



YOUR ABCCC NEWS

ISSN 2208-0112

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N° 227

April, 2019

A PROUD PRESENTATION TO PETER MAC



Club President, Tony Pettigrew presents a handsome cheque to our friends at Peter Mac.

From left to right: David Cook, Andrew Gobel (Farm Manager at Cruden Farm), John Gardner, Judy Cousins, Leon Cousins, Tony Pettigrew, Ian Hodge, Carl Young (Philanthropy and Fundraising Director Peter MacCallum Cancer Foundation), Mary Hodge, Rex Hall, Bill Allen, Deanna Hall, Rosemary Evans, Ian Evans (Trustee Chairman, Cruden Farm), Doug Spencer-Roy (Corporate Affairs and Marketing Manager of EastLink) and Dr. Elaine Sanij (Peter Mac Researcher).



Associations Incorporation Registered Number: A0035462V



THE ALL BRITISH CLASSICS CAR CLUB VIC INC. – YOUR COMMITTEE

Executive Committee	Name	Telephone	E-mail Address
President	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
Vice President	Colin Brown	(03) 5964 9291	colin@abccc.com.au
Treasurer	Bill Allen	(03) 9846 2323	treasurer@abccc.com.au
Secretary	Pat Douglas	0425 712 973	secretary@abccc.com.au
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Committee Member	Greg Anglin	(03) 9876 3293	
Committee Member	Rex Hall	(03) 9795 7669	rex@abccc.com.au
Committee Member	Walter Thompson	0408 507 890	wally@abccc.com.au
Membership Secretary	Gordon Lindner	0418 540 920	membership@abccc.com.au
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AOMC Delegate	Mike Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
FVV & CCC Delegate	Bill Allen	(03) 9846 2323	
FVV & CCC Delegate	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
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VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	colin@abccc.com.au
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The All British Classics Car Club Vic Inc. Website http://www.abccc.com.au			
EastLink Great Australian Rally Website: www.greataustralianrally.com.au			
The Association of Motoring Clubs Website http://www.aomc.asn.au/			
The Federation of Veteran, Vintage and Classic Car Clubs Website http://www.federation.asn.au/			

CONTACTING THE ABCCC VIC INC.

On The Web <http://www.abccc.com.au>
 On Facebook www.facebook.com/AllBritishClassicsCarClub
 Postal Address PO Box 201, Chirnside Park, Victoria, 3116

CLUB INFORMATION

Visit the club's Website for information about how club matters are conducted. This Website also features information about how the Victorian Club Permit Scheme (VCPS) is operated by the All British Classics Car Club Vic Inc.

Our club does have one explicit rule – for those motor cars operating on the Victorian Club Permit Scheme (VCPS), using the auspices of the All British Classics Car Club Vic Inc., for the ongoing benefit of the VCPS, their owners must continue to be a financial member for the duration of the permit period, and attend a minimum of three club events during the permit's active year. Failure to respect this rule will result in the VCPS renewal being insupportable and void.

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Vic Inc. is \$45.00 per annum. This subscription fee also includes the club member's partner. In addition to that, there is a once-only \$30.00 Joining Fee. Please address membership enquiries to: Gordon Lindner, 9 Hagen Drive, Berwick, Victoria, 3806. Telephone Number 0418 540 920.

Note: Membership subscriptions are due before the end of December each year.

**The All British Classics Car Club Vic Inc. was founded by the late Frank E Douglas
on 19th September, 1997**

LIFE MEMBERS

**The ABCCC Vic Inc. is proud to grant Life Membership to those who provide exceptional service to our club.
Current Life Member: Pat J Douglas**

ABCCC EVENTS DIRECTORY

Special Note: This ABCCC Events Directory lists only those events organised by the ABCCC. There have been other events placed in this directory and, they can now be found on Page 9.

April 2019

Sunday 28th Gippsland Roaming – An ABCCC Event. Heather Cannon (03) 5659 0264
Start Venue – The Pelican Café, South Gippsland Highway, Tooradin, Victoria.

