



An incorporated club

A0035462V

A friendly family social motoring club

Edition 130

July 2009

Your ABCCC News

A SUN DAPPLED LEYLAND MINI!



As requested, I am sending you a photo of my Leyland Mini. I bought it new in 1974 and am still the only owner. I joined the club in order to meet some new friends who, hopefully, can give me some advice to tidy it up. My daughter had this car in Perth for many years and all the family have borrowed it at some time, all of them making their own impression on it.

Featuring this photo may save you all more pictures of the dreaded Jowett!

Rob Coventry.

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, Chirside Park, VICTORIA, 3116.

Please Note: Membership subscriptions are due by end of December.

THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC., FOUNDED 23rd SEPTEMBER, 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.

NOTE: DATE IN RED INFORMS OF CHANGED OR CORRECTED DATE.

July 2009

- 18** The Great ABCCC Trivia Challenge – An ABCCC Saturday Event
Venue – Lilydale International Club, Nelson Road, Lilydale, Victoria. Geoff Birkett (03) 9755 1772
- 26 Christmas In July Luncheon – An ABCCC Event
This is our club's Annual 'Dinner', See back page to book in.
Venue – Marybrooke, 10 Sherbrooke Road, Sherbrooke, Victoria. Colin Brown (03) 5964 9291
Mobile 0408 343 176

August 2009

- 2 Di & Nello's Big Day Out – An ABCCC Event
Venue – Meet at Car Park in centre of High St, Berwick Diane Mafodda (03) 9719 7949
- 14 – 21 ABCCC Holiday – An ABCCC Overseas Event
Destination – Burnt Pine Township, Norfolk Island, Pacific Ocean. Marjorie Pepper (03) 9439 7875

September 2009

- 2 Maxine's Picnic Day – An ABCCC Mid-week Event
Note: An event not to be missed.
Venue – TBA. Maxine Pettigrew (03) 9739 1146
- 13 A Special Club Run – An ABCCC Event
Venue – Tynong North, Victoria. Pat Douglas (03) 9739 4829
- 27 Diesel-hauled Out Of Nyora – An ABCCC Event
South Gippsland Tourist Railway and Lunch Trip.
Venue – Meet at 13 Hatch's Road, Nyora, Victoria. Heather Cannon (03) 5659 0624

October 2009

- 2 – 4 **Indulgence '09** – An ABCCC Event
Venue Destination is Secret, but it will be exceptional. Peter McKiernan (03) 9787 6003
- 17 – 18 Como Gardens Open Day – An ABCCC Assist Event
Venue – Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria. George Hetrel (03) 9761 1341
- 25 RACV City To Cape Run – AOMC Inc.
Start – Melbourne. Finish – RACV Cape Schanck Resort, Victoria. Iain Ross (03) 9890 0524

November 2009

- 3** Yarra Glen Races – An ABCCC Cup Day Display Event
Venue – Yarra Glen Racecourse, Yarra Glen, Victoria. Colin Brown (03) 5964 9291
Mobile 0408 343 176
- 14 – 15 Bendigo National Swap Meet – FVV & CVC Inc,
Venue – Prince of Wales Showgrounds, Bendigo, Victoria. Booking Officer 0427 446 660
- 15 ABCCC Members' Grandchildren's Picnic – An ABCCC Event
Venue – Werribee Open Range Zoo, Werribee, Victoria. Marjorie Pepper (03) 9439 0264
- 22** Visit To Heronswood Diggers Café – An ABCCC Event
Venue – Heronswood, 105 Latrobe Parade, Dromana, Victoria. Heather & Tom Cannon (03) 5659 0264

December 2009

- 13 Christmas Luncheon – An ABCCC Event
Venue – Mornington Golf Club, Mornington, Victoria. Tony Pettigrew (03) 9739 1146

June 2010

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

?????? 2010

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

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 – 130

Another Landmark – Of Sorts

This being our 130th edition of *Your ABCCC News* must rate as another milestone in our quest for keeping you informed about what is happening and has happened within our club. I took on the task of Editor at Issue No. 65, so a large amount of oil has been changed in classic engines since then – hopefully, for your cars' sakes. It is indeed a bit of a surprise to note that I have doubled the number of issues since sitting down to the keyboard.

In this issue, there is a delightful little story about the adventures of a RACV Fly The Flag Tour jacket from Tom Cannon. It is such stories that make an editor's task very satisfying. There must be more out there?

