



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition 162

July 2013

Your ABCCC News

HERITAGE MOTORING DAY



HOY! At last we have a photo of Geoff and Judy Birkett's superb Mini.

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	T.B.A.		
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	
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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 month. To make the Editor's task a little easier, it is requested that articles, event information and photographs are with the Editor prior to the 14th of each month. Articles published in *Your ABCCC News* may be used without permission, however, the ABCCC does ask that appropriate acknowledgement be given. For those members who receive their issue of *Your ABCCC News* via E-mail, the magazine will be available to download from the ABCCC Website at the same time that the printed copy of the magazine is mailed to those who do not have access to the Internet.

Disclaimer

This publication contains general information that should not be relied upon without the specific advice from a suitably qualified professional. The authors and the ABCCC Inc. expressly disclaim liability for anything done or omitted to be done by any person in consequence with the contents of this publication.

Those products and/or services mentioned in this publication are not necessarily endorsed by the ABCCC Inc. Articles and photographs published in *Your ABCCC News* do not necessarily reflect the views of the Committee, the Club's Membership or the ABCCC Inc. Events, other than those conducted by the ABCCC, are included for interest purposes only, and they are reproduced in good faith. The ABCCC Inc. 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) and proof that the permit holder has a current membership in the auspicing club (e.g., your ABCCC membership card). 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 2013

Note: All events listed in this directory are placed in good faith. Events for inclusion here, must be provided to the magazine editor prior to the 14th of each month. Official ABCCC events are those with 'ABCCC Inc.' shown after the event's title. These events are recorded for the Victorian Club Permit Scheme's Register. Events organised by other clubs or associations have their own telephone number to use prior to the event.

The Registrar for ABCCC Inc. events is Sue Allfrey. Event organisers, please send attendance lists to sue.allfrey@bigpond.com as soon after the event as is practicable.

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

June 2013

Thursday/Sunday 28 – 30 Great Escape To The Country – ABCCC Bryan & Anne Tootell Mob: 0412 549 906
Destination – Euroa, Victoria.

July 2013

Sunday 14th. Visit To The Morris Minor Garage – ABCCC Colin Oberin & Craig Douglas (03) 9817 3182
Venue – Start Point: BP service Station near Calder Raceway. Touring the Harcourt Area.

Sunday 28th. Xmas In July (Annual Lunch) – ABCCC Colin & Joy Brown (03) 5964 9291
Venue – Marybrooke, 10 Sherbrooke Road, Sherbrooke (Mel 75; H2).

August 2013

Friday/Sunday 9 – 11 Indulgence Weekend – ABCCC Peter & Rosalie McKiernan (03) 9787 6003
Touring – Beechworth and Corowa.

Sunday 25th. Mystery Charabanc Outing – ABCCC Lyn Higginson (03) 9336 7306
Venue – Moonee Valley Bus Lines, Tullamarine.

September 2013

Sunday 15th. An Overseas Trip – ABCCC Peter & Lorraine Lester (03) 9795 0033
Sailing To – Phillip Island

Sunday 29th. Phil's Fantastic Day Out – ABCCC Phil Cook (03) 9842 5449
Venue – Start outside Harvey Norman, 400 Whitehorse Road, Nunawading. Driving through country Victoria with a nice pub lunch on the way.

October 2013

- Saturday 5th** Social Calendar Planning – [ABCCC](#) Tony & Maxine Pettigrew (03) 9739 1146
Bring along your ideas for 2014.
Venue – 16 Lawler Lane, Coldstream.
- Sunday 13th. A Very Special Run – [ABCCC](#) Kevin & Jenny Watt (03) 9734 6040
Venue – TBA.
- Saturday/Sunday 19 – 20 Como Gardens Open Weekend – [ABCCC to Assist](#) George & Pat Hetrel (03) 9761 1341
Venue – Como Gardens, 79 The Basin to Olinda Road, The Basin.
- Wednesday 30th Run To Beleura – [ABCCC](#) Robert & Robin Joiner (03) 5956 8105
Meeting Point – Peninsula Lifestyle Centre, Corner of Nepean Highway & Bungower Road, Mornington. This is a pre-paid event, see Page 15.

November 2013

- Tuesday 5th. British Classics Exclusive Display & Picnic – [ABCCC](#) Colin & Joy Brown (03) 5964 9291
Venue – Yarra Glen Racecourse, Armstrong Grove, Yarra Glen.
- Sunday 10th. Frank's Super-Mystery Run – [ABCCC](#) Frank Sawyer & Val McRae (03) 9770 0904
Venue – TBA.
- Saturday/Sunday 16 – 17th Bendigo National Swap Meet–Veteran, Vintage & Classic Club Bendigo info@bendigowrap.com.au
Venue – Prince of Wales Showgrounds, Holmes Road, Bendigo, Victoria.
- Sunday 24th. Driving Melba's Yarra Valley – [ABCCC](#) Wal & Sue Thompson (03) 9761 9192
Meet Point – TBA.

December 2013

- Sunday 15th. Christmas Luncheon – [ABCCC](#) Tony & Maxine Pettigrew (03) 9739 1146
Venue – TBA.

2014

January 2014

- Sunday 19th RACV Great Australian Rally – [A Major ABCCC Event](#) Colin Brown (03) 95964 9291
Mornington Racecourse, Mornington.

March 2014

- Saturday 15th RACV Fly The Flag Tour – [A Major ABCCC Event](#) Tony Pettigrew(03) 9739 1146
to Saturday 22nd Tour details will be announced as soon as they have been arranged.

Sometime In 2014

- TBA A Very Special River Cruise – [ABCCC](#) Brian & Marjorie Pepper (03) 9439 7875
Cruising the South Australian Murray River (2, 3 or 5 Days)
Departing From – Murray Bridge (or Morgan).

EVENT ORGANISERS!

