



An incorporated club

A0035462V

A friendly family social motoring club

Edition 136

February 2010

A GORGEOUS E-TYPE!



Part of our display at the Yarra Glen Cup race meeting.

Alan Ward's eye-catching E-Type Jaguar.

Nice to see four British 'Crumpet Catchers' parked together!

It was a wonderful day and the Jaguar attracted a huge amount of attention.

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.

Life Member: Pat J Douglas

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	tony3@tpg.com.au
Vice President	Ray Higginson	(03) 9336 7306 (AH)	
		(03) 9310 5286 (BH)	lhigginson@kangan.edu.au
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Committee Member	Colin Brown	(03) 5964 9291	colin.brown@hotmail.net.au
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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.

THE VICTORIAN CLUB PERMIT SCHEME AND THE EVENTS 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.

ABCCC EVENTS DIRECTORY 2010

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.

February, 2010

- 14 Annual General Meeting of the ABCCC Pat Douglas (03) 9739 4829
Venue – Como Gardens, 79 Basin-Olinda Road, The Basin, Victoria.
- 28 RACV Classic Showcase (British & European Motoring Show) – AOMC Mike Allfrey (03) 9729 1480
Venue – Members; Car Park, Flemington Racecourse. Enter from Epsom Road.

March, 2010

- 10 A Lotus Themed Run – An ABCCC Mid-week Event Joy Brown (03) 5964 9291
Venue – Visit Blue Lotus Water Garden, Warburton Highway, Yarra Junction, Victoria.
- 20 – 26 RACV Fly The Flag Tour – An ABCCC Major Event Tony Pettigrew (03) 9739 1146
Start Point – RACV Service Headquarters, Princes Highway, Noble Park, Victoria.

April, 2010

- 11 The Renowned Cream Sponge Run – An ABCCC Event Geoff & Judy Birkett (03) 9755 1772
The cream sponge equivalent of Dot Sawyer's sausage rolls – the best!
Start Point – Ferny Creek CFA Station, Sassafras, Victoria.
- 17 – 18 Como Gardens Open Weekend – An ABCCC Assist Event George Hetrel (03) 9761 1341
Venue – Como Gardens, 79 Basin-Olinda Road, The Basin, Victoria.

May, 2010

- 2 An Overseas Trip – An ABCCC Event Anne & Bryan Tootell (03) 9891 6905
Touring – French Island
- 12 Club Run to Portsea Hotel – An ABCCC Mid-week Event Peter & Rosalie McKiernan (03) 9787 6003
Mid-week Run
Venue – Portsea Hotel, Portsea, Victoria.
- 23 Rex's Pub Lunch Run – An ABCCC Event Rex Hall (03) 9795 7669
- 29 – 30 Historic Winton – Austin 7 Club

June, 2010

- 4 – 6 Special Touring on the Murray – An ABCCC Weekend Run Frank Sawyer 0408 633 778
Touring Base – Tocumwal, New South Wales.
- 27 TBA – An ABCCC Event Nello & Diane Mafodda (03) 9719 7949
Venue – TBA, But it will be good!

July, 2010

- 11 Girls' Day Out – An ABCCC Ladies Event Pat Douglas (03) 9739 4829
Venue – TBA.
- 25 Christmas in July Luncheon – An ABCCC Event Colin Brown 0408 343 176

The traditional annual lunch
Venue – Marybrooke, Sherbrooke Road,

August, 2010

- 8 ABCCC Coach Trip – An ABCCC Event Ray & Lyn Higginson (03) 9336 7306 (AH)
Includes a Trip on Central Goldfields Railway – Castlemaine to Maldon
A Higginson Charabanc Tour Company Event.
- 22 Pub Lunch Run – An ABCCC Event Frank Sawyer 0408 633 778
Venue – TBA, but will include a light bush walk.

September, 2010

- 3 Friday Night Dinner and Slide Show – An ABCCC Event Mike Allfrey (03) 9729 1480
Includes a presentation of trip to India and Club Event Images
Venue – Lilydale International Club, Nelson Road, Lilydale, Victoria.
- 15 Garden Day Out – TBA – An ABCCC Event Geoff & Judy Birkett (03) 9755 1772
A Mid-week Run
Venue – TBA.
- 26 Pine Ridge Museum Visit – An ABCCC Event Phil Cook (03) 9842 5449
Venue – Mornington Peninsula.

October, 2010

- 8 – 10 ABCCC Indulgence Weekend – The ABCCC Event Peter & Rosalie McKiernan (03) 9787 6003
- 16 – 17 Como Gardens Open Weekend – An ABCCC Assist Event George Hetrel (03) 9761 1341
Venue – Como Gardens, 79 Basin-Olinda Road, The Basin, Victoria.
- 31 ABCCC 2011 Calendar Planning Meeting Tony Pettigrew (03) 9739 1146

November, 2010

- 13 – 14 National Swap Meet Bendigo Pat Dyball 0427 446 660
- 17 – 24 ABCCC Holiday Trip – An ABCCC Tour (Dates TBC) Marjorie Pepper (03) 9439 7875
Expressions of Interest please, as soon as possible Karen McDonald (03) 5975 1867
Touring – Tasmania
- 28 Rob Roy Hillclimb (Historic) – MGCC Colin Brown 0408 343 176

December, 2010

- 12 ABCCC Christmas Lunch Run – An ABCCC Event Karen McDonald (03) 5975 1867
Venue – TBA.

EDITORIAL NOTES – ISSUE NUMBER 136

Something is very wrong – very disturbing indeed! In *The Age Green-Guide* of 31st December, there was a 70 question Quiz on the past year's television programmes. Out of all of those 70 questions, I only knew the answers to three of them! My knowledge of such things must rank as the most lacking in the country. One of the ones I did get right was the one about the driver of the London Cab in North America – Stephen Fry of course. Things were so bad, I could not even get the question about the local edition of *Top Gear* correct! It must be all of the time spent writing club newsletters that is making me miss the whole world of television as it goes by!

No matter about such poppycock, New Year's greetings to all of you, and to our international readers, *Viele Grüsse Zum Unserer Neues Jahr!* I think that is about right.

