



All British Classics Car Club (Vic)

A friendly family social motoring club

Edition 143

April 2011

FULL OF IMPISHNESS

Your ABCCC News



All is golden (yellow) at the RACV Great Australian Rally! Matthew Lambert and Kristi Beaglehole displaying their Hillman Imp at Mornington. Does it still feature an air-operated throttle? Early Imps were equipped with a bellows under the throttle pedal that was connected via a long tube to an actuator on the rear-mounted engine's carburettor.

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	Other Telephone No.
President	Tony Pettigrew	(03) 9739 1146	
Vice President	Ray Higginson	(03) 9336 7306 (AH)	(03) 9310 5286 (BH)
Treasurer	Bill Allen	(03) 9846 2323	
Secretary	Pat Douglas	(03) 9739 4829	
Membership Secretary	Pat Douglas	(03) 9739 4829	
Editor	Michael Allfrey	(03) 9729 1480	
Assistant Editor	Betty Taylor	(03) 9739 1879	
AOMC Delegate	Ross Gardiner	(03) 9589 2013 (AH)	
AOMC Delegate	Bill Allen	(03) 9846 2323	
VCPS Officer	Nello Mafodda	(03) 9719 7949	
VCPS Officer	Colin Brown	(03) 5964 9291	
Club Regalia	Maxine Pettigrew	(03) 9739 1146	
Committee Member	Frank Sawyer	0408 633 778	
Committee Member	Colin Brown	(03) 5964 9291	
Web Master	Ed Bartosh	(03) 9739 1879	
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*

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 each of those months. 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. 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 St, 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 Logbook/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: All ABCCC 'noted events' in the Events Directory below are Victorian Club Permit Scheme (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 that is addressed to VicRoads, along with a cheque/money order for your VCPS fee, and he will sign on behalf of the club and then 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 2010/11

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, which should be called prior to the event, if you want to take part in it.

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

April 2011

- 3 RACV Classic Showcase – [An ABCCC Supported Event](#) AOMC
Formerly & Still – The AOMC British & European Motoring Show
Venue – Members' Car Park, Flemington Racecourse, Flemington, Victoria. (Enter from Epsom Road).
- 11 – 15 A Special High Country Tour – [An ABCCC Event](#) Peter McKiernan (03) 9787 6003
Visiting – Bright and Metung, Victoria.
- 16 – 17 Como Gardens Open Weekend – [An ABCCC Assist Event](#) George Hetrel (03) 9761 3239
Venue – 79 Basin to Olinda Road, The Basin, Victoria (Melways Map 65, Ref: K8).

May 2011

- 4 Mid-Week Lunch Run – [An ABCCC Event](#) Pat Douglas (03) 9739 4829
Lunch Venue – Mont de Lancy, Victoria.
- 8 Mothers' Day
- 15 The Famous Cream Sponge Run – [An ABCCC Event](#) Geoff & Judy Birkett (03) 9755 1772
Venue – **Main Hall, Ferny Creek Recreation Ground**, Clarkmont Road, Sassafras, Victoria.

June 2011

- 5 Rex's Big Day Out – [An ABCCC Event](#) Rex Hall (03) 9795 7669
Venue – TBA. Victoria.
- 19 A Special Club Run – [An ABCCC Event](#) Frank Sawyer 0408 633 778
Venue – TBA, Victoria.

July 2011

- 2 & 3 A Winter Festival – Not An ABCCC Event, but worthwhile George Chrystie (03) 5874 3358
Venue – Tocumwal, New South Wales.
- 10 Pub Lunch Run – [An ABCCC Event](#) Bryan Tootell 0412 549 906
Venue – TBA, Victoria.
- 24 Annual Club Luncheon – [An ABCCC Event](#) Colin Brown 0408 343 176
Venue – Marybrooke, Sherbrooke Road, Sherbrooke, Victoria.

August 2011

- 14 Grand Tour of Sorrento – [An ABCCC Event](#) Karen McDonald (03) 5975 1867
Venue – TBA, Victoria.
- 28 Mystery Coach Tour – [An ABCCC Event](#) Ray Higginson (03) 9336 7306 (AH)
Venue – A real mystery, but within Victoria.

September 2011

- 4 Fathers' Day
- 14 A Hills' Driving Experience – [An ABCCC Event](#) Geoff & Judy Birkett (03) (03) 9755 1772
Start Venue – TBA, Victoria.
- 25 Phil's Touring Day Out – [An ABCCC Event](#) Phil Cook (03) 9842 5449
Venue – TBA, Victoria.

October 2011

- 7 – 9 The Annual Indulgence Tour – [An ABCCC Indulgent Event](#) Peter McKiernan (03) 9787 6003
Touring – A secret 'til details are sent to tour participants.
- 23 2012 Planning Meeting – ABCCC Committee, Plus Volunteers Tony Pettigrew (03) 9739 1146
Venue – 16 Lawler Lane, Coldstream, Victoria.

November 2011

- 13 Family Day Out – [An ABCCC Event](#) Marjorie Pepper (03) 9439 7875
Venue – Melbourne Zoo, Elliot Avenue,
- 27 Club Picnic At Hanging Rock – [An ABCCC Event](#) Anne & Bryan Tootell 0412 549 906
Venue – Hanging Rock Reserve, Near Woodend, Victoria.

