



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition 168

January 2014

ABCCC Incorporation Registered Number: A00035462V

GRACE, SPACE AND PACE



Greg and Geraldine Anglin's stunning Jaguar Mk IX sits and ponders the inscrutabilities of the November Mystery Run – photo from Phil Cook.

Your ABCCC News

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 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”**

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. |
| Editor | Michael Allfrey | (03) 9729 1480 | |
| Assistant Editor | Betty Taylor | (03) 9739 1879 | |
| AOMC Delegate | Ross Gardiner | (03) 9589 2013 (AH) | |
| AOMC Delegate | Bill Allen | (03) 9846 2323 | |
| VCPS Officer (Applications) | Nello Mafodda | (03) 9719 7949 | |
| VCPS Officer (Renewals) | Colin Brown | (03) 5964 9291 | |
| Club Events Registrar | Sue Allfrey | (03) 9729 1480 (AH) | |
| Club Regalia | Maxine Pettigrew | (03) 9739 1146 | |
| Committee Member (Events) | Frank Sawyer | 0408 633 778 | |
| Committee Member | Colin Brown | (03) 5964 9291 | |
| Web Master | Ed Bartosh | (03) 9739 1879 | |
| The All British Classics Car Club Website is: http://www.abccc.com.au/ | | | |
| The Association of Motoring Clubs Website is: http://www.aomc.asn.au/ | | | |

*until the 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. Nell will be able to provide all the information required to operate a motor car on the VCPS. Nell'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 Nell Mayodan. 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 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.

February 2014

- Sunday 2nd The BMS Mega Run – [An ABCCC Event](#) Karen McDonald 0409 028 534
Start Venue – Supermarket in Station Street, Kooweerup (Vic Rd Map 718; B3)
- Sunday 16th The Annual General Meeting of the ABCCC Inc. Pat Douglas (03) 9739 4829
Venue – Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park (Mel 37; K3).

March 2014

- Sunday 2nd A Club Run – [An ABCCC Event](#) Bryan Tootell 0412 549 906
Start Venue – Harvey Norman, Whitehorse Road, Nunawading (in the car park) (Mel 48; G9).
- Sunday 9th Phillip Island Classic – Historic Racing Register
Venue – Phillip Island Motor Racing Circuit, Back Beach Road, Phillip Island.
- Saturday 15th RACV Fly The Flag Tour – The North Eastern Tour – Organised By The ABCCC
to Saturday 22nd Start Point – 550 Princes Highway, Noble Park. Tony Pettigrew (03) 9739 1146
- Sunday 30th RACV Classic Showcase – ABCCC Members to make a big effort. AOMC Office (03) 9555 0133
Conducted by The Association Of Motoring Clubs Inc.

April 2014

- Saturday 12th Como Gardens Open Weekend – [An ABCCC-Assist Event](#).
- Sunday 13th Venue – 79 The Basin To Olinda Road, The Basin George Hetrel (03) 9761 1341
- Wednesday 30th An Interesting Run – [An ABCCC Event](#) Mary and Rob Nolan 0488 547 499
Start Venue – To Be Advised

May 2014

| | | |
|-------------------------|---|----------------------------|
| Sunday 4 th | The Rex and Deanna Hall Run – An ABCCC Event Start Venue – To Be Advised | Rex Hall (03) 9795 7669 |
| Sunday 18 th | AOMC Heritage Motoring Day – An AOMC Fostered Event Use Your Classic Car And Be Seen. | AOMC Office (03) 9555 0133 |
| Sunday 25 th | Historic Winton – Austin 7 Club Venue – Winton Motor Raceway, Near Benalla. | |

June 2014

| | | |
|---|--|-------------------------------|
| Saturday 7 th to Monday 9 th | Hamilton Rally – Hamilton & District Car Club Inc. Venue – Hamilton, Victoria. | Tony Pettigrew (03) 9739 1146 |
| Sunday 22 nd | An Interesting Day Out – An ABCCC Event Start Venue – To Be Advised | Peter Lester (03) 9795 0033 |

July 2014

| | | |
|---|---|------------------------------|
| Sunday 6 th | Run To Point Cook – An ABCCC Event Start Venue – To Be Advised | Colin Oberin (03) 9817 3182 |
| Friday 18 th to Sunday 20 th | Weekend Away – An ABCCC Event Details – To Be Advised | Bryan Tootell (03) 9891 6905 |

August 2014

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|----------------------------|--|----------------------------|
| Sunday 3 rd | The ABCCC's Annual Luncheon – An ABCCC Event Venue – To Be Advised | TBA |
| Wednesday 20 th | A Mid-week Run With A Difference – An ABCCC Event Start Venue – To Be Advised | Marj Pepper (03) 9439 7875 |
| Sunday 31 st | A Run Put On For Us – An ABCCC Event Start Venue – To Be Advised | Greg Anglin (03) 9876 3293 |

