



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition 155

November 2012

Your ABCCC News



Above: The trays are empty, and we are well refreshed – High Tea On The High Seas. This was a fabulous event for those who do not suffer mal-de-mar.

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

Executive Positions	Name	Telephone No.	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	
Other Positions	Name	Telephone No.	Other Telephone No.
Contributing 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 (Applications)	Nello Mafodda	(03) 9719 7949	
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	
Club Events Registrar	Sue Allfrey	(03) 9729 1480 (AH)	
Club Regalia	Maxine Pettigrew	(03) 9739 1146	
Committee Member (Events)	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/			
The Association of Motoring Clubs Website is: http://www.aomc.asn.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 and 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

NEW PERMIT APPLICATIONS

For members wanting to operate a motor car on the Victorian Club Permit Scheme (VCPS) under the auspices of our club, please contact Nello Mafodda on (03) 9719 7949, who is the ABCCC VCPS Officer In Charge. Nello will be able to provide all the information required to operate a motor car on the VCPS. Nello's position is entirely voluntary, so due consideration should be given when contacting him.

The ABCCC has the following conditions for operating a motor vehicle [twenty-five (25) years old and older] on the Victorian Club Permit Scheme:

1. Initial contact should be made with the club's VCPS Applications Officer, currently Nello Mafodda. He will advise the procedure for application with respect to the conditions set by the ABCCC.
2. A club member who proposes to place his/her motor vehicle on the VCPS under the auspices of the ABCCC must have been a ABCCC member for more than one year.
3. A Roadworthy Certificate must accompany an application for the Victorian Club Permit Scheme under the auspices of the ABCCC.
4. A club member who operates a motor vehicle on the Victorian Club Permit Scheme, under the auspices of the ABCCC, must attend a minimum of three (3) club events per year. The car does not have to attend three events, just the owner. Excluded from the count are the Annual Winter Luncheon and the Christmas Luncheon events.
5. VicRoads requires a permit holder to be in good financial status in order to drive the car under this Permit.
6. The ABCCC will notify VicRoads when a permit holder becomes an unfinancial member.
7. The ABCCC will maintain a Register of those Motor Vehicles operated on the Victorian Club Permit Scheme under the club's conditions. Such Register will be submitted to VicRoads upon request.
8. The motor vehicle operated under the Permit Scheme should be used within the spirit of the motor vehicle club scheme.

PERMIT RENEWALS

VicRoads requires that an ABCCC authorised VCPS Officer's signature is entered on the permit renewal notice. Therefore, your VCPS renewal should be sent to Colin Brown, PO Box 40, Coldstream, Victoria 3770. Enclose with it a stamped envelope addressed to VicRoads, along with a cheque/money order for the VCPS fee. Colin will sign on behalf of the ABCCC, and then forward the permit renewal on to VicRoads. The form also requires YOUR signature, so be sure to sign it as the permit holder as well.

Colin's position is entirely voluntary, so due consideration should be given when contacting him.

ABCCC EVENTS DIRECTORY 2012/2013

Note: All events listed in this directory are placed in good faith. Events for inclusion here provided to the magazine editor prior to the 14th of January, March, May, July, September and November. Events organised by other clubs or associations have a contact telephone number to use prior to the event.

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

November 2012

- 16 – 29** Club Holiday Abroad – [An ABCCC Event](#) Paddy and David Bullard 0429 140 182
To make the Tour fully viable, we are looking for more participants.
What It Is – A Very Comprehensive Tour of Vietnam.
- 17 – 18** Bendigo National Swap Meet – Veteran, Vintage & Classic Club Bendigo info@bendigoswap.com.au
Venue – Prince of Wales Showgrounds, Holmes Road, Bendigo, Victoria.
- 18** Calendar Planning Meeting – [An ABCCC Event](#) Tony & Maxine Pettigrew (03) 9739 1146
Open to Committee members and event volunteers.
Venue – 16 Lawler Lane, Coldstream, Victoria.
- 25** Berry Street Show & Shine - Triumph Car Club of Victoria.
Venue: Waterfront Promenade at Docklands
All proceeds go to the Berry Street Foundation which is for the street and homeless kids.
- 25** Annual Concours and Display Day - Jaguar Car Club of Victoria. Contact: Peter Milikin (Concours Director)
0411 105 419 or e-mail
Venue: The oval at the Wesley College, Glen Waverley campus, 620 High Street Road, Glen Waverley
- 29 –** Jindera Pop The Top Festival – Jindera And District Multi-purpose Stadium Committee
Dec. 2 Venue – Quality Resort Siesta, Albury, NSW Telephone (02) 6025 0200

December 2012

- 9** The ABCCC Christmas Lunch Run – [An ABCCC Event](#) Tony and Maxine Pettigrew (03) 9739 1146
Seal-off an astounding year of fabulous ABCCC Events of great note with a glass of good cheer!
Venue – Chateau Wyuna, 170 Swansea Road, Mount Evelyn. (Mel 52; G & H 2)

January 2013

- 20 RACV Great Australian Rally – [A Major ABCCC Event](#) Colin Brown (03) 5964 9291
Start Points – Melbourne, Stud Park and Hastings
Venue – Mornington Racecourse: enter from Racecourse Road, Mornington (Mel 146; B2)

March 2013

- 16 – 22 The RACV Fly The Flag Tour – [A Major ABCCC Event](#) Tony and Maxine Pettigrew (03) 9739 1146
Start Venue – York On Lilydale, Cnr. Swansea and York Roads, Lilydale. (Mel 52; G3)

April 2013

- 21 RACV Classic Showcase – An AOMC Event (03) 9555 0133
Formerly the British And European Motoring Show.
Venue – Members' Car Park, Flemington Racecourse.

