



An incorporated club
A0035462V

A friendly family social motoring club

Edition 129

June 2009

**ONE OF THE WORLD'S BEST
ENGINEERED CARS!**

Your ABCCC News



Harry Cooper's new acquisition, a very smart Rover P5B. If it was written up and submitted for inclusion in our quest, this could well be the Veritable British Classic. Think about it!

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

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Inc. is \$35.00. There is a once-only joining fee of \$30.00. Please send membership subscriptions to

Pat Douglas

PO Box 201

Chirnside Park VICTORIA 3116

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
Club Founder – The Late Frank E Douglas**

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

THE ALL BRITISH CLASSICS CAR CLUB – YOUR COMMITTEE

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The All British Classics Car Club Website Is: <http://www.abccc.com.au>

IMPORTANT CLUB INFORMATION

The All British Classics Car Club (Victoria) Inc, (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: A00035462V.

The Official Club Magazine – *Your ABCCC News*

The publication, *Your ABCCC News*, is the official magazine of the ABCCC Inc. It is published once a month, with the exception of December each year. 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, event information and photographs are with the 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 acknowledgement be given.

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 at the same time that the printed copy of the magazine is mailed to those who do not have access to the Internet.

Disclaimer

This publication contains general information that should not be relied upon without the specific advice from a suitably qualified professional. The authors and the ABCCC Inc. 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. can not be held responsible for any inaccuracies relating to other clubs' events.

All correspondence should be addressed to the Editor *Your ABCCC News*, 59 Rowson Street, Boronia, Victoria, 3155. Other Editorial contact information is listed above.

It is club policy to have the right to refuse placement of advertising material in *Your ABCCC News*, from those who are not members of the ABCCC Inc.

The Victorian Club Permit Scheme

The ABCCC Inc. is a club that is authorised by VicRoads to operate vehicles under the Victorian Club Permit Scheme (VCPS). On the Committee there are two VCPS Officers and their contact details are listed above.

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

ABCCC EVENTS DIRECTORY 2009

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.

June 2009

12 – 14 Weekend Retreat to Bright – An ABCCC Event Frank Sawyer 0408 633 778
Venue – Riverbank Park Motel, Bright, Victoria.

July 2009

5 Wool Museum and Ford Centre Visit – An ABCCC Event Anne Tootell 0412 549 906
Venue – Geelong, Victoria.

18 The Great ABCCC Trivia Challenge – An ABCCC Saturday Event Geoff Birkett (03) 9755 1772
Venue – Lilydale International Club, Nelson Road, Lilydale, Victoria.

26 Christmas In July Luncheon – An ABCCC Event Colin Brown (03) 5964 9291
This is our club's Annual 'Dinner', an event not to be missed. Mobile 0408 343 176
Venue – TBA.

August 2009

2 Di & Nello's Big Day Out – An ABCCC Event Diane Mafodda (03) 9719 7949
Venue – TBA.

14 – 21 ABCCC Holiday – An ABCCC Overseas Event Marjorie Pepper (03) 9439 7875
Destination – Burnt Pine Township, Norfolk Island, Pacific Ocean.

September 2009

2 Maxine's Picnic Day – An ABCCC Mid-week Event Maxine Pettigrew (03) 9739 1146
Note: An event not to be missed.
Venue – TBA.

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 0624
South Gippsland Tourist Railway and Lunch Trip.
Venue – Meet at 13 Hatch's Road, Nyora, Victoria.

October 2009

2 – 4 **Indulgence '09** – An ABCCC Event Peter McKiernan (03) 9787 6003
Venue Destination is Secret, but it will be exceptional.

17 – 18 Como Gardens Open Day – An ABCCC Assist Event George Hetrel (03) 9761 1341
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 Cup Day Display Event Colin Brown (03) 5964 9291
Venue – Yarra Glen Racecourse, Yarra Glen, Victoria. Mobile 0408 343 176

14 – 15 Bendigo National Swap Meet – FVV & CVC Inc, Booking Officer 0427 446 660
Venue – Prince of Wales Showgrounds, Bendigo, Victoria.

15 ABCCC Members' Grandchildren's Picnic – An ABCCC Event Marjorie Pepper (03) 9439 0264
Venue – Werribee Open Range Zoo, Werribee, Victoria.

20 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 – Mornington Golf Club, Mornington, Victoria.

June 2010

6 – 8 A Special Weekend Away – An ABCCC Event Frank Sawyer 0408 633 778
Venue – Tocomwal, New South Wales.

?????? 2010

? - ? Two Clubs Reunion – An ABCCC Event Frank Sawyer 0408 633 778
Meet with the ABCCC Queensland Group.
Venue – Historic Richmond, New South Wales.

THE VICTORIAN CLUB PERMIT SCHEME AND THIS DIRECTORY

IMPORTANT, BE AWARE OF: All ABCCC 'noted events' in the Events Directory above are VCPS authorised. To qualify for the VCPS, under the auspices of the All British Classics Car Club Inc., your VCPS permitted motor car must attend a minimum of three (3) club-run events per year, from the date of the motor car's permit issue.