We have three major events coming up soon, firstly, on 18th July, there is the Great ABCCC Trivia Challenge – put on by last year's winning team, led by Geoff and Judy Birkett. With those two in charge, you can rest assured that it will be a beauty. Then there is our Annual Luncheon, this year reverting to a Xmas in July theme. Please get your bookings in to Pat Douglas as soon as you can. Following that lot, there is our splendid Indulgence '09 weekend so ably put together by Peter and Rosalie McKiernan. This event has a fabulous aura about in that, until we actually depart, we have no idea where we will be going! Fear not, because under Peter's wonderful guidance you will not get lost. The up-front payment for a full weekend's indulgence is a great idea and makes it all good value and superbly hassle-free – so that we can *indulge*.

On top of that, there are Di and Nello's Big Day Out, Pat's run to Tynong and Maxine's family-friendly picnic day on a mid-week run. You can be assured that these three events will be most enjoyable, so why not get your bookings in before details appear in this magazine? Contact telephone numbers are on Page 3.

Mike Allfrey.

STAMPS WORTH COLLECTING

Finally – Some Recognition Of The Vanwall GP Car!



I recently received a letter from a school mate in England, and it was a pleasant surprise to see a stamp featuring the famous 1957 Vanwall Formula 1 car. At last, it seems, the British are finally realising just what a fine car the Vanwall was. For me, in 1956 to 1958, this was the ultimate Grand Prix car (in some ways it still is), and I was proud to be there when Stirling Moss (and Tony Brooks) won the British Grand Prix at Aintree in July 1957. From then on, I was an even more avid enthusiast for the marque and read all its exploits in *Motor Sport* and *Auto Sport* magazines, purchased with my limited funds of those days, being newly into the workforce.

On visiting the 1958 Earls Court Motor Show I, like many others, was dismayed to note the absence of the World Formula One Championship winning Vanwall display. In those days, a British car winning such a championship was an event of great achievement and worthy of celebration. I had read that a Vanwall was to be exhibited in pride of place in the middle of the vast hall, The Society of Motor Manufacturers and Traders (SMMT) had deemed the

display of a racing car in their show as being inappropriate, therefore effectively snubbing Tony Vandervell, his team and all of their effort. It was even more galling, because the winning car was not permitted to be displayed on Vandervell Product's Thinwall Bearings stand on the Automotive Accessories area on the vast mezzanine floor.

I am fairly certain that a similar case had happened previously when Jaguar had been denied showing their Le Mans conquering C and D-Types. This policy of keeping racing cars out of the SMMT Motor Show must have been frustrating to those marques that had brought great success to Britain. In that segment of the British motor industry, Britain was in the ascendancy and it was not supported by the trade.

Not long after that sorry state of affairs, the January Racing Car Show was introduced at Olympia in London. This quickly became the showcase of Britain's fast growing motor sports industry, which is now a very major employer and generator of trade.

Getting back to the postage stamps, the Vanwall stamp is labelled as simply '1st', and the other, featuring the late James Hunt in a 1976 McLaren M23 is labelled '78'. I am not sure what monetary values these represent. It has to be assumed that '1st' is local first-class postage and the other is a 78 pence stamp. If so, postage in Britain now seems to be expensive – I can remember when a letter to Australia cost 4d, via surface mail, and a letter to nearby Germany (also surface mail) was 6d. Such was the benefit of living in the colonies in those days! It has to be supposed that not many who buy these stamps fully appreciate what the Vanwall achieved and how it set the basis of British motor sport success – in industry and on track.

Mike Allfrey.

PARANOID HERALD DRIVER WITH WOMEN AND TRACKING PROBLEMS

I am writing to you on a subject that I think may affect many classic car owners. I really need your advice. Having just finished a long spell of late evenings working in my garage, I have begun to suspect my wife was having an affair.

There were all the usual signs, phone rings but if I answer, the caller hangs up. My wife had been going out with the girls a lot recently, but when I ask who they are, she always says 'just friends from work you don't know them. I started to stay awake to see who brings her home. She always walks down the drive but I can hear a car driving off, as if she got out of the car around the corner. why? Maybe she was not in a taxi as she claimed?

I once picked up her mobile phone to check the time, she went berserk and screamed that I should not touch her phone again and why was I checking up on her?

Anyway I have never approached the subject with her, I think deep down I did not want to know the truth, but last night she went out AGAIN, so I came up with a plan to check up on her

I decided to park my 1970 16/60 Herald next to the garage and then hide behind it so I could get a good view of the street when she came home.

It was while I was crouching down that I noticed that both tyres on the off side were wearing unevenly.

Do you think this is just down to tracking and camber, or could it be something more sinister?

This story was copied from *Practical Classics* magazine – With Thanks

Tom Cannon.

THE CRIME FIGHTING JACKET

A Benefit Of Living In A Small Town

At the last RACV Fly the Flag Tour, Heather bought a Rally jacket off Pat. Now this was no ordinary jacket, it had a different Tour badge, The Committee had it made, but the RACV did not like it, hang on, does that mean it is a collectors item? Anyway on with the story.

