



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition 165

October 2013

A FINE DISPLAY!



A first for our club — Tony Pettigrew's fine MG-TF on display at the RACV Country Club, Healesville. This is certainly a motor car that should be seen more often out and about on our roads taking part in club events.

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, Chimside Park, VICTORIA, 3116.

Please Note: Membership subscriptions are due by end of December.

Life Members: Pat J Douglas, Ross Wolstenholme.

**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”**

Your ABCCC News

THE ALL BRITISH CLASSICS CAR CLUB – YOUR COMMITTEE

| Executive Positions | Name | Telephone No. | Other Telephone No. |
|--|------------------|---------------------|---------------------|
| President | Tony Pettigrew | (03) 9739 1146 | |
| Vice President (Acting)* | Bill Allen | (03) 9846 2323 | |
| 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. |
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| 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) | |
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| 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/ | | | |

* Till next AGM

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 auspicious 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

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' 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 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.

October 2013

Wednesday 30th Run To Beleura – **ABCCC** Robert & Robyn Joiner (03) 5956 8105
Meeting Point – Peninsula Lifestyle Centre, Corner of Nepean Highway & Bungower Road, Mornington. This is a pre-paid event.

November 2013

Tuesday 5th British Classics Day at the Races – **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
Believe us – it is a mystery!
Venue – Lilydale Lake Car Park, off Swansea Road (C401) – Melway Map 38; Ref: G7..

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 17th Triumph Classic Car Display – A Triumph Car Club Invitation Event. Frank Sawyer (03) 9770 0904
Venue – New Quay Promenade, Docklands (Melway Map 43; Ref: B8)

Sunday 24th Driving Melba's Yarra Valley – **ABCCC** Wal & Sue Thompson (03) 9761 9192
Meet Point – Old Lilydale Court House, 61 Castella Street, Lilydale (Melway Map 38; Ref: F4).

December 2013

Sunday 15th Christmas Luncheon – **ABCCC** Tony & Maxine Pettigrew (03) 9739 1146
Venue – Chirnside Country Club, 68 Kingswood Drive, Chirnside Park (Melway Map 37; Ref: K3).

January 2014

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

February 2014

Sunday 16th Annual General Meeting Of The ABCCC Pat Douglas (03) 9739 4929
Venue – TBA, Victoria.

March 2014

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

October 2014

Thursday 16th to Thursday 23rd A Very Special River Cruise – [ABCCC](#) Brian & Marjorie Pepper (03) 9439 7875
Cruising the South Australian Murray River on *RB Proud Mary* (Two Days).
Departing From – Murray Bridge (See Page 11 for details).

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 165

These past few days have been a bit of a whirl, having become a fair bit disoriented due to a long flight home from Switzerland, and then straight into our annual calendar meeting. We have a number of interesting events coming along that will ensure good wholesome use of our British Classic motor cars.

Now for something very special – Marj Pepper has very kindly taken on the task of organising a club holiday trip to explore south-eastern South Australia and in a cruise on board the *RB Proud Mary* from Murray Bridge to Mannum. *RB Proud Mary* is a fine vessel, and the cruises up and down the river are memorable. It must be noted that, to secure a large group booking taking part, intention to take part must be made quickly. See Page 11 for details of what Marj has kindly put together for us to enjoy.

While we were touring Italy, my desire to see in the flesh, so to speak, an historic Maserati 250F was not satisfied. In fact, historic vehicles of any kind were in hiding, even on the weekends. Apart, that is, from some Citroën 2CVs, and who knows how old they may be? We did spot a couple of the 'new' Rover 75s. I was impressed by a large model Lancia that looked mighty expensive. The lesser Lancias did not impress me much at all, mainly due to their radiator grilles looking very out of place and rather like a chromed piece thrown on to a Fiat after the styling process.

Mike Allfrey – Editor. E-mail: michael.allfrey@bigpond.com

A CALL FOR A COMMITTEE POSITION NOMINATIONS

Nominations are called for the position of Vice President. If there is more than one nomination, a ballot will be held at the Annual General Meeting in mid-February, as per the Model Rules under which we operate.

Please note that Bill Allen has helpfully taken on the role of Acting Vice-President to fill the position till the AGM. All nominations should be posted, in a sealed envelope, to:

Pat Douglas, PO Box 201, Chirnside Park, VICTORIA, 3116.

Tony Pettigrew – President.

PROVISIONAL EVENTS DIRECTORY FOR 2014

Introduction

It should be noted that our Events Directory for 2014 is still very much in its early planning stage. Some club events have not yet been finalised and some dates may change. The provisional Directory has been placed here to provide some basic information about what we have planned for the year ahead. Always be sure to refer to our ongoing Events Directory that commences on Page 3 of each edition of *Your ABCCC News*. In addition, please refer to our event announcements in the *Coming Events* section for true and up to date event information.