VICTORIAN CLUB PERMIT SCHEME RENEWALS

For your Victorian Club Permit Scheme (VCPS) renewal, please forward your completed renewal form to Colin Brown, 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 VicRoads for you.

NEW VCPS APPLICATIONS

For members wanting to place a motor 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 able to provide all the information required to place a motor car on the VCPS.

Nello's position is entirely voluntary, so due consideration should be given when contacting him.

EDITORIAL NOTES – 129

Sorry folks, but this issue is continuing the trend of early editions of Your ABCCC News this year. This trend certainly keeps the computer keyboard warm! This time Rob and Mary are off to Queensland, sensibly via Historic Winton, to the Wintersun motor sport activities in Coolangatta – hopefully in their superb MGB GT. Also, hopefully, the jaunt will bring forth an article for us all to enjoy.

We featured an item, a few issues ago, about radial tyres de-laminating. Further to that, it is nice to report that the new Bridgestones fitted to the Editorial Rover, give a vastly superior ride. Their suppleness and quietness give a vivid illustration of just how stiff and harsh riding the old tyres were. The 'peace of mind factor' is also a great comfort after having experienced, in another motor car, a radial tyre de-lamination – fortunately at slow speed. It is well worth while spending that little bit extra, even if the old tyres have good tread depth evident.

The Editorial Jowett Jupiter has suffered that malady caused by lack of use, rear brakes sticking on, due to the wheel cylinder pistons having a lack of exercise. The motor car has not been driven since October last year, and it shows! Someone out there should invent an automatic brake piston releaser – maybe in the form of mounted induction heaters to warm the cylinder housings at the push of a dash mounted push button. I think I will take the stainless steel sleeve option!

You should all be well aware that we have some great events coming along nicely. This month there is the Retreat To Bright weekend away. Then, there is our Great ABCCC Trivia Challenge and the month finishes with our splendid Christmas-In-July luncheon at the end of July (when else?) It should be carefully noted that Colin and Joy Brown have absconded on a cruise to Somalia (some say to sort out those irritating pirates) and more, returning just before our Xmas-In-July luncheon. This leaves Pat Douglas to take the luncheon bookings. If you can, please use the booking form on the back page of this issue. That will make Pat's task a great deal easier.

Mike Allfrey.

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?

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.

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!

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.

A WARM WELCOME TO NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club. Our club is one of the fastest growing motoring interest clubs in this country. We hope to be able to welcome you and, in actual fact, your British classic motor car, at one of our events soon. Our club aims to have two motoring events each month, so there are plenty of fabulous events for you to select from. Welcome!

Name	Make Of Car	Model	Year
Carol & Andrew Hawke	Hillman	Super Minx Convertable	1963

Pat Douglas – Membership Secretary.

PAST AND FUTURE EVENTS

A section devoted to reporting on what has happened, or is about to happen within our club. All club members, not just those who have organised events, are encouraged to submit reports for inclusion here in Your ABCCC News. Event reports will be accepted in hand-written form, typed or via the E-mail system.

COMO GARDENS OPEN WEEKEND – 18th and 19th April. 2009

Helping St John Ambulance and Knox S.E.S.

Our recently conducted 'Open Weekend' was another successful one, that yielded \$11,000 shared equally by Knox SES and St John Ambulance. We now move on and look forward to our spring event, which closes off our twelfth year of these events.

The date will be 17th and 18th October, 2009.

Please convey our appreciation to those club members who continue to support these events with their helping hand, in turn supporting local voluntary organisations. Enclosed is a cheque in favour of the ABCCC for \$1,000.00.

George & Pat Hetrel.

THE CREAM SPONGE RUN – Sunday 3rd May, 2009

Consuming The Most Sumptuous Cream Sponges In The World!

This time we had a glorious autumn day for a drive through the Dandenongs to our lunch destination at the Paradise Valley Hotel in Clematis. Your generosity at our Cream Sponge Morning Tea raised \$242.65 for the Fire Brigade. This money goes directly to our brigade and, rest assured, it will be put to good use.

Well, you all had your thinking caps on, thank heavens there were a couple of curly questions to separate the finalists. There were forty-three people on the day, and checking the sheets was made considerably easier with Lyn Higginson helping. In any case, enthusiasm was such that we had four first places with 23½ points from a possible maximum of 25. There were two equal second with 22½, with four equal third with 21½ points.