Fast forward six months and we find sleepy Nyora in the middle of a crime wave, hard to imagine but true. One cold Saturday night, Heather's car was broken into and guess what they stole? Yes, you guessed it, the RACV Fly the Flag Tour jacket, so we rang the local constabulary to report the theft. Within minutes the said constabulary arrived with lights flashing and sirens blaring, well not quite but why let the truth ruin a good story. When the constabulary arrived later that morning we found out there had been a spate of car break-ins that night but they were only after cash, they must have taken the jacket because they were cold, or maybe they just liked the look of it, at least our villains have taste. As we went through the details with the big burly copper, we remembered the significance of said jacket and if it was found we could positively identify it as Heather's

Fast forward a few weeks and I decided to drive through town on my way home from work, not something I normally do, and, as I drove the many highways and by ways of our sleepy little town I saw a group of youths, guess what one of them was wearing? If you said the said jacket you would be right, so I rang our local boys in blue. The SWAT team arrived to round up the hardened crims, well it was actually a policeman on a Malvern Star.

The ensuing investigation identified those responsible for the car break-ins and legal action is to follow, and thankfully Nyora is back to its usual quiet little town self.

So not only are the RACV Fly The Flag Tour jackets warm and good looking they even help fight crime!

PS: The jacket was returned, none the worse for wear.

Tom Cannon.

AOMC DELEGATES MEETING

Held at East Malvern RSL 25th May, 2009

Delegates Meeting opened again at the earlier time of 7-30 PM. by President Iain Ross, (*Bristol Owner's Club*). Following brief formalities and welcome to one new Club, and new Delegates, Iain spoke about the long service given to the AOMC, by the late Paul Garter, and how much he will be missed. Iain stated that he had been honoured to speak at Paul's funeral. *On a personal note, I have been a Delegate to the AOMC for many years, and for quite a number of them, Paul was always willing to do whatever was required at the time. Frequently he stepped in to take the Minutes, (in long hand). In addition, at any AOMC activity, Paul was the one behind the scene, who did all those little things which needed to be done, to make things run smoothly. Paul will indeed be missed.* There is a Vale notice to Paul, on Page 7 of the AOMC Newsletter.

President Iain Suspended Standing Orders, to introduce our Guest Speaker, Don Kinsey, who we all know from his knowledgeable commentary on all manner of cars, and indeed mechanical devices of all kinds, at our own Motoring Shows, and also at events like the RACV Great Australian Rally, at Mornington.

Don treated us to a wonderful photographic history of early vehicles, pointing out the early design features. He was able to get close-up shots of many of these vehicles with the aid of George Hetrel, and his museum vehicles. Don also lead us through the history of famous Australian racing cars, and their drivers, as well as the early days of several of these racing personalities, with an aviation background. Congratulations Don, on a great display.

President Iain Ross resumed Standing Orders, and reported that Treasurer Tony Aplin, (*BMW Car Club*), was in hospital, but had forwarded the balance figure, showing a satisfactory position in our finances. Ian reported that final figures were not in yet, but it looked like funds raised by the Shannon's American Motoring Show, would be about \$27,000, with in excess of 800 cars on show. The RACV Classic Showcase, was also a success, with 700 British and European cars, but fund raising figures for that show were not yet available.

Dates for 2010 Shows:

RACV Classic Showcase – 28th February, 2010

American Motoring Show – 28th March, 2010

Delegates were asked to alert their clubs, to avoid clashes.

The Victorian Club Permit Scheme (VCPS) Review – Vice President Rod Amos, (*Vintage Sports Car Club*), spoke about VCPS, Due to microphone difficulties, it was not possible to hear all that was said. It seems Rod was saying that he hoped to hear from Vic Roads, within weeks. He reported on more strange stuff coming from those few Executive of the Federation, wanting to interfere with the 'Rolling 25 Year Cut-off Rule'

One Delegate, Mr. Norm Nettleton (*Trafalgar Truck Restorers Club, Model T Ford Club*), moved that the AOMC support the retention of the Rolling 25 Year Cut-off Rule. Norm gave examples, of some quite bizarre results, if the formula suggested by these people, (who claim to represent all the Clubs belonging to the Federation). were to be adopted. It was suggested that the few Federation Delegates, must obtain opinions from all their affiliated Clubs, instead of those from the few who are just Committee Members.

The motion was passed unanimously by the very large attendance. I did not count those present, but it would have been in excess of two-hundred Delegates. Many clubs are affiliated with both the Federation and the AOMC, so, as there was not one Delegate present, who favoured a change from the present rolling 25 years cut-off, the people who are coming up with these strange suggestions, should be replaced by Delegates who truly represent the club members.