September 2014

| | | |
|-------------------------|---|------------------------------|
| Sunday 14 th | Run to Maldon – An ABCCC Event Start Venue – To Be Advised | Torre Panuzzo (03) 9764 2276 |
| Sunday 28 th | A Phantastic Day Out to Mount Macedon – An ABCCC Event Start Venue – To Be Advised | Phil Cook (03) 9842 5449 |

October 2014

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|---|--|-----------------------------------|
| Wednesday 8 th | A Most Enjoyable Outing – An ABCCC Event Start Venue – To Be Advised | Lyn Higginson (03) 9310 5286 (BH) |
| Thursday 16 th to Thursday 23 rd | <i>Proud Mary</i> River Murray Cruise – An ABCCC Holiday Event Start Venue – To Be Advised | Marj Pepper (03) 9439 7875 |
| Saturday 18 th & Sunday 19 th | Como Gardens Open Weekend – An ABCCC-Assist Event Venue – 79 The Basin To Olinda Road, The Basin. | George Hetrel (03) 9761 1341 |

November 2014

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|---|--|---------------------------------|
| Sunday 2 nd | Club Run – An ABCCC Event Start Venue – To Be Advised | Gordon Lindner (03) 9707 1294 |
| Friday 14 th to Sunday 16 th | The Famous Indulgence Tour – An ABCCC Event Start Venue – To Be Advised | Peter McKiernan (03) 9787 6003 |
| Sunday 30 th | A Special Surprise Run – An ABCCC Event Start Venue – To Be Advised | Rob and Mary Nolan 0488 547 499 |

December 2014

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|-------------------------|---|---------------------------------|
| Sunday 14 th | Christmas Lunch – An ABCCC Event Venue – To Be Advised | Maxine Pettigrew (03) 9739 1146 |
|-------------------------|---|---------------------------------|

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 168

First of all, a happy and prosperous New Year to all of our readers!

Editorially, things slipped somewhat in Issue Number 167, and such can only be put down to clumsy typing habits and to my forgetfulness. In the Events Directory on Page 3, against the AGM notice, the telephone number is incorrect; it should have ended with '4829' not '4929'. Apologies for that one, and my apologies go to the rightful

owner of '4929' who has probably put up with many calls looking for Pat. As soon as MS Word comes with a spell check that can notify me of incorrect telephone numbers, I will be the first in the queue for that version! No doubt a three year-old computer genius can set up such now, but that is a long way out of my ability range. The other glitch was completely forgetting to place the report on Frank Sawyer's Mystery Run by Phil Cook. That concern is really mystifying because, normally, when an E-mail comes in with an article attached, the article is 'Saved As' and placed in the 'Articles for Your ABCCC News' folder, which is frequently opened while composing each magazine. The article appears on Page 8 and a photograph that came with it, has pride of place on the front cover.

In this issue, there is a piece that has been 'borrowed' from *The Jowetteer*, the magazine circulated by the Jowett Car Club (UK). That club has been presented with the greatly respected *Classic & Sports Car Magazine's* 'Club of the Year' award at the Classic Car Show at Birmingham's National Exhibition Centre (NEC). The JCC's submission to the judges appears on Page 5. Its inclusion here gives us an understanding of how a club in England operates and illustrates how the JCC placed its case for consideration for the award. It would be great if there could be such an award for clubs here in Victoria. Maybe our AOMC could put some thought into such an award for local clubs?

Also, in this edition, there is an article titled *The Destruction of Rover (British Car Industry)*, which is an interesting version on a much-written topic. The inclusion of this also highlights the shortage of material on the Editorial Desk. For me, reading the additional piece by *Telfer* brought back a vivid recollection of a BBC News segment (early 1960s) where a union chief from Ford's plant at Dagenham was being interviewed on stepping from an aeroplane at Stansted Airport, after a visit to communist Russia. That was back in the days when flying and visits to Russia for such reasons were newsworthy novelties. Upon being asked what the Russians had suggested he do, his response was, "To destroy British industry, using union power". To me, in those times, that was very disturbing, but Harold Wilson's lot didn't murmur a word of concern. How true it turned out to be!

Don't forget the AGM, and, just as importantly, enjoy a wonderful 2014 – the ABCCC has a good number of events to help ensure that happens!

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

CLASSIC & SPORTS CAR MAGAZINE'S CLUB OF THE YEAR AWARD

This is a preface to the presentation, from *The Jowetteer* below.