It has been quite a year for most of us, and for myself, a year of great change. Hopefully, soon, I will be able to spend more time (away from the television) in my workshop doing those jobs that need doing. The Jowetts have probably forgotten what a grease gun is, and fresh oil will be a shock to their engine oil sumps. In the later half of the year, our Jupiter enjoyed a good bit of exposure. It was also the car of choice for a good blast up in the hills, as soon as I was back on the roads again. Our last event for the year, the Christmas Lunch Run, was again, one of our best attended events – not quite up to our July event level, but pretty good, considering there are so many calls on us at that time of year. It was a most enjoyable lunch and our thanks are due to the staff at the Mornington Golf Club for doing such a grand job for us. Ken and Karen, please pass that on for us.

The RACV Great Australian Rally will be a part of history by the time you read this. A huge amount of preparation has gone into it. For me, being involved with the Hastings start point, this meant preparing Route Notes and their associated maps. The Rally route choices were 'coloured in' with two highlighter pens and, after finishing two-hundred copies, the length of highlighted roads was calculated. Those highlighter pens had been dragged a distance of 149.8 metres! There's a bit of trivia for you, but it is an example of how much work we do. I would shudder to think how much name-keying and sorting Pat Douglas (L.M.) has done for our prestigious rally!

Next up is the Annual General Meeting and I ask you to form an orderly queue in front of our President for this task, when the call comes up for the position of Magazine Editor – see you all there!

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
Rex & Bobbie Genoni	Austin-Healey	3000 Mk III	1967
Terry Bostock	Jaguar	Mk II	1960

Pat Douglas – Membership Secretary.

TIME TO SAY THANK-YOU

During the past year, I have been very fortunate to have not missed too much of our club's activities. This has been due to the generosity of some club members who have provided rides to club events while I was off the roads. A very special thank-you to Bill and Terri Allen, to Frank and Val Sawyer, to George Hetrel and to Tony and Maxine Pettigrew who so kindly have stood in for our classic motor cars. Thanks are also due to Rob and Mary Nolan who, a couple of times, offered to drive us to an event. For me, this is part of what the All British Classics Car Club is all about, assistance for those members in need, and a very special thank-you to all of you. Your help was greatly appreciated.

Mike Allfrey.

LADS' ARMY (With Apologies To The BBC)

Adventures in a Ford Thames Truck

Quite some time ago, when I was younger (much younger) and involved with a Rover Scout Crew, we decided to do some community service. We joined Britain's Civil Defence Force and spent Tuesday evenings learning how to cope with such disasters as nuclear bomb damage – this was the late 1950s and the cold war struck us all as being a fearsome eventuality. Our activities centred on the Bristol Channel-side town of Portishead, where there was a decent sized CD force due to the large coal-fired power station nearby.



As a part of our training, we all learnt how to drive the Ford Thames 3 tonner that we had allocated to us. This Thames had a specially built body that was superbly structured and fitted out – a prime example of value for tax-payers' money! These 'vans' would have converted into fabulous motor homes, except for two things – a true truck type of firm ride, and a voracious thirst for petrol.

Left: Real Corporal Jones stuff, the Ford Thames Civil Defence Force van. (Photo from the Classic Commercial Motor Vehicle Club (UK) – with thanks.)

Our truck was the same as that shown at left, which appears to be in good original condition. This photograph was found while surfing the

Internet looking, as I frequently do, at the Classic Commercial Motor Vehicle Club's photo gallery page where a huge number of excellent pictures of such vehicles are displayed. We used 'our' van for travelling to various exercise sites for training. Our limit was about thirty miles, and on such runs, we had to stop frequently to let those carried in the van, breathe some fresh air. With the exhaust outlet located just in front of the near-side rear wheel, exhaust gasses soon migrated up into the van. Another consequence of the exhaust's location was overheating of the outer tyre. We suffered two bursts due to this, with the fairly old original tyres.

The van body was fitted with stretcher carriers, comprehensive first-aid kits and heavy lifting equipment for lifting fallen roof beams and lintels that trapped injured people. The first big exercise we attended had victims with very realistic wounds applied on them, that set us back in shock. We soon learnt to get that Ford into all sorts of tricky locations, and out again. Each of us took turns at driving this interesting vehicle and became quite proficient in handling the crash gearbox and stiff to operate brakes. It was powered by Ford's trusty side valve V8 and had a really healthy appetite for fuel and oil. The oil consumption concern was probably due to standing for long periods between use, before our Rover Crew got involved. The gearbox had a particularly nasty habit of jumping violently out of third gear. This trait caused a couple of injured wrists until we learned to have the middle passenger on the bench seat hold it firmly in third gear when climbing hills.

One Saturday, after an exercise near Bridgwater, we gave a group of St John's Ambulance girls a lift back to Weston Super Mare. They didn't really like the exhaust fumes in the back, and shunned further offers of lifts. That Ford gave us some fun times and great driving experience, and it was a nice surprise to come across the one shown here. Today it would probably be turbocharged, intercooled four-wheel-drive vehicles – on fat tyres, heaps of ranting and snorting, but not getting far in the difficult and wet conditions that we had to contend with. Probably minus the beautifully fitted out wooden framed van body. We also learnt that, in all of western Europe and the UK, our local Cheddar Caves would be the safest place to be in the event of nuclear war. We also learnt that the Russians would never attack England with nuclear weapons, because the resulting fallout would be blown back over them due to weather patterns and the fact that between England and Russia there was no dispersing mountain range until well east of Moscow – the Urals. Not much comfort, but at least we were sort of prepared!

Mike Allfrey.

WELL, I NEVER!!!

Hot Day At Bag Stuffing

As the temperature climbed to a warm 40 °C and all the bags had been stuffed it became just too much for one particular "gentleman" who was observed to surreptitiously reach down and, thinking no one would notice quietly unzipped his pants and, EXPOSED HIMSELF, yes, you read correctly. To make the situation worse he drew the attention of the lovely lady sitting next him and said, "Have a look at this, it twisted so badly one day that I had to have it operated on, and, it still twists occasionally". I am sure that no others witnessed this incident but I am warning you, dear Readers, to be on the look out, it could happen to you. . .

Anonymous.

