



An incorporated club

A0035462V

A friendly family social motoring club

Edition 132

September 2009

COLIN'S FLEET

Your ABCCC News



Colin Brown kindly donated this charming picture of a trio of very British Classics. There is one question, however, where is Wendy the lovely MG saloon?

Left to right: Triumph TR3A, Jaguar XK150S and a fine MGA.

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 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

Position	Name	Telephone	E-mail Address
President	Tony Pettigrew	(03) 9739 1146	NEW ADDRESS! tony3@tpg.com.au
Vice President	Ray Higginson	(03) 9336 7306 (AH)	
		(03) 9310 5286 (BH)	higginson@kangan.edu.au
Treasurer	Tony Hodges	0419 307 026	siddeley@nerspace.net.au
Secretary	Pat Douglas	(03) 9739 4829	patjdouglas@iprimus.com.au
Membership Secretary	Pat Douglas	(03) 9739 4829	patjdouglas@iprimus.com.au
Editor	Michael Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
Assistant Editor	Mary Nolan	(03) 5978 7798	MaryCheng@bigpond.com
AOMC Delegate	Ross Gardiner	(03) 9589 2013 (AH)	consultanalogue@hotmail.com
AOMC Delegate	Bill Allen	(03) 9846 2323	
VCPS Officer	Nello Mafodda	(03) 9719 7949	dimafodda@hotmail.com
VCPS Officer	Colin Brown	(03) 5964 9291	colin.brown@hotmail.net.au
Club Regalia	Bill Allen	(03) 9846 2323	
Committee Member	Frank Sawyer	0408 633 778	frank.cars@bigpond.com
Committee Member	Colin Brown	(03) 5964 9291	colin.brown@hotmail.net.au
Web Master	Chris Newell	0438 007 021	smeagol021@optusnet.com.au

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: TEXT IN RED INFORMS OF CHANGED OR CORRECTED EVENT INFORMATION.

September 2009

- 2 Maxine's Special Picnic Run – An ABCCC Mid-week Event Maxine Pettigrew (03) 9739 1146
Note: An event not to be missed.
Venue – Badger's Creek Weir, Healesville
- 13 A Special Club Run – An ABCCC Event Pat Douglas (03) 9739 4829
Venue – Mill Valley Ranch, Tynong North, Victoria.
- 27 **Club Flying & Competition Day** – Royal Victorian Aero Club Dick Gower (03) 9739 1406
Also features an ABCCC car display within the open day. Tony Pettigrew (03) 9739 1146
Venue – 96 Killara Road, Coldstream, Victoria

October 2009

- 2 – 4 **Indulgence '09** – An ABCCC Event Peter McKiernan (03) 9787 6003
Venue – Destination is Secret, but it will be exceptional.
- 11 The ABCCC 2010 Calendar Planning Meeting – An ABCCC Event Maxine Pettigrew (03) 9739 1146
Venue – 16 Lawler Lane, Coldstream, Victoria.
- 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

- 3 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.
- 22 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.

January 2010

- 10 The RACV Great Australian Rally – An ABCCC Pre-Rally Event Colin Brown 0408 345 176
Rally Bag Stuffing Session – Please come along and help with this activity.
Venue – TBA, Victoria.
- 17 The RACV Great Australian Rally – An ABCCC Major Event Colin Brown 0408 345 176
Start Points – Melbourne CBD, Stud Park Shopping Centre and Westernport Marina at Hastings.
Finish and Display – Mornington Racecourse, Racecourse Road, Mornington

March 2010

- 20 – 26 The 9th RACV Fly The Flag Tour – An ABCCC Major Event Tony Pettigrew (03) 9739 1146
The Gippsland Tour
Touring – Noble Park, San Remo, Cowes, Bairnsdale, Maffra, Walhalla, Yarram, Traralgon and Moe.

June 2010

- 6 – 8 A Special Weekend Away – An ABCCC Event Frank Sawyer 0408 633 778
Venue – Tocumwal, 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 – ISSUE NUMBER 132

In this issue there is a special treat – the 'new' British cars for 1957. John Holmes has kindly lent us a selection of old motoring magazines to ease the Editor's desperate straits. The 1956 Earls Court Motor Show was all about the introduction of higher compression engines. This was brought about by the much awaited introduction of 100-octane premium petrol, Well remembered from those days is the Shell Oil Company's slogan, 'Roses, roses all the way – on Super Shell with ICA'. A few years later came all of those slipstream wagging tigers' tails from the Esso company. Heady days indeed! Thanks John for bringing back so many memories for us.

Tony Pettigrew has written a most entertaining piece on his Lea Francis 2½ Litre Sports. This rare model has experienced an extremely high survival rate, but because not many were built, it is still very rare. I hope that this piece inspires others to write about their cars in similar vein. Such makes an editor's job an easy task!

You will notice a changed event in our Events Directory, it is the Open Day at Coldstream Airfield. This interesting event takes the place of the Observation Run that was being organised by Tom and Heather Cannon. A number of years ago, we tried to get this event at Coldstream Airfield established, but dates were not suitable, either for the aircraft fraternity or for us. The fact that this event has at last been set up, is too good a chance to miss. Our thanks to Heather and Tom for graciously allowing their event to be postponed till early next year, when it is hoped that the South Gippsland Railway can accommodate us for a ride through the beautiful scenery that the railway winds through.

Enjoy this issue and we hope to see you at a club event soon.

Mike Allfrey.

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
Alan & Maureen Cant	Austin-Healey	3000 Mk III	1967

Pat Douglas – Membership Secretary.

THE LEA FRANCIS STORY

Richard Lea and Henry Francis entered into partnership in 1895 to manufacture bicycles but it was not until 1903 they made their first attempt at building a motor car. This was indeed a most unusual design the engine having three horizontal cylinders, with connecting rods thirty inches long and the whole lot mounted under the floor. A total of three cars were built with the project abandoned in 1905, and they then concentrated their efforts into producing the best bicycles of the era until 1911, when they commenced the manufacture of motor cycles. Car production resumed in 1919 initially powered by a Coventry-Simplex engine and later by a Meadows a name that was synonymous with Leafs until the late 30's. In 1928 they released the Hyper sports having a Cozette supercharged 1.5 Litre Meadows engine, followed in 1931 by the Ace of Spades 2 Litre OHC. These cars took all be-

fore them winning their class in all major competitions during this period, until the company went into receivership in 1935.