Rod Amos also drew our attention to another of the ideas coming from this "*group of tails, wagging the dog*", on the subject of Modifications. Rod assured us that conversations he had had with senior Vic Roads people, on the subject of modifications, led him to believe that their views are very close to the comprehensive documentation from the AOMC, he thought Vic Roads were unlikely to accept the nonsense coming from the Federation Committee. *Personal Comment – It has always been my belief that, if a vehicle can be fully registered with VicRoads, then it should be eligible for the VCPS. (Mike A.)*

There had been questions raised about the 'dynamic brake testing', for roadworthy testing. Rod Amos had discussed this also with senior Vic Roads people, and they accepted that early cars, while they must be able to stop, in a reasonable distance, they are not expected to be the equal of modern cars. It was suggested, that if in doubt, get your tester, to ring Vic Roads. The general rule was, that the roadworthy test is for the car to be as good as it was when manufactured. Stop lights and flashing indicators were to be encouraged.

Rod had also raised the matter of clubs doing their own safety checks.

AHMF National Motoring Heritage Day – Dennis Brooks, (*Historic Commercial Vehicle Club*), circulated around

a form, for all clubs to fill in, showing what their club did to have cars out and about, on the 17th May. The National Motoring Heritage Day. The AOMC had the RACV Classic Showcase, on that day, bringing about 700 British & European cars onto the streets. Amongst them were five Jowetts.

Australian Historic Motoring Federation (AHMF) – Dennis gave notice of the forthcoming annual meeting in September, of the AHMF, to be held this year, in Alice Springs. Dennis stated that the officials had not been communicating at all. This was endorsed by President Iain Ross, who is disappointed that so little is being achieved.

One function which this AHMF is responsible for, is the awarding of funds for the Robert Shannon Award. These are funds to encourage young people, who are involved with motor vehicle restoration work. There is a special application form available on the AOMC website, <http://www.aomc.asn.au/> The application must be with Philip Johnstone, AOMC, no later than the first week in June, for submission to the AHMF, by the 30th June. The submission must be presented in a 'Super Professional' manner, if it is to be considered. Philip Johnstone is happy to assist with the submission.

AOMC Winter Seminar – Paul Vellacott, (*Australian Lancia Register*), spoke about the AOMC Winter Seminar to be held at the East Malvern RSL Rooms, Stanley Grose Drive, East Malvern, 8:30 am start, to finish about 12:00 Noon. Saturday 18th July. There is no charge, but to allow for catering, please let Graeme Jones know how many will be coming from your club. Phone Graeme on 9555 0133. This year the theme is to be, The Auto Wrecking Industry. Paul has been amazed at the range of stuff which is available. There is to be somebody from the EPA to provide their angle on this subject.

IT SHOULD BE NOTED THAT CLUB MEMBERS ARE INVITED TO ATTEND – CONTACT MIKE ALLFREY ON (03) 9729 1480 OR E-MAIL BEFORE 10TH JULY, TO BOOK YOUR SEAT.

Associations Incorporation Act News – There has been a major overhaul of the Associations Incorporations Act. It was hoped to have a person along to the next AOMC Delegates Meeting in August, who can tell us about the changes, and what an incorporated club has to do about it.

Delegates Reports

1. Armstrong Siddeley Club Delegate reported on a rally at Bathurst, where they were able to drive their cars around the race track. They were happy about the accommodation, and the wide range of activities available.
2. Patrick Devine (*Mercedes-Benz Club*) reported on a scheme introduced at the recent RACV Classic Showcase, where he carted the President of the Mercedes Benz Club around to introduce him to the Presidents of other clubs. Patrick would like the AOMC to do something like this, on some sort of function basis. Watch this space.
3. A Delegate from the Alvis Club, was encouraging Delegates to get their members to attend the Kalorama Rally next year. This important event is usually on the 3rd Sunday in March, but please check the actual date.
4. Philip Johnstone (*Triumph Sports Owners Association*), was pleased that his Triumph Club, had again won the 'Best Club Display Award', at the recent RACV Classic Showcase. He suggested that to win it next year, start planning now. The guidelines the judges look for are all laid out on the AOMC Website.
5. The Delegate from the Castlemaine Motor Cycle Club, spoke about the great event they staged on Anzac Day. Next AOMC Delegates' Meeting, will be 24th August, 2009, at the RACV City Club. Visitors welcome.

Bill Allen & Graham Hutchinson (CHACA).