The annual club awards, run by Classic & Sports Car Magazine, were held at the NEC Classic Car Show in Birmingham recently. Jack Moon, along with help and support from others, diligently documented the Club's events for our 90th year for submission to the judging panel. The submission was supported by evidence in the form of the National Rally Programme for the Basingstoke Rally; handbook for the Goodwood 'taxi fleet'; a copy of Noel Stokoe's latest book; and various other event documents – the submission says it all.

Keith Clements and I were greatly humbled to collect the award on behalf of the Club. This award marks the fantastic effort made by every single member of the Club, because without your support the Club could not achieve such a prestigious award which in turn raises the Club's profile to yet greater pinnacles. Well done all, on a very creditable achievement!

Right then – what are we going to do in 2014?

Chris Spencer – JCC (UK)

Introduction

For the Jowett Car Club, their 90th Anniversary Celebrations really began in late 2012 with the NEC Classic Motor Show. At the show the Club displayed a range of models, as well as supporting Leeds City College in their 'Restoration Theatre', featuring a Javelin donated to them by the Club in 2012. Also at the show was Alan Bartlett's 1934 Long Saloon, overall winner of Lancaster Insurance's – Classic 'Car of the Year', a huge achievement for a young man who has completed his restoration at home, after inheriting the car from his great-grandfather and father. The Club is focused on the next generation of enthusiasts where the NEC was a great exhibition of the Jowett Car Club involving and engaging with young members of the classic car community.

Once Christmas was out of the way, members started with the annual search for projects and cars to assist with for the coming year. This year Nigel Hicks got in touch with the local members as his car would not start and had been laid up for some years. Soon the Club's spares facility was contacted, parts delivered, and a team descended to get to work. Following a few weekends, heads and carburettors removed and cleaned up, the engine was duly started, and the car is now ready for tidying up and regular use as a rolling restoration. This is the culture of the Jowett Car Club. Find someone who needs help, freely give up time and expertise to support, and bring members together for the long term. With an active online forum, automated E-mail system capable of sending out a 'call to arms' to all members within a thirty-mile radius of the problem, and a well-stocked spares facility; support is easily found.

Basingstoke Rally

In May of each year, our annual international weekend is held. Members from across the country, Europe, and some from as far as Australia and New Zealand travelled to Basingstoke to celebrate. This year it was Ninety Years of the Jowett Car Club. The period dress competition was a huge hit, with members gathered around the 'Best in Show' 1913 tiller-steered two seater Jowett. Members enjoyed a weekend of renewing old friendships and forming new ones. Some people drove Jowetts from Denmark, Holland and Scotland to get to the event, including Ib

Rasmussen driving over a thousand miles while stopping on the way to take part in a race! The Club raised over £1,000 for Macmillan from a raffle and auction at the event, which were very grateful for this contribution to their work.

Former Employees' Reunion

Since 1985 the Club has organised the Jowett former employees reunion in Bradford with this year was to be a special occasion thanks to the 90th Anniversary of the Club. With almost every model represented at the Bradford Industrial Museum, members met former employees and fellow members for a day of relaxed fun and friendship.

Run to Boroughbridge from Manningham Park Gates

The Jowett Car Club was originally formed as two separate clubs – the Northern and Southern Jowett Car Clubs. The original formation of the Northern Jowett Car Club was detailed in an advertisement taken in the *Telegraph and Argus*:

Owners of Jowett Cars in the neighbourhood of Bradford are asked to meet at Manningham Park gates tomorrow, Saturday May 13th from 2:15 to 2:30. It is proposed to have a short run to Boroughbridge and after tea, to hold a meeting to inaugurate a club restricted to the owners of Jowett Cars . . .

Of course the JCC these days does not restrict its membership just to owners. The opportunity to recreate this historic journey from Manningham Park to Boroughbridge was too good to pass up, with dozens of members joined the cavalcade in their cars.

Titsey Hill Run

The Southern Jowett Car Club was formed in August 1923. To commemorate the foundation of the Club, local members recreated the Titsey Hill run, following a similar route as the original journey undertaken by members at the time from Titsey Place to Croydon. Members travelled from as far afield as Australia to join in this unique event, and the camaraderie reported at the initial formation meeting was in evidence once again.

'Goodwood Revival'

When Goodwood heard about the Club's 90th Anniversary knowing the racing and rallying history of Jowett cars at Goodwood and elsewhere, they were keen to have Jowetts involved with the 2013 Revival event. With the reliability, comfort, and class of Jowett cars, it was clear that they were ideally suited for driving members, celebrities, and drivers around the event, including through the scenic grounds of Goodwood House. Guests in the cars included Zara Phillips OBE, Murray Walker OBE, Sir Jackie Stewart OBE, Tiff Needell, Red Bull's Christian Horner, and many more. All were very complimentary of the handling and performance of the Jowett fleet, and dozens of members freely gave up their time to put on this mobile classic car show throughout the weekend.

