



All British Classics Car Club (Vic)

A friendly family social motoring club

Edition 139

August 2010

Your ABCCC News

WORKING CLASSICS



Tore Panuzzo's fine pair of Armstrong Siddeleys taking part in a recent wedding. These beautifully presented cars drew gasps of admiration from international wedding guests. The setting was Monsalvat in Eltham and the lawns were freshly green for the occasion.

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club (Vic), 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

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| Vice President | Ray Higginson | (03) 9336 7306 (AH) | (03) 9310 5286 (BH) |
| Treasurer | Bill Allen | (03) 9846 2323 | |
| Secretary | Pat Douglas | (03) 9739 4829 | |
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| Club Regalia | Maxine Pettigrew | (03) 9739 1146 | |
| Webmaster | Ed Bartosh | (03) 9739 1879 | |

The All British Classics Car Club (Vic) 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*

Your ABCCC News is the official magazine of the ABCCC (Vic), Inc. The magazine's issue date is during the week of the 25th of every second month – February, April, June, August, October and December. 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 the previous 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 by any person in consequence with the contents of this publication.

Those products and/or services mentioned in this publication are not necessarily endorsed by the ABCCC, Inc. Articles and photographs published in *Your ABCCC News* do not necessarily reflect the views of the Committee, the Club's Membership or the ABCCC, Inc. Events, other than those conducted by the ABCCC, are included for interest purposes only, and they are reproduced in good faith. The ABCCC, Inc. cannot be held responsible for any inaccuracies relating to other clubs' 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: All ABCCC 'noted events' in the Events Directory below 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 he 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. He is the ABCCC VCPS Officer In Charge and 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 2010-2011

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 telephone number that should be contacted prior to the event to confirm date and venue if you are considering taking part in it.

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

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
Venues – Start at Kurunga Nursery, then Ricketts Sanctuary, & finish at Ferny Creek Recreation Reserve.
- 26 Charlie's Arthurs Seat Auto Museum Visit – [An ABCCC Event](#) Phil Cook (03) 9842 5449
Venue – Mornington Peninsula.

October 2010

- 2 **3rd Melbourne to Maffra Run**, Gippsland Vehicle Collection Event Ian Kennedy (03) 5147 2118
- 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.
- 16 – 24 Motorclassica – Concours d'Elegance and Tour Australia Ian Hankey (03) 9755 3288
- 31 ABCCC 2011 Calendar Planning Meeting Tony Pettigrew (03) 9739 1146

November 2010

- 2 **Melbourne Cup Day at Yarra Valley Racing**, Yarra Glen – [An ABCCC Event](#) Colin Brown 0408 343 176
- 13 – 14 National Swap Meet Bendigo Pat Dyball 0427 446 660
- 17 – 24 ABCCC Holiday Trip – An ABCCC Tour Marjorie Pepper (03) 9439 7875
This holiday is fully booked – thank you. Karen McDonald (03) 5975 1867
- 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.

January 2011

16 **The RACV Great Australian Rally – An ABCCC Major Event** Colin Brown 0408 343 176
Starting Points – Melbourne CBD, Stud Park Shopping Centre and Westernport Marina at Hastings.
Finish and Display – Mornington Racecourse, Racecourse Road, Mornington

March 2011

26 – **RACV Fly The Flag Tour – An ABCCC Major Event** Tony Pettigrew (03) 9739 1146
1 Apr Touring Victoria.

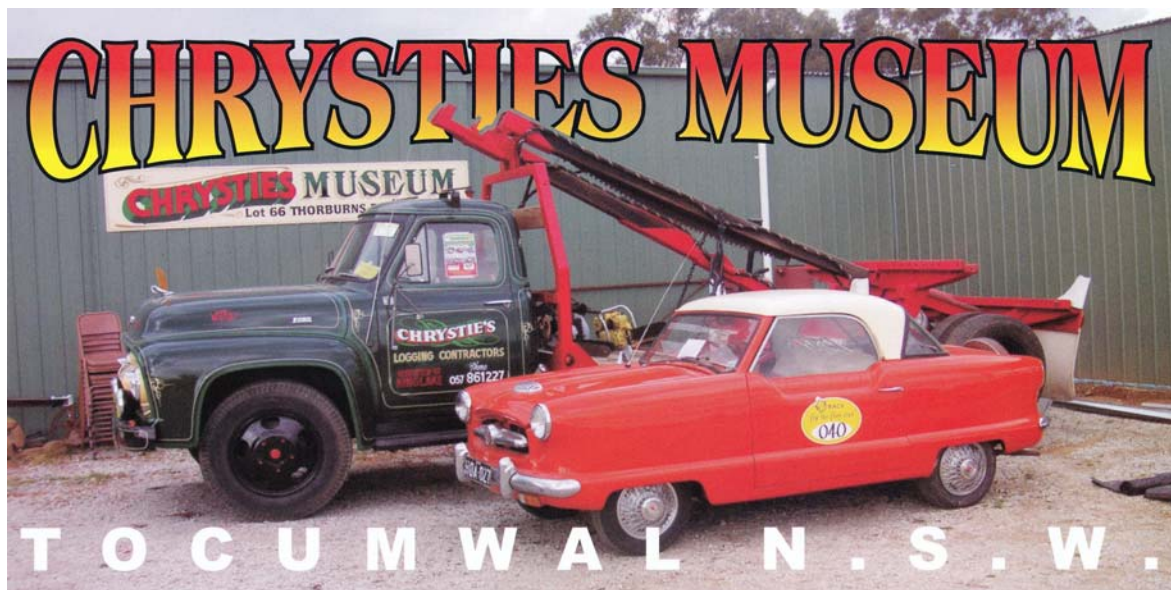
EDITORIAL NOTES – ISSUE NUMBER 139

The wonders of the Internet! In a spare moment, I Googled 'Daimler SP250', and found images of those cars. I was most surprised to note an image of a black SP250 with registration 668 ELL. This was one digit higher than that of my father's Daimler SP250, 667 ELL. I then contacted a link from the photograph to the Daimler-Lanchester Owners Club in Britain to ask if 667 ELL was known to them. Their Registrar came straight back with the news that the car was still in use and had been painted white. I am now in contact with the car's current owner - which is good fun. Out of all this, came a request from the DLOC (UK)'s Magazine Editor for an article about my father's Daimlers. Being somewhat desperate this month, you get an edited version on Page 6.