NOTICE

THE ANNUAL GENERAL MEETING OF THE ALL BRITISH CLASSICS CAR CLUB INC. WILL BE HELD ON SUNDAY 14th FEBRUARY, 2010. VENUE IS COMO GARDENS, 79 THE BASIN TO OLINDA ROAD, THE BASIN (MELWAYS MAP 85, REF: H7). MEETING STARTS AT 2:00 pm AFTER A BARBECUE LUNCH THAT IS PROVIDED BY THE CLUB. BRING YOUR OWN DRINKS. FOR CATERING PURPOSES, PLEASE ADVISE PAT DOUGLAS THAT YOU WILL BE ATTENDING. THANK-YOU.

Tony Pettigrew – President.

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.

CHRISTMAS LUNCH RUN – Sunday 13th December, 2009

A Splendidly Momentous Occasion!

To have more than ninety club members sitting down to lunch at any time is mighty impressive, but to have that number at Christmas time when we are so heavily involved with other activities at that time, must constitute some sort of a record. Many motoring clubs are now holding their Christmas events in mid to late November, in an attempt to attract numbers. Not us, though!

The weather forecast was consulted and a decision was made to take *Pea Soup*, the Editorial Rover, on account of its being air conditioned. *Pea Soup* was pressed into action and we saw for ourselves how much improved Bungower Road is, now that it is sealed all the way, as it should have been years ago. We arrived at exactly the appointed time, and immediately had the impression that we were very late. A large number of club members were already well-acquainted with their pre-lunch drinks, and there was much well-wishing conversation. It was a great atmosphere to walk into!



Above: The best moment in our club's history – Pat Douglas receives her Life Membership Pin from Tony Pettigrew. "Where did you get that badge, Tony?" asked she who is in charge of name tags.

With customary difficulty, Tony Pettigrew managed to get the conversation noise subdued enough for speeches and presentations. Some time ago, our Committee had made the decision to make Pat Douglas a life member of our club. What a fabulous moment this was! Now Pat can proudly wear two name tags – one stating that she is a Foundation Member and the other that she is now a Life Member. During the presentation, Pat expressed surprise that a club name tag had been obtained without her knowledge! Thinking back, this could have been quite a difficult task, because we needed the element of surprise at our luncheon. Over the years, and from day one, Pat has done an enormous amount of work for our club – in fact she wields with gusto, the oil can that makes our club the well-oiled machine that it really is! Congratulations and thanks, Pat, from all of us.



Once Tony had finished, it was time for a couple of Ray Higginson's Coach Captain jokes. It is lovely to watch Ray as he tells such a joke, because he can't help visibly anticipating the punch-line! There is one point about these CC jokes, they are always up to a standard and we enjoy them hugely.

Left, Santa with his willing helpers.

Once again, our meal was splendid Christmas fare and cheer and the Golf Club staff have to be congratulated and thanked. Soon it was time to distribute the gifts, with a very jolly Santa Claus coming into the room. Gifts were soon handed out and there were peals of laughter as some appropriate gifts were found after the wrapping came off. My gift, a magnetic game of travel Sudoku, will keep me occupied for life, and beyond, with

just the first puzzle. Thank you, someone, for the kind thought. Should I become addicted, the content of the magazine may suffer though!

Our special thanks to Karen and Ken McDonald for putting it all together for us, thanks also to Tony Hodges for coping with the financial aspect – it was appreciated.

Mike Allfrey.

RACV CLASSIC SHOWCASE – Sunday 28th February, 2010 **Formerly The AOMC British & European Motoring Show**

Our club is a vibrant and growing classic motor vehicle club, and the RACV Classic Showcase is our opportunity to demonstrate to the public, and other car clubs, the significant position we hold in the heritage motoring movement. For this reason we are very desirous of having a large and varied display. We have the ability to field a large display and make a splendid contribution to the Showcase. We trust that you can help us achieve that aim.

The All British Classics Car Club has booked a display site at the RACV Classic Showcase being held in the Members' Car Park at Flemington Racecourse on Sunday 28th February, 2010. We will be pre-booking tickets on your behalf. However, time is short and your entries and payments have to be with the writer before 9th February. Your tickets will be sent to you during the week prior to the event.

The cost of pre-booked tickets is just \$12.00 per motor car.

Entry fee on the day will be \$15.00 per motor car.

Be sure to carry this newsletter in your vehicle if your motor car is operated on the Victorian Club Permit Scheme (VCPS). The Association of Motoring Clubs (AOMC) is authorised by VicRoads to conduct events for vehicles operated on the VCPS.

Our convoy form-up point is located in the car park to the south of Melbourne Zoo, (Melways Map 43, Ref. E1). We will be meeting there at 9:00 am for a 9:30 am departure for Flemington Racecourse.

Enclosed with your ticket there will be a map of the Members. Car Park showing the location of our display area.

Please contact Mike Allfrey on (03) 9729 1480, or, E-mail michael.allfrey@bigpond.com for your entry requirement.

It is club policy to strongly support this great opportunity to really publicize our club and its activities.

We apologise for this short notice, this event has been scheduled earlier in the year than is usual, and we were caught out by the holiday season.

Mike Allfrey – Editor.

VISIT TO BLUE LOTUS WATERGARDEN – Wednesday 10th March, 2010

This will be a great day out, we will meet at the usual place, you guessed it, the car park at the Lilydale International Club, Lilydale, for a 9:30 am departure. First stop will be for a coffee and cake at the Killara Estate, a new winery with magnificent views of the Yarra Valley. After this interlude we will proceed up the Warburton Highway to the Blue Lotus Watergarden, you have never seen gardens like these, with 14 kilometres of walking tracks, spectacular bridges, and the biggest display of lotus and water lilies in Australia. Prior to lunch we have arranged for a 20 minute talk about the gardens and the plants on display, which should be very interesting.



Lunch arrangements: Bring your own, there are BBQ facilities, with undercover tables and chairs, a coffee shop that has sandwiches, cakes etc, or if you prefer the Gladisdale Bakery is 200 metres from the gardens. Ladies take note, within the complex you will find the Blue Waters Boutique, and as the gardens close at the end of March, you will find many bargains. For details and more information on a great website go to www.bluelotusfarm.com.au

After our tour of the gardens we head back down the Highway to Woori Yallock and take the road to Healesville, our next stop, Domain Chandon for a tour of the winery, it will be a good time to see the winery, as wine production will be in full swing.