Production resumed in 1937 with two models powered by a high-cam engine designed by Hugh Rose who had designed a similar engine for Riley. After the war the 14 hp saloon continued, joined in 1948 by a tuned sports model. In 1950 a new 18 hp 2.5 Litre saloon and sports car were offered, the saloon was aimed at the luxury market and the sports was up against the Jaguar XK120. Unfortunately though, the sports had superior bodywork and compared favourably on performance and handling to the Jaguar it attracted a luxury car tax which made it twice the price and so was doomed to failure from the start. The last serious production finished in 1953.

My Lea Francis story started in February 1997 when I answered a single line advertisement in *The Age* 'Lea Francis 2.5L.sp.needs restoration'. I convinced Maxine, without discussing money, that it would make a very good retirement project, and I would just store it in the shed until I retired. I organized a c.o.d. delivery for the following



Saturday having invited a few friends around for a barbecue dinner it was to be delivered early, however it turned up late afternoon so there were plenty of helpers. The guests went with Maxine for drinks around the pool while I settled the account and then joined the rest for a drink having foolishly left the receipt on the table. Maxine and my daughter-in-law to be went to the kitchen to start preparing dinner when they spotted the receipt, "He paid \$1,200 for that heap of rubbish, I'll kill him", said Maxine to which my dear Fiona replied, "Maxine, that's not \$1,200 – that's \$12,000." I have never forgiven her.

Left: "A heap of rubbish" to some, but great treasure with no bounds to enthusiasts!

Two gold bracelets and a diamond ring later, and having decided I was too young to retire, I started the restoration which was to become a three year obsession on a car deemed to be beyond redemption by many experts. Firstly as I was not retired I removed the carburetors slyly and took them into my factory (my day job) where I completely overhauled them replacing jets, needles, seats, spindles and bushes polishing the aluminium body then taking them home to hide in the store room. I did the same with the starter motor, the generator, the distributor, the radiator, until Maxine noticed the car was shrinking and I was spending more and more time in the shed. Now it was out in the open, and Maxine realized I was not frightened of her she gave me permission to restore the Leaf. I stripped everything off the chassis, body, engine, gearbox, diff, wheels, springs and steering, until there was not one nut and bolt left attached. I then took the chassis to the factory for sandblasting and then for powder coating after which it was back home to start the assembly. I had all the wheel cylinders re-sleeved replaced all wheel bearings, rebuilt the differential, gearbox and universal joints and started on the engine overhaul. It was around this time I decided Maxine was due for a holiday doing the things she enjoys, going to the UK to the antique fairs and markets, visiting old houses and driving over the Yorkshire moors. We returned with two suitcases full of spare parts.

I had the engine block rebored and sourced new pistons to suit (Ford Falcon, as I remember) I machined the connecting rods to take slipper bearings instead of the old white metal which was common in that era. All valves were replaced with new ones I had bought in England and the engine was assembled and fitted back in the chassis. I now had a full rolling chassis with every mechanical component as new, and now it was on to the body. The main body is made of aluminium so rust was not a problem but the floor and spare wheel compartment were completely rotted so I called on my friend and club member Bill Bonner for help. He replaced the floor and hand beat a transmission cover which was missing, so there was actually nothing to copy and a fine job he did. With the body now back on the chassis it was clear I had a problem with the doors, the timber frames were rotted and the door skins were stretched and needed replacing, all beyond my capability, I had now entered the real world, and now realized what they mean with "cheque book restoration".



Tony's 'Leaf' at rolling chassis stage.



The bare aluminium of it, ready for that paint job.

While the doors were being fixed I thought it would be a good time to give Maxine a holiday in England, I still needed hub caps, a rev counter lights and a heap of bits and pieces. Two years had now elapsed since the start and I now had a fully assembled car without an interior and without paint on a shiny aluminium body after many hours of hand beating, filing and sanding. It was around this time I had pranged my daily driver and on being given a lift home by my local panel beater he spotted the Leaf and expressed a desire to do the paint work. Though he was unproven I decided to give him a go, it turned out to be one of my better decisions and he delivered one of the best jobs I have ever seen. Since then Marty Duncan has painted three cars for me and dozens from my recommendations all first class. All that was left to do was the trimming which was done by Bill Main of Ringwood who had trimmed all my previous restorations and as always he did a first class job. Almost three years to the day after I took delivery it had its first run to Drouin for a Lea Francis Car Club BBQ, where it was received enthusiastically. The following day it was down to Flemington for the British and European Day where it was awarded the major prize which was a very satisfying result for a car deemed by Lea Francis experts to be beyond repair.



Back from the trimmer and waiting for a hood.



At RACV Club, Healesville – the centre of attention.

During my three years labour I had done a lot of research both in Australia and England and discovered I was the proud owner of a very famous car, having been owned by Alf Beasley. Alf and his brother Stud were famous Lea Francis speedway drivers and my car was used to tow the race car to events and then used with great success in the road class events holding many hill climb records in the 1950s including Rob Roy twice in 1954. Alf was killed in a speedway accident at Maribyrnong in 1958 after which the family sold the car to a Malcolm Ralton who drove the car for several years, before smashing it and then moving to Cairns awaiting a disputed settlement. The car sat in the open behind a panel shop in Mornington for twenty years before my acquisition in 1997.

The car has been on five RACV Fly The Flag Tours and many rallies and though not seen so frequently on club runs these days it still holds pride of place in my garage. Incidentally I am now working on my fourth retirement project and I am no closer to retirement now than I was in 1997. I think Maxine has given up, believing me to be a lost cause, never knowing if I have another wreck hiding in someone's factory.

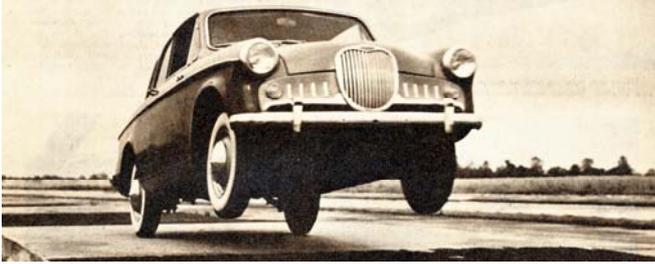
Tony Pettigrew.