The months of May and June were very busy, due to a family wedding and guests visiting from England and India. This meant a bit of touring to show off our State. In doing this, we discovered a very nice motel in Port Campbell, the Loch Ard Motor Inn, which could be a good venue for a weekend stay.

In this issue, there is an article about ethanol blend petrol. This subject is cause of some concern to owners of older motor cars. One point that has been discovered is that great care should be taken when purchasing petrol. Some petrol pumps have very small stickers stating the amount of ethanol blended with the petrol. It is very likely a case of 'buyer beware!' while making a petrol purchase.

Mike Allfrey



When in the Tocumwal area, be sure to visit George Chrystie's superb collection.

VALE

Bill Wellwood – Master Auctioneer



I first met Bill Wellwood while participating in the Shannons' 2001 Tour to Canberra. His enthusiasm for heritage motoring immediately came through and his remarkable ability to recognise people and their cars was also evident.

I had heard of Bill many years before. But due to not being an auction enthusiast, regretfully I hadn't met him before. His auction at Pambula on a very wet night, on our way to Canberra, was a real eye opener. His 'charity and entertainment' auctions will be greatly missed.

Left: Bill Wellwood in full auction mode! (Colin Brown)

For more than twenty-five years, Bill Wellwood was the maestro at Shannons Auctions and it is believed he sold more than six-thousand motor vehicles – many were extremely desirable or came with very famous histories. Bill came

from Mansfield where he trained as a motor mechanic. He was also involved with the local cricket club. That was where his auctioneering career took off, after a fundraising auction for the cricket club.

Bill, in his colourful waistcoat and 'topper', was highly skilled at inserting a clean, fun-style banter while auctioning off all sorts of motoring memorabilia – and the vehicles themselves. He was an active member of our Fly The Flag Tour team, willingly giving his time, and ultimately his final appearance, at our RACV Community Foundation auctions. He became a firm fixture of the Tour. In 2010 he bravely conducted his last auction for us. He was absolutely determined to do our auction and to take part in the Gippsland Tour. It was always a pleasure, as a marshal, to greet Bill and Pam as they drove past in their immaculate red Citroën Big Six. Over his long career span and with great skill, Bill voluntarily raised millions of dollars for charities.

After a valiant battle with cancer, Bill succumbed to it in the early hours of Monday 5th July 2010.

There was a funeral service for Bill at Shannons Corporation in Warrigal Road on a Sunday for the many motoring enthusiasts to pay their last respects. More than forty ABCCC members attended, plus a virtual RACV Fly the Flag Tour of participants, along with many others.

Our Club offers condolences to Pam and the Wellwood family. We will all miss his friendship, humour, wit and selling abilities in a very great way. Fabulous motoring with Traction, Bill!

Mike Allfrey

CAN MY VEHICLE OPERATE ON ETHANOL BLEND PETROL?

An Item From The Federal Chamber Of Automotive Industries

The Australian Government has limited the level of ethanol in petrol to a maximum of 10%, or E10. Most new and many older vehicle models can run on ethanol blend petrol. Vehicle manufacturers and importers have provided the following information on the capability of their vehicles to operate on ethanol fuel blends up to a maximum of 10% ethanol. This is subject to the fuel's meeting the octane requirements for the vehicle and complying the relevant mandatory Australian fuel quality standards. To avoid operational issues, vehicles should be maintained in accordance with the manufacturer's servicing procedures using genuine replacement parts. This will ensure that the fuel systems of vehicles listed as suitable to use either 5% or 10% blended petrol continue to be ethanol tolerant. The information below provides technical reasons why some models cannot use ethanol blend petrol.

For more information about national fuel quality standards or about national labelling requirements for ethanol blends, please visit Department of the Environment and Heritage or Department of Industry, Tourism & Resources.

REASONS WHY 10% IS NOT RECOMMENDED FOR SOME CURRENT MODELS

The Australian Design Rules (ADRs) are harmonised with international standards as specified in the UN ECE Regulations. The same requirements apply throughout the European Union. New vehicles certified to these standards will increasingly use advanced emission control technologies that strictly control the engine's operating parameters; therefore having more stringent fuel quality requirements. The maximum level of ethanol blend petrol in Europe is 5%.

Depending in which markets the models are sold in, Australian vehicles may be built to either a European specification (5% compatible) or some other specification which is 10% compatible. This is the reason recommendations regarding 10% suitability will differ from one manufacturer to another. The use of 10% petrol in vehicles that are 5% compatible may also result in material compatibility problems in the fuel system.

VEHICLE MODEL SUITABILITY FOR E5 OR E10 USE

The following table (*deleted for space saving*) lists vehicle models suitability to run on 5% or 10% ethanol blend petrol. Before use of 5% or 10% in motor vehicles not listed below or if you are unsure, you should consult your handbook or manufacturer to check if the fuel is suitable. *For information about your modern vehicle, visit: www.fcai.com.au/environment/can-my-vehicle-operate-on-ethanol-blend-petrol.*

REASONS WHY ETHANOL BLENDED PETROL IS NOT RECOMMENDED FOR USE IN SOME OLDER VEHICLES

Introduction

The following information outlines the key reasons why vehicle manufacturers do not recommend the use of any ethanol blend fuels in vehicles made before 1986. This information is also applicable to post-1986 vehicles listed as unsuitable to use ethanol blend petrol. Ethanol has a number of important chemical and physical properties that need to be considered in a vehicle's design.