Cost for morning tea, entrance to gardens, and lecture, \$10 to \$12 depending on numbers.

Please let us know if you can make it to this day out, phone 5964 9291 or 0408 343 176

Joy Brown.

OPEN GARDEN WEEKEND – Saturday 17th and Sunday 18th April, 2010

Come Along And Help With This Worthy Fundraiser At Como Gardens

Over the past several years, our club has provided assistance with the running of the Como Gardens Open Garden weekend. This time around, it is the turn of the autumn opening and, with recent rains, the garden will be looking especially good. There is quite a lot for us to help with – such as train rides, serving morning and afternoon teas, selling tickets, car parking and so on. Your help will be greatly appreciated on both days. This is a very popular event with visitors coming from far and near. This time, the beneficiaries will be the St John Ambulance and the local State Emergency Service (SES). The garden is open from 10:00 am till 4:30 pm each day.

In addition to the usual activities and the interesting car collection, there will be feature displays put on with the generous help from some specialist organisations. There will be:

- The Rainy Day Bookstall – the best little bookshop in the hills.
- Horticulture – ferns and orchids for sale.
- Garden tours and a sausage sizzle, Devonshire teas and other refreshments.
- Model boats, live music and croquet on the lawns. Rides on the Como Gardens Miniature Steam Railway.

- Visit the Fairy Tree for face painting, children's activities and a dolls from around the world display.
- Cheese and wine tasting on the Sunday, kindly donated by the Jindi Cheese Company and Sutherland Estate Wines of the Yarra Valley.

In addition to all of that, there will be live demonstrations of the St John's Ambulance, the Alpha Dog Training Group and the SES. Como Gardens are at 79 The Basin – Olinda Road, The Basin (Melways Map 85, Ref: H7).

If you can provide some assistance on either or both days, please contact George Hetrel on (03) 9761 1341. Club cars can be displayed outside the car museum.

George Hetrel.

CLUB HOLIDAY TO TASMANIA – 17th to 24th November, 2010

A Call For Expressions Of Interest

Our club, over the past number of years, has organised some excellent and most enjoyable Club Holidays. Last year, Marjorie Pepper and Karen McDonald put on a fabulous trip to Norfolk Island. As is often said, things get bigger and better. In this case Marj and Karen have opted for a bigger island for our Club Holiday destination. Yes, we will be doing a thorough tour of all that Tasmania has to offer – wine, gourmet foods and fantastic scenery all the way and interesting towns and villages to explore.

This is quite an undertaking and our supremely skilled organisers are looking, initially, for expressions of interest in joining our holiday group. There is a little carrot here, because if we get a good show of interest, our club can apply for a grant from Events Tasmania. There are conditions of course, such as tour group size and the number of nights stayed in motels while in Tasmania, and, with a good show of committed interest, we should qualify easily.

This will be a good one, because Tasmania in the spring time is sensational and, on top of that, we should have a smooth crossing of Bass Strait in one of the *Spirits* ferries – both going and coming home.

Please contact Marjorie on (03) 9439 7875, or Karen on (03) 5975 1867 and lodge your booking.

OUR MAJOR EVENTS – 2010

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

Rallying For A Cure

A huge amount of work was put into this important event. This year we had a new City start at the College For The Deaf in St Kilda Road. It is understood that all starts worked well and most entrants had a smooth run to Mornington. Except one or two, it seems. There was a complaint that we had not provided detailed instructions on how to get to the Westernport Marina at Hastings. This was somewhat baffling as there are, in the Hastings area, plenty of standard road signs providing good directions. It was also reported at Mornington, that our instructions had really driven one entrant 'up the pole'! Should that entrant come forward, we can provide him with a job next year.

Such comments are of little consequence, because we had a fine display of good quality motor vehicles on display at Mornington. Don Kinsey made the day really worthwhile for the crowds, especially with his wonderful descriptions of



George Hetrel's fascinating Bugatti. This roving microphone commentary was most interesting each time the Bugatti's engine was being started up to entertain the totally absorbed crowd. Don also informed those present about a delightful monoposto Alfa Romeo that was also on display for enthusiasts to fully appreciate. Thanks Don, for all of that hard work, it has certainly become a feature of the day.

Left: A crowd learning all about, not only, the location of the Bugatti's magneto, but also what a magneto actually does!

There were, unfortunately, several windy showers that dispersed a few people homewards, but the hardier souls enjoyed the superb car and motorcycle display – particularly the Austin 7s and classic motorcycles under the grandstand. This was a good demonstration of how Austin 7s were modified for motor sports over the years. The motorcycles were well worth a close nostalgic look-over. There was a very nice Velocette that brought back many memories. Why did we ever sell them on? There was also a memories stirring Royal Enfield, but those memories were of dry-cleaning bills for a girl friend's smart white coat soiled by leaked engine oil!

I am forgetting the purpose of our Rally, to raise much needed funds for Peter Mac. We are not yet sure how much was raised, but it could be a little down on last year's total – we shall see, once all the expenses have been accounted for. It was probably the weather forecast that kept the all-important spectators away. A significant number of dollars were raised by John Wood autographing pictures of his MG TF and himself. This was quite a busy counter for a while and little queues formed, waiting for that treasured message and signature.

Our very special thanks to all of those who put in such a magnificent effort – before and during the event.

However, Ross and Pat Wolstenholme, Ray and Lynn Higginson, Nick and Lynn Smith, Pat and Craig Douglas, Tony and Maxine Pettigrew, Frank and Val Sawyer, Rob and Mary Nolan, Len Butcher, Tony Hodges, Peter McKiernan,

George Hetrel and Don Kinsey deserve special mention for the work they put in. Last, but not at all least, a very grateful thanks to the team of marshals. Without you all, the day just would not have happened.