May 2019

Sunday 5th Rex's Big Day Out – An ABCCC Event Rex Hall (03) 9795 7669
Meet Point – click here for details

Sunday 19th The Big 'M' Run – An ABCCC Event Geoff and Judy Birkett (03) 9755 1772
This is our event for National Heritage Motoring Day.
Meet at McDonalds, Canterbury Road Bayswater – Melway Page 64; Reference: G1

June 2019

Sunday 7th to Monday 10th Hamilton Queen's Birthday Rally – HDVV & CDC Inc. Tony Pettigrew (03) 9739 1146
The ABCCC will be participating in this rally.
Venue – Hamilton, Victoria.

Sunday 23rd A Rather Exceptional Run – An ABCCC Event. Bryan Tootell 0412 549 906
All Will Be Revealed Close To The Day.

July 2019

Sunday 7th A Visit To A National Trust Property – An ABCCC Event. Greg Anglin (03) 9876 3293
Venue – TBA.

Sunday 21st The ABCCC Annual Luncheon – An ABCCC Event. Colin Brown (03) 5964 9291
Venue – Killara Estate Winery, Corner of Sunnyside Road and Warburton Highway, Seville East.

August 2019

Thursday 1st to Wednesday 14th ABCCC Tour to Broken Hill – An ABCCC Event. Maxine Pettigrew (03) 9739 1146
Please Note: There are, due to cancellations, two places available.

Saturday 31st Our Twilight Run – An ABCCC Event. Peter McKiernan (03) 9787 6003
Venue – TBA.

September 2019

Sunday 15th The Much Anticipated Sliding Pillars Run – An ABCCC Event. Phil Cook (03) 9842 5449
Venue – Lunch In Toolangi.

Sunday 29th Power Works Visit – An ABCCC Event. Tom Cannon (03) 5659 0264
Featuring Lunch at 'Hydewood', Boolarra South. Location – Morwell, Gippsland.

October 2019

Sunday 13th Mystery Run – An ABCCC Event. Russell Simmonds (03) 9801 2783
Venue – TBA.

Saturday 26th to Sunday 27th The 'Terri Allen Garden Tour' – An ABCCC Event. Kate Senko & Graham Talmage (03) 5169 6626
'Gardivalia Festival of Gardens and Events' within the Baw Shire. hydewood@bordnet.com.au
A Weekend of Open Gardens.

November 2019

Sunday 10th A Winery Tour – An ABCCC Event. Marj Pepper (03) 9216 1600
Venue – TBA. Mobile No. 0407 392 330

Friday 22nd to Sunday 24th The Justly Famed Indulgence Tour – An ABCCC Event. Peter McKiernan (03) 9787 6003
Touring – Yarrawonga Area.

December 2019

Sunday 8th Christmas Luncheon – An ABCCC Event Maxine Pettigrew (03) 97395 1146
Venue – TBA.

EDITORIAL NOTES – Issue N° 227

Issue 227 has had a very difficult maturation, with it somehow becoming 'unreadable' by MS Word and having to be scrapped when about half completed. Somehow the document had swelled to more than 17 megabytes and six-thousand-plus pages of unreadable codswallop only my PC might understand, with some difficulty and without any input from clumsy fingers. That part-finished document, had some text and pictures taken direct from the E-mail 'In-Box' and maybe some infantile corruption had wormed its way in. The '€' symbol featured prominently, amongst a host of others. Through other means, our club has been having much fun this past month. Please note that there are other events scheduled and we need to announce them here.

Mike Allfrey – Jupiter, Bringer of Jollity!

PRESENTATION TO PETER MACCALLUM FOUNDATION

The presentation, at the Peter Mac Cancer Foundation headquarters, of the EastLink Great Australian Rally cheque for \$58,000.00 was presented to Carl Young, Philanthropy and Funding Director, Peter MacCallum Cancer Foundation on Thursday 21st February by our President Tony Pettigrew.