Carburettor Equipped Engines

Vehicles made before 1986 were predominantly equipped with carburettors. The use of ethanol blend petrol in engines impacts the air/fuel ratio because of the additional oxygen molecules within the ethanol's chemical structure. [Ethanol - LEL = 3.3%, UEL 19.0%; petrol - LEL=1.4%, UEL 7.6%]

Vehicles with carburettor fuel systems may experience hot fuel handling problems. This is because the vapour pressure of fuel with ethanol will be greater (if the base fuel is not chemically adjusted) and the probability of vapour lock or hot re-startability problems will be increased.

As a solvent, ethanol can attack fuel tanks and rubber based fuel lines, as well as, other fuel system components.

Ethanol is hydrophilic (absorbs water) that can result in corrosion of fuel tanks and fuel lines. Rust resulting from this corrosion can ultimately block the fuel supply rendering the engine inoperable. Water in the fuel system can also result in the engine hesitating and running roughly.

Fuel Injected Engines

The use of ethanol blend petrol in fuel injection systems can result in early deterioration of components such as injector seals, delivery pipes, fuel pump, and regulator.

Mechanical fuel injection systems and earlier electronic systems may not be able to fully compensate for the lean-out effect of ethanol blend petrol, resulting in hesitation or flat-spots during acceleration. Difficulty in starting and engine hesitation after a cold start can also result.

Exhaust And Evaporative Emission Levels

Lean-out resulting from the oxygenating effect of ethanol in the fuel may affect exhaust emissions. Of more concern is that fuel containing ethanol can increase permeation emissions from fuel system components. This is worse in those greater than 20 years old. Therefore, the increased vapour pressure of fuel with ethanol (if the base fuel is not chemically adjusted at the refining stage) will lead to increased evaporative emissions.

Editor's Note: This topical article was sourced from the Website of the Federal Chamber of Automotive Industries. It was selected because of its ease of reading and is very informative for us. We need to take good care of what we pour into the tanks of our classic motor cars. When in doubt at the service station pumps, closely examine the labelling on the pumps. A supply pump must state, by law, the percentage of ethanol that is in the petrol being supplied. It has been found that such labelling may neither be prominent nor of large format.

Our thanks to the Federal Chamber of Automotive Industries for this information.

DAIMLERS IN THE FAMILY

Some Recollections

Quite some time ago when I was at school in the early 1950s, my father, Tony Allfrey, always claimed that 'There was no substitute for cubic inches', when referring to motor cars. Indeed, during my school days we were driven about in a 3-litre Bentley Saloon, a Roesch Talbot 105 Saloon. Then came a Railton Cobham Sports Saloon with 4½-litres to propel it in a sporting fashion. That car was based on a Hudson chassis and running gear, but equipped with a lightweight body of aluminum. Both of these cars were sub-£175 second hand 'bargains'.

Soon after I left school, my father 'down-sized' a little and bought a Daimler DB18 from a used car dealer in Bristol. It was a very smart example, in dark blue with blue leather interior. He had always believed that a car's engine should be large enough to lug a car around tight corners, with a flexibly mounted engine, and without having to change out of top gear. This was followed by accelerating smoothly to normal cruising speeds. He looked at a number of smaller cars that were being released with automatic and semi-automatic transmissions; for example the Standard with 'Standrive' and the Rootes Hillman Minx version. They were all a bit lacking in the performance department, though. It was the fluid flywheel, pre-selector type gearbox and long stroke engine that attracted him to the Daimler marque. There was also the prospect of greater reliability that the Daimler would have over the Talbot, which was also pre-select in the gear changing department.

At that time, we lived on an eight acre property near Clapton-in-Gordano, and the 'new' Daimler was soon fitted with a tow bar for the small farm trailer. This was a motor car that my mother approved of greatly. It was comfortable, easy to get in and out of, and its heater was totally leak proof. This car served us well for a number of years, and it was replaced by the same model, but a bit younger. It was also bought locally.



Left: The family DB18 motoring up Clarken Coomb near Bristol. Autumn 1960.

Driving this newer Daimler around the Long Ashton and Flax Bourton areas, my father was amused to notice that policemen sprang to attention and saluted him. He later found out that the car had belonged to a local Judge!

The Daimlers, the same as other cars in father's use, were used to transport calves from Winford market home to be reared as steers being brought up on goats' milk. The nanny goats also rode in the back of the Daimlers so that they could be serviced by the local billy goat. They were a

truly all purpose vehicle. Later, a Humber staff-car provided such duties. Then, after the Humber's Perkins diesel engine expired, an Austin Champ was bought at a WD auction allowing our cars to have an easier life.

The second DB18 was used for a trip to Greece to visit family friends in Athens. In the early 1960's the drive south and back through Yugoslavia was rugged. The car took quite a hammering from very rough going. A fast homeward speed had to be maintained so that the booked Channel ferry could be caught. It was while driving on the better roads in France, that the whole roof started to lift off rearwards due to the windscreen pillars breaking free at their bases. A quick repair was made in a small village garage and the journey continued.

