKiernan

Peter thanked Ray.

Lyn Higginson said there was no need for an events committee.

Tony Pettigrew said we need to elect President, Vice President, Treasurer, Secretary and two Committee Members.

President	Tony Pettigrew, nominated by Pat Douglas, seconded Ray Higginson (Elected)
Vice President	Ray Higginson, nominated by Tony Pettigrew, seconded Frank Sawyer (Elected)
Secretary	Pat Douglas, nominated by Jim Spence, seconded Tony Pettigrew (Elected)
Treasurer	Tony Hodges, nominated by Tony Pettigrew, seconded Jim Spence (Elected)
Magazine Editor	Mike Allfrey, nominated by Frank Sawyer, seconded Tony Pettigrew (Elected)
Assistant Editor	Mary Nolan, nominated by Jim Spence, seconded Tom Cannon (Elected)
Membership Secretary	Val Jefferyes, nominated by Ray Higginson, seconded Tony Pettigrew (Elected)
Events	Cohn Brown, nominated by Tony Pettigrew, seconded Tom Cannon (Elected)
Events	Frank Sawyer, nominated Ray Higginson seconded, Jim Spence (Elected)

Peter handed the meeting over to Tony Pettigrew the new president.

We need to get down to the running of the club.

General Business And Coming Events

Frank Sawyer thanked everyone for the vote of confidence and about the Top of The World day out. Bring cameras and morning tea, lunch will be at a country hotel. Meet at 9:00 am at Lilydale International car park.

Jim Spence spoke about our overseas trip to Phillip Island Meet at Grantville.

Cohn Brown — thank you for the vote and for help on The Great Australian Rally and a reminder about a great mid-week outing to have a go at archery.

Peter McKiernan spoke about the indulgent weekend on to 31st of August.

Lyn Higginson thanked Frank for RACV Great Weather for the Great Australian Rally.

Ray thanked RACV Great Australian Rally helpers.

Rob Nolan — weekend away at Rusty Springs — 12 rooms available first in gets the rooms — \$100.00 per couple.

Heather Cannon has cancelled rooms for RACV Fly The Flag.

Meeting closed at 4:50 pm

Minutes Recorded by Val Jefferyes.

ASYLUM FOR THE VERBALLY INSANE

We'll begin with a box, and the plural is boxes, but the plural of ox becomes oxen, not oxes. One fowl is a goose, but two are called geese, yet the plural of moose should never be meese. You may find a lone mouse or a nest full of mice, yet the plural of house is houses, not hices. If the plural of man is always called men, why shouldn't the plural of pan be called pen? If I speak of my foot and show you my feet, and I give you a boot, would a pair be called beet? If one is a tooth and a whole set are teeth, why shouldn't the plural of booth be called beeth?

Then one may be that, and three would be those, yet hat in the plural would never be hose, and the plural of cat is cats, and not cose. We speak of a brother and also of brethren, but though we say mother, we never say methren. Then the masculine pronouns are he, his and him, but imagine the feminine: she, shis and shim!

Let's face it — English is a crazy language!

There is no egg in eggplant nor ham in hamburger; neither apple nor pine in pineapple. English muffins weren't invented in England.

We take English for granted, but if we explore its paradoxes, we find that quicksand can work slowly, boxing rings are square, and a guinea pig is neither from Guinea, nor is it a pig. And why is it that writers write but fingers don't fing, grocers don't groce and hammers don't ham? Doesn't it seem crazy that you can make amends but not one amend. If you have a bunch of odds and ends and get rid of all but one of them, what do you call it? If teachers taught, why didn't preachers praught? If a vegetarian eats vegetables, what does a humanitarian eat?

Sometimes I think all the folks who grew up speaking English should be committed to an asylum for the verbally insane. In what other language do people recite at a play and play at a recital? We ship by truck but send cargo by ship. We have noses that run and feet that smell. We park in a driveway and drive in a parkway.