WINNERS – RACV GREAT AUSTRALIAN RALLY 2010

Best Veteran (To 1918)	Stanley Bone	1910 Fabrique Nationale
Best Vintage (1919 to 1932)	Thys Stryker	1930 Singer Three Door Junior Tourer
Best Early Classic (1933 to 1950)	Bill Coombs	1937 SS Jaguar Saloon
Best Classic (1951 to 1965)	Brian Pepper	1965 Holden X2 Premier
Best Late Classic (1966 to 1985)	John Johnson	1967 Volvo 1800-S
Best Military or Commercial Vehicle	Nelson Brothers	1926 Buick Hearse
Best Motorcycle	John Mepstead	1939 BSA G14 1,000 cc
Best Muscle Car	Royden Williams	1967 Pontiac GTO
The Dr Max Lay Trophy	Gary Pearce	1966 Alfa Romeo GTC

Our congratulations to all of the award recipients, the cars and motorcycles were impressive.

Mike Alfrey – From the Hastings Aspect.

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

Touring West Gippsland

Work is continuing on this major heritage motoring event. All venues are now in place and the Tour's route through scenic Gippsland has been firmed up. There was a scare with respect to some motel accommodation on Phillip Island, when it was discovered that a number of bookings, in good faith, had been cancelled, without contacting those affected by such unscrupulous (greedy) treatment. The cause of this concern was the change of date for the Phillip Island historic race meeting, with some motels fearing that future motor racing related bookings may be lost if they honoured our bookings. Such action was not really 'cricket' and, not at all considerate. A letter was sent by the Tour Committee to advise would-be participants of the situation. If you have not heeded that letter, and you are not sure of your accommodation, confirm your reservations now. Don't forget that bookings are for two nights.

The RACV Fly The Flag Tour is fully booked, so, if you have left it till now, there is a small chance that there may be a cancellation.

Mike Alfrey.

DON'T FORGET THE AGM! – 14th FEBRUARY, 2010

AUNTIE PAT'S SCOTTISH TEA TIME TREATS

Almond Shortbread Biscuits (A Good Follow-on After Dot Sawyer's Famous Sausage Rolls!)

Ingredients:

- 6 oz. Flour
- 2 oz. Cornflour
- 5 oz. Butter (Not Margarine)
- 1 oz. Ground Almonds
- 3 oz. Caster Sugar

Method:

Set oven to 350 °F (176.666! °C) or Gas Mk 4. Grease with butter a baking sheet. Cream the butter in a mixing bowl. Sift together the flour and cornflour and add with the almonds and sugar, to the butter. Work the ingredients together with the hands. Turn out on to a very lightly floured surface and finish kneading until the dough is smooth. Roll the dough into two rounds each ¼ inch (6 mm) thick. Prick well with a fork and mark each circle into six triangles. Transfer to the baking sheet. Bake for about 25 – 30 minutes. Allow to cool slightly before cutting and then place on a wire rack to finish cooling.

Probably the almonds could be substituted with ground macadamia nuts?



The falls of Tummel, Perthshire, Scotland.

From Johanna Mathie's 'Scottish Teatime Recipes' via Pat Douglas.

With Thanks.

VALE

Tony Hodges would like to express his grateful thanks for all the kind messages and thoughts following the death of his mother, Jean. It was very comforting in a time of stress and sadness.

Thank you all very much.

Tony Hodges.

ALL BRITISH CLASSICS CAR CLUB, 12th ANNUAL GENERAL MEETING

Held at the home of Pat & George Hetrel, Como Gardens, 79 Basin-Olinda Road, The Basin

On 15th February 2009

PRESENT: As per attendance book

APOLOGIES: Colin & Ann Oberin, Connie Pannuzzo, Mary & Rob Nolan, Lyn & Nick Smith, Ray & Wendy Hudson, Ross & Pat Wolstenholme, Geoffrey & Thelma Entwistle, Phil Cook & Glenda, Val Jefferyes, Rex & Deanna Hall, June Hall, Brian & Nayda Kelly, John & Leslie Wood.

MINUTES: Moved Frank Sawyer seconded Bryan Tootell that the minutes of the 11th AGM be accepted.
Matters arising – Nil

PRESIDENTS REPORT:

Tony Pettigrew mentioned that the club was in good shape and there had been an increase in the membership.

We had received \$7,500 in subsidies. This came with our members helping as marshals in a couple events.

Over the year we had some excellent outings. These include Steam Rally, Indolence Weekend, Tokar Lunch, Christmas Lunch and the Tootells weekend away. These were just a few of a great year of events for the club.

RACV FLY THE FLAG TOUR:

Tony and Maxine have just done a drive around and everything is in place.

The fire did not touch Beechworth.

RACV GREAT AUSTRALIAN RALLY:

Colin spoke on the money being down by \$2,000 on the previous year. The public gate was down in numbers.

There is need for a web site to be set up for the Rally to help with advertising and getting information to the public. Colin thanked all for your support.

MAGAZINE EDITOR:

Mike presented a magazine statistics on paragraphs, lines, words and characters written in the magazine in 2008.

Mike is looking forward to receiving articles in the coming year and Mike thanked Mary for her contribution towards the newsletter.

Everyone thanked Mike for his work on the newsletter.

TREASURERS REPORT:

\$30,114.85

Moved: Tony Pettigrew, seconded: Frank Sawyer, that the Treasurer's report is accepted.

EXPRESSIONS OF THANKS:

Ray Higginson thanked everyone for coming, and thanked Tony Pettigrew for a good year as President. Ray also thanked the marshals for their help in the RACV Great Australian Rally.

Ian Hankey said that the RACV was thankful for the work done by the Car Club and the work that was done by Frank Douglas.

The events of the Great Australian Rally and the Fly the Flag were well regarded by the car fraternity. They are also well accepted by the RACV.

ELECTION OF OFFICE BEARERS – All Positions Vacant

All office bearers agreed to be re-elected.

President	Tony Pettigrew
Vice President	Ray Higginson
Secretary	Pat Douglas
Treasurer	Tony Hodges

February, 2010

Fellowship, Friendship — That Is Your ABCCC

Page 11 of 16

Magazine Editor Mike Allfrey
Assistant Editor Mary Nolan
Membership Pat Douglas
Web Site Chris Newell
Committee Members (2) Colin Brown, Frank Sawyer

Tony thanked all for their continued support.