It was while in Yugoslavia on the out-bound trip, that there was a petrol supply crisis. There was no petrol available from service stations and the situation became desperate. It seemed that the authorities had cut off the supply for no apparent reason. That was what happened in those parts from time to time. An old man asked my father to follow him up into the hills. At a donkey's pace, they finally arrived at a cave in the hillside. In there were stacked drums of aviation fuel that had been supplied by the Americans during World War II. The car's very nearly empty tank was filled and, after a fair amount of money changed hands, the Daimler was on its way. The engine was not too enthused with the ancient petrol, and started running better once a shandy was made in Greece. The petrol was described as being a dark brown colour.

Right: The first Daimler Majestic Saloon. About 1966.

The next Daimler (1964), was a blue Majestic, with licence number ROJ 18. This car was looked after and was not used for farm duties. It was a superb performer on roads such as the old A4 to London. This Daimler was used to take us to Southampton, where we sailed for Australia in 1968. Memories of this car are the cavernous and beautifully trimmed boot and the comfortable interior. For me, it was probably the best looking Daimler saloon ever built.



In the meantime, a Daimler SP250 was purchased while I was working in the North Midlands. I rode in it once on a short demonstration run and its performance was impressive – especially when the 'hold in second speed knob' was pulled out. This car was an ex-London Police Force patrol car. It had a Borg Warner automatic transmission and was painted police black.

It was a bit low in the roof line, so my father had a Bristol firm extend the height of the scuttle under the windscreen so that was increased about 50 mm. A good job was made of this modification.



Just before I shipped my Jowett Jupiter to Australia, I took my father for a ride in it for old times sake. He had a liking for horizontally opposed engines, and, as we sat in the car discussing the newly overhauled flat four, he suggested a straight swap with the SP250! I declined, being thoroughly 'under the influence' of things horizontally opposed. I have often wondered why he made that offer to me. If I had taken it up, I would probably be enthused about 'The Daimler' and would be heavily involved with Daimler clubs, instead of Jowett! And, besides, Dudley Ings, its current owner, would not have gotten a hold of 667-ELL to enjoy.

Left: Parked for a moment in our drive, at hay making time in 1972. The SP250 was a willing performer.

Not long after we emigrated to Australia, my father part exchanged the Majestic for a V8 Majestic Major for a while. He also owned, at the same time, a 'very nice' Barker Sports. I never saw these cars, but wish I had. No photographs of either the Majestic Major or the Barker Sports have come my way, which is a bit sad. My father was not in the habit of photographing his cars, so photos are scarce. The colour slides that were taken have deteriorated somewhat and the scans shown here have been enhanced only a little.

I have no idea when each of the Daimlers were sold on. On a visit in 1986, there were no Daimlers at home. For me, this was a little distressing, because there had been a Daimler in the family from the mid-1950s. It was a surprise to be collected from the Bristol railway station in a recently acquired maroon V6 Reliant Scimitar GTE. It was the main car in use. This was a car that my mother did not like at all! It was soon joined by a Volvo 164 automatic that gained suitable matrimonial approval.

Throughout his motoring days, my father had an admiration for Lanchester motor cars. There were two reasons for this. First it had sound individual engineering. And secondly, the fact that Dr. Fred Lanchester used a company developed thread form in the early cars. My father was a great fan of proper thread forms. He was a member of the Institute of Mechanical Engineers and used to read their magazine with enthusiasm. As a young

boy I remember my father reading a new magazine and remarking, "It says here that the British motor industry has adopted the American SAE thread form. That will certainly be the end of our motor industry!" He went on to explain to me that the SAE thread was crude, and that Whitworth and Lanchester had gotten it absolutely right. He was very prophetic indeed.

I know that when my father retired, he visited on two occasions FW Hutton-Stott, a well known Veteran Lanchester enthusiast, to look at and talk about veteran Lanchesters. I think one of those visits was to a club event that was being held there.

There was one amusing story about our first DB18. As was usual, on shopping trips, the car was parked in Park Row in Bristol and father agreed with my mother that they should meet back at the parked Daimler. Mother was first back and was waiting in the unlocked car for my father to come back. She was somewhat startled to see a strange man get into the car and insert an ignition key. "Madam", said the stranger, "I am fairly certain that you are sitting in the wrong car." He then pointed to our Daimler of the same model and colour parked in front! On top of that, our car's seats were trimmed in blue leather, the seats in the car she had got in to were beige leather!

Over those years, my father enjoyed tremendous reliability from his Daimlers. Trouble was experienced with the pre-selector gearbox in the Majestic, which required an overhaul. The DB18 that was used for the trip to Athens performed reliably, and did not seem to be at all affected by its strange American petrol. Other petrol in Yugoslavia and Greece blocked the fuel strainer, not a fault of the car at all. The windscreen pillars were put to rights when the car returned to England.

I do know that my father had a great liking for the fluid flywheel and pre-selector gearbox that Daimler used. He maintained that the Daimler coupling gave a take-up of the drive that was in keeping with an old Great Western Railway directive – that on departure from Paddington, the passengers should not realise that the train is moving until it has reached a certain speed. No matter, those fluid flywheels were always super-smooth on drive take-up, a useful feature when driving in winter conditions and the roads are slippery.

I suppose the important result from my father's opting for Daimlers as our family cars, was that my mother fully approved of the saloons. This approval was probably due to reliability and comfort. She had put up with some lengthy breakdowns in the Talbot that, for some reason, always came to a stop on the way home and at night. It never chose to break down on the way to a destination.

It is also interesting that my father never considered ownership of the Jaguar-based 'Daimlers'. I was surprised that, after the SP250, he didn't opt for the good-looking Jaguar bodied Daimler 250 V8. The XJ version was thought of as a "great barge of a car!" He never was a fan of badge-engineering.

Note: Article written for the Daimler-Lanchester Owners Club (UK) magazine.

Mike Allfrey

OUR BRAIN TEASER

How would you rearrange the letters in the words 'new door' to make one word? Note: There is only one correct answer.