And how can a slim chance and a fat chance be the same, while a wise man and a wise guy are opposites? You have to marvel at the unique lunacy of a language in which your house can burn up as it burns down, in which you fill in a form by filling it out, and in which an alarm goes off by going on. And, in closing, if Father is Pop, how come Mother's not Mop?

I give up!

Rob Nolan — Via e-mail.

MEMORIES OF A ROESCH TALBOT

In late 1951, I went up to London on the train, steam hauled by a fabulous Castle Class locomotive, with my father on 'family business' and, once that was quickly concluded in Coutts' Bank we explored some dark garages in London's mews area. The mews' laneways, amongst old stables, were so narrow that a car for sale could not be parked out in the lane. My father's target this trip was something large and roomy, but equipped with a pre-selector gearbox. We soon found it, a dark blue early 1930s Roesch Talbot 105 saloon with, I think, a Weymann body. It was very opulent inside with cut glass vases in nice brackets in the rear corners by the back seat. The car was very imposing with its large headlamps mounted on impressive cross tube, that was diagonally braced in front of that tall and imposing radiator. The long bonnet's side panels had, I thought, very sporty looking ventilation louvres.

A deal was obviously struck, because we drove to a nearby insurance broker and arranged the insurance Cover Note. Being December and late in the afternoon, we hurried to have a quick look in Gamages' shop window to see the latest Meccano creation and push cold noses against the glass to get a look at the Hornby trains that were running inside this fascinating shop on a big layout. After we had seen our fill, we had a quick evening meal at a nearby Joe Lyons' Corner Shop. Good, but cheap, food that was always served with a mug of steaming hot tea. The Lyons eateries were always on street corners and were easily found.

By the time we came out, it was well and truly dark and very cold. The Talbot was our first car with a heater in it — if a piece of copper pipe hanging under the dash justifies the term 'heater'. We set off in this marvellous motor car and headed down the Great West Road (the old A4). All went well until we reached Calne on our way to Bristol. As we drove into Calne, all was well, but as soon as we passed the last street lamp to recommence our high speed run, we

suddenly realised that there was no lighting at all! Father stopped the car in a hurry and made a classic three-point turn to aim the blacked out car towards the street lighting in Calne. We finally found an all-night garage and, after investigation of some burnt wires, father purchased three ex-army torches and we tied two to the front with string and one on the rear. The garage man produced a red lens to tape over the rear mounted torch to form a rear light. By now it was really cold and, after filling up with pool petrol, waited until a motorist came along so that we could latch on and follow his rear light all the way to Bristol. Once there, we used moonlight to feel our way home. My mother was not at all impressed when we limped in!

Those woes were only the start of interesting Talbot motoring, and on that first night that motor car started (or continued) a trend whereby it always broke down on the way home! It came to a stop frequently, but always on the way home from an outing!

We set about solving the lighting problem and found that similar problems had existed numerous times before, because there were great bunches of cables between the light switch and the various lights. This intrigued my father and he made me lay out all the pieces in the headlamp circuit and measure them. I was to then tally all the measurements laboriously written down in an exercise book. My total came to more than one-hundred yards! My sums must have been correct, because I did not get admonished after father checked the figures. A new harness was made up and fitted. Then the lights were switched on and they all worked properly. They did stay reliable after that too.



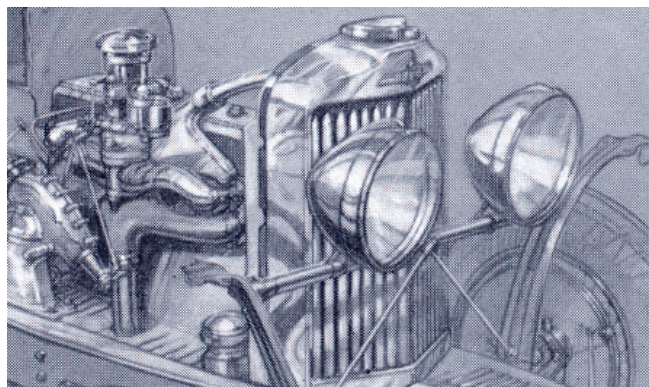
Left: The imposing frontal aspect of a Talbot 105 similar to the motor car described here.