December 2011

- 11 Christmas Lunch Run – [An ABCCC Event](#) Tony Pettigrew (03) 9739 1146
Venue – Yarra Valley, Victoria.

EDITORIAL NOTES – ISSUE NUMBER 143

I found this little gem recently and it is quite entertaining!

Bertie Wooster made a social call on Oliver Sipperley, his old pal from Eton and Oxford days who now edited a West End society gossip paper called *The Mayfair Gazette*, Bertram was well aware that

. . . *these Editor blokes get pretty careworn after they've been at the job for a while. Six months before, old 'Sippy' had been a cheery cove and full of happy laughter, but since then I have sensed a change and today he looked more editorial than ever. I endeavoured to cheer him up by telling him how much I had enjoyed his last issue. As a matter of fact, I hadn't read it, but we Woosters do not shrink from subterfuge when it is a case of bracing up a chum.* (Jeeves Omnibus: The Inferiority Complex Of Old Sippy – PG Wodehouse)

Recently, the undersigned has found himself in complete accord with old Sipperley. You see folks, I was approached by members of another club that I am involved with, to take on their magazine editorship. This time I was approached very nicely, not ganged up upon against the catering trailer mudguard at the first morning tea break, on close to the first ABCCC event that Sue and I took part in. With the steel of the trailer preventing me from making a Bertie style bolt for cover, I had to accept! You can all rest in peace, because, this time, I politely declined the request to become yet another Editor. Maybe it will stick – I don't know. However, I will have to attend that club's AGM so that tasks are not allocated *in absentia*!

This issue is of the bumper type. There is a fabulous report on our recent visit to the Vintage & Classic Car Club Ballarat's excellent Begonia Rally – the fortieth running of which, no less. There is also a very pleasant report on a visit to a car museum in New Zealand's North Island. Thank you Stella and Ian, I am feeling a mite better than 'Old Sippy'!

By the time you read this, the RACV Fly The Flag Tour will probably be bearing up to the parking rigors of the Echuca wharf. Rigors, you may wonder, but we will have to cope with twenty-one (21) conditions for parking our precious motor vehicles in that precinct while we enjoy a paddle steamer luncheon cruise. The Tour Organiser has to carry a copy of these conditions at all times the Tour is in Echuca. Don't they want tourists up there?

Enjoy this issue of *Your ABCCC News*, so long as a few good articles come in, it won't be the last!

Mike Allfrey – Editor

OUR BRAIN TEASER

With thieves I consort, with the vilest, in short, I'm quite at my ease in depravity; yet all divines use me, and savants can't lose me, for I am the centre of gravity. Who or what am I?

The answer is in the text somewhere towards the end of this magazine!

THE VICTORIAN CLUB PERMIT SCHEME

A Matter Of Great Importance

During February, those of you who have vehicles operated on the Victorian Club Permit Scheme (VCPS), will have received a Logbook so that your motor vehicle can be operated on the new version of the scheme until its normal renewal time. There is a VicRoads requirement that the letter that accompanied the Logbook be carried in the motor vehicle at all times. This letter informs police, if the vehicle is stopped for any reason, that the vehicle is conforming with the revised VCPS. Thus, the revised VCPS is now up and running reasonably smoothly. At the introduction of the revised VCPS, all VicRoads authorised clubs were required to sign a contract with them.

A copy of the contract entered into by our club is attached, duly signed by our President. Under this agreement it is necessary for the club to maintain an accurate register of all club permit vehicles. (See *Clause 2a* of contract) We require all club members who have motor vehicles operated on the VCPS must forward to us a list of those classic cars that are operated on the VCPS, also commonly known as the Red Plates Scheme.

A form in PDF format has been sent to those club members on the E-mail list. Please list vehicles, one per line, with the following information: Year of Manufacture, Make, Model, VCPS Plate Number, and the Club (ABCCC or other club through which the vehicle is authorised by VicRoads. ABCCC Register form can be downloaded from our Website.)

Thank you for your assistance in preparing this register, please return your vehicle details to:

ABCCC Inc.
PO Box 40
Coldstream
VICTORIA 3770

Colin Brown – VCPS Officer

Letter of agreement between VicRoads and the ABCCC

VicRoads
Registration and Licensing
60 Denmark Street
Kew
VICTORIA 3101
Telephone 13 11 71
Fax (03) 9853 9112

Mrs Patricia Douglas
Secretary
All British Classics Car Club
PO Box 201
Chirnside Park
VICTORIA 3116

NEW CLUB PERMIT SCHEME APPROVAL OF MOTOR VEHICLE CLUBS

By signing below on behalf of the Club, you agree that:

1. The Club will not endorse an initial application for a club permit by one of its members unless it is satisfied that the vehicle included in the application is *an eligible vehicle*, is safe for use on a highway, and complies with any relevant safety standards notified to the Club by VicRoads. (In each case, the Club must either ensure compliance with the Club's statement of safety, or sight a current Certificate of Roadworthiness for the vehicle or, in the case of street rods, sight an authorised street rod inspection report.)
2. The Club will maintain a Register of club permit vehicles operated by its members, and will, within 14 days after a written request to do so by VicRoads:
 - a) provide a current copy of the Register to VicRoads; or
 - b) cross-check the Register against records provided by VicRoads and notify VicRoads of any discrepancies.
3. If the Club becomes aware that a club permit vehicle operated by one of its members may not be safe for use on a highway, the Club will promptly notify that member of the suspected safety issues and require that any such issues be rectified within 14 days.
4. The Club will promptly notify VicRoads if it becomes aware of or reasonably suspects:
 - a) a pattern of incorrect use of a club permit logbook by one of its members; or
 - b) that a vehicle operated by one of its members under a club permit is not an eligible vehicle; or
 - c) that one of its members has ceased to be a financial member of the Club; or
 - d) that one of its members has failed to restore a vehicle to safe condition following a notification under paragraph 3, in accordance with the terms of that notification; or
 - e) that a vehicle operated by one of its members under a club permit has been sold or otherwise disposed of and the club permit log book and club permit were not destroyed on disposal as required by the Regulations, and/or the club permit number plates were not removed; or

- f) that a vehicle operated by one of its members under a club permit has been disposed of with the intention of undermining the Scheme (that is, the vehicle has been "sold" to a friend or relative so that another club permit log book can be obtained, but the vehicle continues to be driven by the previous owner).

Any notification to VicRoads under this agreement must be made to:

Manager Registration and Licensing Policy
VicRoads
1st Floor South Building
60 Denmark Street
Kew
VICTORIA 3101

A failure by an approved club to comply with these responsibilities may result in VicRoads revoking the approval of the club, by notice in writing to the club secretary, including the reasons for the decision. The club will have a right to appeal that decision.

By signing below, you certify that you are a duly appointed representative and authorised signatory of the Club and that you bind the Club to comply with this agreement:

TONY PETTIGREW
.....
(Name)

Tony Pettigrew
.....
(Signature)

PRESIDENT ABCCC
.....
(Position)

28 / 1 / 2010

For the purposes of this agreement, *eligible vehicle* means a vehicle that is:

- A veteran vehicle, being a vehicle manufactured before 1st January, 1919; or
- A vintage vehicle, being a vehicle manufactured after 31st December 1918 and before 1st January 1931; or
- A classic and historic vehicle, being manufactured after 31st December 1930 and more than 25 before the date of application; or
- A replica of a vehicle referred to in paragraphs (a), (b) or (c)

Editorial Notes:

- Due to the VicRoads letter arriving on the Editorial desk in a somewhat poor condition after copying and/or scanning, it was decided to re-type the contents. However, the portion containing the certification of our club is a scan from the original. This action was taken to ensure clarity of important information.
- Concerns have been expressed about the fact that the ABCCC is calling for information on motor cars operated on the VCPS Logbook system, but are not under the auspices of our club. This appears to be sourcing information that may not be required by the ABCCC. For example, a member of the ABCCC has an LMNO vehicle that is operated on the VCPS under the auspices of the LMNO Car Club, but uses his/her LMNO vehicle as a member also of the ABCCC on our club's events, should not have to place the vehicle into two or more club registers for the clubs he/she is a member of. To some of us, this appears to be authoritarian or demanding. However, Paragraph 2 of the contract letter does state that:

The Club will maintain a Register of club permit vehicles operated by its members, and will, within 14 days after a written request to do so by VicRoads:

- provide a current copy of the Register to VicRoads; or*
- cross-check the Register against records provided by VicRoads and notify VicRoads of any discrepancies.*

The key words here being, "a Register of club permit vehicles operated by its members . . ." "There is no mention here of the permit vehicles having to be in the Scheme via the ABCCC. In addition, our Webmaster is trying to maintain an up to date list of those vehicles which are a significant part of our club.

GN 'SPIDER'

A Rather Special Hill Climb Car

Reading a book about British speed hill climbing, I was suddenly jolted into alertness when I read a piece describing the successful efforts in 1926, of the late Basil Davenport and his hill climb special based on a GN cyclecar. This Special was called simply, *Spider*. There was also a *Spider II*, which I think looked very much the same. Basil's hill climb specials were always 'rough and ready', but, in their youth, were extremely effective.

So, why was I jolted into a state of alertness?

In the early 1960s I attended several hill climb events organised by the Vintage Sports Car Club at a delightful hill track of just over the magic 1,000 yards total length. The venue was Wiscombe Park, about mid-way between Honiton and Colyton in Devon. These well-run events attracted crowds of enthusiasts and always featured a proper who's who of vintage (and more modern) hill climb motor cars and their drivers. Names such as Tony Marsh, with his BRM powered Marsh Special, Josh Randells with his streamliner Cooper Monaco and Ashley Cleeves with his superb and deceptively fast Morris Special. Then there was Basil Davenport with his justly famous GN *Spider*.

The book I am reading describes Basil as a mill owner from Cheshire, who with *Spider* in 1926 made the fastest time of the day (FTD) at the historic Shelsley Walsh hill climb track in Worcestershire. He and *Spider* went on to make several FTDs at this venue. It was also recorded that Basil 'brewed' his own alcohol fuel for *Spider's* very high compression ratio JAP V-twin engine, in a disused chicken shed near where he lived. Such goings on!