The answer is buried elsewhere!

CHARLES AMHERST VILLIERS

Some notes about a very interesting Engineer

It was while we were about to set off on the run through the Yarra Valley to Toolangi that Bryan Tootell handed me a copy of the November 1983 edition of *Classic & Sportscar* magazine. It contained an interesting article about Amherst Villiers. This quickly drew my attention, having read about some of Amherst's exploits.

Being loathe to simply direct-copy an article from a recent magazine into *Your ABCCC News*, I decided that a spot of research was to be done. "Charles Amherst Villiers" was typed in for an Internet search. Whoosh! Up came a host of site pages referring to the man who supercharged Special Agent 007 James Bond's first car. This flattened me a bit, giving a thought that the World Wide Web had concentrated almost entirely on the movie aspect. Then I took note and realised that this, *The Man Who Supercharged Bond*, was the title of a book by Paul Kenny. I ordered a copy and after reading it, a proper article will appear here.

My initial research stunned me! Amherst was born in December 1900. My father was born in December 1909. Amherst studied mechanical engineering at Cambridge, so did my father. Amherst then went to work for the Royal Aircraft Establishment at Farnborough, so did my father – what a coincidence!

Watch this space for something that will be very interesting.

Mike Allfrey

THE RESTORATION SCENE

A quick Review of What is Happening around the Club

We are happy to report that there are some worthwhile motor car restoration projects happening in the background of our club scene. These projects range from virtually finished cars and taper off to some that have only just started. Quite a broad spectrum, but it is good that the enthusiasm is still there to work through a pile of rusty pieces and boxes bursting with parts. That can be really daunting.

John Wood's lovely Mk IV Jaguar, that was such a sensation at this year's RACV Great Australian Rally, is now at that exciting stage. Most of the 'initial back on road' teething troubles are finally sorted. It can now be enjoyed in the way it should be: driven on club runs and sparkling at vehicle displays.

Ray Higginson's early Buick is at the same stage and, now that the engine cooling system problems are over, Ray can enjoy a bit of early motoring fun with it. This is an eye-catching motor and should be given a thorough look over when it next appears.

Tony Pettigrew is well advanced with his second Lagonda project. A box of parts went missing recently. This is one of the frustrating aspects of a restoration project. Hopefully, by the time you read this, the box will have been found.

Now for some of the best news for quite a while. Colin Brown has found and acquired a very sound Daimler DB 18 with a Barker Sports drophead body. Quite a substantial amount of the restoration has been carried out by the previous owner. Colin is extra lucky with this one, because he gained a second car - in parts! - of the same type, plus a host of spare parts. This Daimler, when finished will probably generate a degree of jealousy among its stable-mates. It is going to be a real stunner. When you take a close look, you will be amazed at just how much work was put into so few specialist motor cars. This is a topic worth visiting at some time when space permits!

If you have any restoration stories, please share them with us.

Mike Allfrey

MAJOR EVENTS' NEWS

RACV Great Australian Rally – Sunday 17th January 2011

The year 2011, will see the 21st running of the important fundraising event – the RACV Great Australian Rally. Preparation work is progressing steadily. Being such an important anniversary, we are assembling a brief history of the Great Australian Rally. It is vital that we record the rally's very beginnings so that they don't get lost in the great void of 'not bothering'.

For 2011, we are trying to attract country clubs and maybe use them as starting locations in addition to the normal metro-area starts.

We are anticipating a record participation in the RACV Great Australian Rally next year. Cancer touches far too many of us and, for this reason, we need your support. The Peter Mac Cancer Institute is a most deserving cause for us to be involved in. If you are a member of another car club, please help us by making your club fully aware and committed to this event. Such action will be greatly appreciated.

In 2011, we are anticipating that the RACV Great Australian Rally will comfortably raise more than \$50,000 for the Peter Mac Cancer Institute.

RACV 10th Fly The Flag Tour – Saturday 26th March to Friday 1st April 2011

Planning for this extremely popular event is well advanced, with only some fine tuning to be done with respect to some route details. We can announce that the RACV 10th Fly The Flag Tour will be visiting Wangaratta, Echuca, Swan Hill and Bendigo. Not necessarily in that order, but the over-night locations are fixed. *One word* of advice to avoid being disappointed, get your accommodation bookings in as soon as the official Tour itinerary is announced.

Being the tenth running of this event, it will be rather special. Watch out for further announcements in *Your ABCCC News* or, in its sister publication, *ABCCC NewsFlash!* Remember that the Thursday evening is fancy dress themed. So, start giving your costumes some thought now. Enjoy

PAST AND FUTURE EVENTS

A section devoted to reporting on what has happened, or is about to happen, within our club. All club members 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.

TOCUMWAL WEEKEND – Friday 4th to Sunday 6th June 2010

The weekend trip to Tocumwal was a very relaxed affair as planned. I was a little late but never the less there was a great welcoming committee waiting for me. All being present, we departed on our journey and met Ray and Lynn at Nagambie as arranged. After the obligatory pit stop we set off for Shepparton for lunch.

Not quite knowing where the chosen Hotel was located, we did an unscheduled tour of the town, in the course of which, we lost a couple of participants. The smart ones went straight to Tocumwal. The rest of us found the GV Hotel, and an excellent, very reasonably priced lunch was consumed by those present. While there the committee members looked at the facilities as a possible venue for future Fly the Flag Tours. Then it was on to Tocumwal to be greeted by our hostess at The Bakery Park Motel.