PLEASE ENSURE THAT EVENT INFORMATION IS WITH THE EDITOR THREE MONTHS IN ADVANCE OF THE EVENT BEING PROMOTED. FREQUENTLY, SCHEDULES CAN BE A BIT TIGHT. HOWEVER, WE NEED TO BE AWARE THAT THE MEMBERSHIP BE INFORMED OF EVENT MEETING POINT AND OTHER PERTINENT INFORMATION IN A TIMELY MANNER SO THAT MAXIMUM EXPOSURE PROVIDES GOOD RESULTS.

EDITORIAL NOTES – ISSUE NUMBER 162

This issue features a wonderful description of a trip to Broken Hill in a Vintage Chevrolet by our own Adrian Roberts. There is also an article about the recent Link Automotive Mini Tour by Frank Sawyer. It is great to have such diverse material arriving on the Editorial Desk – please keep it coming in!

There has been a report that there was concern at the recent AOMC Winter Seminar, which I missed, about the Victorian Club Permit Scheme (VCPS). It seems that VicRoads have either noticed themselves, or, had reported to them, that there are some 'strange' vehicles being operated on the VCPS. Of main concern is, at present, the number of 'modified' vehicles being operated on the Scheme. VicRoads have great concern about modified vehicles and they are proposing to take steps to make changes to the Scheme. Be sure to visit the AOMC Website at: www.aomc.asn.au to view the AOMC's seven page stance on this matter.

Further to all of that, there are still reports coming in where owners of VCPS vehicles are not being sent renewal notices. Be sure to check and make a note of the Permit Expiry Date for your vehicle. Otherwise you may have to go through the whole process of placing on the VCPS again – a time waster and expense generator all round.

Mike Allfrey – Editor.

TO BROKEN HILL AND BACK – IN A '28 CHEVY UTE!

A fellow Fly the Flagger (Ray Brown) and I were having a chat over a nice glass of red, as you do!, and he mentioned that he was interested in taking his old Chevy Ute to Broken Hill and back. I asked him the obvious question, why?, and his reply was — 'cause I can! He wanted to find his great grandfather's grave plot, having been buried there in 1891. I thought about that for a while and said to him would you like a passenger (having recently retired with time up my sleeve), and he mulled it over for a moment and said, bloody good idea!. My only problem was would I fit into the rather smallish cabin. I'm a rather large gent so we had to have a fitting!, (for the passenger's side — no way could I fit behind the wheel).



A date was fixed, and lo and behold I could fit in, with a small amount of manipulation. Previously Ray had the whole trip organised so that we missed the major roads wherever possible and would find accommodation along the way (pubs that is!). So a departure date was set for early September.

Day 1 – When we left Williamstown, it was bright and sunny with the temperature was just right. Ray did his last minute checks, we packed all the gear and off we went. Having not travelled in the old Chevy my immediate thoughts were, this is going to be a loooooong

journey at breakneck speeds of up to 68 km per hour, all the way there and back!



Just about ready to go!

Our first leg was to Castlemaine, through to Maryborough, where we had a look at the restored railway station. Then on to St Arnaud (about 250 kms) once the ute and we got into the swing of things, it was a pleasant trip. My thoughts about the slow speed disappeared because at 60 odd km's everything slows down and you get to "smell the roses". If you are not in a hurry, what a nice way to travel.

Upon arrival late afternoon at St Arnaud we called into the Farmers Arms, but couldn't get accommodation, so we had a few cool libations instead! We managed to find some cheap digs just down the road (so it was back to the pub for tea, (not far to walk in case the legs gave out!).



Day 2 – Heading out of St Arnaud along the Wimmera Highway we came across an old farmhouse that was being restored (*above, right*), which presented us with a great photo opportunity (and a pee stop).



Continuing on to Murtoa where Ray had a lead on some old Chevy parts. We stopped at Rupanyup where we spoke to some of the 'Sump Oilers', a collection of older chaps maintaining old historic machinery, very interesting. Our hunger got the better of us, so we had a bite at the local café, where we saw an amazing collection of 'Beatlemania'.

There were 3 display cabinets full of collectibles; it must be worth many thousands. I am surprised that it was on display right in the shop, obviously the locals are a trusting lot.



From Rupanyup to Murtoa is just a short drive even for the Chevy and we arrived at the Commercial hotel to find it closed and up for sale. A couple of local lads came up to us and asked if we were the new buyers, as they were sick of drinking at the other pub. Unfortunately we weren't, so off they went as shattered men!



From Murtoa we made our way to Minyip, looking for the Chevy parts, but to no avail. So the next stop was the Minyip pub, we were pretty parched by then so into the pub for some more cold libations (nice beer, too!). The publican told us that the Flying Doctor series was filmed in this area due to the facilities and location of the town.



Warracknabeal Hotel.

The Chevy rests with the pigeons.

Warracknabeal was our next stop and a man is not a camel so we stopped there for some light refreshment, because the next part of the journey was going to be a long day. Warracknabeal, Hopetoun to Ouyen, about 290 k's at 68 kph. As the day wore on the old girl was making some horrible gearbox noises so we both started to think that she might not make it! However, we got to Ouyen in one piece and managed to get accommodation at the hotel Victoria. (Just lucky I guess!). We could even park around the back in the barn to keep the pigeons happy!

The pub was straight out of the 30's/40's with lots of timber and old tile floors. The meals were good and the room was comfortable. In the morning we had to try and solve the gearbox problem, so Ray did some investigation and found there was very little oil in it! Being the stickler on maintenance, he was somewhat perplexed. The Chevy has a system that allows oil from the gearbox to flow into the differential. (I don't fully understand it), so in went some oil and hey presto! Problem solved.



Left: Adding the much needed oil

Next stop Mildura for lunch. Along the way we stopped off at the Hattah Lakes General Store and Pub, to clear our throats as the sun had gone over the yard arm somewhere in the world!