It was at that time that I was deemed to be capable of washing and polishing the family car. The dark blue paint came off in leaps and bounds while the polish was being applied. My father was shocked at the way the paint simply seemed to dissolve into the polishing cloth, and he then decreed that the car should be polished with Mansion Floor Polish! The paint still came off, but at a greatly reduced rate. The colour was a lovely true deep blue and it shone beautifully. Using the Mansion floor polish was exceedingly hard work though.

That Talbot was equipped with a Dynostart system. There was a large dynamo-looking device attached to the nose of the crankshaft and, when the starter button was pressed it sounded like someone was letting out a very tired sigh – then the engine would come lazily into life and settle down to the typical whirring tick-over that pre-selector type cars made. That sigh used to startle pedestrians in the village street, and father took great delight in pressing the button just when someone was walking past!

Another point remembered is the car's horn. This was a round rubber button set on the floor and the horn itself was operated by the vacuum at the inlet manifold. The local vicar described the sound as a child's scream after being run over. Thereafter, father took great delight in saluting, with that horn, our vicar if he was seen in the village! The sound was horrendous, but wayward animals certainly took immediate notice.

Right: Driver's side of engine, showing intricate water outlet and inlet manifold assembly.



Soon after buying the Talbot, Bluecol Antifreeze became readily available and the correct amount was carefully measured, suitably diluted and poured into that magnificent radiator. To our horror, coolant commenced leaking from every pore that the engine possessed. The whole intention of adding the anti-freeze was to reduce concern about the very difficult to obtain inlet manifold freezing and splitting. The engine was fed its air/fuel mixture via an elaborate water heated inlet manifold, beautifully cast in aluminium, that didn't drain fully when the radiator and cylinder block were drained. All of the new leakage was too much, the anti-freeze was drained and plain soft water substituted. To get over the freezing problem, a mains powered immersion heater was installed in the cylinder block. This kept the engine warm on a cold night and improved early morning starts. It took a while for the newly discovered leaks to take up, and it became my job to top up the radiator each morning.

Our breakdowns in this motor car were numerous and they ranged from 'normal' punctures, to fuel blockages to other annoying halts to our progress – always on the way home! Interestingly, there were never any problems with the pre-selector gearbox. The car would lope along country roads in top gear, with third always pre-selected, for a quick change down when overtaking or hills demanded a lower ratio.

The Talbot was a London made car and the Talbot name was mixed in the intricate mix that was Sunbeam-Talbot-Darracq. There is a book about the threesome, titled *Motoring Entente*, I have a copy and will defy anyone to sort it all out. The three famous names are very closely interwoven – a marque biographer's nightmare!

Another trip up to London the following June saw the Talbot replaced by a very smart and sporting black Railton Straight Eight Cobham sports saloon. My mother approved of the Railton and was never comfortable in the Talbot.

Mike Alfrey.

NEW RULES GOVERN THE USE OF FRONT FOG LIGHTS

This item came from the Weekly Times of 4th June, 2008.

Police have warned motorists that it is now an offence to use front fog lights unnecessarily. Fog lights can no longer be used other than in "hazardous weather conditions", as stated in Road Rule 217 of the Road Safety (Road Rules) Regulations. The rule previously only applied to rear mounted fog lights.

The changes, effective from 16th April this year, means motorists now face a \$116.00 fine if found using front fog lights unnecessarily. Acting Inspector, John Gibson, of the Road Safety Strategic Services Division, said the regulation was amended in response to numerous public complaints about the unnecessary use of front mounted fog lights.

"The number of vehicles on the roads with front fog lights has increased significantly and they tend to dazzle oncoming drivers making them a (driving) hazard.. said Acting Inspector Gibson. "Drivers should only be using front fog lights when the road conditions call for them".

However, the rule remains open to interpretation.

"Hazardous" is defined as anything that reduces a driver's vision.