The first evening we were picked up by courtesy bus and taken to Kelly's Hotel for our evening meal. The place was full to overflowing with visitors in town for the shearing at TUPAL station. It is a nearby 76-stand shearing shed that was operating for the first time in many years. As a consequence, although the meal was very good, we felt rushed. So the next morning after breakfast Tony and I set out to arrange somewhere else to eat. We decided on the local golf club that agreed to provide us with a courtesy bus. Some of our group wanted to visit the shearing shed, so we divided into two groups with the rest of us touring into New South Wales to visit Jerilderie. This was guided by our fearless leader, Tony. A very pleasant trip, and while Elvis is said to have left the building – we now know that Ned Kelly is alive, and well, and operating in Jerilderie.

If you want to know more, speak to anybody who was on the tour to Jerilderie.

Late afternoon found us back at our motel and all together again doing what we seem to do so well, enjoying each other's company over a glass or two of wine. The bus duly arrived and we went off to the golf club for dinner. Another good meal was had.

And all too soon it was time to return to our motel. The next morning being Sunday, we met for breakfast and then went our separate ways. I wish to thank all of those who took part in this event. Because it is you who make these things so enjoyable, and our club such a great club. Many thanks to you all.

Frank Sawyer

WINTER TOUR OF THE YARRA VALLEY – Sunday 27th June 2010

A Delightful Day Out



Just some of the fine motor cars on our Yarra Valley Run.

A good number of us met at Nello and Diane's home for a superb morning cuppa and cake, before setting off for Yarra Glen and the cheese factory at Yering. There some of us had booked a piece of cheesecake. This was a good place for even more coffee and cake and a browse through the various cheeses and jams. Soon it was off to Rochford Winery to learn some tasting skills and some interesting facts about the Yarra Valley and its wines. A couple of bottles were purchased for future use, most at lunch time in fact! We drove on to Healesville and turned into Myers Creek Road and headed up to the Singing Gardens of CJ Dennis. There we found a warm welcome at this cosy little restaurant that is tucked away among the surrounding forest.



Left: At lunch, your Editor raising a carafe of water, Connie Panuzzo, Pat Douglas, Craig Douglas, Colin Oberin's passenger, Colin Oberin and Val Jefferyes. (Maxine's Photo)

For the forty-five of us, car parking was fairly tight, but then, we are blessed with some expert marshals! The lunch was a simple -- a very pleasant roast. It was strange that between two slices of roast beef, nestled a slice of roast lamb. That explained the horseradish sauce *and* mint jelly serves on the table! The place was kept warm by efficient wood-burning stoves. We all enjoyed a very convivial lunch together.

All too soon, it was time to set off for home from this delightful little corner of Victoria. Our thanks to Nello and Diane for putting it all together for us to enjoy. Thanks are also due to the staff at the stop-off venues and the staff at the luncheon restaurant.

Mike Allfrey

THE FOUR ELEMENTS PUB LUNCH RUN – Sunday 22nd August 2010

This day trip will comprise of four elements, driving, walking, visiting and, of course, eating. The drive will not be too difficult. The walk will be easy; the visiting interesting; and lunch will be great.

What more could you ask for?

If you wish to be part of this friendly day out, then just give me a call. I need to have some idea of numbers for catering purposes.

Our day will commence in the Lilydale International Club car park. Meet there at 9:00 am for a 9:30 am prompt start. Remember to bring shoes suitable for a walk and warm clothing, as at this time of year it may be a little fresh. Register your interest by calling Frank Sawyer 0408 633 778 to book your place on our Four Elements Pub Lunch Run.

Frank Sawyer

A SPLENDID EVENING SLIDE SHOW – Friday 3rd September 2010

Featuring a visit to India and Nostalgic Club Event Slides



We will be holding this special event at the Lilydale International Club, Nelson Road, Lilydale (Melways Map 38, Ref: H3). The evening's activities will start off with a talk and colour slide presentation about a visit to India for a family wedding. It includes views of a fine collection of motor cars which belonged to the Maharajas and Nabibs of India. The wedding photographs will be of great interest to our ladies. The colours worn by the local guests are certainly gorgeous. The car collection really has to be seen to be believed.

After this presentation, there will be finger food and, while we are enjoying that, there will be a rolling slide show featuring club activities over the years. This is an evening not to be missed.

A sample of what will be shown.

Cost of the evening meal will be just \$22.00 per person and drinks at bar prices. We will be charged for all bookings and, therefore, those who do not turn up on the night will be charged accordingly, so please don't let us down.

We will meet at the Club at 6:45 pm for a 7:00 pm start to the show.

Bookings are essential, please contact us on (03) 9729 1480 to arrange your booking.

Mike and Sue Allfrey

A GARDEN DAY OUT – Midweek Run, Wednesday 15th September 2010.

B.Y.O, Barbecue Or Picnic Lunch At The Historic Log Cabin, Ferny Creek.

We will meet in the left car park at Kuranga Nursery, 118 York Road, Mt. Evelyn (Melways Map 52, Ref: K3). Morning tea has been arranged at their Paperbark Café.

The nursery will be ablaze with colour at this time of the year, and the heavenly scent of boronia will be on the air. There is an excellent shop there with everything imaginable for the garden and home.

We will then leave for Ricketts Sanctuary (Melways Map 66. Ref: F1), for a stroll around this lovely area. Admission is now free to the Sanctuary. Some car parking is available directly in front, otherwise parking is opposite with a short walk to the entry gate.

Our finish point for lunch will be the historic log cabin situated in the Ferny Creek Recreation Reserve. Entry is off Clarkmont Road, just up from the Ferny Creek Fire Station (Melways Map 75, Ref: D1). A roaring log fire will await you for tea, coffee and cakes. The Club BBQ will be there should you wish to cook yourself some eye fillet for lunch. The log cabin is in a lovely setting, and we shall enjoy each other's company in this cosy spot. Depending how many members attend on the day, about \$3.00 per person should cover the cost of the hire of the cabin.