EDITORIAL NOTES – ISSUE NUMBER 155

On the Sunday morning of RACV Motor Classica, I was involved with marshalling the cars for that day's *Picnic With The Classics*. This meant a very early morning start so that we could have all the cars in place prior to the show opening at 9.00 am. The display was set up on the gravelled area between the old Melbourne Exhibition Building and the New Melbourne Museum. The various clubs had been asked to arrive at certain times in Rathdowne Street and Nicholson Street. The intention was to have the cars flow into the display area for placement in separate sites for clubs. The plan worked very well until a couple of cars ran out of petrol. At that time I was guiding in a very expensive Porsche and explained to the driver what the hold-up was. He looked at his instrument panel for a moment, then expressed the assumption that he may have enough to get home with. We have to wonder!

Many years ago, at one of the Melbourne Motor Shows, car clubs were invited to set up displays along the sides of the main hall. For that, we had to have a minimal amount of petrol in the cars' tanks that had to be drained for the period of the show. Some of those cars did run out on the way in, too! However, the main memory from that Motor Show was the strong complaint from the Mazda folks. The reason for the complaint was that the car club car displays were attracting show visitors away from the new car displays! After that one show, some clubs were not invited to display again.

That event was cause for a spot of concern about the condition of my Jupiter's drain plug. The car was freshly in from England and all of its winter salt on the roads. Fortunately, I had the sense to try loosening the drain plug a few days before the opening of the show. It was noted that some cars had very stubborn drain plugs and there was one that repelled all removal efforts, meaning that the petrol had to be syphoned out!

Be sure to get your Christmas Luncheon bookings in now!

Mike Allfrey – Editor

FROM RESTORED CARS AUSTRALIA MAGAZINE

A Letter To The Editor – Issue Number 214, September – October 2012

Subject – Rover P3

My congratulations on the article regarding the P3 Rover in RC #213. Very detailed and informative. May I also commend to you the man, Bill Allen (*right with Terri*). His contribution over many years to the noble cause of special classic cars and particularly hours of commitment to car club 'life' has been beyond generous. He never blows his own trumpet, so I thought I might just have a go myself. Of course it would seem that his son has also caught the bug. That is terrific!

Robert Boundy, 16 Norfolk Rd, Mount Martha Vic 3934

Sent in by Philip Gleeson



WANTED

A fine Jaguar Saloon with no work to be done other than normal maintenance. Straight six engine, chrome bumpers and window surrounds, typical models. Low mileage and past garaging care is essential.

Peter Hibbert. Vermont South. Member ABCCC. 0419 800 122 or 9800 1222.

28 September 2012

All British Classics Car Club
PO Box 201
CHIRNSIDE PARK VIC 3116

Dear Sir/Madam,

It's an exciting time at Peter Mac.

In recent years, there have been great technological achievements in cancer research, and the pace of discovery is accelerating. It's inspiring to see how much progress we have already made in fighting this disease.

I and the team at Peter Mac would like to thank you for the role that you have played in helping to make these new discoveries possible. After all, your generous contribution to Peter Mac's work is already helping to support the hundreds of Australians who face a cancer diagnosis every day.

Peter Mac would like to publicly acknowledge your contribution by including your name on the list of donors we wish to honour at Peter MacCallum Cancer Centre. The donors' honour listing is highly visible to hospital visitors and highlights the generous donors like you who have made a significant contribution in helping us discover new ways of treating and caring for cancer patients.

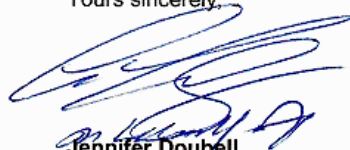
If you choose to be acknowledged in this way, you will also be featured on the Peter Mac website. Financial information will not be disclosed.

I have enclosed with this letter a confirmation form, which I ask you to complete and return to indicate whether you would like to be acknowledged in this way. Please return your confirmation form by 26 October 2012. Unfortunately, responses received after this date cannot be included on our donors' honour listing in 2012.

If you have questions, please do not hesitate to contact me on 03 9656 2747 or at jennifer.doubell@petermac.org.

I do want to thank you once more for helping to fight cancer. Your contribution offers hope to people facing this disease.

Yours sincerely,



Jennifer Doubell
Executive Director

Please Note: Our club has chosen to have its name listed on the Honour Board as a significant contributor on the Peter Mac Cancer Institute Website. Over the years, our contributions to Peter Mac have been substantial. Those of our membership who have helped have every justification to be immensely proud of our club's position on the Honour Board.

Your Committee

A WARM WELCOME TO NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club. Our club is one of the fastest growing motoring interest clubs in this country. We hope to be able to welcome you and, in actual fact, your British classic motor car, at one of our events soon. Our club aims to have two motoring events each month, so there are plenty of fabulous events for you to select from. Welcome!

Name	Car	Model	Year
Phillip & Maree Xuereb	MG	B Mark I	1967

Pat Douglas – Membership Secretary

THE RACV FLY THE FLAG TOUR – Northern Tour – March 16th to 22nd, 2013

Please Note That Bookings Have Closed!

We are pleased to announce that the 2013 RACV Fly The Flag Northern Tour is fully booked. This situation has arisen in a very short space of time since the booking notices were sent out.