We did a little bit of bush bashing on the way to Mildura and the Chevy did it marvellously. After lunch at Mildura we decided to push on to Wentworth for our next stopover. We managed to find a motel just around the corner from one of the local

watering holes. (What management skills!) After we checked in it was teatime. When we walked into the pub we were confronted by an old grey Fergie tractor that was set up for patrons to sit around it and have a drink. The publican told us that it was there in recognition of the work that a lot of Fergies had done to help save the surrounding areas in the big floods some years back. It was of particular delight to Ray because he wanted to have one in his house as a talking point; which I thought was pretty neat. The pub had a pretty good selection of red wines, so we had to sample one, as the next part of the journey was going to be very long



Days 3 & 4 – Were the ones I was looking forward to, because I had never been to Broken Hill. The gas tank on the Chevy was only an average size, and even though Ray had a spare 20 litres, we decided to buy an extra 10 litre can. Talking to the locals, they said the roadhouse at Coombah was only open sometimes, which was a fair way from BH. We set off at 0900 into the never-never, and the old Chevy just chugged away, being passed by all and sundry, giving us a toot and a wave. I can only guess what they were thinking; a couple of mad old farts in an older car in the middle of nowhere! When we got to the roadhouse it was open anyway, so a quick cuppa (yes tea!), and we were away again.



Coombah Roadhouse.



A long road ahead.

The rest of the journey to BH went without a hitch; the road was absolutely amazing. At the speed we were travelling you could see and hear the varieties of animal and bird life. We stopped and had a look around a few times. You are more aware of the sheer size and desolation of your surroundings. The trouble today is that life goes too fast to appreciate this wonderful country.

Left: 200 k's to go!



On arrival at Broken Hill late in the afternoon, we booked into the Palace Hotel. We parked around the back of the pub, right next door to a bikie hangout! Priscilla, Queen of the Desert was filmed at the hotel with 2 pink flamingos parked outside. There are many different original murals everywhere. They were painted by the original owner, fascinating stuff! The room was adequate and the

meals were good. We decided to stay 2 nights so we could do some homework on finding Ray's grandfather's plot.

After searching through local records we found it. Then it was off to the cemetery and, with the help of a worker, we found the exact spot, even though there was no headstone. Ray said a few words over it and placed some flowers on the site, – mission accomplished. We then toured and walked the town, and the mine museum. We were both very impressed with the cleanliness of the town. The railway museum is really worth a look, if any of our club members are contemplating going to Broken Hill.



The Palace Hotel

Just some of the original murals



OK, it's back to the pub for a few snorts, a nice dinner, and an early night in readiness for the journey home.

Day 5 – Ready to go around nine, not too hot, and looking forward to the journey home. Back to Wentworth for lunch. Once again the trip was uneventful, with the usual stares and waves, etc., with them wondering what the hell we were doing out there. Finally we arrived back in Mildura late that afternoon, booked into a motel, across the road from another watering hole (funny about that). A nice comfy bed and a good night's sleep!

Day 6 – We left Mildura at 09.15 and headed for Ouyen, then Lascelles where we stopped outside the Minapre pub for a breather. The local loos were locked so we had to use the pub's toilets. We got to talking with the publican over a frosty and he said he had some old Chevy parts at home in his yard. We drove about 5 k's and there they were, rusted old hulks, exactly what Ray was looking for. After inspection Ray was interested in a few bits, and would contact the owner later. From there onto Birchip, then Donald where our next digs were.



Day 7 – The final day of our journey. After an early start we headed for home through St. Arnaud, Logan, Maryborough, to Castlemaine, along the Calder Highway and on to Williamstown, our final leg of the trip. The weather gods had blessed us for the whole time, so we were very lucky. The old Chevy never missed a beat all the way and she returned nearly 30 mpg!



Above: Adrian Roberts and Ray Brown.

As an aside, even though we enjoyed a drink or 3 there was no driving over .05, just thought I would mention that!

This is the type of journey all like-minded folk should do at least once in their lifetime. Ray and I called it our "smell the roses" trip. I would do it again in a heartbeat!

Sadly, I knew before we went that Ray was suffering from terminal cancer and that he was on borrowed time. Unfortunately, his battle for life is over and his recent passing is of great sadness to his family, all those and me who knew him. It makes the trip even more memorable.

His motto was 'make every day your birthday', and he did!!!!

Home from the great trip 'CAUSE WE COULD!!!!

Text and photos – Adrian Roberts.

THE LINK AUTOMOTIVE MINI TOUR

The chance to be a participant in another club's event arose, when during a conversation with good friend and fellow ABCCC member Geoff (Birkie) Birkett, he informed me that his regular navigator, the multi-talented Judy would not be able to accompany him, on the annual Victorian Mini Club LINK TOUR. An event that they have supported since its inception some eleven years ago. I immediately volunteered my services which gratefully were accepted. Having had a trial to see if I could actually fit into the seat of the very special Mini, known as Car #1, all was set to go.

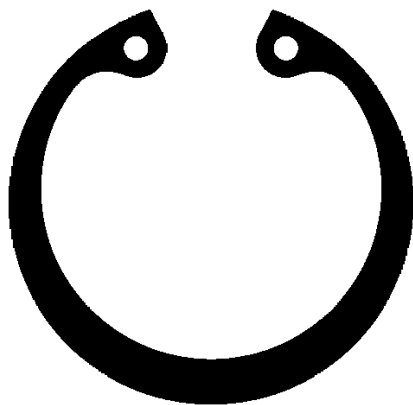
On the Saturday morning I presented myself at the Birkett Headquarters, where I was treated to tea and crumpets to tide me over until, such time as we could stop to consume the morning tea which Judy had thoughtfully packed ready for the off. After a short journey to the starting location we were joined by some forty-odd other vehicles. After a short briefing we set off to find where we were due to have lunch. This could only be achieved by following some directions and solving some problems/clues along the way. At this point I could be economical with the truth and say we achieved this easily. In fact due to misreading the last clue, we ended up a tad confused about the destination for our lunch venue. All was not lost as it turned out, we were within 200 yards of our destination. Not too bad when all was said and done. After having served my apprenticeship with the ABCCC, the next task I felt well qualified to undertake. I am talking about eating and drinking of course.