THE ABCCC SALEYARD – 1

Please note: club member, Bob Kilpatrick is desirous of down-sizing his fleet of classics. It is understood that Bob has two motor cars for sale. Details of the cars will be in the next magazine. Should you want to purchase a good British classic, then look no further! By contacting Bob you will be able to obtain details. There will, however, be some pictures in the next magazine. Bob can be contacted on telephone number (03) 5194 2279. Shown below is an example of the excellent condition Bob keeps his cars in.



BRITISH CARS FOR 1957



All New – Singer Gazelle cavorts on the test track.

Modern Motor's scoop preview brings you details of new models as Earls Court Show Opens in London. From Harold Dvoretzky.

It is a two pedal show. For the first time in its history, the British motor industry is offering automatic and semi-automatic clutchless gearboxes to cover a variety of models, right down to the modestly priced saloons. Fully automatic transmissions are of American type. Produced in England by the new Borg-Warner factory. Semi-automatic (or manumatic) clutchless transmissions for some lower powered models are made by a British firm, Automotive Products Ltd. For the first year at least, automatic drive is going to cost you 'extra'. Prices hadn't been finalised at the time of writing, but judging by Borg-Warner's production rate they expect a big demand – so cost shouldn't be unreasonable.

Completely new car models are few. Biggest news in this department are the Singer Gazelle (a Rapier-styled saloon and drophead) and the new six-cylinder Austin-Healey. Outside the mass production field is the plastic-bodied, motorcycle-engined Berkeley Sports. Apart from these newcomers, and the introduction of the station waggon versions for almost every popular make, it's mostly a case of jollyng-up existing designs, bringing them into line with modern styling, boosting engine output, and, in some cases, fitting a new power unit.

Main organisation to ring the changes is the giant B.M.C. Group – Morris, Austin, Wolseley, Riley, MG. But even they have gone forward and back at the same time in an effort to get the best out of both worlds. On the one side they are offering automatic and semi-automatic control, on the other they've reintroduced floor-type gear levers on some models that previously had a steering column gear change.



MG A can now be had as a coupé. Prototype is shown; production model has slightly higher door line, rounded corners on wraparound rear window.

What's New In Austins?

The popular Austin A30 gets a bigger engine and becomes the A35. Body remains basically the same, but a wide, curved rear window greatly improves rear visibility. Direction flashers and stop lights have been incorporated in one unit. The A35 was one of several B.M.C. cars that averaged 60 m.p.h. for 25,000 miles on German

autobahns during proving tests in August. The top speed is quoted as 75 m.p.h.

Motor, which also goes in the new Morris Minor, has 948 c.c. capacity and develops "more than 34 b.h.p." in the Austin, though the Minor claims 37 b.h.p. (both cars previously developed 30 b.h.p.). There's been a startling leap in compression ratio, which is now 8.3:1. Reason – recent introduction of 100-octane petrol in Britain.

The A35 has a new four-speed gearbox with close-ratio third and top; the quick-action changes are controlled by a short sports car type lever on the propeller shaft tunnel. You no longer have to lift the lever to select reverse gear. Price is unchanged, and this goes for all existing B.M.C. products.

All medium and larger capacity saloons in the Austin range have been lowered by modifying the suspension to improve the appearance and road-holding. The A50 has also been given smaller wheels (13-inch diameter).

In the A95 saloon, successor to the A90, wheelbase is increased 2-inches to 105¾-inches, and the entire rear of the body is completely new. Rear wings have been given modied (*sic*) shark-fin treatment and the boot lid now opens from floor level. Boot capacity is increased, and a larger wraparound rear window gives excellent rearward vision.

Frontal treatment includes a new wide radiator grille incorporating flashing direction indicators. There are larger bumpers and overriders; flashes along the sides are bolder and run the full length of the body. Inside, there is a new safety-type dished steering wheel (now fitted on nearly all B.M.C. models) and the dash is upholstered for safety.



AUSTIN A95 replaces A90, has new front grille and side strips.

Engine is the B.M.C. six-cylinder in-line of 2,639 c.c., developing 92 b.h.p. at 4,500 r.p.m. on a compression ratio of 8.25:1. The previous b.h.p. was 85. Automatic transmission and overdrive are available as extras. The same engine is installed in the A105 luxury saloon, but fitted with twin S.U. carburettors which allow a maximum b.h.p. 102 and a top speed of 100 m.p.h.



COMPETITION with Rolls Royce and Bentley is goal of Austin's new streamlined Princess IV with body by Vanden Plas. The six-cylinder engine in its standard form is also installed in the stylish new 'Countryman' station-waggon version of the A95. The 'Countryman's' rear seat folds down to make a double bed with the seat squabs providing a headrest. With the seat folded forward there's a load space of 62-cubic feet; with rear seat up, luggage capacity is 28-cubic feet.

Biggest car in the Austin range is the Princess IV saloon. The new model is a sleek-lined 100 m.p.h. limousine with two-pedal control, looking not unlike the latest Rolls and Bentley range. It has those lovely flowing lines of opulence and dignity. With British-produced Borg-Warner automatic transmission, fitted as standard to transmit power from the six-cylinder O.H.V. four-litre engine, this car may prove a serious challenger to its more pricey competition.

The Princess is a vast six-seater with body of steel and aluminium, styled by Vanden Plas of London. Luxuriously fitted out in leather and walnut woodwork, it has foam and rubber cushioning on the seats, a built-in heating and ventilating system, an immense luggage boot, power-assisted steering and servo-assisted 12-inch diameter Lockheed brakes. Wheelbase is 122-inches, width 73-inches, height 68-inches. Price, though still unquoted, is said to be very competitive in the grand luxury field.



SIX-CYLINDER Austin Healey is bigger than previous 'Four', has occasional rear seats, yet costs less.

The new Austin-Healey Six is a production version of the car in which Donald Healey broke International and American records of 16 years standing at Utah last August. Supercharged, this streamliner achieved speeds over 200 m.p.h.; specially tuned, but un-supercharged, it exceeded 150 m.p.h.

The six-cylinder 2,639 c.c. engine with 8.25:1 compression ratio manages 102 b.h.p. at 4,900 r.p.m. Body is larger but retains the pleasing lines of the previous model. There are two small seats at the rear for children or luggage and the front seats tip forward for entry. The dash now has a crash pad along its entire length; door handles are of the semi-flush saloon type and can be locked.

Windscreen design has been altered and new type opening side screens are fitted. The hood folds neatly out of sight and the boot carries spare wheel, battery, tools, tonneau cover and luggage.