To re-cap, the RACV Fly The Flag Tour will be taking us to Yea, Seymour, Nagambie, Shepparton (first night). Then it's on to Cobram, Tocumwal, Finley, Jerilderie, Urana, Lockhart and Wagga Wagga (second night). Day three is a Hub Tour to Arah Park, for a *Town Take-over*, Temora, Junee and Wagga Wagga (third night). The Tour then continues to Henty, Culcairn and on to Wodonga (fourth night). From Wodonga we travel to Beechworth, Milawa, Moyhu, Whitfield and Mansfield (fifth night). Then there is a local tour to Jamieson, Kevington and return to Mansfield (sixth night). The last day takes us to Bonnie Doone, Alexandria, Black's Spur, Healesville and concludes with a gala luncheon and presentations at the Yarra Glen Racecourse.

Mike Allfrey – Editor

MAGAZINE FILLER – Fruits From The Internet – Tidied Up A Little

Here are some facts about the 1500's – Most people got married in June because they took their yearly bath in May, and they still smelled pretty good by June. However, since they were starting to smell, brides carried a bouquet of flowers to hide the body odour. Hence the custom today of carrying a bouquet when getting married.

Baths consisted of a big tub filled with hot water. The man of the house had the privilege of the nice clean water; then all the other sons and other men; then the women and finally the children. Last of all the babies. By then the water was so dirty you could actually lose someone in it. Hence the saying, "Don't throw the baby out with the bath water!"

Houses had thatched roofs – thick straw, piled high, with no wood underneath. It was the only place for animals to get warm, so all the cats and other small animals (mice, bugs) lived in the roof. When it rained it became slippery and sometimes the animals would slip and fall off the roof. Hence the saying, "It's raining cats and dogs".

There was nothing to stop things from falling into the house. This posed a real problem in the bedroom where bugs and other droppings could mess up your nice clean bed. Hence, a bed with big posts and a sheet hung over the top afforded some protection. That's how canopy beds came into existence.

The floor was dirt. Only the wealthy had something other than dirt. Hence the saying "dirt poor". The wealthy had slate floors that would get slippery in the winter when wet, so they spread thresh (straw) on the floor to help keep their footing. As the winter wore on, they added more thresh until, when the door was opened, it would all start slipping outside. A piece of wood was placed in the entrance-way. Hence: a threshold.

In those days, they cooked in the kitchen with a big kettle that always hung over the fire. Every day the fire was lit and things were added to the pot. They ate mostly vegetables and did not get much meat. They would eat the stew for dinner, leaving leftovers in the pot to get cold overnight and then start over the next day. Sometimes stew had food in it that had been there for quite a while. Hence the rhyme: "Pease porridge hot, Pease porridge cold, Pease porridge in the pot nine days old".

Sometimes they could obtain pork, which made them feel quite special. When visitors came over, they would hang up their bacon to show off. It was a sign of wealth that a man could, "bring home the bacon". They would cut off a little to share with guests and would all sit around and, "chew the fat".

Lead cups were used to drink ale or whisky. The combination would sometimes knock the imbibers out for a couple of days. Someone walking along the road would take them for dead and prepare them for burial. They were laid out on the kitchen table for a couple of days and the family would gather around and eat and drink and wait and see if they would wake up . . . Hence the custom; "of holding a wake".

England is old, small and the local folks started running out of places to bury people. So they would dig up coffins and would take the bones to a bone-house, and reuse the grave. When re-opening these coffins, one out of twenty-five coffins were found to have scratch marks on the inside. It was realized that people had been buried alive. So they would tie a string on the wrist of the corpse, lead it through the coffin lid, up through the ground and tie it to a bell. Someone would have to sit out in the graveyard all night (the graveyard shift) to listen for the bell; thus, someone could be, "saved by the bell" or, was "considered a dead ringer".

Now, whoever said history was boring! Inside every older person is a younger person wondering – 'What the heck happened?'

Anon

ATTENTION ALL MEMBERS!

Can You Assist?

We would appreciate suggestions for potential donors of product and/or promotional leaflets for our Rally Bags for the RACV Great Australian Rally in January 2013. If just one-in-20 of us makes the EFFORT to assist, we are confident of supplying entrants with a super Rally Bag.

One important point, we are not looking for car polish and vehicle cleaning product sachets that may compete with Meguir's Products, because we have received generous sponsorship from that company.

To help, contact Bryan Tootell on 04125 49906, or, E-mail annbry@optusnet.com

We look forward to your input.

Bryan Tootell

BEWARE IT MAY NOT BE THERE

The Sad Case Of Some Stolen Classic Cars

Keeping a small cachet of classic cars in a locked garage is not as safe as one thinks. The near 'terminal' 1950 Humber Tickford convertible has rested in its garage for the last thirty-five years and needs major restoration. Over the years that Humber has gained a few bed mates being a Jaguar Mk II with a hot Ford V8, the Jaguar being in good order but needing a rest. Joining the Jaguar, soon after, was the older Mk I Jaguar with body and mechanicals fully restored and awaiting my retirement to finish it. To compliment this trio was another Jaguar Mk II mint rolling body shell was also crammed into the garage.

Recently we decided to renovate the house and I left the cars in the padlocked metal garage. There was no one living in the house at the time. Everything was OK when I visited a couple of weeks ago, then a couple of days ago I discovered all the cars were gone. This must of been a mammoth undertaking to sort out the cars (flat tires etc.) and to load them would have taken a team of men a full day.