January 2014

19th RACV Great Australian Rally ([A Major ABCCC Event](#)).

February 2014

- 2nd A Mega Run – Frank Sawyer.
16th The Annual General Meeting of the ABCCC Inc.

March 2014

- 2nd Special Day Out – Bryan and Anne Tootell.
15th to 22nd RACV Fly The Flag Tour ([A Major ABCCC Event](#)) – The Great North Eastern Tour.
30th RACV Classic Showcase – ABCCC Members requested to make a big effort for this one.

April 2014

- 12th & 13th Como Gardens Open Weekend – [An ABCCC Assist Event](#).
30th An Interesting Club Run – Mary and Rob Nolan.

May 2014

- 4th The Rex and Deanna Hall Run – Watch This Space!
18th AOMC Heritage Motoring Day – Use Your Classic Car And Be Seen.

June 2014

- 7th to 9th Hamilton Rally – Tony Pettigrew.
22nd Peter Lester's Interesting Day Out.

July 2014

- 6th Run To Point Cook – Colin Oberin.
18th to 20th Weekend Away – Bryan and Anne Tootell.

August 2014

- 3rd The ABCCC's Annual Lunch – TBA.
20th A Mid-week Run With A Difference – Brian and Marj Pepper.
31st A Run Put On For Us By The Anglins.

September 2014

- 14th Run To Maldon – Torre Panuzzo.
28th Phil Cook's Phantastic Day Out To Mount Macedon.

October 2014

- 8th A Most Enjoyable Outing – Lyn Higginson.
18th & 19th Como Gardens Open Weekend.
16th to 23rd *RB Proud Mary* River Murray Cruise – Brian and Marj Pepper.

November 2014

- 2nd Club Run – Gordon Lindner.
14th to 16th The Famous ABCCC Indulgence Tour – Peter McKiernan.
30th A Special Surprise Run – Rob and Mary Nolan.

December 2014

- 14th ABCCC Christmas Lunch.



The title of Smallest Austin does not belong to the 'Baby' Austin 7, as many would think, but to the Junior pedal cars built in a very special factory in the South of Wales.

While the idea of Austin building pedal cars for children may seem of minor importance, or even laughable, there was a very serious side to the enterprise. Not only were more than 30,000 built there, but the factory played an important role in the overall Austin and BMC empires, and revealed a side of Leonard Lord rarely seen.

Left: A J40 parked in front of an Austin A40.

In the dark days of the Second World War, when the coal industry was crucial to the War effort, serious concern was given to the number of miners

succumbing to the insidious lung complaint coalminer's *pneumoconiosis* – known to the miners simply as The Dust – a blocking of the lung tissue from inhaled coal dust. The more advanced form of the disease is called “complicated” *pneumoconiosis* – or “progressive massive fibrosis”.

To indicate the seriousness of the problem, by 1945 some 5,000 Welsh miners had been diagnosed. The British Government established a special department, called the Ministry of Labour Rehabilitation Unit, to find alternative work for miners no longer able to do manual labour.

Part of the scheme was for the government to subsidise the building of factories in areas with the highest unemployment, and to lease these at attractive rates to help encourage companies to introduce new industries into the area. While this scheme was in its infancy, Leonard Lord, then Managing Director of Austin Motors, conceived the idea of making children's pedal cars with the work to be done by disabled Welsh miners. Lord negotiated the lease of a factory building by the Welsh Estates Corporation in the Bargoed area of South Wales about ten miles north of Cardiff. It came with a 50% reduction in rates because it was planned to only employ disabled miners. Although almost universally referred to as the Bargoed factory, the site was actually located at Pengam, a small village about a mile from Bargoed.

Meanwhile, Lord pushed forward at Longbridge to have a pedal car designed and ready for production once the factory had been secured. In April 1946, he assigned two workers from the Forward Planning Office (concerned with the development of the Longbridge factory after the War), Jim Blaikie and Ron Phillips, to design the prototype pedal car.

According to David Whyley, in his book *Austin Pedal Cars*; “Jim and Ron were sent away for a think and were not sure how they were going to set about the project having never seen a body drawing in their lives before.” To overcome this shortcoming Alf Ash, who had worked in Body Assembly and in the Body Assembly Planning Office, was appointed as the third member of the team. They worked in a disused workshop, in complete secrecy – not even being allowed to tell their families. The brief from Lord was that the pedal car had to be, in effect, ‘Like dad's car’ but in miniature. It had to have opening boot and bonnet, a dummy engine, proper seat upholstery and working lights and horn.