Others who attended the presentation from L to R in the photo on our front cover are: David Cook, Andrew Gobel, Farm Manager Cruden Farm, John Gardner, Judy Cousins, Leon Cousins, Tony Pettigrew, Ian Hodges, Carl Young, Philanthropy and Fundraising Director, Peter MacCallum Cancer Foundation, Mary Hodges, Rex Hall, Bill Allen, Deanna Hall, Rosemary Evans, Ian Evans, Trustee Chairman Cruden Farm, Doug Spencer-Roy, Corporate Affairs and Marketing Manager EastLink and Dr. Elaine Sanij, Peter Mac Researcher. Not included in the photo was Anna Jones and Erin Anderson, Peter Mac Foundation.

Rex presented Ian Evans and Andrew Gobel with an appreciation plaque for making Cruden Farm available and for all the assistance in setting up the venue for our use.

Following the presentation, a tour of the research laboratories was enjoyed. Once again, thank you to the EGAR Committee and to all the volunteers who assisted on the day.



accepting his EastLink Great Australian Rally Appreciation Plaque. Above: Anna Jones, Communications Manager at Peter Mac shakes Rex Hall's hand in appreciation of our donation.

Editor's Note: Our presentation of the cheque to our friends at Peter Mac has always been an emotional experience and, being a part of the entire event is very moving.

Rex Hall – Organiser. EastLink Great Australian Rally – 2019.

EASTLINK GREAT AUSTRALIAN RALLY – LEFT-OVERS

During our post-rally stocktake we discovered that the following items have not yet been returned:

- 1 off Fluorescent green vest.
- 4 off Plain fluorescent orange vests.
- 4 off Direction pointer (finger) boards.

Can those who know the whereabouts, or still have them in their possession, please return them to me. Thank you.

Maxine Pettigrew.

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
John and Julie M ^c Callum	Chrysler	Valiant S Series	1963
	Chrysler	New Yorker	1960
	Plymouth	Duster	1974
David and Diana Ashley	Austin-Healey	100/6	1958
	Jaguar	XJ-S	1990

Gordon Lindner– Membership Secretary.

EVENT REPORTS

WHAT WE HAVE BEEN DOING

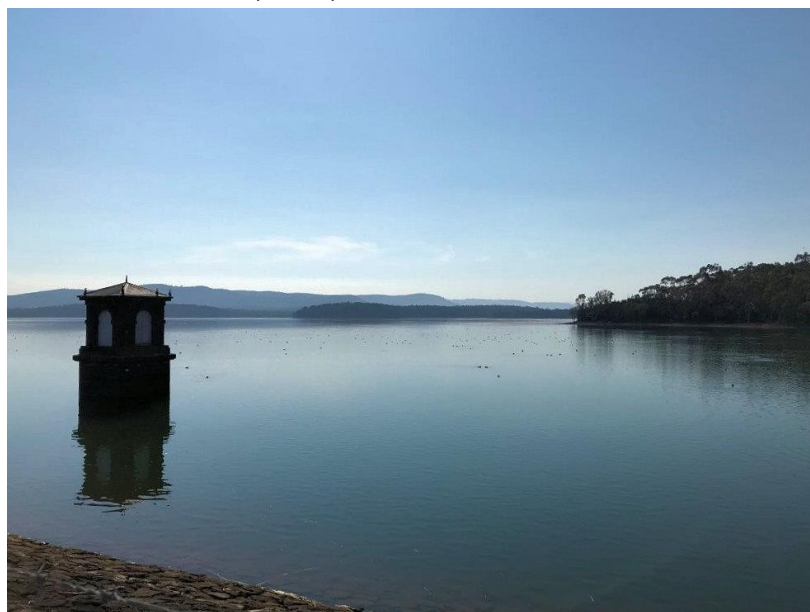
ST. PATRICK'S DAY TOUR OF DISCOVERY – Sunday 17th March.2019

We met at Phil Cook's favourite departure point, got away to a clean start just after 9:30 am. and headed off towards Eltham via Doncaster Road and Fitzsimmons Lane. We had a good number participating, some forty seven on the list but a couple of late withdrawal reduced that a little with Pat being the most unlucky. There was a power outage in her area and as a consequence she was unable to open her garage door.