I have chassis numbers etc. and if any fellow enthusiasts knows or hears anything please contact me or Knox police (senior constable Church) as I believe the cars will be offered for sale or broken up into bits. A brief description follows:

- Humber 1950 Tickford convertible, needs major restoration, spare rolling chassis and body panels. Colour is pale blue (this is 1 of 2 in Australia)
- Jaguar Mk I sedan in grey primer, restored body shell with rebuilt 3.4 litre engine and 4-speed gearbox, there is no interior nor are there instruments or doors (these are safely somewhere else) the car has bolt-on style wire wheels.
- Jaguar Mk II sedan, old English white with a Ford 289 V8/auto transmission. Car has excellent red vinyl interior and is lowered. Previous Victorian registration number 69-309.
- Jaguar Mk II sedan, charcoal metallic grey, rolling body shell (no interior, engine or transmission) with new suspension and wiring.

I have done lots of work on all of these cars (a few years ago before kids) and decided to save them for my retirement - which is a couple of years away. It would be unfortunate if a fellow enthusiast purchased one of these cars and spent considerable time and money only to find he did not have title to it. Naturally enough when you do your own restoration/repairs you remember all the tiny details. Assuming the thieves know this (and they may not) the cars could be broken up for bits or just broken up.

Any news or leads would be appreciated by myself, John Brown 0400 951 540 or john@motto.com.au. Senior Constable Rod Church at Knox Police on 03 9881 7000 or rod.church@police.vic.gov.au

Please spread my bad news. The more enthusiasts who know about this the better. I did not have insurance. There is a substantial reward for any information that leads to the recovery of the cars and I thank you for reading my article.

Kind regards, John Brown

NOTICE FOR RACV GREAT AUSTRALIAN RALLY PARTICIPANTS

Due to recent rains, there has been a land slip on The Esplanade between Mount Martha and Safety Beach. There is an archaeological investigation taking place on the site. Therefore it is possible that, at the time of the Rally, a diversion WILL still be in place. Along our route there will be a right turn from The Esplanade into Bradford Road (Mel 150; C8) and the diversion will use Forest Road and Hearn Road to re-join The Esplanade.

The Rally Committee

HOW TO IRRITATE PEOPLE – By John Cleese

Introduction

In a recent copy of *The Jowetteer*, the magazine put out by the Jowett Car Club in Britain, there was reference to the comedy sketch that was featured in one of the *Monty Python's Flying Circus* series. JCC club member and Website Manager, Keith Clements was contacted by Martin Morgan, the son of the owner of the Jowett Javelin that featured in the *Monty Python* sketch. The letter follows:

A Letter To The JCC (UK)

Dear Keith.

You asked for some words on my dad's Javelin and it's starring role in '*How To Irritate People*'. Well, here goes. (By the way, he has now seen the clip and was delighted).

'Have They Broken Down Yet?'



I grew up in south-western London, but my mother came from Westmorland, now Cumbria, and her two sisters had gravitated south to the countryside outside Preston (Lancashire). Every summer we would make our way there for a holiday in my dad's Jowett Javelin. It of course never quite made it without drama. This was in the late 1960s, and one aunt would ring the other for a progress report at about the time we were supposed to arrive, but inevitably hadn't.

Left: A Jowett Javelin similar to the one described by Martin.

The Javelin was black outside and, for a five-year-old child, huge on the inside. It replaced a genteel Rover 90, and always seemed to need fixing. My dad maintained it himself, and bits of the car were frequently to be found in the house, laid out on bits

of newspaper. My mother was not amused . . .

He bought it 'for a song', and the car's biggest malady was, inevitably, the gearbox. I still remember the sound of stripping teeth as it tried to select two gears at once. On one of our Lancastrian holidays my father took a spare gearbox and fitted it when we arrived. The old was left in my aunt and uncle's garage where it remained for years.

Eventually he replaced the Javelin with another Javelin, much to my mother's chagrin. It was also black and just about as troublesome as its predecessor, but the first one was still on the scene and was about to make its exit in a very public way. My father was a television props and special effects man, working for what became London Weekend Television, on seminal shows like *Upstairs Downstairs* and *On the Buses*. When John Cleese and various Pythons went to London Weekend Television to make a programme called '*How to Irritate People*', my dad was the man who did the special effects. One sketch, with Graham Chapman and Michael Palin as dodgy garage owners, it called for a car that fell to bits on cue. My father realised he had the ideal vehicle.

This was in 1970/71, when the Javelin was an interesting, cheap older car rather than a revered classic, so the car was duly pressed into service. For reasons that are now unclear, it was re-sprayed a lurid green, and I remember it reappearing outside our house in this strange shade before vanishing. My pa removed some door hinges and, using high breaking strain fishing line. Then rigged the old girl up so that doors, grille and front bumper fell off and collapsed as the sketch progressed. When he saw his handiwork on our black-and-white valve TV, the car had been sold for spares. The other Javelin was about to be supplanted by a Bristol 401 that cost £150 and was just as troublesome, and the TV episode became a small piece of family folk lore.

That's how things remained until, wearing my journalist's hat, I got in touch with Keith Clements, mentioned the sketch and was amazed to discover that it had become a piece of Jowett folk lore. Keith supplied me with a YouTube link, and my dad and I have since watched a slightly creaky piece of comedy history for the first time in over forty years. We were amazed to discover that over 600,000 people had done so before us.

These days my father drives a Honda Jazz – the senior citizen's wheels of choice – which never goes wrong and, like the Javelin, has a lot of room inside, but is otherwise fairly joyless. It's a good car, but if it were used in an updated version of that sketch I doubt that it would cause the same pang of regret I felt watching that tired old Javelin shedding its doors and bright-work in the company of some of the funniest comic actors this country has ever produced. Still, as exits go, it was a good one. *Martin Gordon.*

From The Jowetteer – Newsletter of the Jowett Car Club (1923) Inc.