GENERAL BUSINESS

Fly the Flag breakfast helpers – Craig Higginson, Craig Douglas, Judy & Geoff Birkett.

There are some flack jackets missing. Would past marshals please check their cars to see if they are in the corner of the boot?

The AOMC Classic Showcase this year will be supported by the club and Tony would like all those attending to park under the ABCCC banner.

Mike Allfrey will be having an eye operation and we all wish him well.

Karen McDonald to do the 1st of April event to a winery in Mornington.

Mike Allfrey presented a motion for an Annual Trophy to be given called “The Editor’s Award” It is to be presented to the club member who writes what the Editor considers to be the best article of the year placed in Your ABCCC News.

Moved: Mike Allfrey, seconded: Frank Sawyer, that the motion be accepted.

There was great discussion about the Bush Fires and the Club donating \$5,000 to some organisation connected to the fires.

All suggestions to be forwarded to Committee.

Frank Sawyer thanked all who had been in contact about the fires at Marysville.

Don Kinsey mentioned that Arthur Bartlett of Mill Valley Ranch had opened the Ranch for the CFA.

Lyn Higginson suggested that a Memorial Book for members who had passed away. Entries to be written by the family. Perhaps a minute silence.

Don Kinsey says that the Mordialloc Jazz Band who performs at the Great Australian Rally at no cost has jazz events each weekend and needed approx 4 cars for display. Members to contact Don. We should try and support them.

Colin Brown would like to have a membership list published with everyone birth date listed. Just the day and month.

Tony Pettigrew thanked Pat and George Hetrel for the use of their property for the AGM.

George thanked all for coming.

NEXT ANNUAL GENERAL MEETING:

The next AGM will be held on the 14th February, 2010, at the home of Pat & George Hetrel.

MEETING CLOSED: 3.15pm

THE VICTORIAN CLUB PERMIT SCHEME (VCPS) REVIEW

VicRoads Releases A Discussion Paper

Recently, VicRoads released a Discussion Paper about the review of the Victorian Club Permit Scheme (VCPS) that is proposing to introduce the 90-Day Log Book into the VCPS. VicRoads have asked clubs to respond to the Discussion Paper before 29th January. A cynic would comment on the timing of the release, right on Christmas and New Year, when most clubs effectively close down for the holiday period. VicRoads are trying to get some feedback from clubs to indicate their membership’s acceptance or non-acceptance of the proposals.

The Discussion Paper can be down-loaded from the AOMC Website: www.aomc.asn.au

Then click on ‘Details Here’ underneath the red flashing message, then click on the link to ‘VicRoads Discussion Paper of Nov 2009’ and you should get there – with a bit of luck.

There is also a link to a letter from the Veteran Car Club of Australia, that is very interesting reading.

Mike Allfrey – Jowett Club Delegate to AOMC.

THE LEGEND OF LAGONDA

As British as plum pudding, one of England’s oldest and respected car manufacturers – Lagonda – owes its name to a river in America

This interesting article, obviously written by an American, comes from a copy of the Australian magazine Cars.

There’s an automobile manufactured in England today that bears the peculiar distinction of having been named after an American river. Far more important, it is the last automobile still made that bears definite traces of the

designing genius of W.O. Bentley, probably the greatest automotive engineer Britain ever produced. It is a car worth knowing about – the Lagonda.

Wilbur Gunn, young engineer from Springfield, Ohio, went to England in 1894 and when he built his first British one-lung motorcycle in 1898 he needed a name for it. Nostalgically, he decided to name it after the Buck River that flowed near his old home town. He used however, the much nicer sounding 'Lagonda' which the early French settlers in Ohio, translating from the Indian, had called the river. Gunn tacked it on his motorcycle and later on the cars he built.

Like early Cadillacs, there was nothing about the early Lagondas to suggest that they would win their greatest fame as big, powerful machines built for Maharajas and movie stars. The single-cylinder motorcycle built by Gunn was so successful that in 1904 he went into the automobile business, making three-wheelers. His first car was a single-cylinder job with two front wheels and one rear. The passenger rode in a sort of easy chair suspended in front of the radiator between the front wheels. The car steered with bicycle-type handlebars which were replaced on the 1905 model with a diminutive steering wheel. Fairly advanced for their time, the cars were the first motorised delivery vehicles used by the British Post Office. One of these antiques is kept around the Lagonda factory near London today (*July 1954*), and it is still capable of whipping along at a brisk ten miles an hour.

In 1909, Lagonda pioneered a model that led to a type of automobile construction now followed all over the world. They built an 18 h.p. four-wheel automobile that was the first light production car to have a combined metal body and chassis.

Restyled in 1913 the car was called the 12/24. It had a transverse front spring and quarter elliptical rears, a 1,421 c.c engine rated at 11.9 h.p. Its entire engine cast as a single block with the inlet valves mounted over the exhaust valves. Relatively long, its wheelbase measured nine feet, although it was less than four feet wide. Built until 1925, the car often did well in competition. One of the 12/24s covered 79.17 miles in an hour in 1921.

Early in 1953, one of the old 12/24s really proved itself. A young Englishman decided to drive his vintage Lagonda the length of the African continent. Here is part of his report on the trip:

" . . . the old Lag. has been truly wonderful. - - - 54 punctures and three wrecked tyres. Picked up a Dutchman who did a lot of damage to the car by putting it over a cliff into a river. Am running without mudguards and screen to keep self and car cool. Engine, gearbox and back axle superb. Broken three springs. Got mixed up with herd of elephants, a bit frightening. and one night a wheel came off, raced ahead of the car, and bloody near killed a lion. Have never seen an animal look so surprised before"

The car, a 1923 model, made the trip from France across the Sahara, through the Sudan, the Congo and Nigeria, all the way to Capetown. Today, far from being worn out, the car is still in daily use. The 12/24s were indeed remarkable automobiles!

Lagonda introduced a twin overhead camshaft engine in 1926. Rated by the Royal Automobile Club at 12.8 h.p., this car really performed nicely. The 2-litre engine was the first stock car engine in Britain ever to be fitted with a supercharger. This was in 1930, and the small-engined ten foot wheelbase model could accelerate from zero to 70 in 22.6 seconds, from zero to 90 in 50 seconds. In the 1934 RAC Tourist Trophy race one of the Lagondas averaged 77.57 m.p.h. over 410 miles.