After looking at some pedal cars already on the market, they decided to ignore anything from competitors and work from a clean sheet of paper. The car was to be suited to children from the ages of five to nine and Alf Ash was the only member of the team with a child the right size. He measured his daughter Marcia and made a cardboard scale figure, with moveable joints, which was used to get the size of the car, the position of the pedals and clearance for the knees as they came up and down. The pedal car had to be a reflection of a current model and the front was originally designed along the lines of the then Austin 8/10/12 family - headlights mounted in separate pods and a fairly tall slatted grille.

Right: What every young boy dreamed of sitting behind.



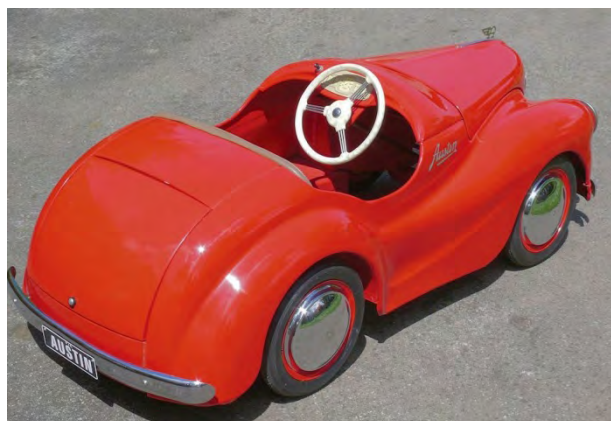
The first prototype, built by Longbridge panel beaters Bill Avery and Jack Turton, used a bicycle-type chain drive and was completed in June 1946 – less than three months after work began.

It was Lord himself who came up with the name for the car, which went onto the dummy number plate, calling it “Joy I”, because it was ‘going to give joy to one or two kids’. A second prototype, “Joy II”, followed soon afterwards being more suitable for production. A backwards-forwards treadle motion for the pedals replaced the cycle-type on Joy I, and the car was considerably lighter.

A third prototype, “Joy III”, was Jim Blaikie's design, based on the pre-War twin-cam Austin 7 race cars but drawn completely from memory, and was completed in March 1947. A very different car in appearance, it had the advantage for production of being easier to build with the body pressed in two halves.

At this time the group started calling themselves The Joy Car Department – a name which stuck. In order for the design of the pedal car to be contemporary, a fourth prototype, Joy IV, was built, with the front styled on the then still secret A40 Devon, which itself was still only in the prototype stage.

Left: Rear view reveals how closely the real Austin A40's styling was followed.



By this time the Pengam factory was coming together, with presses no longer required at Longbridge, they were transferred over and new tools made for the pedal cars. Because the factory was to be staffed by disabled miners, other companies got behind the project. Jim Blaikie approached Lucas and Dunlop to supply electric components and tyres at very reasonable rates. Champion donated faulty spark plugs, to give an element of realism to the dummy engines, while Clifford Coverings, which had the contract for the A40 Devon steering wheels, provided the steering wheels for the pedal cars. The factory officially opened on 5 July 1949, with the Pathfinder Special – based on Joy III and named by George Harriman. Production of J40 pedal cars, derived from Joy IV, began later in the same year, with the first

recorded sale in October. The 40 came from the A40, on which the pedal car was styled, but the J stood for Junior, not Joy as on the prototype.

In total, some 112 pressings were required for the J40 pedal car. Of these, 108 were pressed at Pengam, while the remaining four, all large body panels, were pressed at Longbridge.

The sign over the front of the factory proudly proclaimed it as the Austin Junior Car Factory. The factory also boasted a full-time doctor and nursing sister, who monitored the health of the workforce and assigned the former miners to jobs within the factory according to their level of disability. Apart from a few in management and trainers from Longbridge, the factory was considered unique in the world for having a workforce that was 100% disabled – 60% of whom suffered from “complicated” *pneumoconiosis*. An important aspect of the factory was that, as much as possible, it was to operate like a full-size car factory. The same processes for stamping the panels, welding the bodies together, painting and final assembly were to be followed.

Carrier Engineers donated a scaled-down version of the patented Rotodip pre-treatment plant, which would serve as a test bed for the system prior to the full-size Rotodip being installed at Longbridge later that same year. Every Austin pedal car, at least up to 1962, went through the Rotodip, which has helped in preserving many over the years.

Operating as a scaled-down car factory had a number of advantages beyond the obvious. Up-and-coming executives from Austin and later BMC were sent to Pengam, usually on a tenure of two years, to learn about running a car factory before returning with promotion to Longbridge or other plants within the Austin/BMC empire. Most notable of these was Harold Musgrove, who ran the factory from 1954 to 1956 and later went on to be Managing Director of Rover Group.