Please telephone (03) 9755 1772 by 8th September, so numbers can be confirmed with Paperbark Cafe. Looking forward to seeing you.

Geoff & Judy Birkett

ARTHURS SEAT AUTO MUSEUM AND FLINDERS RUN – Sunday 26th September 2010

A good Fun Run on the Mornington Peninsula

We will meet at the rear car park of The Peninsula Lounge Hotel at the Moorooduc Cool Store (Melways Map 106, Ref: A9) at 10:00 am for a 10:30 am departure. Our first port of call will be the Red Hill Brewery. It may be a little too early to sample their goods but you may wish to purchase a six pack to taste later.

After a short stay, we will then proceed on our journey to visit Charlie's Auto Museum at Arthurs Seat. A nominal charge of \$10 will gain you entry and this will include a cup of tea or coffee. I can assure you that a visit to this Museum is well worthwhile. After leaving the Museum, we will drive the scenic route to Flinders. Map and directions will be given to everyone. (Note – There are no gravel or dirt roads)

A light lunch is booked at the Flinders Hotel so it is important that you let me know if you will be attending. Please telephone me at home (03) 9842 5449, or 0417 568 851 to make your booking.

Phil Cook

NOT A CLUB EVENT, BUT

Starting from Arkoona Park, Berwick on 2nd October 2010, the Gippsland Vehicle Collection presents the 3rd Melbourne to Maffra Run. This means that, in the afternoon, there will be much of interest at the historic Maffra Shed. Next day, Sunday, the M2M will be touring the Warragul area. The run will finish at Officer.

For details, contact Ian Kennedy on (03) 5147 2118

INDULGENT WEEKEND – 8th - 10th October 2010

Indulgence No. 5

We will be meeting at the Shell service station (outbound) at Todd Road at 9:00 am for a 9:30 am departure. After approximately a one-hour drive we will stop for morning tea and a cookie after which we will proceed to our luncheon venue. Then it's on to our accommodation. After settling in we shall enjoy nibbles and drinks before we head off to our dinner venue.

After a hearty breakfast we will be picked up by coach to have a tour of the general area, stopping at various wineries, and then on to our luncheon venue -- a vineyard and deli. It is well known for its quality wines and foods. During the afternoon our tour will continue. Then it's back to our motel. Again, nibbles and drinks we will be served. We will also enjoy our barbeque and wine tasting.

On Sunday we take off to a well known café venue for brunch prior to returning to Melbourne.

Final costs have been established. Those who have expressed an interest, have received deposit notices. We are limited to the number of participants and it may be necessary for some attendees to be accommodated in an adjacent motel.

To date we have received expressions of interest from some sixteen parties. If you intend to be part of this weekend, please get in early by contacting Rosalie or Peter on: 03 9787 6003 or 0407 876 023.

Peter McKiernan

MOTORCLASSICA HEADS FOR \$100 MILLION – 16th to 24th October 2010

Motorclassica, the Australian International Concours d'Elegance & Classic Motor Show, is on track to display more than \$100 million of classic cars in Melbourne this October. Confirmed entrants have already topped \$50 million, with more than a dozen cars valued at more than \$1 million each. Motorclassica event director, Paul Mathers said the quality of concours entries confirmed Australia's standing as a country respected around the world for its classic motoring scene.

"European and American collectors are showing strong interest, and several of the top cars are Australian. Some are right here in Melbourne," he said. "The top estimate is more than \$3 million for the 1928 Daimler Double Six limousine that's coming from the USA. Others can only be defined as priceless – such as the unique 1937 Alfa Romeo Aerodinamica Spider coming from Germany.



"Local cars valued in excess of \$1 million each include a 1927 Bugatti Type 37A, a 1936 Mercedes 540K Cabriolet and a gorgeous 1930 Alfa Romeo 6C 1750 GT with a Brianza body."

Left: A Daimler Double-Six that will be a part of Motorclassica.

Mr Mathers said the dollar value of the cars in many cases was secondary to their historical significance, rarity or sheer beauty.

"Consider the unique Alfa Aerospider with its remarkable history including an exciting escape from post-war communist Hungary. It even has the bullet holes to prove it," he said. "Then there is the 1964 Cooper Climax T70 which was McLaren Motor Racing's first team car. Not

only was it the foundation of a great Grand Prix team, but it is a beautiful mid-engined race car from the era before wings and aero aids.

"For sheer stateliness, little beats the 1912 Rolls-Royce Silver Ghost with Roi des Belges coachwork. For sports cars aficionados we have such supercars as the 1956 Mercedes 300SL Gullwing and 1966 Ferrari 275-GTB. With each of these cars valued around a million dollars or more, with several of them coming from overseas especially for Motorclassica, this is a rare chance to see of them all in one place."

Motorclassica is a nine-day celebration of classic motoring with both static and on-road displays. It is inspired by overseas events such as Pebble Beach, Retromobile and Villa d'Este. It begins with the Tour Australis rally 16th to 21st October and culminates in the concourse and classic motor show in the Royal Exhibition Building 22nd to 24th October and the free Picnic with the Classics at Argyle Square, Carlton on 23rd and 24th October.

From the Motorclassica Website – with thanks.

Ian Hankey

Editor's Note: ABCCC member, Ian Hankey, is the Chairman of the Motorclassica Concourse Advisory Board. He has taken on this task since retiring from the RACV. His expertise has had a great impact on this great event.

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

A Progress Update

We are pleased to advise that interest in our holiday to Tasmania has been such, that it is fully booked. There will be a tour itinerary in a forthcoming issue of *Your ABCCC News*.

Marjorie Pepper & Karen McDonald

Follow ABCCC Queensland events in their *Tru' Brit* newsletter available from our web site. Go to www.abccc.com.au/queensland.php and click on the newsletter link.