After consuming a hearty lunch we resumed, our search for our overnight accommodation (the location of which was still a mystery). The roads were interesting as was the conversation, which I am sure, was how we managed to misplace the cemetery at Poowong. This was in spite of the locals being able to find it for well over a hundred years. To add to our general confusion, it was a regular occurrence to see Minis travelling in the opposite direction; just to stimulate the thought processes a bit. Still all was not lost, with the crew of Car #1 managing to arrive at our overnight stop in time to have a cleansing ale, prior to checking in. By the way our overnight stop was at the Ramada Resort on Phillip Island. Those of you who were on the Fly the Flag Tour, when we stayed on Phillip Island, will remember it as the Eco Resort now re-branded. The evening's festivities included good food and much friendly banter; it was of course a Fancy Dress evening, with an Hawaiian Theme. The crew of Car #1 dressed in matching Hawaiian shirts and shorts complete with the obligatory matching Hawaiian Leis, which blended in very well with the rest of the participants. A very pleasant evening was had, good heartedly ribbing each other. Then we retired for the evening, full, happy and with sides aching from laughing. The next morning after a full English breakfast (is there any other sort?) all the cars assembled on the lawn in front of the main buildings for a photo shot, after which we were free to start the days tour. At this stage Car #1 made a small detour to visit our good mate Ken McDonald who as you may or not know, recently moved overseas to live on Phillip Island.

After a short visit was over, we resumed our journey off of the Island. Still working from a mixture of directions and clues we navigated ourselves around and over some of the best picturesque rolling hills that I have been on, they could have been made with a car club run in mind. This along with a small regularity event en-route thrown in for good measure, provided all involved with another outstanding day. Our final destination turned out to be lunch at the hotel at Archies Creek, which again was very good. Lunch over we said our goodbyes to our travelling companions and headed for home. On arriving back at Birkett Headquarters we were greeted by Judy and Mr Mac (in case you don't know, Mr Mac is their faithful Blue Heeler companion). Judy then asked would I like a cup of tea and a slice of bread pudding made from her Nana's recipe. Well, I ask you? What do you think my reply was? I am sure if there is enough interest Judy could be talked into sharing Nana's secrets. Lastly, I would like to thank Geoff for the great company, conversation and safe driving. Also my thanks go to the organisers and participants of the tour. They all went out of their way to make me feel part of the group. As for Car #1, I think that could be the subject of a separate article in the not too distant future.

Frank Sawyer

WORKSHOP TECHNIQUES

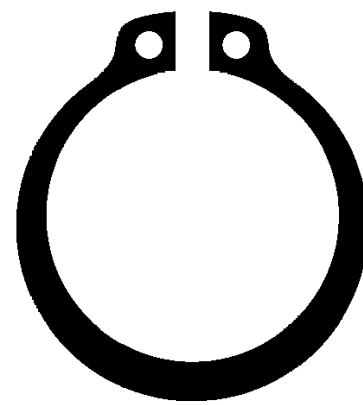


Some Advice About Circlips

The majority of our classic motor cars feature, in various places on the car, are very useful devices called circlips. Most of us will have been in a situation where a stubborn circlip has been difficult to withdraw from its home groove. The cause of this stubbornness is usually not the fault of the circlip, but that of the person who installed it. This will be explained.

Left: An internal circlip – bore fitting.

Right: An external circlip – shaft fitting.



When fitting circlips, whether of the more common internal type (inside a bore), or the external type (round the outside of a shaft), there is a technique that should be adopted for fitting and removing them. Next time you are involved with a circlip, take a close look at it.

Typically, circlips are made from high carbon spring steel (from 1050 to 1090 Rockwell-C). This material has two main benefits, firstly after heat treatment and tempering they are 'springy' to work with and stay in position after being installed. Secondly, because of the toughness of the metal that circlips are punched from, very precise tooling is required to punch the clip and its two holes. During the punching process, the steel resists the pressure and finally the shear action of the punch releases the clip from the sheet of steel. The prime benefit of this shearing action is the draft angle at the sheared edges.

This is best shown by carefully comparing both faces of a circlip, it will be noted that the major diameter edge on one face is sharp-edged. The other face has a very slightly rounded edge. Once this has been established, it will be seen that the two holes provided for pliers use, also have sharp surface and slightly rounded surface. The best way to describe the two holes is to explain that the inside diameter is smaller on the 'sharp' side than the diameter on the round side. These differing faces apply to both internal and external circlips.

It is very important to ensure that, while installing circlips, the circlip-pliers are inserted into the 'sharp' faces of the holes. Doing this ensures a good, firm grip with the circlip-pliers while squeezing, or expanding, the circlip ready for installation. The sharp edge will not let the circlip slip off the prongs of the pliers – even if there are traces of oil present. If pliers are inserted from the rounded edge side, the circlip will almost certainly slip off the prongs and, once fitted in this way, will be extremely difficult to withdraw from its home position. Quite a number of us have been in that situation! Just remember the circlip rule – sharp side towards the pliers.

Mike Allfrey

A WARM WELCOME TO NEW MEMBERS

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

Name	Car	Model	Year
Trevor & Jill Beaumont	Jaguar	E Type	1974
	Aston Martin	DB 7	1996
	MG	B	1968
Bruce & Valerie Thompson	Armstrong Siddeley	14	1928
Bill & Anne-Marie Hall	MG	B	1968
James & Nola Harris	Reliant	Scimitar GTE	1972
	Austin	1800 Utility	1972

Pat Douglas – Membership Secretary.

JOKES ABOUT JOSEPH LUCAS

I have thought I must write in support of your article in Edition 160 of *Your ABCCC News* on the above subject.