The theme of course was 'St. Patrick's Day' and everyone got into the fun for the day by wearing something green. Elaine outdid us all with her amazing 'Totally Irish' outfit and obviously took out the prize for 'Best Dressed'.

We 'tootled' off towards Yan Yean arriving there to find that the weather was quite perfect and that we had almost free rein of the picnic tables, toilets etc. A good start to the day. Thermos and morning tea 'out of the boot' time. Teya 'blew it out of the water' with her beautiful apple and cinnamon cake, almost went back for a second slice but Geraldine was watching, and everyone settled in for a relaxing hour or so.

Of course, the reservoir and its history were the reason for the excursion so many took the time to walk up the dam wall and enjoy the magnificent views, Peter Hibbert sent us this wonderful photo taken on the day of deep waters and calm reflections (below).



Heading off around 11:30 am, we wandered through some very picturesque country toward our luncheon destination of Panton Hill, passing through Arthurs Creek, St. Andrews etc. At the



Panton Hill Pub, Julie and the staff had gone to a great deal of trouble, dressing for the occasion and decorating the pub in green and orange. During the wait for our meals to be prepared, we managed to finalize the winner of our Irish Riddle Competition with a

'Tie Breaker' question: 'What name would you give to a drunken Irishman who keeps bouncing off the walls, the floor, the ceiling, and the walls again?' Judy came up with answer; His name would be 'Rick O'Shea'. She took out the Leprechaun's Crock of gold prize. Leon – The best hat of the day.



A 'special mention' must go to Diane and Nello who spent the evening before practising their Irish dancing but unfortunately, due to the roaming chooks underfoot, didn't get to perform on the day. Many thanks to everyone who went to so much effort in order to make the day a success. Hope to see you all at Bill's excursion on the 31st. March.

Geraldine and Christopher Constantine.

FEDERATION SCORESBY PICNIC – Sunday 31st March, 2019

This picnic was the first event, which was sponsored by The Federation of Veteran, Vintage and Classic Vehicles Inc., that the ABCCC had attended since becoming a Member some years ago.

It was hosted by the Dandenong Valley Historic Car Club Inc. and was held at The National Steam Centre, Ferntree Gully Road, Scoresby and was free to attend to Members of any Club affiliated with the Federation.

I arrived at about 9:00 am and erected our teardrop signs in an assigned position and waited for the dozen or so Members to arrive. Even though the day was rather cool and rain seemed likely I'm sure a good time was had by all. There were working steam displays, train rides and many displays in the various sheds surrounding the property. Catering was provided by the Tyabb Guides and others and proved to be quite adequate. A large ex army tank did a few laps around the perimeter of the grounds as did an ancient prime mover. As both these vehicles were extremely noisy all present were relieved when they had finished their tour of duty so to speak. Free raffle tickets were handed to all entrants upon arrival and trophies were awarded for six categories; Unfortunately we were not successful in either the raffle nor the trophies.



At around 2:00 pm after the formalities had been completed and it had started to drizzle people began to leave. I believe that it was a most successful day and our Members who attended had a most enjoyable time.

Hopefully we can attend next year with a larger representation from our Club.

Bill Allen.