Some 4½ litre Bentleys (custom built) had been blown earlier, but the forced fuel injection that resulted in high speed gave a terrifically high fuel consumption. Lagonda's 1930 blower forced 90 m.p.h. out of the 14 h.p. engine and still got 18 miles to the gallon – amazing flexibility for that era!

Two years later, Lagonda became the first British car to use Coatal electric pre-selector transmission and a six-forward speed gearbox. Practically unknown in America, this transmission uses electro-magnets instead of pre-selection bands, as in the Daimler gearbox, to select gear ranges. Controlled by a steering column lever, the box is electrically switched so that the driver does none of the real motivating work. Fitted in the Delage, Delahaye and the French Salmson, the transmission was just as successful in the Lagonda, giving quick changes and a wide variety of gear ranges that got optimum performance out of the 2½-litre engine then fitted in the Lags.

In 1934 Lagonda mounted a larger six-cylinder engine with 4½-litre capacity. Two of these cars entered the 1934 RAC Tourist Trophy race, and placed second and third, averaging 77.57 and 77.38 m.p.h., good speeds on highly cornered British circuits.

A three-litre car was also produced at that time. One of these belongs to a Nottingham, England businessman who recently reported its history. Taken over by the British Army during the war, the car had its pillarless sedan body removed and was made into a platform truck. At the last minute the Army decided it wasn't a bargain at the £75 they were to pay for it, so it remained in private hands. Major Ferriera, the car's present owner, fitted a five-passenger convertible body to the chassis and now uses the car every day. Cruising at between 60 and 65 m.p.h. the car still corners tightly and rides smoothly. It has done 332,000 miles, yet less than £15 has been spent on replacement parts in its entire career!

A glance at Lagonda's racing records shows plenty of unspectacular respectability. In 1928, the year of the fabulous Bentley crash at Le Mans, Lagonda entered a 2-litre car. The machine finished in eleventh place – but the important fact is that it finished. The following year, when Bentley finished one, two, three, Lagonda entered the 2-litre car again, but it conked out before the race was over. The small company then pulled out of the Le Mans picture until 1934, when they entered a one-litre model. This little car – a popular model, as many are still batting along the roads

in England today – placed sixteenth, a respectable position, although several cars of equal engine capacity did better.

1935 finally proved to be the Lagonda year at Le Mans. W.O. Bentley, the man whose cars are still the best remembered Le Mans competitors, had been forced to sell out because of the shaky financial state of the Bentley organisation. W.O. had won Le Mans with 3-litre, 4½-litre and 6-litre cars. He had shown that sound, relatively comfortable cars could be built that would be faster and more durable than anything else on the road. Yet when Rolls Royce bought out Bentley, they changed the marque to a 'silent sports car' with mainly Rolls Royce traits and little of the characteristic Bentley pep. True, they built W.O.'s 8-litre car for a year or so, but these were assembled with components purchased when the Bentley name changed hands.

Late in 1934 W.O. Bentley was hired as technical consultant by Lagonda. Some of the Lagonda workmen claim that little of the development of the Bentley Lagondas was actually done by the self-schooled automotive genius, but the records quickly made by the Bentley Lags suggest that this may not have been entirely true. The first Bentley-built Lagondas were typical of the 'high speed lorries' that he had built to make the rest of the world's cars look second-rate.

Instead of the in-line units fitted to his own original Bentleys, the new Lagonda had a 4½-litre, V-12 engine. Less than 33 inches long, this power plant developed almost 300 horsepower in stock trim, although it was only a litre larger in capacity than the present Ford V-8. Unlike the old Bentleys, this Lagonda had a nearly rigid chassis and advanced independent torsion bar suspension. Fitted with fully automatic lubrication, torsion bar rear stabilisers, and given a wide track, it combined comfort and stability that have hardly been bettered on similarly classed cars today. Fitted with a wide ratio, four-speed gearbox, this car could be revved up to 5,000 r.p.m., another feature the old Bentleys, fitted with slow-turning engines, lacked. There was plenty of room on the 11-foot wheelbase for a long body, and the car had, for its size, 39-foot turning circle.

Gadgets such as built-in hydraulic jacks, an electric light under the hood (*bonnet*), a lightweight steering system permitted by the independent front springing made the car luxurious to drive. Much in demand today by British vintage motoring enthusiasts, the early V-12 Lagondas now bring as much as £1,000 in England, and most of these cars are still in mint condition.

Another series was produced the same time as the V-12. With less oomph, but much more practical, the other Bentley designed Lagonda was a six-cylinder job, just under 2½-litres. Like the old Bentleys, the car had dual magneto ignition, while the V-12 used twin coils. The six had a removable cylinder head (Vintage Bentleys didn't) to make work on the engine easier. Because the six chassis was almost exactly like the V-12, a different gearbox had to go into the six to cope with the lower power. One special model introduced in 1937, the Lagonda Rapide, was given a lightweight sports body, a higher geared transmission and a peppier rear end for extra speed.

Since they were a small company, the Lagonda people could not afford to send vast teams of cars to compete at Le Mans. It was decided to enter two cars in 1935, both stock sixes. Competition was fierce and the course was particularly rugged that year. A Duesenberg, privately entered, went out on its 38th lap, but the two Lagondas kept chugging away. At the end of twenty-four hours a Lagonda had won, having covered 1,868.42 miles at an average speed of 77.85 m.p.h. The speed was respectable, although winners of the previous three races had been faster. The second Lagonda was driven by Dr. 'Benjy' Benjafield, one of the famous, fabulous old Bentley team members. His car was a good one, but it just didn't have the stuff 1935 winners at Le Mans. It finished thirteenth.



Above: A Le Mans winning Lagonda, now in a collection of ex-Maharajas' cars in India.

The winning Lag was driven by F.S. Hindmarsh, an experienced Le Mans driver who had placed seventh in a tiny British Singer the year before. Co-driver was Louis Fonte, a South American whose sole performance at Le Mans was in the prize-taking Lagonda.