As with full-size cars, each pedal car had a chassis number. On the Pathfinder it was stamped into the seat support under the seat cushion, while on the J40 it was stamped into the boot floor near the catch for the lock.

Right: Proud restorer and member of Austin Clubs, Bill Aitken.

It is not known exactly when Pathfinder production finished, or J40 production began, as records only go back to 1955, according to Whyley. However, he quotes Dr Stewart (presumably a medical officer at the Pengam factory), that up to the end of 1949, some 3,155 Pathfinders and 1,454 J40s were built. It is believed that Pathfinder production ceased around this time, with the highest chassis number recorded by Whyley being 3,678. The J40 continued on as the sole product from the factory for the time being.



The first J40 chassis number listed for 1955 is 16,001, which suggests an annual figure of around 3,200. This ties in with the first year's figures, according to Dr Stewart, although it is unlikely that chassis numbers began at 001. It was normal practice in Austin at the time to start production at chassis 101. The last recorded chassis number is 32,098.

The original plan was to use off-cuts from the Longbridge factory, to reduce costs, but this was soon found to be impractical. Whyley quoted former manager Harold Musgrove: "They underestimated the Welsh miners. There was no chance that it was possible to produce from off-cuts. It was mass production. Bang, bang, bang! Off cuts would have meant sorting and altering the feed into the machines. The miners were too fast for that". Although the factory opened with around 110 workers, in 1953 this increased to around 150 and kept growing to peak at 514 in 1965.

Meanwhile, J40 production remained steady at around 1,100 to 1,200 per year from 1955, peaking at 1,353 in 1959. This of course is at odds with the 1949 figures and the apparent production of 16,000 units by the start of 1955. Part of this may be due to building up early stocks, partly due to initially high demand, particularly in the US where the cars were very popular in the first few years, and partly due to an overall fall in demand once the novelty wore off.

The reason for the increase in the workforce was that an increasing number of small components were being made at Pengam for the Longbridge production lines. This included seating for commercial and CKD vehicles, fan blades, Mini Pick-up tilt covers, battery straps, and timing and rocker covers for A and B-series engines.

At 10 pm on Thursday, 11 January 1962 there was a massive explosion at the factory, apparently caused by leaking gas in the paint shop, which blew off half the roof. Judging by photos recently uncovered, taken by factory worker Reg Rogers, it would appear that the Rotodip was destroyed. Fourteen workers were injured, six seriously – of whom four were still in the hospital at the end of the month, according to the South Wales Echo newspaper.

A small number of workers were back cleaning up the factory within two days. Production got under way again within a week after a partition was erected to close off the damaged area. However, because the gas had been switched off until repairs were carried out, the factory was, despite being in spring, reportedly a very cold place to work for some time.

From 1962 onwards J40 production steadily declined about 10% per year, apart from a slight improvement in 1969. However, only 268 were built in 1971, with production ceasing on 15th September. Through this time, though, production of small parts for the main factories increased, and continued until the Pengam factory finally closed on 30th May 1999.

By then the workforce had shrunk to a mere 44 employees, with their main output being rocker and timing covers for the A-series engine. The South Wales Echo gave a very brief announcement of the closure, stating; "Rover car

parts plant at Bargoed in the Rhymney Valley was closing its gates for the last time today. Despite a battle to save the plant – set up in 1949 – and its 44 jobs after closure plans were announced in January, Rover announced last month it would close 'for strategic reasons'. It said it would not be producing in-house small components of the type manufactured at Bargoed in the future and added the decision did not reflect the quality of the workforce".

Although it is not clear if the remaining workers were suffering from *pneumoconiosis*, the wording suggests that they may have been in some way disabled, though this is not confirmed.

The J40 had been arguably the best pedal car on the market in its time, built from automotive grade steel, painted in the same manner as full-size cars, with working lights and horn, opening boot and bonnet, a dummy engine, working hand brake, pneumatic tyres and fully-trimmed seat.

Although initially at £20, it cost about the same as three weeks' average wages. The J40 was very popular, particularly in North America.

It was soon found that many were being bought for use on fairground rides, such as merry-go-rounds or coin-in-slot rides, where they were stripped of their pedal mechanism. To cater for this market, some were built without the mechanism, though it is unknown how many or over what period of time.

They also proved popular with children's traffic schools, to teach road safety from a very young age in at least the UK, Canada and some European countries, and were often seen in circuses as clown's cars.

J40s were sold in many countries, through Austin and later Leyland dealerships, including Australia. However, it is unknown how many were sold in each country.