My first glimpse of Basil at the wheel of *Spider*, was at Wiscombe Park, about halfway up the track. I remember thinking, after hearing Basil's start, that I had better be down there for his second run of three. After that, I witnessed all the starts that *Spider* ascended the hill from, with Basil at the huge steering wheel.

These starts were impressive affairs and Basil spent quite a while trying to hold the car on the slight downward slope where the start line was located. To witness one of these starts was a fabulous experience! There was that highly tuned 1,200 cc JAP semi-idling in a very lumpy manner. The engine had to be warmed right through, and got thoroughly 'on song', before a successful start could be made. This entailed much blipping of the throttles, holding the brake and – while I watched, enormous bellows saturated with Castrol 'R' emitted from those two huge megaphone exhausts. This was lusty music to a young enthusiast's ears, and probably evoked as much emotion as a Rolls Royce Merlin engine in a speed boat, firing up, on a very still early morning at Lake Eppalock. The sounds were that special.



There the car was, visibly rocking from side to side, in time with the engine's firing strokes – the front tyres flattening a little in sympathy to that awesome engine's motion. All of this would go on for a few minutes until, with a crescendo of noise, *Spider* would literally leap away like a streak of lightning up the hill – to, probably, another class win!

Left: My photo of Basil and Spider about to roll down the slope to the start line, on right, out of the frame. Note that the car has fatter tyres than those of years ago, otherwise visibly, not much has changed.

What always amused me was the starting official bending down and picking up the nuts and bolts that had given up their tasks and fallen on to

the bitumen. These were placed into a paper bag and handed to Basil as he returned down the hill after the whole class had departed on their way upwards. *Spider*, being based on a GN cyclecar, was chain driven and, because the 'N' represented the Archie Fraser-Nash part of the partnership, the transmission would have been of that F-N 'chain gang' type, with a simple sliding dog clutches to effect changes in ratio. I can still remember one start where disaster struck. On releasing the clutch, one of the final drive chains broke and fell on to the roadway in a neat coil! The car was wheeled away and returned to perform later in its class section.

I hope that *Spider* still survives and that someone as skilful as Basil, is piloting it up those wonderful British hill climb tracks that formed such an interesting part in British motor sport.

Mike Allfrey

A BRITISH CAR MUSEUM IN NEW ZEALAND

Well Worth A Visit

While visiting New Zealand on the North Island at Napier, we were told of a nearby British Car Museum at 63 East Road, Te Awanga. It was a little difficult to locate – not well known by locals and easy to miss. It is just a large shed with some flags, a rusted Morris Minor and old machinery out front. We paid our \$10 admission fee and were pleasantly surprised to see the huge array of cars, along with a smaller amount of vans and trucks. Approximately 365 vehicles in total are on display and with the sheds full, a lot of cars have been installed on frames suspended over other like models.

Rover, Austin, Morris (especially early models), Vauxhall, Sunbeam, Jowett, Triumph, Leyland, Jaguar and many more were represented. The largest display of one model was 35 Morris Minors, covering every model in most years. Our only disappointment was a lack of

April 2011

Fellowship, Friendship – That's Your ABCCC



Page 7 of 14

sports cars, with only a couple of MGs, a 1953 Daimler Conquest, and a Nash Metropolitan made by Lord Austin. Vans and trucks on show included Thames Traders, Bedfords, Thorneycroft and Commer.

Only a small number of cars are in concours condition, but the majority are well presented and most could be in running condition after a brake overhaul, some engine work and a new battery. Most have their original handbook displayed on the bonnet, and current number plates - which are on hold. Also on display is a large collection of 'English AA' and other car badges, plus pianolas with dozens of rolls in very good condition and putting out a rousing tune.

Right: Memories of Cowley in the late 1950s, Morris Minor assembly line.

The owner, Ian Hope, lives on the premises and has been collecting cars for around twenty-five years. He moved to this present location twelve years ago, doubling the size of the previous large fruit-packing shed. Talking with Ian, it becomes clear that he has a vast knowledge of British cars, including the various changes to models over the years. He does not sell any cars or accessories, and is still collecting - trying to find some models which are missing from his collection.



My favourite was a 1951 Vauxhall Wyvern – the same as one owned by my parents. From memory, they had to wait six months for delivery as the cars were scarce in 1951. When Dad was driving at nightfall, my job as a youngster, was to get out and switch on the tail-lights as the switch was beside the them. Apparently back then, there was a regulation that the driver had to be sure the tail-lights had actually switched on and an external switch satisfied that regulation.

A website is available at www.britishcarmuseum.co.nz, where the vast array of cars and other items may be viewed.

Left: Double-stacked BMC Farinas!

We really enjoyed our visit, and even went back the next day to show other friends what we had discovered. We can

thoroughly recommend a visit to this unique collection to all British Car enthusiasts.

Glenda and Ian Nelson

PAST AND FUTURE EVENTS

40th BEGONIA RALLY REPORT – Friday 18th to 20th February 2010



Tarpaulins were hastily installed in the middle of the night! Buick at left, Austin at right.