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
Gordon & Elaine Lindner	Austin Healey	3000 Mk III	1964
Philip R Bauwens	Jaguar	XJ-6 S III	1985
Geoff Andrews & Jo Brown	TBA	TBA	TBA
Ian & Glenda Nelson	MG	MGB	1974
	MG	TC	1947
John & Virginia Rowe	Rover	P4 105-S	1958
	Rover	P6	1976
	MG	MGB	1970
	Standard	8-A	1946

Pat Douglas – Membership Secretary.

TIRAMISU AND POLLY FOAM RECIPES

A Delectable Pair Of Recipes From Lyn Higginson

This recipe has had a rather long trip into our magazine and my sincere apologies for that. The first copy was given to me months ago and, when I came to look for it, there was no sign of it in the Editorial office. It is rare for me to commit printed matter to the recycle bin and the only explanation I had, was that it had slid behind the desk, needing a mammoth task to move it (the desk). That was accomplished and there it was! So, it can be said that you are now getting the benefits of two copies – but there is more! Now there is a Polly Foam bonus!

This looks like a cake that can be thoroughly enjoyed by most of us and therefore can be sampled to the maximum! Our thanks to Lyn for passing it on to us.

TIRAMISU

Ingredients:

- 2 Tablespoons Instant Coffee Powder
- 1½ Cups Boiling Water
- ½ Cup Sweet Marsala Wine
- 1 x 250g Packet Sponge Finger Biscuits
- ½ Cup Thickened Cream
- ⅓ Cup Icing Sugar Mixture
- 2 Cups Mascarpone Cheese
- 50g Good Quality Dark Chocolate – Grated
- 1 x 150g Punnet Fresh Raspberries
- Fresh Mint Leaves To Decorate

Method:

1. Dissolve coffee powder in water in a medium bowl, Stir in half the Marsala wine and cool. Dip half the sponge finger biscuits, one at a time, into the coffee mixture. Arrange in a single layer over the base of a serving dish (10 cup capacity).
 2. Beat the cream and icing sugar-mixture in a small bowl with an electric mixer, until soft peaks form. Fold in the Mascarpone and the remaining Marsala wine.
 3. Spread half of the cream mixture over the biscuits in the dish. Dip the remaining biscuits in the remaining coffee mixture; arrange over the cream layer in the dish. Top the biscuit layer with the remaining cream mixture; sprinkle with the grated chocolate; cover and refrigerate overnight.
 4. Serve Tiramisu cut into squares topped with raspberries and decorate with fresh mint leaves.
- Serves six.



Hint:

Tiramisu can be made up to two days ahead; keep covered in the refrigerator.

POLLY FOAM

A Delicious Dessert

Ingredients:

- 1 Packet Lemon Jelly
- 1 Tin Crushed Pineapple
- Juice From Crushed Pineapple
- Juice Of One Orange
- 1 Large Tin of Carnation Milk
- 1 Packet of Chocolate Ripple Biscuits

Method:

Put into a saucepan, lemon jelly, pineapple juice and orange juice. Bring to the boil and put aside to cool. When cool, whip up tin of carnation milk till thick and foamy. Combine the cooled jelly and juice mixture to the milk. Fold in the crushed pineapple.

Crush up the chocolate ripple biscuits and evenly line the bottom of a large bowl with half the crushed biscuits and pour the mixture over the biscuits, Sprinkle the remainder of the crushed biscuits on top, cover and place in refrigerator to set.

This recipe is best made the night before use.

Lyn Higginson.

CALLING ALL GRANDPARENTS!

A Notice From VicRoads

Noticed in The Age recently was a notice about changes to the rules about child restraints in motor vehicles. As is now usual from our government departments, the notice was in expensive 'newspaper colour'; and therefore, quite difficult to read – fantastic for a message of importance!. We reproduce the item here in good quality clear print so that the grandparents amongst us can be fully aware of the coming changes introduced by VicRoads.

Please be aware that our Grandchildren outing to Werribee takes place on 15th November, after these new rules come into effect.

There are new rules about child restraints

From 9th November, 2009, children will need to use a child restraint or booster seat until their seventh birthday. The type of approved restraints or booster seats won't change, but children will need them for longer. The changes mean that:

- Children aged under six months must use an approved, properly fastened and adjusted rear facing child restraint.
- Children aged between six months to under four years must use an approved, properly fastened and adjusted, rear facing child restraint OR a forward facing child restraint with an in-built harness.
- Children aged between four to under seven years must use an, approved, properly fastened and adjusted, forward facing child restraint with an in-built harness OR an approved booster seat which is properly positioned and fastened.

There are also new rules for where children can sit in vehicles:

- If a car has two or more rows of seats, children under four must not travel in the front seat.
- If all seats, other than the front seats, are being used by children under seven years, children aged between four and six years (inclusive) may travel in the front seat, provided they use an approved child restraint or booster seat.