Unveil Team Jowett Racing

2013 saw the return to the track of the Jowett Jupiter; with Le Mans class wins in 1950, '51 and '52, the racing pedigree of these cars must be upheld. Members have built and are now racing two highly tuned Jupiters. And in 2014 we anticipate a couple more cars to join the team, thanks to a healthy and well supported interest in competition and motorsport throughout the Club. 1920s Jowetts have also demonstrated their ability to handle the roughest and most challenging terrain at the start of the year in trialling events; there is more to come in winter 2013.

Orkney – Land's End at 15 mph!

Having lost his father to Alzheimer's in 2008, club member Michael Fishwick wanted to raise money for research, to fund world class pioneering scientists to find preventions, treatments and a cure for the disease.

In memory of his father, who bought a Ferguson TE-20 tractor in the 1970s, Mike rebuilt the tractor, and set to arranging the longest imaginable journey – from the Orkneys to Land's End, at an average of 15 mph. The journey would take more than two weeks, but with the support of Jowett Car Club members along the way, and generous donations from the public, Mike completed the journey and has raised over £9,200 to date, with donations still pouring in.

Restoration Projects

The Jowett Car Club has a long history of putting cars back on the road. 2013 has been an industrious year, with many members wanting to get their cars back on the road for the 90th Anniversary. Here are just a few highlights of the major projects and rebuilds underway, though there are many more cars being worked on throughout the Club.

Geoff and Richard McAuley have a huge job ahead of them with their Jupiter SC, a father and son team taking on a real barn find. Marcel Kellendorfner in Germany has been working on his 1936 Kestrel for some time, and is making good progress with the support of members in the UK through the Club website. Hendrik Moulds has gotten his Bradford back on the road after a huge restoration involving a replacement ash frame, engine restoration, and a lot of bodywork; a 1929 Long Two is being re-commissioned in between family commitments! Peter Pfister drove his car all the way from Switzerland for restoration; local club members assisted in tuning the engine by Jowett Car Club of Australia member Brian Hehir who had travelled to the Basingstoke Rally. Roger Dedham's car is being restored in Essex, to be completed at home over winter 2013. The Jowett Car Club also has an active membership in Spain, with a Javelin restoration project nearing completion. The car is now on the road and being enjoyed by at least two generations of the family.

Best in Show, Bristol Classic

The Club is organised into Sections, each of which is very active in attending local shows and events to share their cars with the widest audience possible. Young member Alan Bartlett was delighted to win 'Best in Show' at the Bristol Classic Car Show.

90 Years 'Trans-USA' Javelin

After Keith Clements's very successful unsupported charity Baltic Tour - thirteen countries over four thousand miles, the Jowett Car Club USA invited members to join them on a similar expedition across their country, from Los Angeles on the West coast to North Carolina, where their annual rally is being held each October. The members have left on schedule in a Jowett Javelin, to travel unsupported across the entire USA to their rally before returning to the UK.

New Book by Noel Stokoe: *Jowetts Of The 1920s*

Over the years The Jowett Car Club has had several books published by its members, with 2013 being no exception. Several months of hard work culminated in publication of Club author Noel Stokoe's *Jowetts of the 1920s*. This is a period previously not covered in such detail, and timed to coincide with the 90th Anniversary of the Club and the 1920s cars driven at its inception in 1923.

The Jowetteer

The Club newsletter *Jowetteer* has been coming out every month since the 1950s, and in recent years has evolved into a combination of discussion forum, Section notice boards, and Club news. Ever conscious of the need to include international members and the more technologically advanced, The Club has now launched an online version of the newsletter with all the pictures, articles and information, E-mailed direct to members at the start of every month. With a large majority of the Club now online, the Jowett Car Club really is moving with the times and utilising technology to become a 21st century car club to ensure the next ninety years are as healthy as it has been for the last ninety years.

Jack Moon – From the *Jowetteer* – With thanks.

ADVICE FOR THE NEW MOTORIST

Comrades of the Road

The following two quotes were found in Vic Darkwood's *The Gentleman's Guide to Motoring*. They should be taken in the context of the times in which they were written.

The first and most important rule for the learner to absorb and never forget is this: Always assume that the other people you meet on the road, whether they are walking, driving either horses or motor cars, or bicycling, are fools; and that they are probably going to do something idiotic which will endanger your life as well as their own.

John Prioleau, *Motoring for Women*, 1925.

And . . .

Every conceivable kind of person drives a car – not only normal, but permanently or temporarily abnormal people: men and women with bad eyes, morons, thrill-seekers already arrested for recklessness, drunks, near-drunks, criminals in stolen cars, people tired to the point of collapse and half asleep at the wheel, nervous old ladies, rash and over-confident youths, motorists with headaches, sick people, drivers who have already killed or maimed somebody.