This year we attended the 40th Begonia Rally which was held on the 18th to 20th of February 2011 in Ballarat. We decided to make a good weekend out of it and left on Friday afternoon after a bit of fine-tuning and a good wash. We were driving down with Alex and Sandra Farrow in their 1946 Austin 16 and met them for a quick bite of lunch and then headed down the Monash Freeway straight into the city. Since we live in Montrose, there is no real easy way to get to the other side of the city so we opted for no traffic lights and a straight run.

The freeway was a good run in and we even sat on the correct speed limits sometimes due to the road works, the biggest problem we had was the trucks. Firstly, since we were travelling at 50 mph and the trucks were

travelling at 100 k/h they would suck us towards them, not a nice feeling at all. Secondly, the trucks were so noisy. If only we had a pair of earplugs, we could have shared one between us and had our outside ear blocked off. The funny thing about heading out of the city is that whether we are driving a new or old car it still took us one hour to get to the other side of the city. Go figure that one out.

The 1929 Buick travelled well at 50 mph (on our speedometer anyway) and we were making good time. When we came to the windy, hilly bit between Melton and Bacchus Marsh where it tells you to slow down to 90 km, we just kept powering on. We were very pleased with our car's performance. For a vehicle that is 82 years old with very little work done to it, it still has the ability to pass semi-trailers on this stretch of road.

We decided to stop off where the two BP service stations are on either side of the freeway to fill up with fuel and water. We pulled in near a policeman and thought that he might asked to see our new log books which we have been filling in religiously. He wasn't interested in the log books or our cars. We soon headed off again relieved that everything was going so well (famous last words).

While travelling along the freeway about 36 km from Ballarat we heard a ting, ta-ting, ting, ting, ting noise from behind us. As Robert was driving I turn my head to see something bouncing across the freeway, missing all cars and landing somewhere in the grass in the middle of the freeway. Robert started to brake, but it took us a very long time to stop because he had the cruise control on. When he put his foot on the brake the car just kept on going. By the time we worked out what was going on, it must have taken us a good 3 to 4 hundred metres to stop. We got out of the car and walked around trying to figure out what part of the car we had lost. And there it wasn't. The two covers, the dust cap and the large hub flange were gone. I was happy to see that the wheel nut was still tight in place, but that didn't seem to console Robert much.

We made our way up to Alex and Sandra who had managed to stop a whole lot quicker. He said that he had seen both bits come off, but didn't see where that they had landed. It must have been three to three thirty when our bits fell off because Robert was impressed that we had made such good time and thought that we had enough time to get to our motel and make it in time for nibbles and drinks with the rest of the club. (I don't know which he was more disappointed about). Alex and Robert powered off up the middle of the freeway looking for our bits. (Of course ladies, we all know that men can't find anything when it is in front of their noses let alone when it is strewn along the side of the freeway!) I (Stella) found the first piece, the hub flange and picked it up with a smile on my face knowing that I had found the bits first. Robert and Alex were quite a distance up the freeway for them to see my look of satisfaction. When I finally caught up to them and showed Robert the piece he didn't seem as happy as I thought he would.

We all walked up and down the middle of that freeway in the long grass, amongst the shrubs and rubbish for about an hour in the full sun. We still hadn't found the dust cap when Robert asks me "where did you find the other piece?" I looked back down the freeway trying to work out where the spot was. I knew Robert was going to still be in a little bit of a huff if I couldn't tell him for sure. "Oh, just near the end of the shrubs in the middle of the road." I thought I had pulled it off sounding confident, but by the look on his face he wasn't sure if I was sure and of course I wasn't that sure at all. We spent a whole lot of time walking backwards and forwards in that area looking for the dust cap and couldn't find it. It was about time we started heading back towards the cars and guess what? I found the dust cap, of course it was nowhere near the place I thought that I had found the first piece, but all in all we were relieved we had found both the bits with barely a scratch on them. Poor Robert, he was blaming himself for losing the bits because he had tried to take off the wheel the day before to check the wheel bearings and thought he hadn't tightened the dust cap back up. It wasn't even the same wheel, but he has vowed to check every dust cap every time we stop.

We still got to our motel in time for drinks and nibbles. We spent the time telling everyone what had happened and finding what had happened to others (as you do on trips like this). With Alex being voted as our designated



driver in his Austin 16, we headed off to tea for a barbecue and a chance to meet a lot of the other entrants. We ran into old friends and acquaintances that we hadn't seen for a while. Out of all the people we could have next to, they were the only other owners of a Silver Anniversary 1929 Buick, just like ours. We spent the whole evening talking and comparing our two cars. I learnt a lot and I hope that I taught just a little bit as well. They are a lovely couple and went out of their way to give us some manuals on our car that we didn't have. It has made our job of learning to maintain our car a whole lot easier and we are very grateful.

Left: The Buick arrived in good time for afternoon nibbles.