Greatest style change is in frontal treatment. The bigger engine needs more cooling, and to get this Austin designers have incorporated a neat bonnet air-scoop. The makers say there's been no serious attempt to increase maximum speed, although they admit the new car is faster. By cutting out overdrive and making wire wheels 'extra' Austin have managed to market the new Austin-Healey for £50 (sterling) less than the previous model, with 4-cylinder engine. Detachable hardtop, radio and heater come as optional extras, but windscreen washer, hide-faced seats, arm-rests, bumper overrides and two tones are standard.

Morris Range For 1957

The Nuffield side of the B.M.C. combine also offers higher compression ratios and more developed power on all models. Results are livelier acceleration, higher top speeds and better fuel consumption figures.

Your Morris Minor has the same 948 c.c. engine as the A35, with 8.3:1 compression. She'll hit 75 m.p.h. in top and will cruise comfortably at 65 m.p.h. - better than her previous all-out maximum. Third gear will take the little car to 60 m.p.h. Overall gear ratios have been lowered by changing the rear axle ratio (now 4.55:1 instead of 5.375:1, and a new remote-control central floor lever gear-change has been fitted. It's a neat stubby little job that would do justice to a sports car and is the same as in the Austin A35.

Body changes include a new curved one-piece windscreen, and a wider curved rear window is provided in the saloon version. The steering wheel is dished and the trafficator horn button has been moved from the dash to the steering column. The re-designed dash now has two glove-boxes with lids and the edge of the full-width parcels tray underneath is trimmed with sponge rubber for safety.

The Morris Isis retains its 2.6-litre six-cylinder B.M.C. engine, but the new 8.3:1 compression ratio has given 90 b.h.p. instead of 86. Gear-change in the standard form of this car has been brought down to the floor, but instead of mounting it centrally, the designers have placed it near the driver's door, thus allowing three people to sit up front. Body shape has been altered to give a fluted bonnet, and 'squared' rear wings with new tail light assemblies. A new heater and air-conditioner is installed, while Borg-Warner automatic transmission and Borg-Warner overdrive are available as extras.



SHARK-FIN treatment has squared the boot-line of Morris Oxford and Isis. Both cars get power and speed from rises in engine compression.

The Morris Oxford Series III also gets the new 8.3:1 compression ratio, giving its 1,489 c.c., four-cylinder O.H.V. engine a maximum of 55 b.h.p. (used to be 50 b.h.p.). This saloon, too, has the new sloping fluted bonnet and has lost its air-scoop. Shark-fin type rear wings give it the square look, which has become the theme of B.M.C. products. The Oxford and Isis 'Traveller' station waggons remain basically unchanged, but get the all new frontal treatment given the standard models.

For the Oxford, there's the manumatic two-pedal clutch available as an extra. Manumatic control gives fingertip changes with the box doing the work of the clutch pedal.

Nuffields describe their 1957 Morris Cowley as 'a standard version of the car represented in deluxe form by the Oxford'. They've taken out the car's 1,200 c.c. engine and replaced it with the 1,489 c.c., O.H.V. unit. Styling is much the same, lacking only some of the Oxford's minor chrome refinements. (The 1956 Morris Cowley was introduced in England nearly a year ago, but has never been exported to Australia.)

Wolseley, Riley, MG

The much-used 1,489 c.c. B-type B.M.C. engine is also installed in the 1957 Wolseley 15/50 saloon. There's little change in body design, but the new dished steering wheel is fitted, together with the floor gear-change, on the shaft tunnel. Manumatic two-pedal control is available as an extra.

The Wolseley 6/90 gets the 8.3:1 compression engine and b.h.p. goes up from 95 to 97. As with the 15/50, the body is hardly altered, but the gear-change is on the floor, by the driver's door. Both automatic box and overdrive are available as extras.

The Riley Pathfinder with 100 m.p.h.-plus performance, remains basically the same, although output of its four-cylinder 2,443 c.c. engine is up from 108 to 110 b.h.p. An automatic gearbox is available as an extra.

The MG Magnette is now offered in two versions, one being a two-colour finish job called 'Varitone'. Rear axle ratio has changed from 4.875:1 to 4.55:1 and the B-type engine now develops 68 b.h.p., instead of 60 b.h.p. A wraparound rear window is the main body change. The Varitone model has tail lights combined with flashing indicators, while the standard Magnette retains the old type trafficators. Manumatic control is available as extra.

The MG A sports is now available as a coupé version, my photograph of the car shows the prototype version.



VARITONE is the name of this deluxe MG Magnette. It has direction flashers, but standard model is one of the few British cars to spurn them.

The prototype differs slightly in glass-area treatment from the final production model. With 8.3:1 compression, its B-type engine now develops 72 b.h.p. instead of 68 b.h.p.

The new coupé is a stylish little job with wide wraparound rear window and curved windscreen keeping the blind spots down to a minimum. Basic home price is £59 sterling more than the MG A roadster, suggesting the coupé will cost around £A1,380 in Australia. There is also a plastic hardtop available as an extra for the standard MG A. Instead of the coupé's fully-winding windows it uses neat sliding perspex panels as side screens.

Changes In Vauxhalls

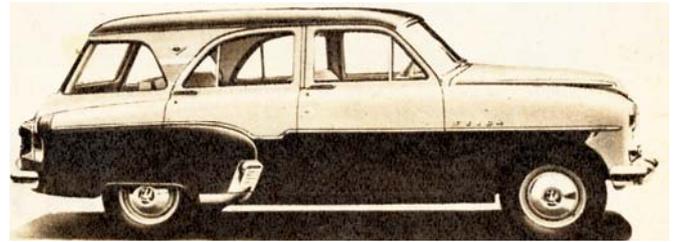
The 1957 Vauxhall range offers more lavish styling, new radiator treatment (which, oddly, resembles the pre-1954 design), flashers incorporated with the tail lights – and a pair of new station waggons.

Compressions have been raised to meet the requirements of the new 100-octane premium fuel. Low-compression versions of the Velox and the Cresta are up from 6.3 to 6.8 to 1 ratio. While the high-compression models have gone from 7.3 to 7.7:1. Aiming at economy, Vauxhall have introduced a new Zenith carburettor – type 34 VN – which, combined with higher compression gives about 2 m.p.g. more. Alternatively, increased acceleration and top speed are available without any sacrifice in fuel economy. The new carburettor gives better starting with a hot engine, better starting on hills because of increased spill angle and simpler choke and throttle linkages, improving protection against over-choking.