First Place Achievers were:

Team Pettigrew
Andrew & Carol Hawke
Ken & Karen McDonald
Lyn & Ray Higginson

Second Place Achievers were:

Nello & Diane Mafodda
John & Tricia Fleming

Third Place Achievers were:

Phil Cook
Rob & Stella Stark
Ross Paul & Elinor Boyd
Frank Sawyer & Val Mac Rae



Paradise Valley Hotel car park. Image by Ken McDonald

To resolve the dilemma democratically, Pat Douglas drew the winners' names:

First place went to new members Andrew and Carol Hawke, second to John and Tricia Fleming and third place went to Robert and Stella Stark, their prize being a bag of Snowballs. It was quietly noted that the many Snowball enthusiasts that the bag did not get opened!

We must mention that Andrew and Catherine McGrath came with their two small children, and many of us noticed how well behaved they were (The children, not Andrew & Catherine!) It is not easy keeping little ones entertained and happy for a full day and we hope you were able to relax and enjoy yourselves as well.

We didn't hear any complaints about lunch, what ever was ordered looked excellent – ours certainly was. In all, it was a great day in good company, which is what this club is all about.

Thank-you again to all who participated.

Geoff & Judy Birckett.

Editor's Note: I think it is extremely appropriate that our collective thanks are given to Geoff and Judy for putting on such a wonderful day for us all. Parked out the front of the Sassafras & Ferny Creek CFA was a fine example of how our donations have worked over the past few years. Yes, there were two brand spanking new, highly polished bright red fire engines! Quite a display. The cream sponge cakes did most certainly live up to and, if it is possible, exceeded their reputation as being the best in the world! And, in addition to that, the one course lunch that I had at the Paradise Valley Hotel was such that I didn't eat for another twenty-four hours! Our heartiest thanks to those wonderful ladies at the CFA, and to the very capable staff at the Paradise Valley Hotel. Thankyou all.

Special thanks are also due to Tony and Maxine for taking us on this great event – it was a lovely day out and the trip home was superb!

Mike Allfrey – A Passenger.

BOLLYGUM PARK RUN – Sunday 10th May, 2009

A Very Special Event Organised By George Chrystie

On a beautiful autumn morning approximately eighty cars gathered in Whittlesea, for the run up to Kinglake for lunch and a car display in Bollygum Park. It was like a RACV Fly the Flag reunion as Maxine and I spent an hour inspecting cars and speaking to many old friends from other car clubs and participants from the Tour. There was quite a large contingent from the Murray region,



George Chrystie and his Ford Model T.



Presenting the proceeds of the run to Cheryl Phillips.

In addition, George Chrystie had brought his T Model Ford from the museum which created a lot of interest. We left Whittlesea in convoy with me driving Maxine's Roller we got behind Ray and Wendy Hudson's award winning Fiat, up the long steep climb to Kinglake by the time we got to the top the brakes on the Roller were running red hot! (Sorry Ray, I couldn't resist) We parked the cars in Bollygum Park allowing everybody free time to have their lunch before the presentation at 1:30 pm.



At the presentation we gave \$5,282.00 to the president of The Bollygum Park Committee. This amount comprised \$810.00 raised by George Chrystie at his museum on the RACV Fly the Flag Tour, \$744.00 raised on the day, \$500.00 donated from the Rich River Custom Car Club and a whopping \$3,282.00 from the Sun Country Car Club. There was a lot of support to the suggestion that we make this an annual event, to monitor the progress of the Park's

development, something for us to keep in mind when it is time to plan next year's Events Calendar.

Tony Pettigrew – President.

WEEKEND RETREAT TO BRIGHT – 12th - 14th June 2009

A Revised Weekend Away – Maybe A Bit Less, But Just As Much Fun!

This trip is to replace the inter-club tour to Richmond NSW, which was deferred until a later date, at the request of our sister club in Queensland.

We will meet at 9:00 am in car park of the Lilydale International Club, Nelson Road, Lilydale (Melways Map 38, Reference H3) for a 9:30 am departure. Our first stop will be at Yea for morning tea at one of the cafés in the main street. We will then continue via a scenic route to the Milawa Cheese Factory at Milawa where a light lunch is available at own cost. We will then proceed to our accommodation at Bright.

Don't forget to pack warm clothing as the Bright area can be a little bit chilly at this time of the year.

We will spend the two nights in Bright, before travelling home to suit ourselves. We have negotiated a package deal which includes two nights accommodation, cooked breakfasts and two evening meals, outside with fire drums weather permitting or inside in the dining room if not. Those of you that came to this venue on a recent Indulgence Tour will remember what a great atmosphere there was on the river bank.

All this for only \$200 per person, including a complimentary drink each night. So all you have to do is bring what you want to drink and your smile. There are still a few rooms available at the motel, so please, if you could let me know if you are coming, then I can book you in. Feel free to call me on 0408 633 778, if you require any more information or to book your spot.

Frank Sawyer.