After tea we headed back to the motel for a good earned rest. It had been a big day and we were looking forward to watching a bit of TV before heading off to sleep. While watching TV the weather forecast came on and told us of imminent rain. We chose not to believe it. What do they know any way? Of course, around 11pm I heard the rain. Because it was a light drizzle it hadn't gotten inside the car, as yet. I went back to bed. Then I heard the rain get heavier and heavier. So I had to wake up

Robert to put a tarp over the top of the car. Once he woke up we headed outside and went rummaging through all our bits and pieces till we found what we needed and proceeded to fit the tarp on our car. Once done, we headed back inside to phone Alex and Sandra. We didn't want to knock on their door and wake other people up; but they had turned the phone off. So in the rain, we headed back out hoping that they hadn't locked up their car too well so we could tarp up their car. Hey, presto! The boot was unlocked as well as a door so we were able to get everything we needed. The only tarp that we could find in the dark was about 2m x 1m and barely covered their sunroof. This was the main leaking point, so we were happy with what we had done. But when we looked back at their car, it looked like the tarp had shrunk. We went back to bed and soon got woken up by the tarp flapping in the wind. So up we got again and used whatever straps we had left over from Alex and Sandra to secure the tarp. It was obvious that we were not going to get a good night's sleep, but we made the best of it. We heard Alex and Sandra get up once after they had heard the rain only to find that some fairies had tarped up their car as well. Little did we know that they needed more straps for their own car and had spent a good bit of time looking for the extra ones. Sandra knew that she had put in the car somewhere, but just couldn't find them. Oops, what are friends for anyway, but to send you nutty in the middle of the night, in the rain, in your night shirts?



The next morning we saw the rain had stop and the sun come out, but the wind decided to stay. After breakfast we headed to Doug Dean Reserve for a car display and wait for the rest of the entrants to arrive. We were lucky that Merv and Susan - the other 1929 Buick owners were able to park beside us so we could compare cars. They were very much alike with a few differences, but all in all two wonderful old cars. After lunch we headed off in convoy to the Mooramong Homestead near Skipton for a tour of the beautiful buildings and its wonderful history. The gardens are beautiful and definitely well worth a visit when you are out that way.

Left: Some of our members enjoy the morning sun.

It was time to head back to Ballarat so off we went with a few others, but it wasn't long before the 1929 Buick was leading the way since the others could go a little faster than we can. We went straight to Super Cheap Auto to get some more straps in order to be more prepared for the rain that night.

Since Alex drove last night it was my turn to be the designated driver. It was lucky that it was straight forward to the Sebastopol Bowling Club, as everyone was enjoying a traveller and I can't read a map and drive at the same time. The meal was lovely although the room was very cramped. The band was very entertaining and when things became a little bit quiet someone started making and throwing paper aeroplanes. What do you think happened after the first aeroplane was thrown in a room full of mature vintage and classic vehicle owners? Yes you guessed it! The room was full of flying paper aeroplanes and no one lost an eye. I believe that later on that night one of the event organisers put on a paper plane flying competition to control the madness.

It soon became Sunday morning and the last day of our tour. We met at the Super Cheap Auto Car park for a 9.30am flag off to Mount Franklin for morning tea. We followed a couple of Ford Model 'T's and boy could they move. It was a lovely drive and the Vintage and Classic Car Club Ballarat did a fantastic job of having marshals positioned in strategic places so we didn't need to follow any notes. We just enjoyed the scenery and the drive.

Morning tea at Mount Franklin was full of homemade cakes and slices and tea and coffee before the drizzle started to fall. Not long it was time to head off to Jubilee Lake at Daylesford for lunch, presentations and the rally wind up.

It was a very successful rally and the Vintage and Classic Car Club Ballarat can give themselves a very hearty pat on the back for a job well done. All that was left to do was head off home, back down the freeway and into Melbourne.



Right: Beautiful Mount Franklin Reserve, quite damp!

We had a great time and of course learnt more about our car. (Did you know that in 1929 you can't turn off the ignition with the lights still on? It won't stop running. Who said our car is old fashioned?). We had a few little problems like the water pump leaking; the exhaust leaking; the fuel pump leaking (do you see a trend?); use of oil; a very dirty radiator; and a few other things which we have added to our fix up list before this year's **Fly The Flag**. All this in two weeks, now. I must admit the list has become quite long, but we seem to be getting through a lot of it, even though it seems to be one step forward, two steps back, one step forward, three steps

back. But we will conquer the list. And what ever we can't conquer now, we will conquer later, but that is another story at another time.

Robert and Stella Stark

Editor's Note – The ABCCC made a good haul of the awards that were presented at the conclusion of the Begonia Rally. Winners from our club, by popular vote system, of the vehicle classes were:

*Lagonda Drophead Tony and Maxine Pettigrew
Jaguar XK 150S Colin and Joy Brown
Lotus Elan Frank Sawyer and Val McRae*

Congratulations to all of you – most certainly well deserved.

MORNINGTON PENINSULA LUNCH RUN – Sunday 6th March 2011

Much of Interest on the Peninsula – and Surprises, too!

It was one of those special March days, the reason why we all live here. Lovely sunshine and perfect day for hood down motoring. I had elected to join the run part way along its course at the stop to view a vast acreage of American sheet metal, not far from Tyabb. I arrived a few minutes ahead of schedule and was given a special tour of the collection. The owner of the collection showed great interest in what I was driving that day – our Jowett Jupiter. Up went the bonnet for a good look at things mechanical and discussion about strange features. While we had our heads inside, a large part of the ABCCC arrived.