Like you, I have been present to the usual 'Prince of Darkness' humor – all in good fun – but in reality I have always thought that this, taken as a criticism, is ill-founded from personal experience. Over the years I have owned Austin A30, Wolseley 1500, Rover 2000, Daimler Sovereign, and now a 1954 MG TF, all of which have been fitted with Lucas electrics. And from experience I do not have reason to be critical of Lucas equipment. Indeed, I have experienced as many electrical or electronic problems with equipment of other manufacturers as I have had with Lucas. I can only say I have had good service from Lucas products and there have been occasions when I can recall there have been favorable comments to Lucas equipment from auto electricians which I have come in contact with over the years.

As you say, it could well be that pressure from the large car manufacturers, as well as competition in general, that has caused Lucas to cheapen their products in recent times, and as a result, they have become less reliable. On this I cannot comment, as the cars I have had for daily transport in recent years have not had Lucas electrics. Nevertheless, there must still be many vehicles out there with Lucas equipment giving reliable regular service.

One recalls that anything of British manufacture post-war was considered to be of sound quality e.g. 'British Bedford', but now this promotion and general view appears to have unfortunately disappeared with time.

John Holmes

AN ENQUIRY

The Black London Cab

On our club run, Rex's Big Day Out on 5th May, there was a black London Cab seen at the luncheon location. It appears on the front cover of Issue 161. Our resident London Cabs enthusiast, Roger Stanley, is asking who the owner might be. It seems that the model shown in the photo, has not been spotted in Victoria yet. Can the owner please contact Roger on: Telephone Number (03) 5983 9451 or, E-mail: rogerbud@satlink.com.au

Help with this will be greatly appreciated.

Mike Allfrey – Editor.

RACV MOTORING INTERESTS MANAGER

As most of us would be aware, Brian Kelly has retired from the RACV after many years of outstanding service to both the RACV and to the Motoring Club community. Brian was a hard worker for two of our major events: The RACV Great Australian Rally and the RACV Fly The Flag Tours. We, and certainly Brian and Nayda, have many memories of memorable experiences that were part of our major events.

We are pleased to advise that Brian's replacement has been appointed: Daryl Meek. He is a well known enthusiast who has served on the Executive Committee of the AOMC and is involved with the Veteran Car Club. He has also been a keen participant in most of the RACV Fly The Flag Tours.

Daryl's contact details are:

Title Motoring Interests Manager, Royal Automobile Club of Victoria Limited

Address Level 2, 550 Princes Highway, Noble Park, Victoria, 3174

Telephone (03) 9790 3079

E-mail daryl_meek@racv.com.au

Welcome aboard Daryl!

EVENT REPORTS AND NOTIFICATIONS

PAST EVENTS – WHAT WE HAVE BEEN DOING

Motor Heritage Day Run to Kyneton and Mineral Springs

Sunday, 19th May 2013

Or The ABCCC Meets Fawltly Towers

We have heard the story, which now has reached legendary status within the ABCCC, of the 'French Island Day Out'. We really do think our run to Kyneton has surpassed that.

Everything was going swimmingly. We had lovely weather for the day. The pub owner had stayed in touch and was as helpful as could be. Even offering a special meal deal to members, suggesting they be phoned through when we were about an hour away. The stop at the mineral springs offered a wonderful photo opportunity, a leg stretch and a chat. Our party was being very ably led by three Minis. One red, one white and one blue. (Birketts, Margetts and Mitchells). A very British start to the trip.

The meal orders were phoned through, and we all returned to Kyneton for a stroll and retail therapy before lunch. Those who took the trouble to visit the Museum were well entertained. Laminated sheets detailing the exhibits were supplied, and many of the displays had a 'voice over' which was activated by the viewer's presence. The early towns were certainly self-sufficient, blacksmith and cabinet makers craft were of an exceptional standard.

Returning to the pub, the affable manager had morphed into Basil Fawltly. Saying much, but delivering little. It was pointed out that the orders for the special offer were still on the bar. Sybil turned up, put the orders in her back pocket and wandered off. She reappeared later, no food, still with the orders in her pocket. A lady who could have been the cook appeared, carrying two bowls of soup. We all looked hopeful . . . would they be mine? Two lucky people got soup, but no spoons! The request for spoons was acknowledged, five minutes passed and she reappeared with two more bowls of soup . . . still no spoons. We had a strong feeling Frank Sawyer was going to drink direct from the bowl.

Sybil gave some glimmer of hope when she produced an order book and took orders. At this point no food vouchers were apparent in her back pocket. About six or seven people had been served with lunch. A plaintive voice was heard to cry "where are my vegetables?" This happened quite a few times, and I swear, if Manuel had appeared from the kitchen chasing a hamster, I would not have been at all surprised. At this point exasperation had been overtaken by a sense of humour. Truly things got more unbelievable by the minute. In defence of the kitchen, when the food arrived, it was very good. How it arrived became part of everyone's entertainment for the day.

Sorry to report Ben and Louise's Reliant suffered a mishap and they were taken home to Woori Yallock from Kyneton by taxi, courtesy of RACV Total Care.

So there you are, we do believe that Birkett's Kyneton Run should be awarded some sort of legendary status within the Club. Thank you all for coming, hope you all are smiling as much as we are now. If things get beyond your control and are entertaining at the same time, what more could you ask for on a day out?

Geoff and Judy Birkett

THE 36th HAMILTON RALLY 2013 – Friday, 7th to Monday, 10th June 2013

An ABCCC 'Raid' On The Queen's Birthday Rally – 2013

Our club decided to take part in this year's running of the Queen's Birthday Rally, this year themed as *Wind, Stone And Waves*. The rally organised, for the 36th time, by the Hamilton & District Veteran, Vintage & Classic Drivers Club, has for a number of years, been a 'will do' event for me. Part of that was the intention of taking our Jowett Jupiter on the Rally. That was not to be – due to a throttle spindle on one of her carburettors being tightly jammed by a dislodged actuating cable, so *Pea Soup* was readied and filled with all fluids. Also decided upon, was the use of a TomTom navigation device in an attempt to be a little bit modern, or, is the term 'with it'?