At the Austin Jubilee event, on 9th July 1955, a special race was held for 20 of the 340 pedal cars, driven by children of Austin staff. The race was won by Alan Swadling, who was awarded a brand new J40 as his prize – though not the one he drove, as is often reported. Such races became popular at various race meetings and charity events.

The Austin J40 Pedal Car Club was formed in 1983 and continues to promote the pedal cars at various events – including this year's Goodwood Revival. The long-serving president of the club is Marcia Blake: none other than Alf Ash's daughter who drove the *Joy 1* prototype for the Austin photographer back in 1949.

Feature Car:

According to his wife Judy, Bill Aitken is Austin mad! His parents had an A70 that Bill learned to drive in and his own first car was an A90. He's always had an Austin of some sort and currently owns a different A90, an Austin-Healey 3000 and an A70 ute that he bought sight-unseen from Tasmania and completely restored.

In the mid-1990s he learned about the J40 and decided he should have one. After all, it's an Austin. He missed out on one at auction in Melbourne, then heard about a chap in Brisbane with three. Bill and Judy were driving to Toowoomba for Austins Over Australia in 1997, so added a little side trip to Brisbane to see the pedal cars. "He told us this one was a merry-go-round car, so it didn't have the pedals and things in it. I'd heard we could get the bits, so I decided to buy it anyway".

'We were thinking about bringing it home with us, but he said there's no way it would fit in the car, and he was right. So he sent it over in a box. The grandkids were here when it was opened, but they couldn't drive it because it had no pedals – and it still hasn't. When I worked out we needed the stuff to make it into a pedal car I rang Roy Halford in England and I said send over whatever I need to make it a pedal car. I got most of the bits, but there's a few more I need and I haven't got around to doing it yet".

Bill said that although the J40 was basically as it is seen here, there was some other work needed to it. "The wheels were all over the place, so I put an adjustable tie-rod in it. I re-bushed all the bits, but they've got proper roller bearings in the wheels. They were very well made'.

Bill and Judy take the J40 to many car shows and display it in the back of their A70 ute with some special 'drivers'. They're not going to sell it, and with their grand-kids pretty well grown up, maybe Bill will have it going for their kids.

Acknowledgements:

Information for this feature has come from a number of sources.

David Whyley's small book *Austin Pedal Cars* (1999, Arthur Southern Ltd) is a detailed and well-researched history of the Pengam factory and the Austin pedal cars. The book is out of print now, but copies do turn up from time to time.

Austin celebrated its 50th anniversary in 1955 and a race for J40s was included at the jubilee celebrations at Longbridge. An excellent film was made of the event which includes the race. In 1957 British Pathé made a film for BMC titled *They Work Again*, which takes a detailed look in the factory, the workforce and the disease Pneumoconiosis. Both these films are included in the DVD *The Best Of Austin in the Fifties*.

The South Wales Echo newspaper was a good source of information regarding the explosion in 1962. Thanks go to Katrina Coopey at Cardiff Central Library for her assistance in tracking that information down.

It was coincidence that when I started working on this story, I heard a special race for J40s was to be held at Goodwood that year – the Settrington Cup. There is some great footage from that race on YouTube just search for 'Settrington Cup'. Also on YouTube is an excellent six-minute news item about the Austin J40 Pedal Car Club's annual rally at Gaydon in 2002. Search for 'Austin J40 Pedal Car Club, Gaydon'. While surfing YouTube (yes, it can be a trap) check out the short film about a driving training school in the US – narrated by James Stewart, it would seem. Interestingly, he calls the car the Phoenix Link Trainer. Definitely a J40s, though.

There are also a couple of good websites for information: www.austinmemories.com or, visit the site for the club in the UK at www.austinj40pedalcarclub.org.uk.

If you have an Austin pedal car that needs work, Roy Halford in the UK (www.j40.co.uk) sells many parts, including reproductions, while CK Auto, also in the UK, provides trim kits for the seats – there is a link from the J40 Club site.

Editor's Note: In the early 1950s, my father used to fill his 1936 Railton at the closest garage to home which supplied Cleveland Discol petrol. This establishment, Clist & Rattle, was a major BMC Dealer located at Cambridge Batch just west of Bristol. In those days, there were a couple of J40s in their showroom. I used to jump out of our car for a close look during each visit. Clist & Rattle had further implications for me because my future father-in-law worked there and always had a cheery chat with my father, while filling the Railton's large tank. Mike Allfrey – Editor.

From The BMC Experience Magazine – With thanks to Craig Watson for his express permission to use.

RACV GREAT AUSTRALIAN RALLY – PLEASE HELP!