Once we had all the cars parked and a couple of the Americans moved for better viewing, it was time to get a good description/history of these huge motor cars. Some had 'big block' engines and others must have had 'lesser block' engines. Quite a number of them had been saved from various wreckers, both local and those of international repute. There was a Miami Police Department car with all the signage still intact. Musingly, I wondered, how many Cuban gun runners had the patrols in that car apprehended?

There were cars from the late 1960s onwards, with several in remarkably good condition. But now that rented storage space in a big shed has been put to more attractive(?) use, a hastily erected car port has been erected that covers most of the huge collection.

We now know, that large American cars require a great amount of space, if they are to be stored in such a way that very lengthy doors can be opened enough to gain access.

We bode our hosts goodbye as our luncheon hosts at Lazars' Winery must have been getting nervous. We motored down to Balnarring, parked in what shade was available and settled down to a very nice lunch. This was of shared platters of Diego's famous *hors d'oeuvres* that had grown into larger portions. There was much of interest on those platters and, for me, I found the delights quite fascinating.

On the way north from Balnarring, we called in at the Vintage Shed. It is a new collectables complex in Tyabb. This was the shed that had previously housed all of the American cars we had viewed earlier. For sure, the cars were better off in this huge shed than they are under hastily assembled car port coverage. Car ports are not the ideal storage for unrestored motor cars, particularly those from dry climates.

Overall, it was a fabulous day out. It was very smoothly run and we kept to a well-timed schedule, arranged by Rob and Mary Nolan. To them go our thanks for putting it all together for our enjoyment.

Mike Allfrey

COMO GARDENS OPEN WEEKEND – 16th and 17th April 2011

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 the 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.



A continuing attraction will be the Scarecrow competition. This is a free competition, however, entries will have to be registered before 14th April. Entries can be registered either via E-mail to comogardens@bigpond.com or telephone George or Pat on (03) 9761 1341. Entries will be given an entry number, which must be attached to the scarecrow and be water-proof. There will be prizes for:

- ▶ Best Under 15 Year-old Entrant;
- ▶ Best Over 15 Year-old Entrant;
- ▶ Best School Entrant

All scarecrow entries must be erected in the gardens before Friday 16th April. Participants may position their scarecrow anywhere within the gardens – examples: guarding the veggie patch; guarding the train station; or keeping watch over the pond.

Judging will take place at 10:00 am on the Saturday with prizes being presented on the Sunday at 2:00 pm. All exhibitors must collect their scarecrow during the week after the Open Weekend. Prizes will be donated by the RACV, Bunnings Warehouse and from Coles Supermarkets. The prizes will be presented by John Wood.

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.
- On Sunday afternoon there will be an informative talk on keeping bee hives and producing delicious honey. Pat has taken on bee keeping and her mentor will be the speaker. This is a new and very interesting activity.
- Visit the Fairy Tree for face painting, children's activities and dolls from around the world display.

On top of all 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

THE RIGHTFULLY FAMOUS CREAM SPONGE RUN – Sunday 15th May 2011

The Sponges Are Sufficient To Fully Justify Taking Part In This Event!

This year we have planned to START and FINISH at the Main Hall, Ferny Creek Recreation Reserve, Clarkmont Road, Ferny Creek. Melways Map 75, Ref: 1D. Entry point is just past the Ferny Creek CFA, Clarkmont Road on the RHS. Those of you who went on our mid-week run last year to the log cabin will remember the spot. The hall comes complete with all the facilities: tables, seating, kitchen, toilets etc. The Club BBQ will be in attendance, so you can plan your own gourmet lunch to suit (porterhouse with all the trimmings and a glass of red).



We will start at 10:00 am, with a cream sponge morning tea, before you all set off on a journey of discovery and laughter, to finish back at the hall for lunch. To cover the hall hire, there will be a cost of \$5.00 PER ADULT. As usual, you will get your tour notes after morning tea, and we hope those of you who have not followed the touring notes before, will join up with another team on the day and share in the fun.

Left: Judy telling us all where to go.

Sunday 15th of May is Motor Heritage Day, and it would be wonderful to see as many Club cars on the road as possible. Of course, there are prizes for most points scored to add to the enjoyment.

Please phone (03) 9755 1772, to let us know that you will be attending. That's so that there will be enough cream sponges to go around. We have planned the day to be a low-cost family day out for all to enjoy.

Geoff and Judy Birkett

MAJOR EVENTS NEWS

RACV GREAT AUSTRALIAN RALLY – Sunday 15th January 2011

The 2011 running of this major event is already behind us. The RACV Great Australian Rally was a great success, with about seven hundred vehicles taking part. A nice surprise was the number who elected to 'pay-on-the-day' and join in. From all three starting points, this group totalled a record ninety-one starters. Our thanks go to them for boosting the numbers.

The weather was perfect for such an event, so it was a mite curious as to why the general public attendance figure was down from previous years. In spite of that down turn, we raised a record \$46,000 for the Peter MacCallum Cancer Centre. On 10th March, at a ceremony in the RACV City Club, a cheque was presented.