To see the sketch clip, *How To Irritate People – The Car Salesman*, go to the Website:

www.youtube.com/watch?v=vbLae8VcCjM

EVENT REPORTS AND NOTIFICATIONS

ABCCC EVENTS OF YESTER-TIME

High Tea on the High Sea

Hans and I just couldn't let such an enjoyable outing pass by without praising the efforts of organisers Ken and Karen McDonald and Searoad Ferries. In spite of their heavy schedule and family commitments, Ken and Karen organised an outstanding and very memorable event for the twenty-two ABCCC members who attended.

For us the Sunday 7th October started with Hans and I heading to Sorrento in what we thought was a timely manner. We were looking forward to a leisurely drive down along the scenic coastal road. A nice thought which went totally haywire! Initially, we were delayed by two lanes of cyclists – where did they all come from? Is there some secret breeding program infiltrating the coastal 'burbs' with bike riders?

A little further along we encountered the second snag – a batch of Sunday drivers travelling at 40 k in 60 k zone – finally we managed to give them the slip.

The third setback presented itself in the form of a road closure and detour at Mt Martha (Lord give us strength!) Unwittingly we were on a journey from Hell! When we finally got to Rosebud it was already well past the planned 11.30 meeting time. We couldn't even phone ahead as Hans confessed the mobile phone battery was flat.

Arriving at the departure point on the stroke of 12.00 (the ferries departure time) we headed for the closed gate and ticket box. The attendant was so helpful and suggested if we hurried, they would delay departure. So we accelerated the Mini into the first available parking space and charged towards the gangway with our hearts racing – it's a wonder we didn't have a coronary! As we fled towards the ferry we could hear the ticket lady phoning ahead advising boarding staff that two elderly, late comers were on their way.

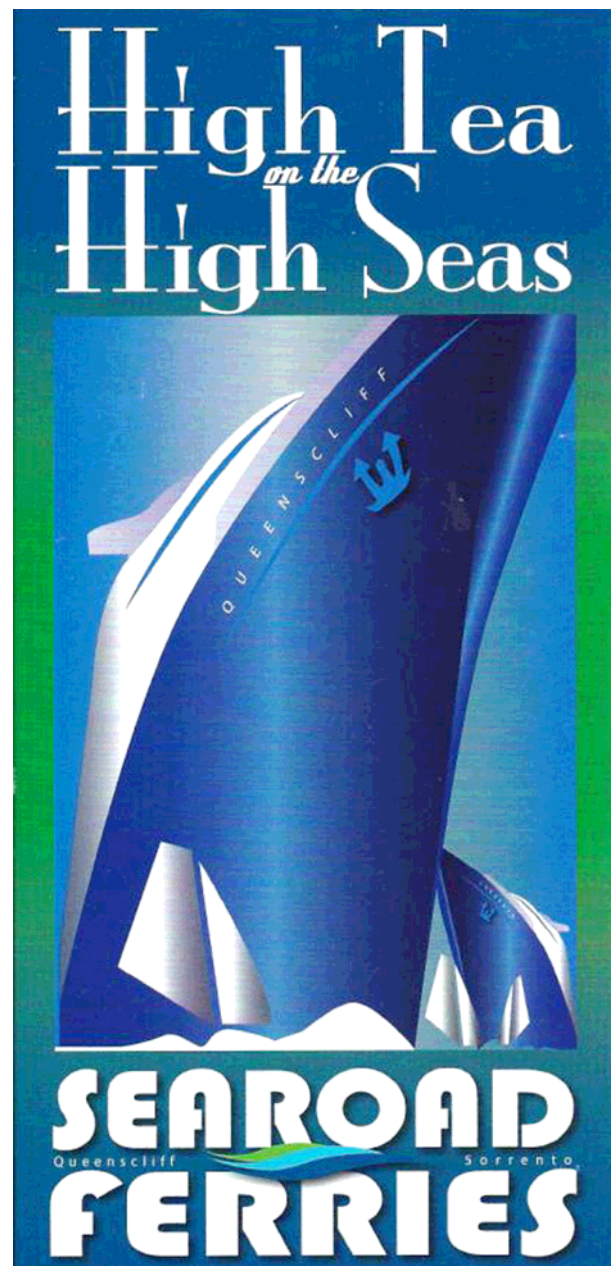
We've never seen a more welcoming sight than Ken on deck keeping a sharp eye out for us. Ken led the way to a private function room at the front of the ferry where we were greeted by familiar, welcoming faces. We were so grateful to Karen, Ken and the ferry staff for being so considerate. Our sincere apologies to everyone for our delay.

High Tea on the High Sea was a delightful experience – in the function room, each table was adorned with multi-tiered trays laden with a mouth-watering, stunning selection of delicacies (i.e. pastries, cucumber sandwiches, quiche, parfaits, lamingtons and much more). The ladies who tended the tables and bar were friendly and efficient as they served the beverage of your choice.

As always, the company was most enjoyable. It was wonderful to see Ray Higginson looking so well – and to catch up with new member David Andreassen. Special 'Get well' wishes to Val!

Thank you Karen and Ken and all the other organising members that make ABCCC outings so pleasurable.

Christine and Hans Pedersen



COMING EVENTS

FAST-APPROACHING ABCCC EVENTS

ABCCC 2013 SOCIAL PLANNING MEETING – Sunday 18th November 2012



It is that time of year again, when there will be a Social Planning Meeting. It will commence at 12:00 noon. The meeting is open to our Committee and those who have ideas for club events - and prepared to run them. This meeting is an important part of our club year with good-ideas needed. Come along with your ideas and let's plan a really good year's classic motoring. Our club's goal is to have two events per month, and sometimes, three. After the meeting there will be a barbecue to seal the events, meat and drinks will be supplied. Please organise salads and desserts by liaising with Maxine Pettigrew.