Richard Alexander Douglas, *Common Sense in Driving Your Car*, 1936

So what's new????? (B. Taylor)

THE DESTRUCTION OF ROVER (BRITISH CAR INDUSTRY)

Capably Assisted By Clarkson

I agree that Clarkson and his ilk are idiots, who have jointly helped to destroy the British integrity. This particularly with regard to the car industry; and as for Top Gear; well words fail me. Actually, they don't fail me. Clarkson turned Top Gear into a comedy show from the informative program it was originally. I knew it had all gone wrong many years ago when Clarkson was reviewing a car. He said, "Now for the engine", then opened the bonnet and said, "Oh yes, an engine", and then he let the bonnet drop. What sticks in my craw is that Top Gear was a BBC programme that belonged to us, the license payer. Now he owns the multi-million pound rights; how did that happen?

Regarding the demise of Rover (the old Rover Company is still there as Jaguar Land-Rover, now owned by Tata); it wasn't all down to Clarkson. As has been said, he actually liked the 75 model at its launching, likening it to a small Bentley. And Quentin Willson (a BBC motoring reviewer) preferred it to the then new Jaguar S Type, which he felt didn't sit well on its American Ford Lincoln floor-pan. The car was also well received in the rest of the World.

What did in Rover was the outburst from the BMW MD (for the UK) at the press launch for the 1998 British Motor Show. BMW had been trying to get financial support for their expansion in the UK from the Government. This was not forthcoming which resulted in his famous suicidal speech casting doubt on their future involvement with Rover; the damage was done and the rest is history.

The troubles go back to the 1950s and 60s, when our car industry was riddled with strikes and disputes. BMC, already an amalgamation of Austin, Morris, MG, Riley and Wolseley, was consumed by the Leyland empire that was being built by Lord Stokes. In the 1960s, Jaguar (which included Daimler) and then Rover (which by now included Alvis and their Military Vehicle division) were swallowed up. This was mainly because Pressed Steel made their

bodies and Pressed Steel were now also part of British Leyland. Due to the industrial action and weak management, BL had to go cap-in-hand to the Government for financial support, which led to a dislike of public bail-outs and resulted in the Labour Government refusing to help Rover/BMW in 1998.

In more recent times they also failed to help LDV vans and the London Taxi Company (Beardmore), again ending up with foreigners. The irony is today, only a few thousand people are employed in any car manufacturing plant because of the automated technology, compared to tens of thousands in those earlier days. Therefore, a company doesn't have to deal with a large labour-force, or the implied labor costs. It is as cheap and trouble-free to produce cars in the UK now, as it is anywhere in the world; just look at the success of Tata.

Too late now though, I am afraid.

Roverite – from the Internet

A Little Correction Required.

The Leyland Motor Corporation was a very successful company consisting of: Leyland Motors – Leyland Lancs, Albion Motors – Glasgow, Scammell Lorries – Watford, AEC Truck and Bus – Southall, London, Rover Cars Ltd. – Solihull, Standard Triumph – Coventry, West Yorkshire Foundries – Leeds, and many more companies producing all sorts of specialised trucks and components for the group. Most of which no longer exist today.

The merger of BMC and the Leyland Motors Corporation, to form British Leyland, was one of political expediency, brought about by the then Harold Wilson Government in an effort to try and save the BMC operation and bring glory to the then Labor Government. It turned out to be the root cause of the destruction of the great enterprise, which was once the Leyland Motor Corporation, and was an absolute disaster for the country as a whole.

The two enterprises had totally different objectives and they just did not mix, with the end result being the beginning of the end of the British-owned vehicle manufacturing base.

A sad reflection on why politicians of all shades should stick to creating the best economic climate for business to flourish in, but keep their noses well clear of any attempt to be involved or interfere with the running of any business whatsoever. Except in extreme cases where the best, in the interests of the country, are at stake. Even then, i.e. MG Rover, they have been known to walk away. (I will never forget the picture of Mr. Blair, Mr. Brown and Patricia Hewitt, standing outside MG Rover, wringing their hands and saying they were there to help resolve the situation). They then did absolutely nothing but pay a week's wages to the company and then allowed it to collapse with the loss of thousands of jobs and the end of UK vehicle manufacturing as such.

Telfer – From the Internet

EVENT REPORTS AND NOTIFICATIONS

PAST EVENTS – WHAT WE HAVE BEEN DOING

FRANK SAWYER'S MYSTERY RUN – Sunday, 10th November 2013

Before venturing out for the day, I consulted the 'Google Machine' to look at the predicted weather conditions. It showed a 70% chance of rain. I decided to leave the Morgan in the garage and take the "boring" Nissan. This was a decision I was later to regret. I arrived at the set-off point to find ten cars already there and Frank and Val ready for their 'Mystery Run'.