Lagonda registered two cars to compete the following year at Le Mans, but the event was called off because strikes had crippled the French automobile industry. In 1937 a 4½-litre V-12 Lagonda was entered, but failed to finish. Lags kept out of the 1938 race. In 1939 Ettore Bugatti made his bid for the race, and his car won, followed by a Delage. Up against stiff continental competition, the factory entered 4½-litre Lagondas still took third and fourth places in that race. They had racing bodies, but kept the luxury sprung chassis.

In 1939, Lagonda V-12 cars were taken to Brooklands and lapped the outer circuit there at over 133 m.p.h. The same year, with three passengers aboard, one of the cars covered 97.43 miles in an hour. This was done with a stock bodied car too!

Under Bentley's aegis the pre-war Lags were high-priced (the 11-foot wheelbase chassis was £2,600 and the 11-foot 6-inch chassis was £40 more). Fitted with coach-built bodies (Hooper did many of them), the cars had to cost a lot of money and production was limited.

Noted for their sweeping classic lines, the Lagondas built up just before the war carried all sorts of costly gadgets. Most curious was the 'pair' of spare wheels recessed in the front fenders and covered with metal casings. The right cover actually concealed a tyre, but when the left one was opened, it revealed a complete tool kit that would probably take care of major repairs on the road. No wonder Lagondas did so well in the Monte Carlo Rallies.

There was a curious personal atmosphere about the old Lagonda company. The bound instruction books that went with the cars even told how to get spare parts from the night watchman when the factory was closed. And if you wanted to visit the factory and leave your Lagonda at home, the instruction manual told you which bus to take from London.

From 1939 to the end of the war. Lagonda was busy making flame throwers, anti-aircraft guns, submarine parts, fuel tanks, undercarriages, portable compressors, power plants and even a printing press. The Bentley designed V-12 engine was successfully converted to marine use for a patrol boat. Lagonda also assisted British bomb disposal technicians by re-building dud V1 and V2 flying bombs for study and analysis.

Back in the automobile business in 1945, Lagonda introduced another W.O. Bentley design. Capable of cruising at over a genuine 90, the relatively low turning engine had its valves inclined to prevent unwanted hotspots. A Coatal electric gearbox was again fitted, and by having a relatively low weight, the car was capable of 22 miles per gallon overall fuel consumption according to conservative tests. In 1945 Lagonda maintained a radiator design similar to pre-war Lags. Often said to look like the pre-Rolls Royce Bentley radiator, the Lagonda front has been in use for many years. Actually, similar radiators have been fitted to many British cars. Still fitted with a Vanden Plas open tourer body for sports car racing, the older Lagondas did look very much like contemporary Bentleys.

In January 1947, the last Lagonda designed by Bentley was produced. With a more modern radiator, the cars were still conservative looking and still offered relatively high performance, lots of comfort and traditional deluxe British fittings. The 9½-foot wheelbase now carried 16-inch tyres and the independent four-wheel suspension introduced in the 1930s was kept. The cars were built more for fast touring than competition, and, with a wistful look towards the export market, left hand steering was available at no extra cost.

At the end of 1947 Lagonda changed hands. The new owner, fortunately for the company's employees, is a man who likes his automobiles. David Brown has built his family gear-making business and tractor factories into a formidable machining empire. The David Brown Company manufactured gears for the Cobb Railton that still holds the world land speed record. A private pilot, Mr Brown likes good fast horses, boats, planes and cars (in the late '20s he won trophies as a motoring driver). Shortly before he bought out Lagonda he took over another automobile company, Aston Martin, and here lies the happy end of the Lagonda story.

Brown merged the Aston and Lagonda machining facilities. Engines for both cars are now built in a factory in the north of England, while the plant outside London concentrates on chassis and assembly. The 2½-litre Lagonda designed by Bentley was kept in manufacture, although a number of modifications have been made. When the new Aston Martin DB series began they were soon powered with the Lagonda 2½-litre engine. Although Astons did poorly at Le Mans in 1953, they won every other sports car race they entered, smearing Jaguar into the ground, a feat a number of British automobile traditionalists have cheered mightily.

Aston Martin are the stellar David Brown cars, but Lagonda is still in the running. Their new car has just been introduced in England. One man, the old Lagonda designer, is responsible for the body styling of both cars. he isn't perfect, a bulbous design, reminiscent of the first Kaiser-Frazers, was recently built as a prototype. Driven to Le Mans in 1953, the car caused a lot of stir. Fortunately, the bulky body was never produced.

Completely re-styled, the new Lagonda costs about £4,000. It has a brand-new three-litre engine for more pep, although speed has probably not been upped. It continues the monocoque construction and four-wheel independent suspension. Rear brakes are mounted inboard to reduce unsprung weight. Built-in jacks are standard. Right hand drive is necessary because there isn't room under the hood to switch over to the other steering knuckle. The car carries a tachometer (first Lag to have one since the war) and a number of other luxury gadgets. The spare tyre is slung underneath the trunk, so it can be reached without unloading luggage. It is lowered to the ground by releasing a strap just inside the trunk.

Tickfords, one of the few first-class coachbuilders still in business in England, is building the new bodies. A forerunner of the convertible models was delivered to British actor, Peter Ustinov some months ago and he is pleased with it.

The Aston Martin, now in a four-seater version, costs around £3,000 and still has the 2½-litre engine. Gradually, as racing experience with the Aston has guided them, the David Brown people have modified the Bentley design greatly, but it still retains the basic integrity of W.O. Bentley's original thinking. It's come a long way from Wilbur Gunn's one-lung motorcycle and that river in Ohio.

David Lampe Junior. Cars Magazine – July, 1954 – With Thanks.

Kindly lent by John Holmes.

A SELECTION OF IMAGES FROM THE RACV GREAT AUSTRALIAN RALLY

From Gordon Lindner, Via E-Mail



The first image shows Harry Firth flagging off a group of MGs at Hastings. All other images arrived in the Editor's E-mail from Gordon Lindner, who sent quite a swag of good quality photographs. These are just a few of them, so please enjoy!

With Thanks To Gordon Lindner.