Left: Snapped at the 2009 Calendar Planning Meeting.

Please call Maxine on (03) 9739 1146 to advise of your attendance. You may, also, send an E-mail to tony3@tpg.com.au. We look forward to a good range of imaginative ideas for next year.

Tony Pettigrew – President

CHRISTMAS LUNCH RUN – Sunday 9th December 2012

Come Help Us Celebrate The Festive Season

This is an ABCCC **members-only**, pre-paid event with our luncheon to be held at the superb Chateau Wyuna, 170 Swansea Road, Mount Evelyn (Lilydale), Mel 52; H2, or GPS Coordinates, Latitude -37.793535, Longitude 145.360612. If arriving from the west on Canterbury Road, at the round-about for Mount Dandenong Tourist Road and Montrose Road, take the second exit into Leith Road, which becomes Swansea Road (C401).

Continue straight on at the York Road round-about and, at the Marne Road intersection with Swansea Road, execute a 'U' turn. The Chateau Wyuna Reception Centre entrance is located about 200 metres back along Swansea Road. There is ample parking in the grounds. This could be a good opportunity for a group photograph of our cars, so bring along your British Classic.

Luncheon cost, with beer and wine included, is \$30.00 per person. Payment is due 1st December 2011. Cheques should be made payable to the All British Classics Car Club Inc., and sent to Maxine Pettigrew, 16 Lawler Lane, Coldstream, Victoria 3770. Please note, late cancellations and 'non-shows' will **NOT** be refunded. A booking form is located on the back page.

We will be running the popular Kris Kringle to maintain the standard for which our club is legendary. This year, we are setting a minimum of \$10.00 per item for placement in Santa's toy bags. So, come along and enjoy the real start to the festive season. It comes with good company and a very special yuletide luncheon. We have booked the room from 12:00 noon through to 4:00 pm.

A booking form for this popular event is on Page 14, as a cut-off form, or, it can be scanned and filled in.

To make your reservation booking, please contact Maxine at (03) 9739 1146. See you there!

Tony Pettigrew – Club President

RULES AROUND THE BARBECUE

A Blokey Thing – An Old One, But . . .

We are about to enter the BBQ season and therefore, it is important to refresh your memory on the etiquette of this sublime outdoor cooking activity. When a man volunteers to do the BBQ, the following chain of events are put into action:

Routine

1. The woman buys the food.
2. The woman makes the salad, prepares the vegetables and makes the desserts.
3. The woman prepares the meat for cooking, places it on a tray along with the necessary cooking utensils and sauces, and takes it to the man who is lounging alongside the grill – fresh cold beer in hand.
4. The woman remains outside the compulsory three-metre expulsion zone where the exuberance of testosterone and other manly bonding activities can take place without the interference of women.
5. Now, here comes the important part –
6. **The man places the meat on the BBQ.** Then, more routine:
7. The woman goes inside to organise the plates and cutlery.

8. The woman comes out to tell the man that the meat is looking great. He thanks her and asks if she will bring out another beer, while he flips the meat.
9. Important again – **the man takes the meat off the grill and hands it to the woman.**
10. More routine – the woman prepares the plates, salads, bread, utensils, tablecloth, napkins, sauces and brings them to the table.
11. After eating, the woman clears the table and does the dishes.
12. And, most important of all – **Everyone PRAISES the man and THANKS him for his cooking prowess.**
13. The man asks the woman how she enjoyed her 'night off' and, on seeing her annoyed reaction, concludes that there is no pleasing some women!

Via E-mail

MG B 50th ANNIVERSARY

The MG Car Club celebrated the 50th anniversary of the MG B with a dinner at Milano's on Thursday 20th of September, followed by the largest gathering of B's for years at Green Point, Brighton Beach on Sunday 23rd September 2012.

Festivities were opened by Bayside Mayor Ms Louise Cooper-Shaw, who congratulated the owners on the display and great condition of the cars. All models were represented, the majority being 4-cylinder roadsters, with GT's, V8's, and a range of race cars also being on show.

Right: Ian Nelson's 'B' at the Brighton Beach Display. Note the ABCCC grille badge.

Following is a brief outline of the production of the 'B':

Project work on the MG B began in 1958 with basic engineering design completed by 1960 incorporating a new monocoque body. The first B was built on the 22nd May 1962 and released in September of that year at a cost of £690. A three main bearing engine of 1,798 cc capacity with twin one and a half inch SU carburettors, produced maximum power of 95 BHP @ 5,400 rpm. The roadster, weighing only 18 cwt (0.92 metric tonne) gave excellent performance with 108 mph (174 kph) top speed and 0 to 60 mph in 12.1 seconds. The expected production time was seven years, which extended to eighteen years, with over 500,000 examples manufactured.



There were many improvements and alterations made over that time, the main ones being:

- | | |
|----------------|--|
| 1963 | Optional overdrive; |
| October 1964 | 5 main bearing engine replacing 3 main bearing, and oil cooler fitted; |
| October 1965 | Introduction of GT Coupé; |
| October 1967 | Mk II launched with all-synchromesh gearbox with optional automatic, Salisbury rear axle and alternator; |
| October 1969 | Cosmetic changes with black recessed grille; |
| August 1973 | Introduction of B-GT V8 with a 3,528 cc engine; |
| September 1974 | New style with black polyurethane bumpers, increased ride height, padded fascia and single carburettor; |
| August 1976 | Revised suspension package and new fascia style; |
| September 1976 | V8 GT discontinued with a total production of 2,591; |
| October 1976 | All production ceased on 23 rd October. |

In Australia, B's were assembled from completely knocked down kits from April 1963 to November 1972. A total of 9,085 were produced. Assembly and painting was carried out at the main BMC Australian plant at Zetland, Sydney. Early on, the entire car, except tyres and chassis plates, arrived in kit form but local content gradually increased. Differences included trim, some electrics and lights, badges and paint colours. In 1972, the Federal Government gave notice that they were going to tighten import tariff concessions, and with the B already at a high price of around \$3,600.00, Leyland Australia decided to stop production.