WHAT WE ARE ABOUT TO DO

GIPPSLAND ROAMING – Sunday 28th April, 2019

We will be meeting at the Pelican Café, 85 South Gippsland Highway (M420), Tooradin, at 10:00 am (plenty of parking behind the café). The café is located on left, just over the bridge when travelling south-east. The Tooradin market is on for anyone that wants to come a bit earlier to have a wander around. After a cuppa we will head down the South Gippsland Highway continuing on the Bass Highway taking a scenic detour through Woolamai then stopping for a wander around The Wonthaggi State Coal Mine. Continuing to Cape Patterson where we will take the Coast Road to Inverloch and then back to The Workmen's Club in Wonthaggi for lunch. Please let us know if you would like to come on our run. Heather on mobile telephone: 0477 227 027 or, E-mail: heatoms@yahoo.com.au.

Heather Cannon.

REX'S BIG DAY OUT – Sunday 5th May, 2019

The year is progressing at a fast rate.

This year 'Rex's Big Day Out', Sunday 5th May, will be travelling to the Radio Springs Hotel at 1 High Street, Lyonville. The hotel's Web site:

<https://www.radiospringshotel.com.au/contact-map/>

The menu and drink prices are at standard hotel cuisine and beverage prices.

Cash is the form of payment due to group booking, so please make allowance to bring sufficient cash to meet your food orders. Special dietary meals are available.

We will meet at the outgoing Calder Highway BP Service centre at 10:00 am: Toilet and coffee facilities available. We will leave the service centre at 10:45 am for the 90 kilometres' drive to the Radio Springs Hotel at 1 High Street, Lyonville for lunch at 12:15 pm. Please let Deanna or Rex know, Mobiles – D: 0408 520 729, R: 0408 303 129 or, E-mail rha41579@bigpond.net.au if you will be attending and if special dietary meals will be required by 1st May.

Rex and Deanna Hall.

THE BIG 'M' RUN – Sunday 19th May, 2019

We will meet at McDonalds, Canterbury Road Bayswater – Melway Page 64; Ref: G1.

For those of you coming who remember our Cream Sponge Runs, this is the same format without the cream sponges.

Meet at 10:00 am for a 10:30 departure, and get your coffee fix and a sticky bun for morning tea. There is plenty of parking at and around McDonalds. Next door at Red Rooster or further down at Anaconda.

The tour will be an observation run, with all sorts of silly and cunning questions to answer to put you in line for a prize at the completion.

Good roads all the way with plenty of opportunities to show off your special vehicle for National Heritage Motoring Day.

We will finish at a country pub, meals ordered off the board, and drinks at bar prices. We have been assured that vegan and vegetarian options are available.

A pen and a clipboard would be handy, a smile and sense of humour is mandatory.

Please let us know, on (03) 9755 1772, by Wednesday 15th May so numbers can be confirmed with the pub. Look forward to seeing you.

Geoff and Judy Birkett.

THROUGH THE DECADES – Friday 7th to Monday 10th June, 2019

The Rally committee of the Hamilton and District Veteran, Vintage, Classic Driver's Club invites you to join us for our Annual Queen's Birthday Weekend Rally – Touring Victoria's Wonderful Western District.

It should be noted that, due to another event scheduled in the Hamilton area, accommodation could be a bit tight close to the rally. You will need to secure accommodation promptly. There are still some rooms available for us at the Bandicoot Motel, on the Glenelg Highway (Ballarat Road), on left as you enter Hamilton from the east. Should that club booked accommodation fill, then check out the Website: <http://www.hamiltonvictoria.com.au/>.