These new rules will help to keep children safer when travelling in vehicles. Nearly 300 children under seven years of age are injured or killed in vehicles on Victorian roads each year.

Parents and carers are encouraged to start preparing for the changes so that they are ready for when the new rules come in on 9th November, 2009.

Extra Information From The Website

The Road Safety Reasons

- On average, nearly 300 children under the age of seven are injured or killed as passengers in vehicles on Victorian roads each year
- Parents are generally moving their children into adult seatbelts from about the age of five and a half years - research suggests this is simply too early
- Children up to seven years are at least four times more likely to sustain a head injury in a crash when sitting in an adult seatbelt only
- Other research shows seating children aged four to seven years old in an appropriate booster seat reduces their risk of injury in a crash by almost 60 per cent, compared to if they were sitting in an adult seatbelt without a booster seat.

What You Have To Do

To comply with the new child restraint rules you:

- have to know which is the correct child restraint(s) to use
- have to ensure that each child passenger is wearing a properly fitted and fastened child restraint or booster seat suitable for their age every time they travel in a vehicle.

Exemptions

Taxis will continue to be exempt from the child restraint requirements. However, parents are encouraged to use their own restraints in taxis where possible. When there is no suitable child restraint available a seatbelt must be worn.

For more information about child restraints and the new rules, visit the VicRoads Website at:

www.vicroads.vic.gov.au/ChildRestraints

Or, telephone 1300 360 745

VicRoads.

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.

RACV CLASSIC SHOWCASE – Sunday 17th May, 2009

A Deferred Event



Setting up our banner, Geoff and Judy Birkett's MGA takes pride of place.

This year, the RACV Classic Showcase was held very much later in the year than is usual. The delays were caused by unforeseen venue problems, but the lateness of our event didn't seem to affect vehicle attendance. It was a spluttering type of light rain as I set off in the Jupiter for our meeting place. This was my first good blast in the Jupiter since June last year. It was most therapeutic and freshened me up somewhat – it was a fabulous feeling! I soon caught up with the Birkett's MGA along the Eastern Freeway and had a good run to the Zoo car park. Some of our group were already there, giving that guilty late arrival feeling. Our meeting venue near the Zoo, caused much confusion to some. The directions that were sent out were very explicit about where we would be meeting. However, some didn't quite correctly interpret the directions and finished up waiting patiently in the car park on the other side of the Zoo's main entrance! A Zoo parking official was not at all impressed with our meeting point and simply did not realise that we were soon to be out of his way. About sixteen shiny cars set off in a loose convoy for Flemington Racecourse.

We soon found our display area and very quickly the club banner went up, capably supported by a Morgan at one end and a MG at the other. Our display was a little cramped, mainly because we thought that there was another club behind us – but there was not. We found that we were parked alongside the Volvo Club's display and across the roadway from the Bristols and Jowetts – all very friendly! A lone Lea Francis tagged on to the back of our group's display and did not at all look out of place. We had a good variety of cars on display and it was agreed that our day was a great success.

Our thanks to John Holmes and Phil Cook for providing banner anchorage, and special thanks to all who took part in this important event. We look forward to an even bigger display next year.

Mike Allfrey.

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

A Breath Of Fresh Winter Air

Having organised this weekend, and arranged to meet everybody at the nominated start point, on the Friday morning. Everything was in order, or so I thought. That was until I received a phone call on the Wednesday informing me that my dad was due at the Alfred hospital on the Friday morning for pre admission tests, as he is currently awaiting transplant surgery, this was a priority. So what to do?

I promptly telephoned our President, Tony, who had no hesitation in volunteering to take over from me at short notice. To Tony "Thanks mate, that was a great weight taken off me". Thankfully everything went well at the Alfred and Val and I were able to leave our home base at 3:00 pm to head to Bright. The journey was uneventful and we arrived at the motel in Bright at approximately 7:30 pm. We went straight into the dining room and were surprised to find that all of our friends had chosen to delay their meal in order that we could all dine together. It's things like this that make you feel special and it's what makes our club so different.

I was informed during dinner that the tour leader that morning had decided to take the scenic route, so our colleagues had travelled up via Mansfield and lunched at Whitfield. Over after dinner drinks we decided to take a trip to Mount Buffalo in the morning, so, after consuming a sumptuous cooked breakfast, most of us set off to see the sights at Mount Buffalo, What sights we saw, panoramic views across to snow covered alps, a black rock wallaby and a lyrebird all surrounded by lots of snow. We descended the mountain and headed to Myrtleford where we talked ourselves into a cup of fresh coffee (some of our group, who shall remain nameless, even talked themselves into eating cake with their coffee). I don't know where they put it after the breakfast we had eaten. I can

only assume it was a combination of the high altitude and the low temperature. One thing is for sure, it was enjoyed. We then arranged to return to the motel and meet the rest of our group which we did.