British Motor Heritage Ltd now manufactures complete body shells with all panels, so rusted-out B's can be restored, with most spares available from Moss and many other suppliers. The MG B set not only new MG standards, but also world sports car standards. It wasn't until some years after its demise that any other sports car would sell in higher numbers.

Researched by Ian and Glenda Nelson

CELEBRATING 50 YEARS OF THE JAGUAR CAR CLUB OF VICTORIA



The Jaguar Car Club will be hosting its annual **Concours and Display Day to be held on Sunday 25th November, on the oval, at the Wesley College Glen Waverley campus, 620 High Street Road, Glen Waverley.**

The club will mark this 50th milestone special anniversary with an extensive display of Jaguars including a specially prepared timeline of some of the most significant and meticulously prepared models released during the clubs 50 years ranging from 1962 to 2012. These will include some of the most highly recognizable and desirable models ever produced and rarely seen in any single gathering. Other models will also be on display, which will give visitors the opportunity to see some of the finest examples of this marque spanning over 75 years of Jaguar's production. This will include pre-war SS vehicles to the latest super sleek and highly advanced aluminium-bodied XK super cars.

More than 250 Jaguars will be on display as well as the select entries taking part in the prestigious Concours d'Elegance where cars are judged for outright authenticity and original condition, and the d'état Class which are judged for pride of ownership.

Some of the cars that will be judged or displayed are unique throughout the world. They only survive today because of Australia's kinder weather conditions, and because of the determination and hard work of their respective owners to restore these beautiful classic Jaguars to as near as possible original condition.

For those who enjoy the modern cars, the latest XF's, XJ's & XK's will also be displayed. Other British car clubs will be invited to display their marques and models in the attractive surroundings.

Food and drink outlets will be available along with car-related trade stalls and Jaguar memorabilia.

Entry will be \$10 for individuals and \$15 for families. Opening times are 10 am to 3 pm.

The Jaguar Car Club of Victoria is Australia's oldest and largest Jaguar club with more than 700 members from around metropolitan Melbourne and country Victoria. The club has eight model registers including the SS, Mk IV, KS; Mk Vs; the E-Types; the XJs, Mk VII – Mk Xs; Mk I & Mk II, S-Types and the Modern Classics. It also has eight country and provincial registers covering most parts of the State from Sunraysia to Gippsland. More inquiries refer to www.jagvic.org.au, Peter Milikin (Concours Director), Jaguar Car Club Victoria, on 0411 105419 or concours@jagvic.org.au

Jaguar Car Club – Victoria.

Editor's Note: This seems to be the season for celebrating motoring club birthdays. Other significant anniversaries for clubs that cater for cars of British manufacture are, the Rover Car Club – 48, the Rolls Royce Club – 55 and the Daimler Lanchester Club – 40 years. Two more are the Jowett Car Club of Australia's 55th this year and, importantly, the Jowett Car Club (UK) which turns 90 next year. It is the oldest one make car club in the world and, what is more, it has been operating continuously for all those years, even during the War years. There were committee meetings held during the long hours that were spent at Idle watching for enemy bombers at night.



***Above: What would we do without them? Our fabulous ladies – RACV Great Australian Rally 2012.
A very special thank you.***

AUNTIE PAT'S AFTERNOON TEA RECIPES – Continuing The Series

Honey And Whisky Cake

CAKE MIX:

6 oz. Self-rising flour
6 oz. Butter
6 oz. Soft brown sugar
3 Eggs, beaten
4 Tablespoons whisky
Grated rind of a small orange

BUTTER ICING:

6 oz. Icing sugar
2 oz. Butter
2 Tablespoons clear honey
Juice from the small orange
Toasted flaked almonds to decorate



Loch Lomond.

METHOD:

Set oven to 375°F or Mark 5. Grease two 7 inch sandwich tins. Cream the butter and sugar together in a bowl. Add the orange rind. Beat in the eggs one at a time and whisk until the mixture is pale and fluffy. Sift in about half the flour and add the whisky. Fold into the mixture.

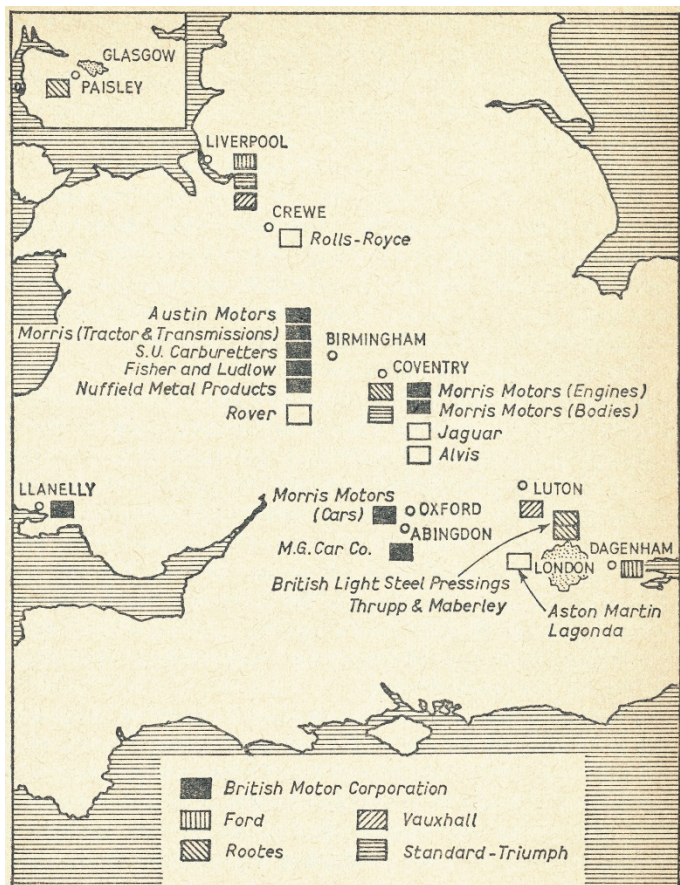
Sift in the remaining flour and fold in. Divide the mixture equally between the two tins and smooth the tops. Bake for 20-25 minutes until light golden. Turnout on to a wire rack to cool.