The first concern was that the TomTom device insisted that we drive to Hamilton via Geelong, but we wanted to travel via Ballarat – not possible, the little screen tried to inform. I then decided to do the journey in two stages, the first to Ballarat to the Glenelg Highway turn-off in Sturt Street. That required a property's number in the street, so, in frustration, 319 was keyed in. That made the thing reasonably happy! Then the second stage to our booked motel was keyed in as a completely separate journey and all was ready to commence. We departed on the Friday afternoon and the TomTom device soon had us driving around the southern side of the City and over the Westgate Bridge for the first time in more years than I care to count. One point in the device's favour, it did avoid toll-ways. In addition, there were numerous moments of "Boing!, Boing!, Boing!" alarms emitted to warn of a high population of speed cameras. Judging by the surrounding traffic, the cameras must have been hauling in good funds.

We had a good run to Hamilton and were in plenty of time for our evening meal booking at a restaurant in walking distance from the Goldsmith Motel. The meal was quite reasonable, if you didn't want serve yourself salad or vegetables with it. By the time we were served with our main course, both commodities had been exhausted – as had the sliced and buttered bread stick! There were a few small scrapings of coleslaw at least.

Next day, we all gathered at the Hamilton Showgrounds, at High Noon, for a Rally briefing from Sue Mason. We collected our Rally Kits - very comprehensive. On opening the Rally Programme, we were immediately aware that a great amount of work had been put into the book's preparation. After registration and issuing of meal tickets, it was soon time to depart for our first place of interest, the Macarthur Wind Farm. It was impossible to get lost as there was a Rally Marshal at every turn-off along the way.

The wind farm was an enormous surprise – the sheer vastness of about 144 wind generators spaced around the property; the size of each generator; and, for me, the surprise of not seeing piles of dead birds, cattle and sheep lying around as the protesters informed us there would be. Sheep and cattle were calmly grazing beneath the huge rotating propellers.



Above: Just a small portion of the wind farm.

A few facts about the whole power generating scheme:

Total Land Area Occupied	5,500 Hectares
Total Output Capacity	420 MW
Individual Turbine Capacity	3.0 MW
Turbine Type	Vestas V112
Turbine Height	84 metres
Maximum Blade Tip Height	140 metres
Concrete Used	56,000 metres ³
Tonnes of Reinforcement	8,400
Greenhouse Gas Saved Per Year	1.7 million tonnes
Average Number of Homes Powered	220,000
Rotor Diameter	112 metres
Blade Length	54.6 metres
Hub Diameter	3.2 metres
Under-ground Cable Voltage	33 kV
Overhead Line Voltage	132 kV



Above: This is a spare gearbox for a generator.

We formed an orderly queue for a look inside one of the towers. It was at this point that the enormity of things around us really started to sink in. The land area of the Macarthur Wind Farm is 5,500 hectares and, once inside the tower base, about six or eight at a time, we could see how big the towers really are. There is a one-man lift built in that goes virtually to the top. A short ladder provides access into the generator's housing for servicing purposes.

Actual power generation is by dynamo, not an alternator and, in the housing there are yaw controllers as well as the propeller's main bearing, an hydraulic system and cooling radiators. A gearbox, shown above, weighs 30 tonnes and its size can be gauged by the size of the support base which has openings for a very large fork-lift. Standing there, looking at it, impressed upon us just what there was above us. All too soon, it was time to head back to base and a Happy Hour before dinner at 6:00 pm.

Left: Some large stones await cutting at Bamstone.



Next morning, it was quite cold for initial engine starts, but we all made it to the showgrounds for our briefing before heading off to see how those huge slices of the local

bluestone are made. Our route took us right through the Macarthur Wind Farm. This was quite an eerie experience as the shadows of those large propeller blades passed regularly over us. Our destination was Bamstone, Port Fairy with the Rally vehicles filled all available parking and work space around the works facility.

Next time you visit the City, glance down at the well-laid paving flag stones and some of the decorative stone facings on buildings. Chances are, you will be looking at the work of expert stone handlers from Bamstone's works. In some slices we could see veins of volcanic activity from all those years ago. A huge radial arm circular saw with diamond tipped blade teeth was demonstrated to us. Vast flows of cooling water are pumped to the cutting face and the finished cut is very smooth indeed. With respect to the stones shown above, exceptional skill is required for knowing where to make the first cut. Most of the bluestone is now cut for decorative purposes.



Above: At left is the small witch's hat that one of our members drove over while finding a parking spot!

We then set off for Port Fairy, the 'Waves' part of the Rally. Marshals guided us through parts of Port Fairy that we never knew existed. With the wind achieving great duties at the Wind Farm, there were majestic waves along the sea front for us to view. Lunch was at the Port Fairy Cricket Pavilion. After a good picnic style lunch it was time to find a fill of petrol for *Pea Soup's* lunch too. This raised a significant point about the weekend as a whole – where have all the service stations gone?

We then drove back to Hamilton to get ready for the Rally Presentation Dinner (*Right*) at the Showgrounds Convention Centre. Prizes were awarded for varied classes of vehicles, in which quite a number received chassis stands. Our own Bill and Terri Allen won the grand raffle prize of a night's accommodation at a holiday unit in Port Fairy. A few of us also won spot prizes as well. One of the Hamilton Club's elders spoke to all present and informed us that we had visited God's own back yard! I tend to agree with that statement, having spent considerable time in this area for my work. We described it slightly differently, as God's Own Country. Some of the vehicles awarded prizes were a little bit strange to me, however, as is often said, 'the judges' decision is final'. The dinner was good and it was quickly and efficiently served.