At this point, I think we should welcome a new member to our club. It is a beautiful 1966 Mk 10 Jaguar, belonging to Greg and Geraldine Anglin.

Frank handed-out preliminary instructions. These took us northbound along the Maroondah Hwy, over the Black Spur and on to Marysville. Here we stopped and enjoyed Morning tea / coffee.

It was after Morning tea that the Mystery Run really began. Frank and Val had organised for us all to have lunch at a country pub. But where ???

Frank led a long procession of cars out of Marysville. Only Frank and Val knew where we were going. By now,

the threatening rain clouds had disappeared and the sun was shining. Now I was wishing that I was in the Morgan. The scenery was absolutely stunning - the Victorian countryside at its best.

We drove through Buxton, Taggerty and headed for Molesworth. Could our lunch be at the pub in Molesworth? No. We were now heading for Alexandra. Surely, lunch has been arranged at one of the pubs there. I was puzzled when we drove up the main street without stopping. By now I was totally bewildered. Where can we be going? Then after we returned to the Maroondah Hwy, the penny dropped. We were heading back to Buxton. Yes, I was right. Lunch had been arranged at the Buxton Pub. It was here that we were joined by Brian and Anne Tootell in their Jaguar.

Everyone enjoyed a wonderful lunch and a good catch-up with friends.

On behalf of all who attended a big thank you to Frank and Val for organising this wonderful event.

RACV GREAT AUSTRALIAN RALLY – BAG FILLING SESSION – Sunday, 12th January 2014

We were blessed with fine weather conditions for the club's first 'event' of the year, the RACV Great Australian Rally Bag Filling Session. Our thanks go to Tony and Maxine Pettigrew for supplying the facility for putting together what will probably, go down as one of the best filled rally bags in a number of years. We soon developed a fluid system. As the bags were filled, time seemed to fly by. Soon we had three piles of ten-batched bags for the Melbourne, Stud Park and Hastings start points.

Special thanks go to team members, Bryan and Anne Tootell, Colin and Joy Brown, Tony and Maxine Pettigrew, Mike and Sue Allfrey, Peter McKiernan, Lyn Higginson, Pat Douglas, Bill Allen, Colin Oberin, Rob Nolan and Mary Cheng. A group of ladies started the filling process with bundles of printed matter. Then it was up to Colin Brown to keep the table 'stages' well supplied with the good things which were placed in the bags, mostly two at a time. Bill Allen bunched the bags into sets of ten tied together bags. These were then allocated to the three start locations. All very tidy and neat! Our thanks also go to those who provided items to place inside the bags.

A MESSAGE FROM PETER MAC

After the Rally Bag Filling session, a message was read to those present, as follows:

A Note of Thanks”

Dear Tony,

Just a note to say that this weekend I will be thinking of you and your select team (and bottle of red, or two) as you work stuffing bags in readiness for the Rally next weekend. Sincere thanks to you and your 'stuffing team' for your efforts.

With kind regards,

Jennifer Doubell.

Executive Director, Peter MacCallum Cancer Foundation.

Mike Allfrey

FAST-APPROACHING ABCCC EVENTS

THE BMS (BIRKETT, McDONALD & SAWYER) MEGA RUN – Sunday, 2nd February 2014

Starting point is the supermarket car park, Station Street, Kooweerup (RACV–VicRoads Country Street Directory Map 718; Ref: B3), which is also beside the large Ponderosa timber yard. Be there for 9.00 am for a 9.30 am departure. Get your coffee fix before leaving for the Mega Run, as we will not be stopping before our luncheon venue, which is to be a surprise. The tour will be in two sections with further directions to be given out mid-way.

This will be a fun day, with lots of magnificent views and great roads.

Ken and Karen McDonald are liaising with the lunch venue. Will you please contact them with your intention to attend by January 24th 2014.

Look forward to seeing you, the BMS Crew. Contact – Karen McDonald 0409 028 534

Frank Sawyer

THE ANNUAL GENERAL MEETING OF THE ABCCC INC.

Chirnside Park Country Club – Sunday, 16th February 2014

The Annual General meeting will be held at the Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park (Mel 37; K3). A club-subsidised two-course luncheon, costing \$10.00 per person for financial members, will commence at 12:00 noon in readiness for a 2:00 pm AGM start. Drinks will be at bar prices. For catering purposes your attendance for lunch must be registered with the Secretary, Mrs Pat Douglas before the 6th February. Money will be collected at the door, late cancellations and 'no shows' will be charged \$10.00 each. It is our wish to have as many club members present as possible.

Be sure to mark your calendar, diary or electronic scheduler with the date and time of the meeting.