It is very rare, in Australia to have 'pea soup' fogs thick enough to warrant the use of rear fog lights, let alone front fog lights. Front fog lights used to be yellow, and in some cases, still are. They were designed to project a low, flat beam of light under the fog to pick up road markings. Today's fog lights are more of a decoration than an effective method of illumination.

Used indiscriminately, they are very effective at dazzling on-coming drivers, especially in wet conditions. Motorists concerned about the use of fog lights are advised to speak to their local police.

Rule 217, which now includes front fog lights, states:

"The driver of a vehicle fitted with a rear fog light must not operate the fog light unless the driver is driving in fog or other hazardous weather conditions causing reduced visibility."

It compliments Rule 219 which states:

"A driver must not use, or allow to be used, any light fitted to or in the driver's vehicle to dazzle, or in a way that is likely to dazzle, another road user."

John Parry – With Thanks.

Personal Comment On The Foregoing:

I may be completely wrong in these comments, but they are going to be made, no matter what! If someone can explain the need for them to be usable with headlamps, we would like to know. Do not take them as being correct.

1. Judging by the number of vehicles still being driven with 'fog' lights on in clear driving conditions, this Road Rule has clearly not sunk in.

The State's coffers stand to gain funds in a most handsome manner!

2. The proliferation of 'fog' lamps recently has been amazing and alarming. They are alarming because of the fact that they can be used with the vehicle's headlamps on dipped beam – which surely contravenes the Road Rules?

A set of proper fog lamps, in severe fog conditions, is of no use whatsoever, if the vehicle's headlamps are on dipped beam!

My 1976 Rover has a pair of good fog lamps, they can only be used when the parking lamps only are on. It seems that is one aspect that British Leyland and Lucas managed to get right!

3. It appears to be that, in the quest for cutting costs in vehicle manufacture, a condition where oncoming motorists can be very easily dazzled by extra lamps in street lit areas, on clear nights, now exists.
4. The use of rear mounted fog lamps, should, in the Road Rules be more clearly defined. Such lamps can be a great help in preventing rear-end collisions if used in an appropriate manner.

Frequently, on the early morning drive to Historic Winton, I have experienced in slightly foggy conditions, very close shaves with motorists coming up fast behind, while driving a car that has no rear fog lamps. With cars that have rear fog lamps switched on in the same conditions, the risks have not been there.

In Britain, there only has to be slight fog or rain and the rear mounted fog lamps are switched on in near unison. The same requirement should apply in this country too.

5. This fog light dilemma is probably a topic that the RACV and its national body, the AAA, should be actively addressing. It is clearly apparent that Road Rule 217 is not tight enough. A road rule should not be open to interpretation by either the police or the vehicle's driver. There should be specifications for aligning auxiliary lamps and, there should be a requirement for rear fog lamps to be fitted in pairs – one on each side of the vehicle. With the volume of traffic on our city roads, we need clear and concise guidance with respect to vehicle lighting.
6. A perusal of the accessory lamps that are currently on offer at the shops, will reveal that the term 'fog light' applies to virtually any type of auxiliary light on display. It seems that any lamp can now be officially called a 'fog light'. Some are so blatantly similar to an aircraft landing light, that those who actually know what a true fog light is, must surely cringe!

What is the cause of this phenomenon? Is it that the Asian manufacturers do not have a clue about what they are selling? Or, is it another example of the modern degeneration of the English language? It is, very likely, much easier for people to simply describe such lamps as, simply, 'fog'. It is, after all, much easier to say than 'auxiliary driving', 'passing' or 'auxiliary spot' lights. Laziness rules!

As mentioned at the start of these comments, I could be very wrong, but as with all road activities, common sense should prevail and needless dazzle should be removed from our roads.

Mike Alfrey.

A ROVER IN A BOOK

"From her newly painted doorway she watched Marian and Reg go hand in hand through the pools of patchy moonlight to where the Rover stood, its gleaming dark green bonnet spattered with petals from the Jacaranda tree.

"No truck tonight?" Norah called out.

"Mother demands the Rover when we go visiting Norah. You're special.'