Next morning we gathered at the Hamilton Pastoral Museum where the Hamilton Club's new clubrooms are located. These are so new that they are still being set up. We also had a good look at the miniature railway set up just down the road where a scale model of a Commonwealth Railways locomotive was hauling trainloads of children, young and a bit older, around the loop. We then set off in convoy for Penshurst via a local old people's home and drove the quiet roads to the little township at the foot of Mount Rouse. Penshurst is a virtual time capsule, complete with an old style service station/garage workshop. Inside, there was one of those single column, compressed air operated hydraulic car hoists. The garage was full of workshop memorabilia and, hopefully, the Health & Safety mob would have been happy with the hoist's safety lock!

Lunch, in the local hall was quite interesting. First we were served with a cup of hot broth and then there was a selection of hot sausage rolls, pastries and party pies, followed by sandwiches. These were descended upon with great zest and, due to being asked questions and politely replying to them, meant that I found empty serving dishes! After lunch there was a visit to a dry-stone walling demonstration. We elected to give this a miss as we hail from the original dry-stone walling area in Somerset, UK. We took our leave and motored home via Hall's Gap at the northern end of the Grampians. The TomTom device, activated to take us home, exhorted us to make a 'U-turn' until just before entering Hall's Gap, then it wanted us to drive home via Geelong again. Why the fixation with Geelong?

There were about twenty-two ABCCC members on the '*Raid*' and sadly, John Provis' Rover P5 suffered a wind-blown open bonnet disaster. Otherwise, it was an event of complete reliability for us – except the cruise-control incident experienced by Colin Forrest. There was a control cable malady that took the Jaguar up to 150 kph! How many speed cameras were along their route, will no doubt be established in good time!

Our thanks to the organisers for a most enjoyable, and very interesting Rally.

Mike Allfrey

FAST-APPROACHING ABCCC EVENTS

ESCAPE TO THE COUNTRY – Friday, June 28th – Sunday, 30th 2013

This year we are staying at Euroa and motel costs are \$95/night. A programme of the normal things to do, touring, wining and dining, has been arranged. Vacancies are LIMITED so please contact us ASAP to ensure your inclusion.

Contact Anne and Bryan Tootell on (0412 549 906)

Bryan Tootell.

VISIT TO THE MORRIS MINOR GARAGE – Sunday, 14th July 2013

Meet at 8.30 – 8.45 am at BP/McDonalds car park on the left of the Calder Highway just past the Calder Park Thunderdome at the corner of Holden Road, (Mel 354; J3).

Cars will be flagged off at one minute intervals starting at 9.00 am sharp for a leisurely drive along some picturesque back roads as we make our way to Harcourt North. For those who want a greater challenge than following the route notes and admiring the scenery, we will throw in a few questions for you to answer along the way. At North Harcourt we will visit the Morris Minor Garage for morning tea. Entry (including morning tea) is \$10.00 per person to be collected at flag off.

Don't be put off by the name Morris Minor Garage – it's not only Morris Minors. There are other interesting cars as well as memorabilia for you to admire. Our hosts will also provide an interesting commentary on the cars which includes one of the cars featured on the Mother and Son TV show along with a restored example of a Morris Minor One-Million among others. Richard McKellar's book '*Morris Minor – One in a Million*' will be available for sale. It is an entertaining record of the restoration of Morris Minor number 1,000,086, which is on display at the garage. There is also a small art gallery where you can taste and/or buy some local Windrush Park olive oil.

Answers to the questions will be given at the Garage. We then head off to lunch at a nearby venue which will be announced on the day.

We need to confirm numbers by Monday 8th July so book now with Colin at:

Phone: 9817 3182 or 0411 646 769 or by Email to: ancolk@gmail.com

Colin Oberin and Craig Douglas

CHRISTMAS IN JULY – Sunday, 28th July 2013

Yes it is on again, it's our Annual Dinner and Christmas in July at the popular Marybrooke Receptions (Formerly the Barron of Beef). By popular demand they will be serving a traditional Xmas dinner, drinks will be provided by the club.

Luncheon information:

Time: 12:30 pm for 1:00 pm

Location: MARYBROOKE, 10 Sherbrooke Road, Sherbrooke (Mel 75; H2)

Menu: Cream of butternut pumpkin soup
Roast pork and turkey with crackling and cranberry sauce
Served with an assortment of roasted vegetables, pan gravy and condiments
Plum pudding with warm custard
Coffee/Tea

COST: \$30.00 per head (Drinks provided by our club)

Please do not forget the **Kris Kringle**, bring a gift to receive a gift. (\$10.00 minimum)

Note: This is the Annual Club Luncheon, and is a Member only event. Pre-booking and payment is required by the 14th July. A booking form is provided on the last page.

Colin Brown.

THE ABCCC INDULGENT WEEKEND, 2013 – Friday, 9th to Sunday, 11th August 2013

It's on again – the famous ABCCC Indulgent Weekend, where you forget about your diet and your caloric intake. This year by popular demand we are re-visiting a previous destination with a few variations. We will meet at the McKenzie Reserve in the main street of Yarra Glen at 8:30 am for a 9:00 am departure. After a one hour's drive we'll stop for morning tea at a country store where coffee and a homemade cookie will be served. A variety of slices are also available at your own expense.

We will continue driving for a further two hours whereupon we will arrive at a quaint country hotel where luncheon platters and a glass of wine will be served. After lunch we will proceed to Beechworth where we will make a short stop. Leaving Beechworth we continue onto a historic Victorian town where we will again stop to review the numerous antique shops in town.

Following this stop we will proceed to our accommodation at the Wine Village Motor Inn in Rutherglen, where we will freshen up, prior to partaking of pre-dinner drinks and nibbles. Drinks will be supplied, but please bring some nibbles. For the evening we will proceed over the road to the old Seppelt's Winery to the 'Café At Night', a part of the Tuileries complex. This is a highly acclaimed restaurant, where a two-course meal with wine and coffee will be served. We then return to our motel for a well-earned rest.