There will be a comprehensive report on our club's activities and achievements for the year just gone. There are a number of club events scheduled for the coming months and information about all that is happening will be provided

Please note that at our AGM all Committee positions are declared vacant. We will not be electing just the Vice President's position. Remember that, under the new rules (excerpts shown in *Issue 166*), any financial member can propose themselves for any position and all elections will be by secret ballot. If you wish to assist our club, please come forward and help make the election exciting, and, importantly, offer your help.

Tony Pettigrew – President

CLUB RUN – 2nd March, 2014

We will meet at the Harvey Norman (Whitehorse Road, Nunawading) carpark (Mel 48; G9) at 9.30 for 10.00 am start. After a short drive, we will stop at a renowned Gallery for viewing an exhibition of brightly coloured fabrics etc. and morning tea. Our drive will then continue across the 'Dandenongs' to a fine 'country pub' in the Yarra Valley.

As numbers of participants are required for catering purposes, please advise your intentions to attend by Monday, 24th February 2014.

Anne and Bryan Tootell (0412 549 906) annbry@optusnet.com

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 |
|----------------------------|-----|----------|------|
| Allan Spicer & Wendy Hanna | MG | Magnette | 1955 |
| | MG | F | 1998 |

Pat Douglas – Membership Secretary

THE REAL MEANING OF TOOL DESCRIPTIONS IN SERVICE MANUALS

An Instructor's Guide to Tools of the Motor Trade

Hammer: Originally employed as a weapon of war, the hammer is nowadays used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

Electric Hand Drill: Normally used for spinning steel pop-rivets in their holes until you die of old age, but it also works great for drilling mounting holes just above the brake pipe that goes to the rear wheel.

Pliers: Used to round off bolt heads.

Mole-Grips/Adjustable Spanner: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

Hacksaw: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

Oxy-Acetylene Torch: Used almost entirely for setting various flammable objects in your garage on fire. Also handy for igniting the grease inside a brake-drum you're trying to get the bearing race out of.

Whitworth Sockets: Once used for working on older cars and motorcycles, they now misbehave by impersonating that $\frac{9}{16}$ " or $\frac{1}{2}$ " A/F socket you've been searching for over the last fifteen minutes.

Drill Press: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

Wire Wheel: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls in about the time it takes you to say, 'Bother'.

Hydraulic Floor Jack: Used for lowering car to the ground after you have installed your new front disc brake setup, trapping the jack handle firmly under the front mudguard.

2.5 Metre Long Douglas Fir – 50 mm x 100 mm: Used for levering a car upward off a hydraulic jack.

Tweezers: A tool for removing wood splinters.

Phone: Tool for calling your neighbour to see if he has another hydraulic floor jack.

Snap-On Gasket Scraper: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-doo off your boot.

Bolt And Stud Extractor: A tool that snaps off in drilled bolts/studs and is ten times harder than any known drill bit.

Timing Light: A stroboscopic instrument for illuminating grease build-up.

Two-Ton Hydraulic Engine Hoist: A handy tool for testing the tensile strength of ground straps and brake hoses you may have forgotten to disconnect.

Craftsman $\frac{1}{2}$ " x 16-Inch Screwdriver: A large engine mount prying tool that inexplicably has an accurately machined screwdriver tip at the end without the handle.

Aviation Metal Snips: Refer to hacksaw above.

Inspection Light: The mechanic's own tanning booth. Sometimes called a drop light. It is a good source of vitamin D, 'the sunshine vitamin', which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate as 105-mm Howitzer shells during the Battle of the Bulge. More often dark than light, its name can be somewhat misleading.

Phillips Screwdriver: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round out Phillips screw heads.

Air Compressor: A machine that takes energy produced in a fossil-fuel burning power plant 200 kilometres away and transforms it into compressed air that travels by hose to a pneumatic impact spanner that grips rusty bolts last tightened thirty years ago by someone in Dagenham, and rounds them off.

Pry (Crow) Bar: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

Hose Cutter: A tool used to cut hoses 15 mm too short.

From A Schoolmate

PICKING THE RIGHT COLLECTOR CAR

From Keith Martin's Sports Car Market Website

I was strolling through the Saturday Market in downtown Portland's South Park Blocks last weekend, trying to choose between Fuji and Braeburn apples, when a gentleman walked up to me.

"I'm a long-time subscriber to SCM," he said. "I've never owned a collector car. I can do some work myself and I'm ready to take the plunge. What do you recommend?"

It's a question I'm often asked. The answer is relatively simple, and can be arrived at with a series of sequential questions.

Narrow the Field – First: What is your budget? If your budget is \$10,000, you're looking at a different set of choices than the collector with \$100,000 or \$1m to spend. Don't discount this. I've had people come up to me and say, "I'd like to invest \$25m in some collector cars. What do you recommend?"