Mike Alfrey

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 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
David and Joan Cook	Jaguar	S-Type	1964
	Jaguar	XJ-S Convertible	1988
Stuart and Julie Freeman	Rover	3500 P6B	1975
Rod and Jan Bini	Jaguar	240	1968
Ross Hannay	Morgan	4/4	1973
Chris and Jeanette Clifton	MG	'B' Series II	1972
	Hillman	Minx	1965
	Sunbeam	Alpine GT	1965

Pat Douglas – Membership Secretary

JOKE TIME

The Editor Is Desperate Again

Please Note: This is dedicated to all of us who are seniors, to all of you who know seniors, and to all of you who will become seniors.

A little old lady discovers that her Sunday newspaper has not been delivered. By midday she is stirred enough to telephone the newsagent to demand an explanation.

"Where is my Sunday paper?" she demands when the call is answered.

"We deliver Sunday papers only on Sundays" responded the newsagent.

"That's my point! Where is my Sunday paper?" demanded the old lady.

The newsagent's counter salesman then had a sudden realisation, "Madam, today is Saturday. Your Sunday paper will be delivered tomorrow morning without fail."

There was a long pause, then the little old lady remarked, "Well! Bless my soul! That explains why there was no one at church today"

Via E-mail

A DOG'S DUTY

Children are always correct!

A grandfather was delivering his three grandchildren to their home one day when a fire engine zoomed past. Sitting in the front seat of the fire engine was a big Dalmatian dog. The children started discussing the dog's duties.

"They use the big dog to keep crowds back," said one child.

"No," said another. "He's just for good luck."

The third child brought the argument to a close. "They use the dogs," she said firmly, "to find the fire hydrants."

Via E-mail

A LETTER TO THE EDITOR OF MOTOR SPORT MAGAZINE

May 1962:

"It would appear to me from the performance comparisons concerning a recently published report on the Vauxhall Victor, and one on a Jowett Javelin published in *The Motor* in 1949, that in the thirteen years between the two models, precious little progress has been made, especially in view of the fact that the test of the Javelin was carried out using pool petrol. I very much doubt if the Vauxhall could equal the Javelin for comfort, but on the other hand, I am rather envious of its four greasing points in comparison with the twenty on the Javelin. But in spite of this, I shall still not consider parting with my Javelin, which can still hold its own with comparable cars in spite of its twelfth birthday coming up shortly."

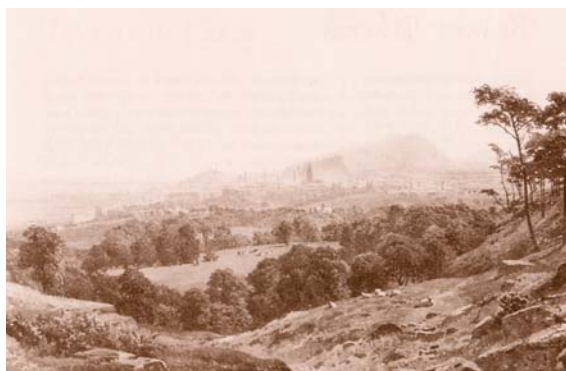
Anon

AUNTIE PAT'S SCOTTISH TEA TIME RECIPES

Light Plum Cake

Ingredients

8 oz (227 gm) Flour
4 oz (113 gm) Butter
4 oz (113 gm) Brown Sugar
2 Eggs (Free Range), Beaten
2 oz (27 gm) Currants
2-3 Tablespoons Milk
2 oz (27 gm) Raisins
2 oz (27 gm) Mixed Peel
1 Teaspoon Bicarbonate of Soda
2 Teaspoons Mixed Spice



Method

Set oven to 375 °F (190 °C) or Gas Mark 5. Grease a 7-inch round cake tin and line with grease-proof paper. Cream the butter and sugar together in a bowl. Sift together the flour, mixed spice and bicarbonate of soda and add, alternately with the beaten eggs and the milk, to the creamed mixture. The mixture should be quite moist. Mix in the fruits. Transfer to the tin and bake for 1¼ hours, reducing the heat to 350 °F (177 °C) or Gas Mark 4 after 30 minutes. If the top starts to brown, cover with it foil. When cooked, turn out onto a wire rack and allow to cool.

Above: Edinburgh from 'Rest and be Thankful'.

With thanks to – Scottish Teatime Treats by Johanna Mathie

Supplied by Pat Douglas

DON'T FORGET!

This year, Sunday 15th May is Heritage Motoring Day. The ABCCC is conducting its annual Cream Sponge Run, so we should be reasonably exposed to Joe Public. If you cannot join us on this special day, then be sure to be out in your British Classic where it can be seen at some time during the day.

The purpose of the Motoring Heritage Day is to make the general public and, hopefully, our State politicians and rule makers aware of what our movement is all about.

Be seen on the roads on Sunday 15th May, in your British Classic!

Late addition since initial publication.

Since distribution, Matthew Lambert has replied to the question posed below the Front Page photograph:

"To answer the question on the front cover, the pneumatic throttle has been replaced by a (normal) cable system, because of (i) reliability, and (ii) the car now has twin Strombergs.

I do however still have all the parts needed for a vacuum system, if people are interested in seeing first hand a 'stupid engineering decision'".