AUNTIE PAT'S TEA TIME TREATS

Continuing Our Series From The *Scottish Teatime Recipes* – Paradise Cake

Ingredients:

8 oz (227 grammes) Shortcrust Pastry; Raspberry Jam
4 oz (113 grammes) Margarine; 1 Egg, Beaten
4 oz (113 grammes) Caster Sugar
2 Tablespoons Chopped Glacé Cherries
2 Tablespoons Chopped Walnuts
2 Tablespoons Ground Almonds; Vanilla Essence
Caster Sugar for Dusting

Right: The River Glass near Beauly, Inverness-shire.



Method:

Set oven to 350 °F (177 °C), Gas Mk 4,. Grease an 11 inch (280 mm) by 7 inch (178 mm) baking tin. Roll out the pastry on a floured surface and use to line the tin. Bake blind for 10 minutes. Meanwhile cream the margarine and caster sugar together in a bowl. Stir in the beaten egg and the cherries, walnuts and almonds, Add vanilla essence and stir well. Spread a layer of raspberry jam over the bottom of the pastry case. Spoon the mixture on to the jam, level-off and bake for 30 – 35 minutes. Sprinkle with caster sugar and leave to cool in the tin. When cold, cut into squares. (*'Bake Blind'? We'll leave that expression to the ladies!*)

With thanks to Johanna Mathie's Scottish Teatime Recipes and to Pat Douglas

FOR SALE

A Unique Range Rover

This is the last coil-sprung Range Rover made. Originally registered in 1992 by Land Rover for use solely at the factory, probably for R & D. Car was then sold to Formula One Arrows personality, Jeffrey Dix, from whom the car then passed to the present owner in 1995. The car was imported privately by him to Australia in 2006, and has 89,300 miles on the odometer. Engine is high-comp. Runs on Premium fuel. Mechanically first class. Never been off-road. No audible rattles or squeaks. Comes with factory fitted sunroof and waterproof seat covers and load space. Rear tailgate is aluminium. In the UK the car was garaged during winter months, to prevent attack from salty roads. Completely new brake lines and exhaust Y-piece in 2009. New Michelin XPC tyres; some spares. Full service history plus all documents. Most collectible unit. Wonderful showpiece for this year's 40th anniversary of Range Rover. \$17,500.



To view this Range Rover, please contact Geoff Birkett on (03) 9775 1772.

Fat Cat For Sale.

Craig and Rhonda Douglas reluctantly offer their Jaguar 420G for Sale. Currently on Club plates 03907H (Eng. No. 7D612038) and comes with RWC. Beautiful restored interior and body work. Drives very well. Garaged and very limited use recently. This fine Jaguar featured in this magazine a few issues ago.

Reluctant sale for this great club car. \$19,500. Call Craig on 0418 543544 or crdoug@bigpond.net.au for further details.

Craig Douglas



PRESERVATION OF HERITAGE INFORMATION

Introduction of The Rover 2000

At the October 1963 Earls Court Motor Show there was a very remarkable motor car released to the public. It was the totally new Rover 2000. In those days, the English magazines like *The Motor*, *Autocar* and *Motor Sport* sold special Motor Show editions. These contained exciting first impressions, detailed descriptions and those fabulous drawings by the likes of Theo Page that laid all of the car's make-up bare. Also, there were, on occasions, road test reports on the new models. In addition to all of that, the country's dealers and company's suppliers all placed advertisements supporting the new models. In the case of the Rover 2000, it was the major component of the 11th October 1963 edition of *The Autocar* magazine.

Bryan Tootell has acquired a copy of this edition and lent it to me for editorial use. That has been completed and, if any Rover enthusiast is interested, I can supply on computer CD-R, the full first impressions and road test articles from that magazine. The disc contains all photographs and line drawings in the articles, as well as, the test and specification data, along with a number of the supporting advertisements – all as a MS Word document. To club members, this service is free of charge.

If you would like a copy of the disc, please contact the writer on (03) 9729 1480.

Mike Allfrey

ABCCC Nominal Roll

We are testing the idea of a nominal roll for members on our web site. To preserve your privacy, only members will be given the capability to see the roster. Also, the listing is an "opt-in" system, which means that you must give permission for your contact details to be shown. It works like this...

To see the roll, you must enter your membership number (on your membership card); the primary member's last name; and agree to not share this information outside the club. Then you will see a list of members that consists ONLY of their names, suburb, year joined, and car(s). You will also see a pencil icon next to your name where you can edit your details. You can then choose to opt-in to allow other members to see your address, phone number(s), and/or e-mail address – or leave it so they'll only see your basics.

It is secure? In order to have access you have to know the member number and the corresponding name to see anything. Unless you agree to show more, it only shows basics – no contact details. However, if you allow more to be displayed, it would allow other members to contact you. You can choose what to show (e-mail only, address only, phone only, or combinations of these).

Only you, the secretary, or the webmaster can alter your data. You can also update your details for the club to keep correspondence coming. So, give it a glance - start at the home page (www.abccc.com.au) and click on "Members Area" on the side menu. Please let me know of your comments and concerns at webmaster@abccc.com.au.

Ed Bartosh

MOTORCLASSICA – VOLUNTEERS PLEASE

For the three days of actual exhibition (22nd – 24th October) at the Royal Exhibition Building, Motorclassica organisers (the same company that stages the Australian International Motor Shows in Sydney and Melbourne) are looking for motoring club volunteers for 3 or more hours on whatever days suit. Volunteers will receive a free 3-day pass, uniforms, entrance to the Shannons Auction, and more!

If you can help, please contact Motorclassica Concours Chairman, Ian Hankey on (03) 9755 3288 (AH)