VISIT TO FORD DISCOVERY CENTRE – Sunday 5th July, 2009

Also Taking In the Delights of the National Wool Museum

We will meet at the Todd Road Service Centre (Melways Map 56, Reference: F1) at 9:00 am for a 9:30 am start over the Westgate Bridge to Geelong. At this point we will be collecting entrance fees for the combined group tours (currently \$8 per head) and issuing menus for the luncheon. (Still to be finalised). You will appreciate those who wish to join us for lunch will have their orders phoned through, to ensure there is little delay once we are seated at 12:00 noon. The tours start at The Ford Discovery Centre at 11:00 am, for one hour. We then have our lunch break at 12:00 noon and start the Wool Museum tour at 1:30 pm. This will finish at about 2:30 pm, leaving plenty of time for return home before its too late, and also not overstaying our parking times. No, No, No, free (4 hour) parking is available on the Eastern Beach Drive, west of Moorabool Street, only a block's walk to the Ford Discovery Centre (on the north-west corner of Brougham/Gheringhap Streets), or, you can park in the Bay City Car Park (Brougham Street) which is opposite the Wool Museum. \$5.00 for four hours, but \$10.00 for half an hour more.

The Ford Discovery Centre is at 12 Geringhap Street, Geelong (between Smythe Street and Brougham Street – Melways Map 401, Reference: G2). Telephone No. (03) 5227 8700.

The National Wool Museum is at 26 Moorabool Street, Geelong (between Brougham Street and Corio Street – Melways Map 401, Reference: H3). Telephone No. (03) 5272 4701.

Note: Map References are from Edition 36 of the Melways Street Directory.

If you are interested in attending we must hear from you before 30th June to advise group numbers etc for the tours. To ensure a place on these interesting tours, call Anne or Bryan on mobile telephone number 0412 549 906 (or E-mail to annbry@optusnet.com) and we look forward to seeing you on the day.

Anne & Bryan Tootell.

THE GREAT ABCCC TRIVIA CHALLENGE – Saturday 18th July, 2009

Make Up A Team And Join The Challenge!

Please note the new date for this event

We will be having a buffet dinner with two courses featuring an Italian theme, at a very reasonable \$20.00 per person. Questions to make you smile and test your knowledge. What could be nicer than a glass of red and lasagne with friends on a winter's night. Please arrive sharply at 6:30 pm for a 7:00 pm start.

The Great ABCCC Trivia Challenge will be held at the Lilydale International Club, Nelson Road, Lilydale, Melways Map 38, Reference H3.

Phone please to assist with numbers for catering **GEOFFREY AND JUDY BIRKETT (03) 9755 1772.**

Geoff & Judy Birkett.

CHRISTMAS IN JULY – Sunday 26th July, 2009

A Mighty Feast In Sherwood Forest!

So, you thought that Christmas was all over? Wrong! It is time to start thinking about our Christmas In July!

This year, we have a new venue and, I guess a number of you will remember *The Baron Of Beef?* Well, it is now called *Marybrooke*, and a lovely Tudor style mansion it is, nestled on the edge of Sherbrooke Forest and listed by the National Trust. *Marybrooke* is located at 10 Sherbrooke Road, Sherbrooke (Melways Map 75 Ref: H2). Timing

is Sunday 26th July, 2009 at 12:30 pm for a 1:00 pm lunch. It should be noted that this, our annual club luncheon, is a club member only event. Drinks will be provided by the club.

There will be cream of butternut pumpkin soup, roast turkey and pork (with crackling and cranberry sauce), served with an assortment of roasted vegetables, pan gravy and condiments. All of this will be followed by individual plum puddings with warm custard. There will also be tea or coffee afterwards.

Cost of all this is just \$30.00 per person and bookings should be made quickly to avoid disappointment. Bookings and payment are required before 17th July. To book, please use the booking form on the back page of this magazine. Please note that Colin and Joy are away at present, so please direct all enquiries to Pat Douglas.

By popular demand, there will be a Kris Kringle with a \$5.00 limit.

Colin and Joy Brown.

INDULGENCE '09 – Friday 2nd to Sunday 4th October, 2009 **The Renowned ABCCC Indulgence Weekend**

If you enjoyed Nagambie, Bright or Metung you will certainly not be disappointed with this year's venue. A full tour of pure indulgence is set, and, it is proposed that we will leave Yarra Glen on Friday 2nd October at 8:30 am. This time, we will proceed in a northerly direction. After approximately 1½ hours drive we will stop for morning tea, which is included and comprises a cup of tea or coffee and a cookie. After morning tea we will proceed to our luncheon venue, an internationally renowned country brewery and pub where we will have a BBQ lunch and a sample of their manufactured product. We will then proceed to our destination venue (secret location). After we unpack we hope to enjoy pre-dinner drinks and nibbles. Dinner on Friday evening is in an old bluestone winery (walking or staggering distance from our 4-star motel) where we will enjoy a three course a la carte dinner with a bottle of wine per couple.