VAUXHALLS get a face lift inside and out; also higher compression engines and a new economy carburettor.

Refinements include two-speed windscreen wipers, foam rubber seat overlays, door-controlled interior lighting and new type speedometer. Instead of the normal pointer, a brilliant orange band spreads around the speedo dial as speed increases.



GROSVENOR estate car on Velox chassis is a handsome six-seater with stacks of room; but you won't see it while import restrictions last.

The new station waggons are both built on the Velox chassis. One, made by the Grosvenor Carriage Company, has a big stylish all-steel body. The rear seat can be transformed in a few seconds into a luxurious double bed, 70-inches long and 42-inches wide. Front seat is of the standard adjustable type and doesn't fold down; but the rear bench seat, 55-inches wide, converts to a bed by simply releasing a locking handle. The rear seat can also be folded forward against the front squab to form a flat platform; this increases luggage floor space from the 8-square feet normally available behind the rear seat to a generous 17½-square feet. Wraparound quarter lights blend into slim pillars at the rear, combined with a large window in the top half of the tail-gate – this gives excellent visibility.

The other Vauxhall station waggon comes from Martin Walter Limited. Called the 'Dormobile' it is a sleek six-seater which also offers a bed conversion. The shapely rear end is built of steel and fibreglass. Behind the rear seat there is 26-cubic feet of luggage space, folding the seat increases this to 41-cubic feet. The one-piece lift up rear door can be locked in the open position for carrying long loads. Overall length (as with the Grosvenor) is the same as the Velox saloon – 14-feet 4-inches.

Basic price of the Grosvenor is £750 sterling – £170 more than the standard Velox – while the Dormobile costs £741 sterling basic. But there isn't much hope of getting either of them in Australia while import restrictions are still on. Both are custom built jobs and couldn't be knocked down for transport.

Two New Vanguards

From the Standard Vanguard stable come two new editions – a 90 m.p.h. luxury sports saloon and a station waggon. The luxury job, known as the 'Sportsman', has the same body shell as the current model, introduced at last year's Earls Court Show, but the grille has been altered to resemble the Triumph's. There more attractive external embellishments and interior trim leaves little to be desired for a mass produced article.



SPORTSMAN version of Standard Vanguard has a Triumph-like grille, does over 90 m.p.h. First of the 1957 models to reach Australia, it can be had right now for £A1,872.

Main difference centres on the two carburettor version of the normal 2,088 c.c. Standard Vanguard engine. In its normal form, in the Vanguard saloon and the new estate car, it develops 68 b.h.p. at 4,200 r.p.m. In the Triumph TR3 it gives 100 b.h.p. at 5,000 r.p.m. But the new Sportsman variant falls between the two, using 8:1 compression, it produces 90 b.h.p. at 4,500 r.p.m.

The twin carbies are inclined SUs, type HD6, used in a porting layout similar to the TR3. Noise has been cut down by using a special silencer and a valve rocker cover of four-ply aluminium combined with glass wool and aquaplas. The oil bath filter is larger than standard. The normal Vanguard crankshaft has been retained, but the pistons have an additional scraper oil ring. The engine is on special mountings designed to ensure smoothness and prevent vibration.

Laycock de Normanville overdrive with the usual fingertip switch control is fitted as standard. Final drive ratio has been changed to give better gear selection – top is now 4.55 instead of 4.5 to 1. The brake lining area has been increased from 121 to 175-square inches, and an anti-roll bar is fitted on the 90 m.p.h.-plus motor car.

The front bench seat is fitted with an arm rest, but as an extra, two luxurious seats can be installed – although adjusted separately, they can form one seat for three people. The Standard Vanguard Sportsman will be the first of Britain's 1957 models to be seen in Australia. In fact it is here right now, with a price tag of £A1872 and deliveries promised within nine weeks.



CAMPING conversions on station waggons are becoming standard in Britain. This is the Standard Vanguard; Vauxhall and A95 also double as campers. The new Vanguard estate car is the same as the saloon as far back as the front door pillars, then the body line is carried back in the usual station waggon pattern. The back seat can be lowered to increase the already generous luggage space. The waggon is designed to carry five passengers and 2-c.w.t. of luggage, or, with the seat down about 5-c.w.t. of luggage and three persons in the front seat. For exceptionally long loads, half of the rear gate swings down on sturdy hinges and supports. The tool kit is enclosed neatly in the lower section of the gate door and the spare wheel is carried beneath the luggage floor.

Basic home price of the Vanguard estate car is £140 more than that of the saloon. Adding exchange, freight, customs tariff and 30 per cent sales tax, this suggests Australian price will top the saloon

by £A300-odd - £A1,650 to £A1,700 should be a reasonable guess. Like the Sportsman, it may become available in Australia fairly soon.

The other news from the Standard Company is that their Super Ten can now be bought with two-pedal control for only £13 sterling extra. Called the Standrive, this control is based on a centrifugal clutch designed by Newton & Bennett. Changes are made by depressing a button on the gear lever knob; it is possible to select a gear, brake the car to a stop, then start off again by merely releasing the foot brake and pressing the accelerator.

Standard are trying out Harry Ferguson's automatic transmission, along with several others. They may produce a car incorporating many Ferguson patents within the next eighteen months.

What Else Is New?

What other changes are there for 1957? Well, the Rootes Group having absorbed the Singer Company, got off to a good start with their entirely new Singer Gazelle. (this story is covered on Page 25.)

Apart from this, the main tidings from Rootes are further drops in price. Sunbeam Mk III is down by £70 sterling, to a basic home price of £765; and the Humber Hawk estate has come down £20 sterling. But as neither is being exported to Australia at present, it is small comfort to you.

Nor has the year-old Sunbeam Rapier found its way to Australia as yet. Price of this car remains unchanged, but it is now available here in a two-carburettor version, raising power output from 57.5 to 62.5 b.h.p. Revs go up 400 to 5,400 r.p.m.; the increase is most pronounced at the top end of the speed range, but there's a worthwhile gain throughout – a clear second from 10 to 30 m.p.h., and two seconds from 50 to 70 m.p.h. The carburettors are Zeniths, type 36 W.I.P.

Having recently introduced their Rapier-styled Hillman Minx, Rootes haven't worried about any further changes to that model, nor is there any fresh news about their Humber Snipe.