'Thankyou Reg.' Norah laughed out loud to see Reg, with his creased and dimpled face, transformed by the moonlight into a genial gnome. 'You did most of the work. I can never thank you enough.'

After they had driven off and the last well-bred murmur of the Rover engine died away, Norah continued to stand, looking out over the quiet countryside."

From After The Last Post by Belinda McBryde.

ARMSTRONG SIDDELEY PARTS

Club member, George Hetrel, is on the look out for a pre-selector gearbox to suit an Armstrong Siddeley motor car. If someone out there has such a gearbox gathering dust, and they wish to move it on, then please contact George on telephone number (03) 9761 3239.

A good home for such a gearbox is assured.

PAST AND FUTURE EVENT REPORTS

THE ABCCC 2009 CALENDAR PLANNING MEETING – Sunday 19th October, 2008

Our planning meeting went very well, as the Events Directory on Page 3 demonstrates. There are a number of 'To Be Advised' entries, but you can be assured that they will be excitingly filled in due course. There was an overwhelming support for a Christmas In July themed lunch at the end of July. Last year it was the exact opposite! There was a spot of date juggling for our Indulgence Tour, and with due consultation, all was fitted in to suit our requirements. It was wonderful to see non-Committee members offering to arrange events for us and we can look forward to some fun times. Please support our events, good membership attendance is very satisfying for the individual organisers. Our finalised calendar will be ready for handing out at our Christmas lunch event.

It is going to be a tight squeeze fitting in a Planning Meeting in October 2009, because there are already two events scheduled in that month, plus the RACV City To Cape Run. We will manage!

It may be worth mentioning here that the AOMC is gathering together a library of suitable venues for club outings, rallies and weekends away. Our club can contribute to that and details of how to do so will be in the next edition of *Your ABCCC News*. Such a library could become a very valuable service for clubs, but it is also up to us to ensure that the project is the success that it should be.

Our thanks go to Tony and Maxine for providing a perfect meeting room and a sumptuous barbecue that sealed all the meeting decisions. Thanks are also due to all who so willingly contributed to the plans for 2009. Your input was appreciated.

Mike Alfrey.

COMO GARDENS OPEN WEEKEND – 25th & 26th October, 2008

The weekend at Como Gardens was a great success with nearly 2000 people attending, creating a worthwhile fundraiser as only George & Pat Hetrel can. Their generosity in providing their wonderful residence, gardens & Museum for worthwhile charity is testament to their character.

This year over \$14,000 was raised and the charities were St John Ambulance & the Knox S.E.S. (State Emergency service). They both do such an important role in community assistance and support. Past years, funds have been raised for the CFA, and speaking of such, this year the bushfire season is definitely not one to be complacent with. The months ahead, may not be pleasant without good rains, but hopefully the firefighters are well resourced.



Saturday went very well with Graeme Maundrell (Chief Logistical Officer) & the ABCCC Marshals managing to squeeze all the cars into the paddock car park, but Sunday saw both sides of the road lined with overflow cars. Kelly Clarkson (Girl Friday/Supervisor) did a great job in organizing almost everything (maybe everything!) as well as all the others that had their jobs to do to make the w/end a pleasurable occasion for all the visitors. The displays by the SES, St Johns & the unique (record holding) Solar Car along with the fascinating motor vehicle commentary by the now legendary Don Kinsey (& George Hetrel of course), the food, children's raffle wheel, the wonderful train rides, and the calming remote control boats on the picturesque lake. Did I forget to mention the overall magnificent gardens and wildlife? (Of course not Pat!). All this made a great day for everyone attending.



George and Pat wish a "BIG KIND THANKYOU" to everyone that helped on the weekend. Without many Indians to assist, the w/end would not be possible. Kindly they have donated \$1000.00 to the ABCCC for our assistance with manpower & womanpower (personpower just doesn't sound right!). **On the other side of the coin**, I believe the ABCCC, everyone involved and everyone who attended, congratulate George & Pat for their selflessness and generosity, and wish them the very best of health and luck for every day of their future.

Three Cheers for George & Pat !

Above: George in the cockpit of the record breaking solar car.