Once we were all together we walked down the road to the Bright Brewery, where we had a light lunch and sampled the local version of the amber nectar. Very nice it was too! On the way back we stopped off at the local hotel to watch a certain horse race. Because we had received information from an inside source that there was a fair chance, that a particular horse could win its race. Sadly the horse in question was beaten on the day, but we all had great fun watching it run. Then it was back to the motel to get ready for our customary get together before the evening meal. Yet another good evening meal was consumed and again we sat around relaxing and enjoying each others' company.



Left: Our retreatees in varying forms of winter attire.

The next morning after another cooked breakfast we packed and headed for home, this time with a coffee stop at the Milawa Cheese Factory. Then it was on to Euroa to the Jolly Jumbuck for lunch, where, thanks to Peter McKiernan calling ahead they had reserved their back room for us. From there we all made our way home by our own routes. Both Val and I had a great time, it was good to get away, and just relax, surrounded by friends. Our thanks go to Tony and Maxine for standing in at short notice, to all who attended thank you for your good company, and finally our thanks to Simmone and Gregg and family at the River Park Motel in Bright who made us all feel so welcome.

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Frank Sawyer.

WINTERSUN VIA WINTON HISTORIC CAR & MOTORCYCLE RACES – 31st May, 2009

This article is Part 1 (appetiser) of our journey to Coolangatta (which has lately become an annual event for us) in June for the annual "Wintersun 50's & 60's Rock & Roll Car & Nostalgia Festival" held on the week leading up to & including the Queen's Birthday w/end. This year we decided to take 3 weeks off and drive up again (visiting people on the way) in Rob's BF Falcon or should we say Fulcon (F#^\$%*& Useless Large Can Of Nuts - and of course most of the nuts are plastic). No disrespect intended to Ford owners, but if it wasn't for "dedicated gas" (\$300 for approx 5000 Kms of touring) it wouldn't live in my garage! But, I must say, it is "very comfortable" as a high speed touring car (we were sensible - Autobahn speed - only when conditions permitted) & it does ride & handle the sometimes disgraceful road conditions excellently (we didn't run off the road once!). I'll save the MG & the Gazelle for the real sensuous driving pleasures on smaller roads around our wonderful state, on wonderful ABCCC outings!

We saw Winton Historic's on a beautiful sunny, blue sky day. Lots of wonderful cars & bikes on display including a "Big" Morgan turnout (with lots of 3 wheelers) & quite a wonderful selection of Rolls & Bentleys which leads to the attached photo, which of course, only the avid English Aristocratic RR owners of non impoverished backgrounds would be aware of: "The Barclay service badge" under the bonnet (more money into the Barclay Bank account?). Maybe one day a Bentley, Roller, early Jag or an Austin Vanden Plas Princess R could transport me (in comfort) in my old age, so I dare not chastise any owners or believers of these "Fine Carriages" which are of course pillars of English vehicle manufacturing excellence !



At Winton we caught up with fellow club "new" member – Andrew Hawke ('63 Super Minx convertible) and after a great day, we left the mesmerising smell of the Methanol & Racing "vegetable" oil & petrol (if you can't smell it & get a good lung full, you're not close enough) and headed to Wagga Wagga for a well earned first nights rest. Armidale, Tamworth & the Wintersun - Coolangatta Capers, next issue !

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Armidale, Tamworth & the Wintersun - Coolangatta Capers, next issue !

Robert & Mary Nolan.

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

LAST CHANCE!! A Mighty Feast In Sherbrooke 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.

DI AND NELLO'S BIG DAY OUT - Sunday 2nd August, 2009

This Has The Hallmarks Of A Special ABCCC Event

We will be meeting in the Car Park in the centre of High Street, Berwick, (Mel. Ref. Map 111 D7) at 9:00 a.m. for a 9:30a.m. start. Our short tour through West Gippsland will take us on the M1, exiting at Drouin (a very pretty country town, then on to Lillico where we will visit the Lillico Glass Studio of Haydn John. Haydn has some very interesting glass sculptures and jewellery, and also at the same venue is the "Clearly Delicious" Produce Store where we will be able to sample some of the delicious preserves and chutneys that Cathy John (Haydn's wife) has prepared. The entrance fee for this is \$4:00 per person. Then, if we have enough time, we will also call in at the Lillico Winery, (just for a taste), then onto our luncheon venue which is the Jinks Creek Winery, Tonimbuk (as seen on "Postcards") for a sumptuous lunch and browse through the Gallery. We would love Club Members and others to join us so please phone on 9719-7949 or mobile 0417 052 254 to let us know.