The Rover 75, Rover 90 and Land Rover have had only minor styling changes, but price on all models is up three per cent. Automatic overdrive is available as an extra.

Lagonda and Aston Martin remain the same as before, except that the DB2/4 Mark II hardtop can now be had with a head conversion that raises b.h.p. from 140 to 165.

There is no news from Jaguar, and Ford are presumably resting on their laurels after launching the highly successful Zephyr and Consul Oh, yes! Rolls Royce have raised their prices on the Silver Cloud and Bentley S by £300 each. But if you have a cool £5,000 sterling to spend on one of those, you'll hardly worry about a few more measly hundreds.

That's all for now. If anyone springs a well-kept secret when the Show opens (which I doubt), I'll let you know next month.

Harold Dvoretzky.

From Modern Motor – November 1956, with thanks.

This article was in a magazine kindly loaned by John Holmes – many thanks John.

**COMMITTEE MEMBERS AND WILLING HELPERS
DON'T FORGET OUR 2010 SOCIAL PLANNING MEETING
SUNDAY 11th OCTOBER, 2009**

OUR MAJOR EVENTS – 2010

THE RACV GREAT AUSTRALIAN RALLY – Sunday 17th January, 2010

Rallying For A Cure

Planning for this important fund-raising event is well advanced. There will be three start points – Melbourne CBD, Stud Park Shopping Centre, Rowville and the Westernport Marina at Hastings. There will be the usual array of prizes awarded and, to make our judges task easier, those vehicles that will be judged are requested to motor direct to the display arena at Mornington Racecourse. Those vehicles not being judged can opt for a rally route that embraces the Mornington Peninsula. The RACV Great Australian Rally brochure and entry form, letter of thanks, along with a Rally Merchandise order form, will be available in August.

For this event, the commemorative metal plate will be available – it will be improved for durability.

All proceeds generated by the RACV Great Australian Rally will, as in the past, be donated to the Peter MacCallum Cancer Centre. We look forward to your support with respect to this major event.

Colin Brown – Rally Organiser.

THE 9th RACV FLY THE FLAG TOUR – Saturday 20th To Friday 26th March, 2010

The Gippsland Tour

A huge amount of preparatory work has been put into this exciting Tour already. The 2010 RACV Fly The Flag Tour brochure and entry form will soon be available. It is essential that you get your entry in without delay, to avoid disappointment. The Tour's route-in-detail is now being carefully put together, and the myriad of those tasks that have to be done, are well in hand.

RACV Fly The Flag Tour Itinerary

As announced at our Annual Lunch, the itinerary for the RACV Fly The Flag Tour has been set. The Bass Shire approached us to help with the centenary celebrations at Wonthaggi. Our Tour will also be involved with the re-opening of the State Coal Mine near Wonthaggi. The visit to Wonthaggi became a very important part of the tour, and the rest of the route could not be confirmed till the Centenary date had been set. This is going to be quite a function for us, because all Tour vehicles will be involved in the Wonthaggi street parade.

Venues for meals and vehicle displays have been set in place and now it is just the finer points of our route that need working out. Set out below is the official RACV Fly The Flag Gippsland Tour itinerary:

DAY 1 Saturday 20th March – The tour will commence with a Flag-off Ceremony, and will depart from RACV Noble Park to Philip Island, lunch will be in Newhaven with the rest of the afternoon to explore the Island. Dinner will be at the San Remo Recreation Centre.

DAY 2 Sunday 21st March – After breakfast we will depart in convoy to Wonthaggi where we will be an integral part of their Centenary celebrations, and the official re-opening of the Wonthaggi Coal Mine. Mine tours, a light lunch and entertainment will be provided by the Bass Shire. Dinner tonight will be at the San Remo Recreation Centre.

DAY 3 Monday 22nd March – Today we will be touring through some of Victoria's most scenic countryside with plenty of places to stop along the way and all day to drive at your own pace. We will go through Loch, Korumburra, Leongatha, Foster, Yarram, Sale, finishing in Bairnsdale. Dinner will be at the Bairnsdale Sporting and Convention Centre.

DAY 4 Tuesday 23rd March – After a car display and official "Flag-Off" ceremony we will depart Bairnsdale for Nyerimilang Park and Homestead near Metung for morning tea. After leaving Nyerimilang, we follow the Tambo River to Bruthen, down to Bairnsdale and then along the Bengworden Road to Stratford and then to Maffra where entry to the car museum and afternoon tea is included. Dinner tonight is at the Sale Memorial Hall.

DAY 5 Wednesday 24th March – Leaving Sale we take a short drive back to Maffra where we take the C105 to Heyfield, Toongabbie, Glengarry, Yallourn and Moe where we have lunch and entertainment at the Gippsland Heritage Park. Dinner will be at Kernot Hall, Morwell.

DAY 6 Thursday 25th March – After breakfast we leave at your leisure to Rawson where we will pick up a boxed lunch to have at Thompson Dam or Walhalla where a ride on the Walhalla Goldfields Railway and entry to the Long Tunnel Gold Mine has been arranged. Tonight is our "Gala Fancy Dress" dinner at Kernot Hall, Morwell.

DAY 7 Friday 26th March – After a farewell breakfast we will have an official "Flag Off" before driving to Dandenong for our presentation lunch at the Villa Adriana.

You heard it first on the ABCCC.

Tony Pettigrew – Tour Organiser.

THE ABCCC SALEYARD – 2

A 1971 MGB Is For Sale (Registration No. IFJ 281)



The time has come for me to face up to the reality that I just don't have enough time on my hands to either look after my car properly or to attend club functions as often as I would like. I am currently working 6 days a week in Kyneton building a new police station, and its very likely that I will not be back working in Melbourne in the foreseeable future. Its been a hard decision but I have decided to sell my MG to clear room in my ridiculously cluttered garage and to hopefully give my car a better chance at life than its currently having, (I cant remember the last time I drove it).

So if anybody would like to buy my 1971 MGB I would be more than happy to sell to people who also have a passion for classic British cars. I am open to offers, but I would like to achieve about \$10,000.00. The car is in pretty good condition, I have recently had it rust proofed and repainted. Its extremely reliable, I had the engine rebuilt about twelve years ago and its never failed me, I am only the third owner, have owned it for about seventeen years, I know this car very well, and will be a very sad day when I have to watch it drive away. Please give me a call on 0413 435 693 or 0403 255 051 or (03) 9781 3336, I will answer one of them, if you think you would like to have a look at my very much loved car.