Saturday morning, following a cooked or continental breakfast in our rooms, we will assemble at 10:00 am and board a coach, for a tour of local wineries including lunch at a boutique delicatessen operated by "The Pickled Sisters", where we will sample local foods and again, a bottle of wine per couple. After our tour we will return to our accommodation at approximately 4:30 pm. Pre-dinner drinks will be held by the pool (bring your bikinis or togs), dinner on Saturday evening will be a BBQ with salads and fruit salad and ice-cream and again, by the pool.

On Sunday after a sleep-in, we will walk to our brunch venue where we will enjoy a cooked or continental meal after which we will make our way back home for the recommencement of our diets! Our venue is such that you will not need to drive your car from the time of arrival until you wish to return home.

The cost for all this 2½ days of indulgence is \$600 per couple.

We are restricted to a limited number so early bookings are necessary. Full payment will be required by early September. To make your booking for this fabulous weekend of *Indulgence*, contact Peter or Rosalie McKiernan on 0407 876 023 or (03) 9787 6003.

Peter and Rosalie McKiernan.

Muntham



SMALL FRUIT CAKES

This, our 15th in the series, comes from 'Tried & Trusted' a compilation of history and cooking from Victoria's well known Western District. Our thanks are due to the National Trust for these wonderful traditional recipes.

'Muntham' station originally comprised some 77,000 acres, and was taken up by Edward Henty in 1836 immediately following Major Mitchell's initial crossing of 'Australia Felix'. Henty had been established at Portland Bay since 1834 and is generally recognised as Victoria's first permanent settler.

From about 1840 'Muntham' homestead was built in stages.

Brian and Joanne Dickenson acquired the property in 1979.

Ingredients

¼ lb Butter
¼ lb Sugar
2 Eggs
6 oz Self Raising Flour
½ Cup of Milk
Raisins, Currants and Lemon Peel
1 Dessertspoon Marmalade (or Apricot Jam)

Method

Beat the butter and sugar to a cream, add eggs and then the fruit, marmalade, milk and lastly flour.
This makes about thirty small cakes.
Bake for five to ten minutes in a hot oven.

Joanne Dickinson – With Thanks.

MGA 1600 ROADSTER (A.K.A. BLACK BETTY)

A Brief History of a Thorough Restoration

Recently completed after thirty years languishing at the back of a shed as a thought in progress, our MGA 1600 Roadster is on the road and giving us much motoring pleasure.

First thanks must go to fellow Club member Don Bezzina, whose spray painting skills helped Geoff to have the confidence to do a ground-up restoration himself in many other aspects, as well as mechanical.

Together they worked over the next twelve months stripping and re-spraying the bodywork. Don showing that patience is its own reward and many trips to the local chrome plating establishment is never too much of a good thing. If it couldn't be chromed, Don insisted on cleaning and polishing. Thanks Mr Bling!



The expensive 'HLC-111' plate proudly worn by 'Black Betty'.

Further acknowledgement is due to Tony Pettigrew, for without the loan of his book detailing every conceivable aspect of each stage of restoration I'm sure we would still be trying to piece everything together. Many, many parts of the trim were missing and his book gave us the ability to reproduce or replace whatever was needed.

Thank you Tony.

Also to Colin Brown who helped in the last stages with refurbishing the side windows and gave us the contact point for getting them completed. So many upholsterers did not know either how to do them or were not interested – Thanks Colin.

Our good personal friend, Robert Riddiford whose carpet laying expertise is limited to picture theatres and hotels, looked at the old tattered carpet that remained and reckoned a six-pack of Crownies one evening in the workshop (or a flagon of Port, if it was cold) should be an easy job, and something different from what he was used to. Some nights it sounded like Boys' Own Annual up in the workshop, but what a terrific job – thanks Rob.

Knowing the full previous history of the car (we are only its third owners, and it was only on the road for ten years before the engine was written off) we wished to re-register the car with its original issue registration number on black and white plates. VicRoads in their almighty wisdom considered this to be a personalised plate and charged \$400.00, what a money grabbing opportunity for them that was! *Black Betty* as she has been dubbed, made her first appearance at the RACV Great Australian Rally, did some Club runs and picnic days out, then took us happily and proudly on the RACV Fly the Flag Tour in March this year.

A great tribute to Geoff's time, effort and skill, and those aforementioned people who helped along the way. The absolute icing on the cake was to be awarded Best Open Sports Car at the completion of the Tour. What a thrill that was, and what an honour!

Geoff and Judy Birckett.

THE GREAT ABCCC TRIVIA CHALLENGE

DON'T FORGET TO BOOK IN FOR THIS GREAT NIGHT FOR YOUR TEAM. THERE WILL BE PLENTY OF ITALIAN STYLE FOOD, WITH DRINKS AT BAR PRICES. BE SURE TO MAKE YOUR BOOKING NOW!

DETAILS ON PAGE 7.

MOTORISTS AND THE “AGONY” COLUMN

This nice little piece from yesteryear comes from The Motor magazine, of 12th November, 1935. Our thanks to that erstwhile magazine and to Bill Ballard for supplying it for us to have a chuckle at some seventy-four years later. Enjoy!