As Colin Brown mentioned at our Christmas-in-July function, we are (as always) seeking items for inclusion in the rally bags for next January's rally. Small items such as product samples and branded promotional gifts (pens, key rings, mugs, caps, stress balls, note pads etc.) are suitable. We also offer companies providing gifts with the opportunity to include a limited amount of advertising materials in the rally bags. I have received a couple of offers already but any additional offers or contacts for businesses who might be interested would be appreciated.

Please contact me on 0411 646 769 or at Ancolk@gmail.com if you can assist.

Colin Oberin.

A MAJOR ABCCC EVENT – THE RACV GREAT AUSTRALIAN RALLY

19th January 2014 – *Rallying For A Cure!*

The All British Classics Car Club and RACV are proud to announce that arrangements are in progress for the running of the 2014 RACV Great Australian Rally. It is now time for all motor vehicle clubs to write this important fund-raising event into their newsletters' *Events Calendar* sections. As in the past, the beneficiary of our fund-raising will be the Peter MacCallum Cancer Foundation. This year we raised a record \$62,000 for our friends at Peter Mac, with the stipulation that the funds raised were to be used solely for research purposes.



Start venues will be the same as in previous years –

1. At the Deaf Children Australia, at 597 St. Kilda Road, Melbourne. This start venue has been provided for those who wish to participate over the entire rally route to Mornington,
2. At the Stud Park Shopping Centre, Stud Road, Rowville. This start venue has been provided for those entrants who live in Melbourne's eastern suburbs.
3. At the Hastings Marina Car Park, Skinner Street, Hastings. Entry to the Marina is opposite Mullet Street. This start venue has been provided for those entrants who drive older (slower) motor vehicles.

All start venues will feature, for booked entrants, a free sausage sizzle, tea and coffee. Each entrant, on checking in with their Rally Number, will be presented with a Rally Bag. Rally marshals will direct rally vehicles into reserved parking spaces. Entrants are asked to arrive at the start venues just before 7.15 am (8.15 am at the Hastings start venue) so that the sausage sizzle can be enjoyed at its best.

At each start point a VIP will attend to conduct the flag off to send the vehicles on their way.

Flag-off will be at 9.15 am at the Melbourne start and at 9.30 am at the other two starts.

The RACV Great Australian Rally finishes with a public display at Mornington Racecourse. The organisers ask that entrants enter the display area *via* a left turn only from Racecourse Road. Mornington Racecourse, for quarantine reasons, employs a 'No Dogs At Any Time' policy. That rule must be strictly adhered to.

Veteran, vintage, classic, late-classic motor vehicles, motor cycles and commercials of similar classes are eligible to enter. Motoring-interest clubs are encouraged to stage displays of their vehicles in the display area. Please advise the rally organisers if your club is staging a display.

Trophies will be awarded for the following categories – Veteran, Vintage, Early Classic, Late Classic, Modern Classic motor cars, Commercial Vehicle, Motor Cycle, the Dr. Max Lay Trophy, and the Penrite Oils Trophy. The organisers urge clubs to involve their members in the competition! A vehicle from the best club display will be eligible for display at the RACV Melbourne.

Entry in the RACV Great Australian Rally will be held at \$35.00 per pre-booked vehicle in 2014.

No entries will be accepted after the official close-off date, (10/01/2014). Entries will be accepted at all of the rally start venues on the day of the RACV Great Australian Rally. The rally fee for such entries will be \$45.00, and these entries will not qualify for a rally bag or being judged for trophies.

There will be exclusive RACV Great Australian Rally apparel advertised on the entry application form. Apparel to be paid for along with entry fee; all goods to be picked up at Mornington. Information about the 2014 RACV Great Australian Rally can be obtained by contacting Colin Brown on 0408 343 176 and at: greataustralianrally.com.au .

RACV and the All British Classics Car Club are looking forward to a tremendous entry of British classics that will truly help with our *Rally For A Cure!*

Note – this article can be copied and freely used in other club magazines to help promote this vital fund-raising event. Acknowledgement of its source will be appreciated.

Mike Allfrey.

EVENT REPORTS AND NOTIFICATIONS

PAST EVENTS – WHAT WE HAVE BEEN DOING

Well – What have we been doing?

FAST-APPROACHING ABCCC EVENTS

MELBOURNE CUP DAY AT YARRA VALLEY RACING– Tuesday, 5th November 2013

There has been a change to the "Day at the Races" outing. We will NOT be setting up a display, but instead have booked tables in the race club's Yarraview Dining Room on the second floor of the main grandstand. The Yarraview Dining Room provides guests with first class comfort and unsurpassed views of all the race day action and the picturesque Dandenongs. The package includes a three course meal, a race-day Racebook and admission to the Racecourse. Drinks are available at bar prices. The parking is also free.