Rob Nolan.

MID-WEEK RUN – Wednesday 26th November, 2008



Archery Competition – Round II

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

We will meet at 9:30 am for a 9:46 am departure from the car park at The Lilydale International Club, Nelson Road, Lilydale. Upon arrival at the archery centre, we will enjoy a refreshing cool drink, or a reviving cuppa before taking our bows. After lunch we will have a second archery competition and then decide where to go for afternoon tea. We do need to know the number of participants for the archery competition and lunch.

Please contact me on (03) 5964 9291 or on 0408 343 176 to make your reservation.

Colin Brown.

MYSTERY BUS TOUR – Sunday 30th November, 2008

Once again the world-renowned Higginson Charabanc Tour Company fires up the wonderful sounding 420 horsepower Detroit Diesel engine and, off we go on another fantastic Mystery Tour. The day begins on the banks of the Yarra River in Alexandra Avenue (opposite the Botanic Gardens, near Anderson Street), Melways Map 2G, Reference D 11, for a BYO breakfast, The world famous Higginson Patented Super-heat Steam Generator (urn) will supply boiling water for coffee and tea, which will be provided. The coach arrives at 7:00 am and we ask everyone attending to please leave their classic car at home and drive your everyday car to our breakfast venue, as it will be left in Alexandra Avenue all day whilst we are on the charabanc.

Breakfast will be on from 7:00 – 8:30 am, and the bus will be leaving shortly after that time. We will be heading somewhere north, south, east or west and will be stopping when we get there. The only costs involved will be \$6.00 for a mystery ride and your lunch. We will be having a counter lunch at an hotel in the area and will then be returning to Melbourne.

Unfortunately we will have to limit the number of people attending to fifty, so if you wish to attend, please ring Lyn at home on 9336.7306 after 5:00 pm or you can E-mail me at work on lhigginson@kangan.edu.au. Remember first in gets a seat in the coach. If you have already mentioned that you would like to attend please give me a ring to confirm your seat.

Hoping to see you all on the banks of the Yarra on the 30th.

Lyn & Ray Higginson.

CHRISTMAS LUNCH – Sunday 14th December, 2008

Please refer to back page for detailed information. On top of that note, here is a word of advice – if coming down to Frankston on EastLink, to avoid a serious bottleneck at the Frankston end, take the Seaford Road exit and head for Nepean Highway from there to continue the journey.

Christmas lunch this year will be at the Mornington Country Golf Club kindly organised 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) 59751867.

Karen McDonald.

RACV CLASSIC SHOWCASE – Sunday 1st March, 2009

This important event, formerly the RACV British & European Motoring Show, staged for us by the AOMC, will be held at the National Steam Centre, 1200 Ferntree Gully Road, Scoresby for the first time. The Melways Directory map reference is Map 72 Reference D9. The RACV Classic Showcase is open to all historic and classic vehicles originating from Britain and Europe. This time around, there will be celebrations for the 60th anniversary of the Morris Minor, forty years of British Leyland and the 50th anniversary of the Daimler SP250.

There is just one entrance gate and you are strongly advised to pre-book your car for this show. Ticket holders will be waved straight into the show venue. The AOMC has been advised that our club will be staging a significant display. I will be coordinating our entry numbers. The entry fee, for car, driver and one passenger is just \$12.00 per motor car. There will be a quantity of RACV Classic Showcase brochures at our Christmas lunch venue.

A good showing at this important event will be great publicity for our club. Please help us make this a grand display of our British Classics, within our club we have many cars that are worth displaying. Please keep me informed of your entry, on (03) 9729 1480, or, E-mail michael.alfrey@bigpond.com after 12th December.

The entrance gate will open at 8:30 am for display vehicles and the spectators will be let in at 10:00 am.

This is an event that is authorised by the AOMC for VCPS vehicles. It is also an official ABCCC 'attending' event. Carry either this magazine or the show's brochure front page as proof of event authenticity.

Further information can be obtained from the AOMC Website at www.aomc.asn.au

Mike Allfrey.