I am hoping that I can maintain membership of the club at least for the duration of this year, Jenni and I will make a special effort to try to make one of the clubs future club events to refresh our old acquaintances.

Derek McNab.

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.

THE ABCCC ANNUAL LUNCHEON

Record Numbers Attend Our Club's Xmas in July Event

The weather was perfect, the company was sensational, the venue was splendid and capable. On the Friday prior, the Internet was consulted for weather conditions and the result, that covers about everything, was probable showers. It was then decided that the Editorial Rover would undertake this event. This decision was reinforced by us having to deliver our granddaughter's third birthday present after the luncheon. Said present was rather large and here was another reason why the Jupiter was left in the garage. Fortunately, on the Friday, an attempt was made to start the Rover's mighty V8 engine. The car just said, "Umm, no thanks". The battery charger was applied and a decision was made to give it a blanket bath on Sunday morning – early. This was done with near freezing water and all the dust was washed off with a well soaked chammy. Talk about cold hands!

The engine then started up instantly and the tank was given a fill of decent petrol, its first since the RACV Fly The Flag Tour, and we set off for Marybrooke. We arrived at exactly 12:30 pm and instantly felt that we were very late. The car park was mostly filled with modern means of motoring transport and it was thought that not many of us were attending this event. Upon entering the reception area and hearing the loud chatter through the open door to our room, I knew that there was a fair crowd, already quaffing drinks and shouting to make each other heard. A



quick count of tables and numbers per table, brought the mental count to very close to one-hundred souls present. What a turn-out for our 'small' club! It was a shame that there weren't more proper British classics in the car park. Ford and Tata Jaguars, and BMW Minis, don't count – or do they? Quite a question!

Left: Happy folk at one of the numerous tables. This picture was chosen because it shows best the number of members present. Shown is only one third of the room.

That we were in convivial surroundings was borne out by the difficulty in getting the message out that it was time to sit down and enjoy the meal that had been prepared for us.

Finally the chatter died down enough for Colin to make the announcement that lunch would be served. After a very pleasant main course, it was time for speeches and our major events' progress were announced. Colin informed us that we had one-hundred club members in the room – a club record, and our President, Tony, thanked us for our support. The RACV Great Australian Rally was properly announced. A call for assistance with respect to marshalling for this event was made. Tony then gave a much anticipated report on the RACV Fly The Flag Tour, mainly concentrating on the Tour's itinerary. Here there was a slight misunderstanding on the part of your Editor, who had offered to print off a number of itinerary sheets. Apologies for that not happening, it was thought

that the matter would be kept under wraps till this issue of the magazine. See Page 11 for the full RACV Fly The Flag Tour itinerary.

Peter McKiernan gave us an update on this year's Indulgence Tour and then Ray Higginson kindly offered car parking for those going to Norfolk Island, and that he would provide a bus for transfer to the airport. The well-oiled machine that is our club, in action again! Thanks Ray.

Immediately after the dessert was served, we had to depart for another party of similar importance and press the Editorial Rover into the timely delivery of a birthday present. It certainly was a splendid luncheon, good surroundings and wonderful company. Our collective thanks must go to Geoff and Judy Birkett, Colin and Joy Brown, and Pat Douglas who did a large amount of the booking work, while Colin and Joy went off cruising. Signs of a good manager, Colin – job delegation!

Mike Allfrey.

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

A Sincere Apology is Warranted

The night before, I started a ticklish cough and the weather forecast was for rain showers. Not being yet permitted to drive in rain conditions, and having the cough, I decided to opt out of this event. It was fixed in my mind that the run commenced with meet up at 10:00 am, so, I was about to telephone at that time, being sure that they would not be driving at that time, when Tony Pettigrew rang asking where I was, well before ten – it then clicked, I realised my timing confusion. Sincere apologies to Diane and Nello, and to all who missed the first stop-off on the run, due to waiting for me to arrive. I will try not to get times mixed up in future. Hon, Ed.



Above: These two images were sent by Bryan Tootell, those who went will know what was going on!

Thanks To Bryan Tootell.

MID-WEEK RUN – Wednesday 2nd September, 2009

Maxine's Picnic Day



This being the second day of spring I have taken it upon myself to notify mother nature we need a fine day for my picnic, so fingers crossed. Today we will be heading for Badgers Creek Weir in Healesville, meeting at Lilydale International Club at 10:00 am for a pleasant drive through the Yarra Valley.

This picture was taken at Badger's Creek picnic area – Fair Dinkum.

At Badgers Creek we have access to gas? or electric? barbecues and we also have access to sheltered areas tables and chairs but you may wish to put in your own just in case, you may also wish to take a boxed lunch instead, it's your call.

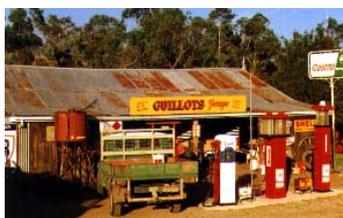
Also please note, I suggest all you artists bring your pallet and paints, you photographers bring your cameras, boys bring a football, girls bring a Frisbee and there are some very good walking tracks for the love-birds who would like to go bush, and Tony said he would love to see the ladies in the club playing beach volley ball.

But if you don't fit into the above category, and I am sure most of you don't, just bring yourself and a bottle and enjoy a good day with friends. Numbers are not that important, but I would like to know I am not just having a picnic with Tony alone – so please let me know.

Please contact Maxine on (03) 9739 1146 to make your booking on this most enjoyable mid-week run.

Maxine Pettigrew.

A SPECIAL DAY OUT – Sunday 13th September, 2009



A Visit To Mill Valley Ranch In Gippsland's West

We will meet at the Car Park at the centre of High Street (Princes Highway C101) Berwick at 9:45 am. The car park is in the highway's central reservation to the east of Lyall Road and Clyde Road intersection.

After coffee and a look around Berwick we will leave at approximately 10:30 am and drive to Mill Valley Ranch. Directions on how to get there will be provided.

Left: The Old Garage, Mill Valley Ranch.

Mill Valley Ranch is run as a school camp and the owner Arthur Bartlett has a group of children leaving at approx 3:00 pm so there will be plenty of activity going on. Arthur will be holding a church service at a 115 year old church that is on the property between 11:00 am and 12:00 noon. Anyone who would like to attend is more than welcome.