Diane and Nello Mafodda.

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.

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. This time it is the turn of that famous make, Armstrong Siddeley. Really, our club

should have more of this marque present at our events, mainly because it was born out of the Armstrong Siddeley Car Club. Tony Hodges' superb Star Sapphire is seen at some of our events, but for most of these very desirable motor cars, the distances are too great.



ARMSTRONG SIDDELEY

Armstrong Siddeley Motors Limited at Coventry, England, was formed with the amalgamation of Siddeley-Deasy and WG Armstrong Whitworth in 1919 and the first car to carry the Armstrong Sid-



deley name was the 30 hp. This vehicle sported the sloping 'V' radiator and Sphinx mascot which were to become features of Armstrong Siddeley cars for years to come. Legend has it that a journalist once described an early Siddeley-Deasy car as being "as silent and inscrutable as the Sphinx". Colonel J.D. Siddeley was so taken with this that he commissioned an artist to make drawings of the Sphinx at the base of Cleopatra's Needle for the mascot.

The company produced a large range of cars in the 1920's and 1930's from small family vehicles (12, 14 and 15 hp) to the magnificent 5 litre Siddeley Special, some examples of which were capable of up to 100 mph. Production was on a small scale, numbering about 1,000 vehicles per year, with the peak in 1932 (the height of the Depression) probably due to the production of the modestly priced 12 to 15 hp models. In 1928, Armstrong Siddeley introduced the Wilson preselector semi-automatic gearbox which was to be associated with most models of the marque from that year until 1956.

Following the Second World War, production resumed in 1945, with the first post-war all new British car design, having independent front suspension and advanced body design. These 16 hp cars were named after famous wartime aircraft built by the same group of companies: Hurricane, Lancaster and Typhoon. The cars were updated in 1949 with the introduction of an improved 2.3 litre 18 hp engine and the replacement of the Typhoon sportsman's coupé with the Whitley saloon. These models continued through to 1954, with the exception of the HJ Mulliner bodied Lancaster which ceased in 1952. Armstrong Siddeley also produced two commercial versions of the 18 hp model, a Utility Coupé and a Station Coupé, the latter having a short tray and four-seater cab. Perhaps the most interesting of the immediate post-war models was the two-door Hurricane drop-head coupé, produced in small numbers and of which only a few examples survive.

An entirely new model the 3.4 litre Sapphire, was introduced in 1952. The engine was of advanced design, having hemispherical combustion chambers and developing 120 bhp (150 bhp with optional twin carburettors). The Sapphire became available in an automatic model (Rolls Royce gearbox) with the introduction of the Mark II in 1955. The Sapphire was replaced by the opulent Star Sapphire late in 1958. This 4 litre car was capable of a genuine 100 mph. As were the twin carburettor Mark I and II Sapphires. This new model was one of the first British production saloons to have disc brakes fitted on the front wheels, and standard power steering. Alas, the Star Sapphire was the last car ever produced by Armstrong Siddeley. The era of luxury hand-crafted cars was nearing its end, and at a cost of £2,480 sterling in the UK, the car was just too expensive. The last Star Sapphire left the works in July, 1960.

Some interesting owners of the Sapphire 346 model, produced between 1952 and 1958, include the prince of Siam, the Governor of South Australia, actors Herbert Lom, Kenneth More and George Formby, Commander Ian Fleming, and of course Lord Kenilworth (the hon. Cyril Siddeley, son of the company founder).

A total of 7,680 Sapphires were produced by the company, with my estimate of about 400 cars in Australia, probably 120 of which remain on the road here today.



Of the Sapphire cars to come to Australia, only eleven new cars were sold with the four-light body, including this one of mine, pictured. My car has been the subject of a five-year restoration in the late 90's by Australia's expert and notable authority on the marque, Robert Penn Bradley. Penn has written no less than five books on Armstrong Siddeleys, all of which of course I have. I am of the opinion that mine is even now a better car than when it was sold new by Buckle Motors of Sydney, in 1953.

Left: Tony Hodges' Star Sapphire at a rally this year.

The 346 Sapphire was the only car produced by a company who offered the buyer a choice of three transmissions — a regular synchromesh four-speed, a preselector four-speed, and a fully automatic gearbox. The preselector gearbox is the one by which the cars became known, and is by far the most desirable and most sought after by collectors. Many synchromesh and automatic cars have since been converted to a preselector box. The Sapphire was also the first English car to offer power steering as an option.

I have just returned from a rally in Bathurst, when the car performed impeccably, easily keeping to the speed limit of 110 kph on the highway. It is truly a high performance car even by today's standard, and it is a great pity it is not better known by motoring enthusiasts.

Tony Hodges.



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