To make the icing, put the butter into a mixing bowl. Add the honey and one tablespoon of the orange juice. Sift in the icing sugar slowly and work the mixture gradually until the ingredients are combined. Sandwich the cakes together with half of the buttercream. Smooth the remainder over the top of the cake and decorate with toasted almonds.

From: Scottish Teatime Recipes – With Thanks

THE BRITISH MOTOR INDUSTRY – THE WAY IT WAS IN 1964

THE BRITISH MANUFACTURERS – 1964



Introduction: *This is the commencement of an edited chapter from the Pelican Books' edition called 'The Car Makers', by Graham Turner. This piece is of considerable interest to the enthusiast for British motor cars of the early 1960s. We will continue excerpts of the story of The Car Makers in coming issues of Your ABCCC News. Our thanks are due to Pelican Books and to the author for the information on which this series is based. Mike Allfrey – Editor*

Less than twenty major firms are currently producing cars in Britain, but the 'Big Five' monopolise virtually the entire market. In 1963, B.M.C., Ford, the Rootes Group, Vauxhall, and Leyland (née Standard-Triumph) accounted for about ninety-seven per cent of domestic sales. Most of the three per cent which was left was taken by Rover and Jaguar - the only firms which have succeeded in carving a substantial niche for themselves in the quality car market.

Left: From 'The Car Makers' – With Thanks

The five giants vary a great deal in size and shape. The British Motor Corporation employs a total of 85,000 workers. Its main assembly plants are at Cowley (near Oxford) and Longbridge, on the outskirts of Birmingham. Austin-Healeys and MGs are made at Abingdon. Early in 1960 B.M.C. announced a £49-million expansion programme to raise its production potential of cars and commercial vehicles to one-million in 1963 which provide 11,000 new jobs in the process. The company, like its

rivals, was not allowed to choose its own sites, and was 'persuaded' by the Board of Trade to go to Scotland and South Wales. As a result trucks and tractors (Nuffield) are now being produced at Bathgate in West Lothian (assembly in August 1961, with a target of 1,000 trucks and 750 tractors a week), pressings and major sub-assemblies at Llanelly in Wales.

For some time the company was only working at three-quarter capacity – the 600,279 cars produced in 1961-2 were still ten per cent below the 1959-60 output, despite expansion. However, by the end of 1963 it was turning out vehicles at the rate of 900,000 a year. B.M.C.'s introduction of its 'baby' cars (sixteen varieties in the Mini range!) opened a new phase in the development of the British industry. Cowley and Longbridge were turning out 5,750 Minis a week at the end of 1963. B.M.C. has also gone into the domestic appliance business with a branch of Fisher and Ludlow at Kirkby in Liverpool which makes washing machines, spin-driers, sink units, and refrigerators.

The 1952 merger has left old loyalties still largely intact. 'I'm an Austin man,' my chauffeur to Longbridge told me. The sales organisations go under their names — and, naturally, advertising and publicity are still separate, too.

Ford is the largest (and, in view of the Common Market, easily the most important) subsidiary of Ford of Detroit, with 60,000 workers. Of them, 38,000 are at Dagenham has its own wharf, blast furnaces and foundries, and its own body-producing plant. Ford engines are made from iron ore brought up the Thames.

Having spent £75 million between 1954 and 1960, Ford announced a further £70 million programme for 1960-3. This included an entirely new departure for the company, with the construction of an integrated car-producing plant away from Dagenham — at Halewood, near Liverpool. It will ultimately produce 200,000 cars a year and employ 11,500 people. Strikes held up construction and at one time there were rumours that Ford would choose to expand on its existing West German base, but the company firmly denied them.

A good proportion of car production has now moved to Halewood. Cortinas, Zephyrs, and Zodiacs are still assembled at Dagenham, but the Anglias, Corsairs, and Capris have gone to the Liverpool plant. Ford sharply cut the price of the Anglia early in 1964. Ford's Doncaster plant, where 300 Anglias and Anglia Estate wagons were assembled daily, closed in 1964. About 590,000 cars and trucks came off the Ford lines in 1963.

To be Continued.



CHRISTMAS LUNCH RUN 2012 – BOOKING FORM

Please Reserve _____ Seats For: (Name) _____

Note: Because the ABCCC Christmas Luncheon is subsidised by the club, this event is for financial members only.

Cost: \$30.00 per Financial Member

Enclosed is my Cheque/Postal Note/Money Order for \$ _____

Payable to: All British Classics Car Club, Inc.

Send To: Maxine Pettigrew
16 Lawler Lane
Coldstream
VICTORIA 3770