Motorists appear to be among the chief users of the “Agony” columns in the newspapers. Sometimes the advertiser is anxious to thank the driver of another car who helped him out of a difficulty — a laudable enough motive. On the other hand, it occasionally happens that a driver will pay to vent his annoyance on another driver, or upon drivers in general. One such advertisement read :— “There may be Good Samaritans, but not one stopped to help a girl in a stranded car on a bitter night, Great West Road. — Disgusted.”

I recall another “revengeful” advertisement which read something like this :— “If the driver of the yellow Spitz which last night forced a small two-seater on to the

pavement at Pimlico will communicate with the advertiser, he will hear something to his disadvantage.”

Of late this kind of advertisement (quoted from a Glasgow newspaper) has been becoming more common:

“Lady wishes to travel to London by car, 24th or 25th inst. Lowest terms.”

It is rare that such a delightful “Agony” cry is seen as this one, which appeared the other day in a newspaper at Grand Coulee Dam, Washington :— “Found.— Lady’s purse left in my car while parked. Owner can have same by describing it and paying for this advertisement. If owner can explain satisfactorily to my wife how purse got into car I will pay for advertisement myself.—R.C.”

No one knows whether the advertiser was ever reconciled to his wife!

The Motor – With Thanks.

COMMENTS ON CLUB MAGAZINE CONTENT

Fear Of Litigation Claims

A part of my voluntary work is preparing the Events Directory for the Association of Motoring Clubs’ Newsletter. To do this, quite a number of car club newsletters are perused, on a regular basis, to find events for inclusion in the Directory. It has recently been noticed that there is an increasing lack of technical material published by clubs. This comment, of course, relates to one-make car clubs. Our magazine does not usually include technical articles, and, if it does, they are of a very general, well vetted nature.

One club’s newsletter explains that it is the wish of that club’s Executive Committee that no technical material be published in their club’s newsletter because of a fear that a litigious claim may, under certain circumstances, be made against the club. This situation is extremely sad, because with quite a number of one-make car clubs, the newsletter should be the first place of reference for technical information for a particular motor car or cycle. It is also, importantly, the most expected source of information for younger people who are enthusiastic about a particular motor car. Most clubs do have libraries of manufacturer-published technical material, however, a newsletter should be a source of updated technical material.

Most of us are aware of more modern procedures for tackling some maintenance tasks, or, if certain parts are no longer available, other parts that will do the job in exactly the same way, should to be passed on to the membership. There are certain areas that are related to motor car safety, and it is these that are causing committees to use extreme caution with respect to information not being described adequately, or, a dangerous practice is described. Noticed in one club’s newsletter some time ago, was a statement that declared – “ , every castellated or slotted nut should be tightened and then backed off half a turn, before installing a securing split pin.” Mention that **every** such nut should be assembled thus is utterly irresponsible, and really, should have been filtered out by the newsletter’s Editor, or referred to someone with a motor trade background for verification before publication. Such a statement does leave a club open to a litigation type of claim. It is easy to imagine a motor car’s steering arm, that is tightened into a taper bore, becoming dangerously loose due to its securing nut being slackened off prior to the split pin being installed.

One make car clubs have an obligation to keep their membership technically informed, but it must be done in an appropriate way. However, this information must be technically appropriate because, in this modern age of Internet sourced information, that technical information can so easily get into the hands of an absolutely incompetent mechanic, but maybe one who, after a related accident, can (or has relatives who can) employ a very clever lawyer to sue the club that provided the information.

There is no reason for clubs to cease placing technical material in their newsletters, it just needs to be carefully vetted before it is passed on to the readers. Most clubs have members who have a very sound technical ability, and that ability and knowledge should be drawn upon when preparing articles of a technical nature. It would be advisable to close off articles with a brief disclaimer statement to help protect the club. This magazine has, on Page 2, a suitably covering disclaimer statement. However with technical material being, maybe, handed on without the complete magazine, a few words within the article disclaiming responsibility would give appropriate cover.

Mention of the Internet raises another subject with respect to newsletter content – that of Copyright on articles reproduced in newsletters. There was an instance where an Australian car club used an article, from another source, in good faith, Only to be faced with an account, from a lawyer’s office in New York, for a large sum of

money. The reason? A breach of Copyright. This incident makes it seem that the safest approach for an editor is for him/her to use only material that was self written (or uniquely written by club members!).

Some clubs are actively carrying out 'risk assessments' and safety warnings for every event they conduct. Noted in one newsletter, was a tongue-in-cheek reference to the fact that those carrying out the risk assessments, should be wearing hard hats, eye protection goggles and life-jackets (the last if close to water!). Hopefully, in our club, it will never get to that stage – or will it?

Mike Alfrey.



“ . . . we tend to concentrate . . . are ready for any emergency.”