On the day, a full harness racing program is held which is billed as the largest Harness meeting in the Southern Hemisphere. There will also be the popular "Fashions on the Field", live entertainment; full coverage of all the Flemington Races including the Melbourne Cup on the giant screen. And, of course, the TAB and bookmakers will be available to handle all your betting needs.

Time: Track and parking opens at 11:30 am.

Price: Members of YVRacing \$55.00; Non-Members \$75.00

Reservations: Kelly at YVRacing 9730-1332 and tell her you are with the ABCCC

NOTE: With these revised arrangements, we will not be having a marquee or a designated picnic area. However, it is still a great day out in Yarra Glen. You may bring a picnic lunch and set up your own little group area on the grounds. General entry is \$25 at the gate, and again, drinks are available for purchase around the track.

Ed Bartosh.

ONE OF THOSE RATHER GOOD MYSTERY RUNS – Sunday, 10th November 2013

“Are We Nearly There Yet?”

Meet Point – The Car Park at Lilydale Lake, off Swansea Road (C401), [Mel 38; G7].

Time – 9:00 am for 9:30 am departure.

Our run's first stop is a morning tea after a scenic drive.

Lunch Stop – At a Country Hotel.

No further information available – it is a mystery run, Ed.

Frank Sawyer.

TRIUMPH CLASSIC CAR DISPLAY – Sunday, 17th November 2013

Venue – New Quay Promenade Docklands



Presented by the Triumph Car Club of Victoria, all owners of Triumph cars are invited to display their cars on this fabulous display venue at Docklands. Arrival time is 10.00 am to 11.00 am, concluding at 3.00 pm. A show 'n shine will take place for all Club members. Separately awards will be made for car of the day and public choice where "all" attendees will be eligible.

A fee of \$20 will be charged for each car on display and ALL proceeds will go to the BERRY STREET FOUNDATION, dedicated to young people in need. Display cars will be greeted at the Pearl River entry to the promenade and directed to a parking location, visitors parking is plentiful in the large car park immediately behind to display. This is a static display and vehicles must not be moved once on the display.

BYO lunch or feast at any of the restaurants and food outlets. The Sunday market is nearby with all the usual Docklands activities will be in operation.

Further information: contact Chris Sallmann csallmann@bigpond.com, 0419 892 468, or Graeme Oxley 0413 135 779.



DRIVING MELBA'S HIGHWAY – Sunday, 24th November 2013

A Most Interesting Outing In Melbourne's East

Tour Guide Sue Thompson will take you around Lilydale and into the Yarra Valley visiting places which were very much a part of Dame Nellie Melba's life. Places to be visited include: Melba Park, Lilydale Main Street, Cave Hill Quarry, Lilydale Cemetery and *Coombe Cottage*. Sadly, the restaurant at *Coombe Cottage* will not be completed by our tour so we will have to stand outside and look in.

However in keeping with our Melba theme, we have arranged an Italian style set menu at Killara Estate Winery, named after property owned by David Mitchell, Melba's father. The menu includes all the Italian favourites of antipasto platter, pizza, lasagne, etc. and includes a free wine tasting. Kevin has given us a special deal of \$30 per person but the numbers are limited to only 30 people. So it will be first to put their feet under the table.

Meet: Meet at the Old Lilydale Court House, the home of the Lilydale & District Historical Society. It is located at 61 Castella Street, Lilydale at 9.30 am sharp, for a cuppa and an introduction to Melba before setting off on the tour. (Mel 38; F4 – near corner of Castella and Jones Streets). Cost: \$7.50 per person includes a tour book and \$30 per person for lunch. For catering purposes please ring Wal Thompson on 0408 507 890 by Sunday 17th November, so we can advise the winery of numbers and provide additional tour guides.

Sue Thompson.

THE ABCCC CHRISTMAS LUNCHEON – Sunday, 15th December 2013

Come Along And Enjoy Some Yuletide Faire!

This year's Christmas Lunch will be held at the Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park.

Our festive luncheon will feature three (3) courses – soup, main course and dessert. These will be followed by tea and coffee. Cost of the entire meal will be 35.00 per person. Drinks will be provided by our club. The lunch is for financial club members only.

Father Christmas will, of course, be in attendance and we are asking that gifts for distribution in our 'Kris-Kringle' be of \$10.00 minimum – Please remember that if you do not put in, you are not eligible to take out gifts.

Please Note: Our venue has asked that full payment be made prior to **1st December**.

Luncheon Information

Time 12.00 noon for 12.30 pm lunch

Finishing Time 4.00 pm

There is a booking form at the end of this newsletter.