A TRIP TO NORTH AMERICA 2009 / 2010

Overseas club members, Peter and Joanne Schneider, have contacted us offering to run a club event in Hawaii or on the south west coast of mainland USA. Sounds like a good idea, and could be a club holiday type event, similar to our Norfolk Island trips. Unfortunately, our calendar for 2009 is quite crowded. A trip like that could be squeezed in for next year, or, it could become a 2010 holiday (sorry Peter – vacation!) trip.

At this stage, we are looking for expressions of interest in such a holiday. Peter and Joanne are great organisers, so we can be assured of a wonderful USA experience. The best part will be that we will be there with someone we know, and can put the show on the road.

I have always wanted to 'do' Nova Scotia, but that is way over on the US north east coast, so, I'd be happy to settle for the Oregon Coast Highway. Go to Google Earth and have a look at some of the pictures along that highway – quite spectacular! Expressions of interest can be directed to Pat Douglas and Tony Pettigrew.

Mike Allfrey.

AUNTIE PAT'S SCOTTISH TEATIME RECIPES

Pat Douglas has lent the Editorial Office a delightful little booklet that features teatime treats of a Scottish type. These are little fill-in pieces that can make an interesting change to that British institution 'teatime'

Scottish baking is renowned worldwide and this series contains an assortment of mouth-watering cakes, bannocks, breads and biscuits. Compiled by Johanna Mathie, these recipes provide an excellent selection for a traditional Scottish tea.

The illustrations that will be used to provide some Scottish atmosphere are by artist Sutton Palmer RI.

Here is the fourth in this tempting series.

4. Petticoat Tails - Ingredients

8 oz. Flour, 4 oz. Corn Flour (or Rice Flour), 4 oz. Butter, 4 oz. Icing Sugar, and Caster Sugar for Dredging

Method

Set oven to 350 °F or Gas Mark 4. Grease a baking sheet. Cream the butter and icing sugar together in a bowl. Sift in the flour and work into a smooth dough, if the dough is too dry a little water can be added to moisten. Divide the mixture into two. Roll out on a floured surface and shape into two thin rounds. Place on the sheet and prick all over with a fork. Mark each round into six triangles. Bake for about 20 – 25 minutes until pale golden in colour. Sprinkle with caster sugar while still warm. Cut into the triangles and cool on a wire rack.

A perfect treat for the grandchildren. Enjoy!

From Scottish Teatime Recipes – With Thanks.

SEASONS GREETINGS!



This is very likely the last issue of the year, and it is appropriate for us to pass on our compliments of the festive season. We have had a very good year and our club is financially sound. There have been some memorable times in 2008 and we salute those who put in the time to organise and run those events so effortlessly and effectively.

The weather was fine for nearly all of our runs and it is an example of just how well we use our well-oiled machine, that is the ABCCC, to have a year without a cancelled event. We had memorable times – such as the Top Of The World Tour, our enjoyable Great ABCCC Trivia Challenge, and our becoming justly famous, Indulgence Tour, plus lesser events – one with snow falling – all so well attended by an enthusiastic club membership.

It is now time to wish you all a very Merry Christmas and a Happy New Year. Celebrate them well, but do drive safely and don't forget to give your British Classic a present too – in the form of a good service! We want you and your cars at our events next year!

Your Committee.

THE ABCCC CHRISTMAS LUNCH

SUNDAY 14TH DECEMBER, 2008



Our Christmas luncheon will, this year, be held at the Mornington Country Golf Club, Tallis Drive, Mornington.

In the Melways Directory, Map 104 Reference H9.

Meet in the Clubhouse for a refreshing pre-lunch drink at 12:00 noon for lunch at 12:30 pm.

Bookings are essential and should be made with Karen or Ken McDonald on Telephone No. (03) 5975 1867.

Our luncheon will not be a pre-paid event, but please note that late cancellations and 'non-appearances on the day' will have to pay the \$35.00 per person cost of the missed luncheon.

There will be a Christmas gift exchange, His and Hers, to \$6.00 maximum. Father Christmas will be there!