SKIDDING

The Way It Was In 1949

From Odham's Motor Manual, a book produced for giving prospective (and established) motorists a solid grounding on how a motor car works, how to maintain it and how to drive it. This excellent book was published in 1949, at a time when motoring was about to come to the masses. It gives us an insight into how many topics were handled at the time. This section on Skidding relates to a period when many motor cars on the roads of Britain were equipped with mechanical brakes, which in slippery conditions could be quite interesting! Of course with anti-lock brakes, electronic brake force distribution, electronic stability control, various forms of traction control and tenacious radial ply tyres, the good old skid is just about completely banished. However, just in case

The use of the brakes is closely related to skidding, because many skids originate through the brakes being applied carelessly. Other contributory causes are wet, greasy and ice-bound roads. A wet oily surface is especially dangerous, and over-quick acceleration, particularly at corners, is responsible for many skids.

Racing motorists are in the habit of skidding deliberately, in order to corner more rapidly. Every driver will, at some time or another, experience a slight skid on a corner, and, after the first skid, some idea may be obtained of how the principle works. Deliberate skidding at corners should be avoided, however, for not only can it prove dangerous to other road users, but great skill is required to know to what extent a car can skid and remain under effective control.

Although care should be taken to avoid skids in the course of normal driving, a certain amount of practice with them is worth while; the experience gained will assist in coping with the emergency when it arises. For this practice a wide empty stretch of wet, and if possible, greasy road should be selected. Choose the emptiest straight stretch possible, and practice at a time when the traffic is tightest.

Why Skids Occur

The routine advice for dealing with a skid is to endeavour to steer into it. This really means that the skid should be allowed to “have its head.”

In general, a skid arises when a car is required to change its direction or speed so rapidly that the normal adhesion between the tyres and the road surface fails. Then the car continues in the same direction in which it was

travelling before the change of direction or speed was made.

To make this clear, imagine a car to be travelling along a straight and level road when, for some reason, the brakes are applied rapidly. If the road is wet or greasy, particularly if the tyres of the car are in bad condition, a skid may develop and the car will shoot straight ahead, with all four wheels locked. In practice, it will often skid into the camber, but if the road were absolutely flat it would not.

If a skid is experienced when negotiating a left-hand corner, the front wheels of the car will take the corner but the back wheels will follow the previous course of the car; that is to say, they will seem to swing right, or outwards. In such a case the method adopted to correct the skid is to turn the steering wheel to the right, that is, steer the car in the direction in which it was travelling before the corner was begun.

In the same way, if a skid is experienced when turning right, the steering wheel should be turned to the left. If the wheel is turned sufficiently and at the right moment, the skid will correct itself in a second. Unfortunately, however, such manœuvres as have been prescribed may mean steering into oncoming traffic. That is why a skid is to be avoided if at all possible.

If a skid is experienced through braking (usually over-braking), release the pressure on the brake pedal. If through acceleration (usually over-acceleration), decelerate. By practising these simple rules a few times on an empty stretch of road, confidence will be gained. To repeat sound advice, if you develop a skid, then correct it by steering into it.

From Odham's Motor Manual – With Thanks.

BITS & PIECES

A Portion Of The Magazine Devoted To Some Famous British Makes

From time to time, as space allows, we will bring to you some Bits & Pieces of information that relates to some of those cars that were made in Britain – and have not been forgotten. They will be those models that are not often seen taking part in our events. The bulk of this text was found on the internet – our grateful thanks for this fascinating piece. The Alvis name is well worth preserving and having the memory of those fine motor cars kept alive..

Alvis Ltd.

The original company, TG John and Co. Ltd., was founded in 1919. Its first products were stationary engines, carburettor bodies and motorscooters. The company founder TG John was approached by Geoffrey de Freville with designs for a 4-cylinder engine. The design called for aluminium pistons and pressure lubrication, unusual for the period. Some have suggested that de Freville proposed the name Alvis as a compound of the words "aluminium" and "vis" (meaning 'strong' in Latin), although it is well known that de Freville himself vigorously denied this theory. It is also possible that it was named for the Norse mythological weapon-smith, Alvis, but the true origin is unknown. The first car model, the 10/30, using de Freville's design was an instant success and set the reputation for quality and performance for which the Alvis brand became famous. The company logo of an inverted red triangle incorporating the word 'Alvis' was used from this period. In 1921, the company changed its name to become Alvis Car and Engineering Company Ltd. and moved to Holyhead Road, Coventry.

Captain GT Smith-Clarke joined from the Daimler as Chief Engineer and Works Manager in 1923 and was soon joined by WM Dunn as Chief Draughtsman. This partnership lasted for 25 years and was responsible for many designs. The original 10/30 side-valve engine was developed progressively, becoming in 1923 the overhead-valve 12/50, which was produced until 1932 and became one of the most successful vintage sports cars. Around 350 12/50hp cars and 60 12/60hp survive today which represents around 10 percent of total production.