Menu

- | | |
|-------------|--|
| Starter | Creamy Potato and Leek Soup with a freshly baked bread roll |
| Main (1) | Medley of Turkey, Ham and Pork with Seasonal Vegetables |
| Main (2) | Roast Sirloin of Beef – Tender Fillet with Red Wine Glaze and Seasonal Vegetables, |
| Dessert (1) | Traditional British Christmas Pudding, served with Brandy Anglais |
| Dessert (2) | Country Style Apple Pie served with Vanilla Ice-cream. |

Maxine Pettigrew.

TRIP TO SOUTH AUSTRALIA - 16th TO 23rd OCTOBER 2014



We will leave Melbourne on Thursday 16th October and travel through Ballarat, Stawell, Horsham, and Dimboola with an overnight stop at Nhill before reaching Murray Bridge in South Australia to board the riverboat *RB Proud Mary* for two nights. The destination is Mannum.

Secure, locked car accommodation is available to us at no cost. (*Photo at left from brochure – with thanks*)

RB Proud Mary accommodates thirty-six passengers in eighteen twin-share rooms, all with private bathroom facilities. All meals are prepared on board by two top chefs and are all inclusive along with a bush BBQ Saturday night and entertainment around the campfire. We will return to Murray Bridge on Sunday, the 19th, for a two night stay in a Murray Bridge Motel.

Touring from Murray Bridge we will include: Hahndorf, Adelaide, Goolwa, Victor Harbour and wineries – all accessible for a pleasant day of sightseeing. On leaving Murray Bridge we will travel to Kingston on the Limestone Coast, via Naracoorte, for an overnight seaside stay and possibly a seafood feast for those who wish to indulge. Our final night will be in Warrnambool after travelling the coast road home via Robe and Port Fairy.

Deposits And Costing

Cost of *RB Proud Mary* accommodation, meals and entertainment: \$699 per person for two nights

The estimated cost of five (5) nights' accommodation, including breakfast: \$335.00 or \$67.00 per person per night.

Senior's discounts will apply at some motels.

A \$100 deposit is required by the end of November (next month) to secure your booking. We have the appropriate information/booking forms ready to send out. All payments will be **advised by us**, and all participants will be making payments direct to the Proud Mary Company. If you intend to join our cruise, please contact us **ASAP** so that our block booking for the *RB Proud Mary* can be maintained.

Marj and Brian Pepper on (03) 9439 7875 or, mobile 0407 392 330, E-mail: bmpepper1@bigpond.com

Marj Pepper.

FOR SALE

Unfortunately Ray Higginson was unable to complete his project of restoring his 1917 model Hupmobile R series and due to heavy work commitments Ray's sons will not be able to fulfil his undertaking. We have decided to sell the car. The chassis work is almost complete and the guards have been made. Most of the parts we have. If you are interested in purchasing Ray's dream please ring either Garry or Craig on (03) 9310 5286 or Lyn on (03) 9336 7306. Price to be negotiated.

Lyn Higginson.

RACV GREAT AUSTRALIAN RALLY NOTICE

Hastings Start – A Request

The Hastings Start Committee for the RACV Great Australian Rally is seeking a few extra Rally Marshals to assist with parking for entrants, and guidance for them to the flag-off point. If you can provide marshalling for a short spell in the morning of 19th January 2014 in the Hastings Marina car park, please contact Mike Allfrey on (03) 9729 1480 or, Len Butcher on (03) 5979 1232. Your help will be greatly appreciated.

Mike Allfrey – Hastings Start Committee.

A PLEA FROM YOUR EDITOR

Some Assistance Is Required

Due to personal reasons, I have not been able to attend as many events as I would like to. Hopefully, this unhappy situation will be resolved soon. In the meantime, can someone attending events please write brief reports and send them to me for inclusion in *Your ABCCC News*. We need to keep our membership properly informed.

A reminder for club event organisers: Please send in your events' details as far in advance of the event as possible, so that all of us can be fully informed in advance. Thank you.

Mike Allfrey – Editor.

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BOOKING FORM – ABCCC CHRISTMAS LUNCHEON

Timing

Date: 15th December 2013

Time: 12:00 noon for 12:30 pm Lunch

Cost

Price: \$35 per person

Booking Details

Reserve Seats for People



Name(s)

Note: Financial Club Members Only.

Payment \$

Please Post this form and your Cheque, payable to the All British Classics Car Club Inc. to:
Maxine Pettigrew, 16 Lawler Lane, Coldstream, Victoria, 3770. Telephone No.: (03) 9739 1146

Note: If you do not wish to damage your newsletter, a photo-copy of this form will be quite acceptable.