On Saturday a continental breakfast will be delivered to your room. You may request a full breakfast, or you may choose to visit one of the delightful eateries in town. At 9:30 am we board a bus for a day of adventure, first visiting Corowa, where the visit Max's Motor Museum is. From there we can proceed to visit a number of local wineries for tastings and the occasional purchase, with our luncheon venue being a local winery where platters and wine will be served. After lunch we continue on our "Cellar Door Crawl" returning to our motel at approximately 4:30 pm.

Pre-dinner drinks and nibbles will be held in the garden of the motel, with a two-course BBQ of meats, salads and dessert will be served by the pool. Wine coffee and tea will also be available. On Sunday morning we will proceed over the river to the old Corowa Flour Mill, now known as the Corowa Wiskey and Chocolate Factory where a full breakfast and coffee will be served. After breakfast we will break up and return to reality and to our diet's?

The cost of this Indulgence is \$197.00 per person, and covers all food and drinks, with the exception of a few nibbles. We have reserved the entire accommodation at the Wine Village Motor Inn, and as a number of bookings have already been made, it will be necessary for you to confirm your accommodation for the two nights with Jo or Darren Smith at the motel on (02) 6032 9900. To ensure your place on the grid for this event please contact Rosalie or Peter McKiernan on (03) 9787 6003 or mobile 0407 876 023.

Peter and Rosalie McKiernan.

PHIL'S FANTASTIC DAY OUT – Sunday, 29th September 2013

We will meet at the car park outside Harvey Norman's store at 400 Whitehorse Road in Nunawading (Mel 48; G9). Time: 9.00 am for a 9.30 am drive off.

After driving through Warrandyte and Pantom Hill, we will drive up the hill to Kinglake. Then on to Pheasant's Creek where we will stop at the Flying Tarts Bakery for Morning Tea/Coffee. After a short break, we will drive to a lovely Country Pub where we will have lunch. Meals will be at a nominal charge of \$15 – \$20. Drinks will be at bar prices. As catering needs to be confirmed, will those members who are interested in participating on this event, please let me know. Full route details will be given at the start of the event.

Contact Phil Cook on 9842 5449, or 0417 568 851 to make your reservations.

Phil Cook

Visit To Beleura House – Wednesday, 30th October 2013

Note: The Text Has Been Changed

We have made an initial booking at Beleura House for an exclusive viewing for Wednesday the 30th October. The cost per person will be \$33.00, which a short bus ride, morning tea and a light lunch. This is a pre-paid event so please send your cheque for \$33 per person made out to the ABCCC, to Robyn and Robert Joiner, RMB 2056, Cowes, Victoria, 3922. This event is strictly limited to forty-eight (48) people. The event starts at 9:30 am and goes to 2:30 pm.

Beleura House must be informed by **AUGUST 30** the definite numbers taking part.

Robyn and Robert Joiner.

A SUPERB PHOTO RECORD OF 12 RACV FLY THE FLAG TOURS

Those of us who have participated in RACV Fly The Flag Tours will have seen Gordon Lindner working hard to record it all with his Nikon camera. Gordon has kindly made his collection of photos, taken on the Tours from 2002 through to last year's event. Below is a link that allows club members to view the photos. Just clicking on the link which will open a vast number of photos to browse through in search of those photos. On your keyboard, simply press 'Control' and then click on the link, when the Website opens, click on the year's Tour photos you wish to look at Gordon Lindner's photos at <https://picasaweb.google.com/114767696336914577030>

A visit to Gordon's Website graphically illustrates the power of digital photography, to have taken so many with a film camera would have been very expensive to say the least. Indeed, my own collection of RACV Fly The Flag Tour photographs started, in 2002, with a brand new Nikon F-90-X 35 mm film camera that was to become totally obsolete in a very short period of time!

Our collective thanks go to Gordon for putting together the wonderful assemblage for us all to enjoy. Thanks are also due to Elaine, who like Sue, probably puts up with all the time we men spend at our computers sorting such vast numbers of photos.

Mike Allfrey.

The 1930s Singer Sports Cars: *Identification and Restoration*

by Dave Hardwick and David Andreassen

An A4 size book of 273 pages with 157 colour images and 161 black and white images. A must-have for Singer sports car owners and those interested in classic cars. There are four main sections – Identification of models, Restoration, the Singer on the road, and Review of books.

The Singer sports cars made an impact in events from the time they went on sale. The company supported teams in trials and races until the catastrophe at the Ards TT race in 1935 with the special Works Team 9hp cars. Before and after that 9hp and 1½ litre sports cars in private hands achieved many successes.

Much of the material about Singer sports cars of the 1930s published in motoring books is inaccurate and confusing. Some of the pictures they show have wrong captions, the engine outputs are wrong, and the performances quoted are often for the wrong models.

The price for the book is A\$70 plus P&P per book of: Melbourne - \$ 10.20; Sydney, Adelaide - \$ 14.60 ; Brisbane -\$ 15.20. For other locations please ask.

To order a copy contact David Andreassen at: dav123@virginbroadband.com.au



CHRISTMAS IN JULY

Sunday 28th July 2013

Time: 12:30 pm for 1:00 pm

Location: Marybrooke, 10 Sherbrooke Road, Sherbrooke (Melway Map 75; Ref: H2)

COST: \$30.00 per head (Drinks provided by our club)

Please do not forget the **Kris Kringle**, bring a gift to receive a gift. (\$10.00 minimum)

Note: This is a **Member only event**. Pre-booking and payment is required by the 14th July.



BOOKING FORM

Please Reserve Seats For:

Enclosed is my cheque/postal note/money order for \$.....

Payable to: All British Classics Car Club Inc.

Send to: Colin Brown, PO Box 40, Coldstream, Victoria, 3770
Telephone: (03) 5964 9291