Once a budget range is established, the next question is, do you have experience owning collector cars? Those new to the hobby generally have no idea just how horrible old cars are compared to new cars. In fact, riding a horse might be more fun than driving a Bug Eye Sprite for some newbies. At least the horse doesn't have an electrical system that will surely fail as soon as you are out of cell-phone range for a tow company.

Pick Your Favourite – Along with the experience question comes "What kinds of old cars do you like?" This answer is revealing. For some, it is the 1967 4-4-2 their parents owned when they were in high school. For others, it's the Suzuki Samurai they think would be a cool introduction to off-roading. Maybe you want a red 308 GTS like Magnum drove. And then there are those whose life won't be complete until they own a Mercedes-Benz Gullwing.

Your *hot button* car choice leads to the next question: Can you fit into the kind of car you are interested in?



Many Americans are rather fully-sized these days, and we're certainly a larger waist size than car buyers of the 1950s and '60s – especially Europeans, who were usually not only slight of build but modest in height. Think 5'6" and 130 pounds, and you have the perfect Porsche 356 owner.

You'll need to go find an example of a car you are interested in and see if you can fit into it. It is better to find out you'll never get more than one leg into a Mercedes 190-SL before you buy it than after.

So at this point: we've determined how much you can spend, what kind of car you are looking for, and whether you can fit in the car you are interested in.

The Final Questions – Do you have a place to store it indoors? Do you have any mechanical talent or aptitude? And how nice a car do you want?

Answer those questions, and you're 90% down the path to making a good decision.

The young man at the Saturday Market said he wanted to spend \$10,000. He liked sports cars, and he had some mechanical aptitude as well as a garage.

Crunching those factors through the collector car Brainiac, the answer I gave him was a 1971-74 MGB convertible. These years are more affordable than the 1967 and earlier cars. They have a better dash than the '69-'70 models with a real glove box. They are still *real* MGBs, unlike the teetering rubber-bumper cars from 1975-1980.

Parts are plentiful, and there are several shops in Portland that know how to work on these cars. Furthermore, he was about 5'11" (1.8 metres) and 160 pounds (72.6 kilogrammes); so he'll have no trouble fitting. And with a budget of \$10,000, if he shops thoughtfully, he should be able to come up with a very nice #2 car with no immediate needs. Maybe he will even have a little money left over for his first brake job or tune-up.

There's never a guarantee with old cars, but approaching your purchase with these considerations in mind will minimise frustrations and disappointments, and put you on the path towards a rewarding collector-car experience.

Keith Martin, Sports Car Market

Sent in by Bryan Tootell

FLASHBACK!



Morgans on display at the 2013 RACV Great Australian Rally, Mornington.

This Just In...



2014 AWARD WINNERS LIST

| | |
|---|---|
| BEST VETERAN VEHICLE: To 1918 | Entry: 676 Owner: Jeff Alcock Year, Make & Model: 1914 Overland |
| BEST VINTAGE VEHICLE: 1919 to 1930 | Entry: 219 Owner: Aub Smith Year, Make & Model: 1929 La Salle 328 |
| BEST EARLY CLASSIC VEHICLE: 1931 to 1940 (ABCCC Trophy) | Entry: 223 Owner: T Stryker Year, Make & Model: 1930 Singer Junior Tourer |
| BEST LATE CLASSIC VEHICLE: (3AW 693 Trophy) | Entry: 533 Owner: Peter Kirby Year, Make & Model: 1963 Jaguar E-Type S1 OTS |
| BEST LATE AMERICAN CLASSIC: | Entry: 313 Owner: Geoff Bower Year, Make & Model: 1961 Chevrolet Impala |
| BEST LATE BRITISH CLASSIC: (Mornington Peninsular News group) | Entry: 647 Owner: Rod Cooper Year, Make & Model: 1954 MG TF |
| BEST COMMERCIAL VEHICLE: | Entry: 3 Owner: Theo Nelson Year, Make & Model: 1926 Buick Hearse |
| BEST MOTORCYCLE: (Magic 1278 Trophy) | Entry: 419 Owner: Tony Edwards Year, Make & Model: 1929 Scott RZ TT Replica |
| BEST CARED FOR VEHICLE: | Entry: 149 Owner: Damian Wintle Year, Make & Model: 1972 Holden HQ Monaro Coupe |
| BEST OUTRIGHT VEHICLE: (Dr Max Lay Perpetual Trophy) | Entry: 227 Owner: Ray Nichol Year, Make & Model: 1933 Hupmobile K321 |
| BEST CLUB DISPLAY: (RACV Trophy) | Club: E-Type Jaguar Register Club Nominated Vehicle for Display: 1963 Jaguar E-Type Owner: Peter Kirby |