After arriving there is plenty to see with old buildings, trucks and cars.

We will enjoy a picnic lunch around the lake but if the weather is inclement we will be able to go indoors. So bring along your goodies to eat for lunch and a bottle to drink or tea and coffee if you prefer.

Please let me know if you are joining us on this event, on Telephone No. (03) 9739 4829.

Pat Douglas.

OPEN DAY DISPLAY AT COLDSTREAM AIRFIELD – Sunday 27th September, 2009 **Sky-Diving, Barn-Storming, Looping The Loop!**



The Royal Victorian Aero Club have invited us to take part in the Competition Flying and Open Day at the delightful Coldstream Airfield, located in the Yarra Valley. We will be putting our cars on display as an important part of the day's activities. Our club has a long-standing invitation and, has wished to join in on this event for a few years. Several times dates were fixed and subsequently changed by the organisers. Those changes all clashed with events that our club had in place – so, the joint activity did not eventuate, until now. The date is firm and we are hoping for good support.

Arrival time is 10:00 am for setting up our display site.

Please let me know if you wish to join in on this remarkable event. Numbers are required so that suitable space can be reserved for our display. I can be contacted on Telephone No. (03) 9739 1146.

Please note that this event replaces Diesel-Hauled Out Of Nyora – which has been postponed.

Tony Pettigrew.

INDULGENCE '09 – Friday 2nd to Sunday 4th October, 2009

The Renowned ABCCC Indulgence Weekend – Important Update

Originally we had booked the entire motel for the weekend and the interest as shown meant that we were required to arrange for additional accommodation. Unfortunately such was not available due to various events occurring



around the town of our destination, and we have been forced to suggest that we could not take any more bookings. Unfortunately three parties have now indicated that they will be unable to attend due to sickness and one such person happens to be our esteemed photographer, Mr Michael Allfrey who will be having further eye surgery for which we all wish him the best of success. This now means that we have vacancies for three couples or three persons.

Oh! How we indulged in 2007!

The cost of the weekend is \$600.00 per couple, or \$378.00 for a single. If any members are interested in having a fantastic weekend of fun, food and enjoyment and were hesitant because of prior information regarding number of bookings, please do not hesitate

to contact me at home on (03) 9787 6003 or mobile 0407 876 023.

Peter and Rosalie McKiernan.

2010 SOCIAL EVENTS PLANNING MEETING – Sunday 11th October, 2009

Start Thinking About Next Year – Now!

The Planning Meeting will commence at 12:00 noon, and it is open to our Committee and to those who have ideas for club events, and are prepared to run them. This meeting is an important part of our club year and we need good ideas input. Come along with your ideas and let's plan a really good year's classic motoring. Our club aims to have two events per month, and sometimes, there can be three events. After the meeting there will be a barbecue to seal the events, meat and drinks will be supplied, ladies please organise salads and desserts by liaising with Maxine Pettigrew.



The Planning Meeting will be held at the home of Tony and Maxine Pettigrew, 16 Lawler Lane, Coldstream (Melways Map 280, Reference: K5). Please call Maxine on (03) 9739 1146 to advise of your attendance. You can also send an E-mail to tony3@tpg.com.au We look forward to an array of very good ideas for next year.

Tony Pettigrew – President.

GRANDCHILDREN'S PICNIC – Sunday 15th October, 2009

Including A Grand Family Fun Day Werribee Open Range Zoo – Melways Map 201, Ref: D1



Bring the family along and have a fun day with the grandchildren. Werribee Zoo offers an amazing African safari experience with up-close encounters on the Pula Reserve and the volcanic plains walking trails.

Take a 40 minute shuttle for a safe and exciting look at the hippos, giraffes, wildebeests and other interesting animals in their natural habitat.

Bring a picnic lunch or purchase a snack at the Meerkat Kiosk or Bistro.

There will be 20% discount on family entry at the gate (2 adults + 2 children) which includes the shuttle around the park. Tours operate on the hour and we

would need book as a group.

We look forward to a great day getting to know each others offspring and perhaps showing our next generation of car enthusiasts how much fun we have in our very sociable and friendly car club.

Please phone Marj and Brian Pepper on (03) 9439 7875 for numbers attending.

Marjorie Pepper.

CHRISTMAS LUNCH RUN – Sunday 14th December, 2009

Get Into The Festive Spirit!



Christmas lunch this year will be at the Mornington Golf Club kindly organised by Karen and Ken MacDonald, this will not be a prepaid event but bookings are essential and please note late cancellations and 'non shows' will have to pay the \$35.00 per person cost.

Editor's Plea: This time around, please try and make the presentations somewhere in the room away from large bright picture windows to give the cameras a chance.

For bookings, please contact Ken and Karen on (03) 59751867.

Tony Pettigrew – President.

A REMINDER!

WE HAVE ATTRACTIVE EVENTS COMING UP SOON

NAMELY:

MAXINE'S MID-WEEK PICNIC RUN
WEDNESDAY 2nd SEPTEMBER, 2009

SPECIAL DAY OUT TO MILL VALLEY RANCH
A SUPERB PAT DOUGLAS EVENT!
SUNDAY 13th SEPTEMBER, 2009

AND DON'T FORGET MARJ PEPPER'S EVENT
GRANDCHILDREN TO WERRIBEE PARK ZOO
SUNDAY 15th OCTOBER, 2009

BE THERE!

BE SURE TO GET YOUR NAMES DOWN FOR THESE EVENTS SOON.



THE ROYAL VICTORIAN AERO CLUB
Coldstream

COLDSTREAM AIRFIELD

Sunday 27th September, 2009

BALLOON BURSTING & SPOT LANDING
RVAC Coldstream Flying School
10:30 am – 5:00 pm

Also On The Day:

Breakfast at Yarra Valley Aero Club
9:00 am – 10:00 am

Interesting Static Aviation & Car Displays
Coldstream Airfield
10:00 am – 5:00 pm

EVERYONE WELCOME

Free Sausage Sizzle
Barbecue Facilities Available

In Association With:

- **Yarra Valley Aero Club**
- **Yarra Valley Machinery Preservation Society**
- **Antique Aeroplane Association of Australia**
- **Car Clubs (Featuring The All British Classics Car Club)**

Address: 96 Killara Road, Coldstream, Victoria, 3770

Telephone: (03) 9739 1406

E-mail: coldstream@rvac.com.au