In 1927 the six-cylinder 14.75 h.p. Alvis was produced and this engine became the basis for the long line of six-cylinder Alvis cars produced up until 1939 before a completely new design which was produced from 1950 to 1967.

Left: A Fine Alvis at the last Wings & Wheels Day

The company was notable for experimenting with independent front suspension and a front wheel drive model (from 1928 to 1930), and for introducing the world's first all-synchromesh gearbox in 1933.

Smith-Clarke designed remarkable models during the 1930s and 1940s — the handsome, low-slung six-cylinder Speed 20, the Speed 25 and the 4.3 Litre model. These were commonly fitted with coachwork by Cross and Ellis, Charlesworth and

Vanden Plas. In 1936, the company name was changed to Alvis Ltd and by the beginning of the war, aero-engine and armoured vehicle divisions had been added to the company.

Car production was suspended after the outbreak of war in September 1939, but was allowed to resume shortly after, and production of the 12/70, Silver Crest, Speed 25, and 4.3 Litre continued until well into 1940. After the Blitz, however, car production was suspended for the duration of the war, only resuming during the latter part of

1946. During World War II the car factory was severely damaged in the German Luftwaffe raid on Coventry in 1940. Despite this, Alvis carried out war production on aero engines (as sub-contractor of Rolls-Royce) and other aeroplane equipment.

After the end of the war, a four-cylinder model designed before the war was produced as the TA 14. Smith-Clarke retired in 1950 and post-war models were now designed by Dunn.



Left: A Lovely 1930s Alvis stopped for petrol at the Harrietville General Store – RACV Fly The Flag Tour, 2005.

In 1950 a new chassis and six-cylinder 3 Litre engine was announced. This engine was used until the company ceased car production. From 1952 to 1955 Alec Issigonis, the later creator of the Mini, worked for Alvis and designed a new model with a V8 engine which was not made as it proved too expensive to produce. Alvis cars were sometimes offered with special bodies made by Hermann Graber of Switzerland. Before 1954 the bodies were built by Mulliners of Birmingham, but from 1955 the bodies were

all Graber designs. Willowbrook of Loughborough built some, but from 1958 Park Ward, coachbuilders for Rolls-Royce and Bentley, built the bodies.

Rover took a controlling interest in Alvis in 1965. As a result a Rover-designed mid-engined V8 coupé prototype named P6BS (Gladys GT) was rumoured to be the new Alvis model but with the takeover by British Leyland this project was axed. Car production ceased in 1967 but armoured fighting vehicle production continued. As part of Rover, Alvis Limited was incorporated into British Leyland, but was bought by United Scientific Holdings plc in



1981. Subsequently the company's name changed to Alvis plc. In 1998, the armoured vehicle business of GKN plc was taken on and the main UK manufacturing operation moved from Coventry to Telford. In 2002 Alvis group purchased Vickers to form the subsidiary Alvis Vickers Ltd which was subsequently purchased by BAE Systems in 2004. BAE Systems have ended the use of the Alvis distinctive 'red triangle' trademark, so another famous British automotive marque has passed into history.

There is a very strong club here catering for Alvis motor cars. We met them in Harrietville while on the 2005 RACV Fly The Flag Tour and some splendid motor cars were seen on their way to Dinner Plain.

www.speedace – With Thanks.

TAIL PIECE

For Those Going To Norfolk Island



Watch where you step! Those who have been there, are wise to local obstacles!

We wish you an enjoyable holiday, with a safe and clean return.



CHRISTMAS IN JULY

You thought Christmas was over? WRONG it's time to think about Christmas In July.

This year a new venue, and I guess a lot of you will remember The Barron Of Beef. Well, it is now called *Marybrooke*, and a lovely Tudor style mansion it is, nestled on the edge of Sherbrooke Forest and listed by the National Trust.



LUNCHEON INFORMATION

- DATE:** Sunday 26th July, 2009
- TIME:** 12:30 pm for a 1:00 pm Luncheon
- LOCATION:** Marybrooke, 10 Sherbrooke Road, Sherbrooke, Victoria.
Melways Map 75 Reference: H2
- MENU:** Cream of Butternut Pumpkin Soup
Roasts: Turkey and Pork (With Cranberry Sauce and Crackling)
Served with an Assortment of Roasted Vegetables, Pan Gravy and Condiments.
Individual Plum Pudding with Warm Custard
Coffee and Tea
- COST:** \$30.00 per person (Drinks Provided by the Club)
By popular Demand, we will have a Kris Kringle (\$5.00 Limit)
This is the Annual Club luncheon, and is a Member-only Event.
Pre-booking and Payment is Required before the 17th July.

Colin and Joy Brown.



CHRISTMAS IN JULY BOOKING

Please Reserve Seats For: Name

Enclosed is my Cheque/Postal Note/Money Order for \$

Payable to: All British Classics Car Club Inc,
Send To: Pat Douglas
PO Box 201
Chirnside Park
VICTORIA 3116