Rally Programme

- Friday 7th June PLEASE NOTE THIS DAY IS FOR REGISTRATION
Registration and rally packs will be available between 5:00 and 7:00 pm at the Rally Headquarters – Hamilton Exhibition and Convention Centre (HECC) at the Hamilton Show Grounds, Shakespeare Street, Hamilton. BYO tea, tea and coffee will be available.
- Saturday 8th June Commencing at 9:00 am, Registration and Rally Packs available at Rally Headquarters.
From 10:00 am to 1:00 pm – Show and Shine Cars will be on display at the Show Grounds. The display will be arranged in the cars' manufacture decades. Rally Marshals will direct you to your parking area.
Lunch will be available at the HECC. – Please order on entry form. Coffee van on site.
There will be a craft and hobby display (if you have something of interest that you could display or wish to sell please contact the organisers).
At 1:00 pm assemble for departure for our afternoon run to a local collection.
At 5:30pm Happy Hour at our rally headquarters. Participants need to be registered for the rally. Light nibbles and a complimentary drink.
At 6:30 pm Join us for a two course carvery meal with official welcome and guest speaker. Drinks will be available at bar prices.
- Sunday 9th June 9:00 am – Assemble at Rally Headquarters (tea and coffee available).
9:30 am – We will be heading toward Melville Forest.
12:30 pm – Lunch will be at the Melville Forest Hall (boxed lunch) BYO chairs and cups.
1:30 pm – After lunch we will visit a very historic homestead.
Make your own way back to Hamilton.
6:00 pm – Through the Decades Pre-dinner drinks. The bar will be open.
7:00 pm – Dinner will be served. Followed by presentations, awards and entertainment.
Please dress in the decade of your car. Prizes and raffle.
- Monday 10th June 9:30 am to 10:30 am – We will meet at our clubrooms at the Hamilton Pastoral Museum for a leisurely brunch and farewells.
There will be no official run but some parts of the Museum will be open. You may like to visit the Botanical Gardens, Art Gallery, Ansett Museum, Glen Campe Motor Museum or the adventure playground at the lake before departing.

NOTE: Programme may be subject to change depending on weather and arrangements with landowners etc. Please feel free to photocopy this invitation and share with fellow enthusiasts.

If you have any dietary requirements, please contact us and note on registration form. We will endeavour to make catering arrangements.

A Through The Decades Rally entry form is located on the back page of this magazine for your convenience.

Final advice: Please keep this Rally Schedule for reference. BYO chairs/water bottle/umbrella, coat, coffee cup. Enquiries to Rally Committee Lorraine Wilson on 0427 724 572, or, Richard Neaves on 0488 231 835.

Tony Pettigrew.

INDULGENCE WEEKEND 2019 – Friday 22nd to Sunday 24th November, 2019

For all members who enjoy good food, good wine and good times . . . it's on again – the 2019 Indulgence Weekend.

This year we are going to Yarrawonga/Mulwala on the Murray River. We will be meeting at the Yarra Valley Chocolaterie in Healesville Road, Yarra Glen for an early morning tea, prior to our departure to our luncheon venue in Euroa. After lunch we take the Euroa-Shepparton Road passing through the industrial area of Shepparton and continue via Katamatite to Yarrawonga. Prior to entering Yarrawonga we will assemble at the Police Station for an escort through the main street where our cars will go on display for a short period of time prior to proceeding to our accommodation. Dinner on Friday evening will be at Club Mulwala where we will have our own dining room.

Breakfast on Saturday and Sunday will be in the bistro at the club where we will have our own reserved area. Saturday morning we will be collected by coach for a tour of the local area visiting wineries and other places of interest including Max's Motor Museum at Corowa. Saturday night will be our famed BBQ by the pool.

Registrations for this event are now open and, if you wish to be part of the fun, please contact Peter McKiernan on 0407 876 023. Please note: This event is restricted to classic vehicles only – no moderns. The cost for this event will be approximately \$250.00 per person or \$500.00 per couple. This will be confirmed once all quotes have been received.

Peter McKiernan.

DRINKING PARTNERS

A country yokel walks into the Black Horse pub in Somerset (UK), orders three pint glasses of Georges Best Bitter, and sits in the back of the snug, drinking a sip out of each glass in turn. When he finishes all three, he comes back to the bar and orders three more. The barman says to him, "You know, a pint goes flat after I draw it; it would taste better if you bought one at a time."

The yokel replies, "Well, you see, I have two brothers. One is in America, the other in Australia, and I'm still here in Somerset. When we all left home, we promised that we'd drink this way to remember the days we all drank together."

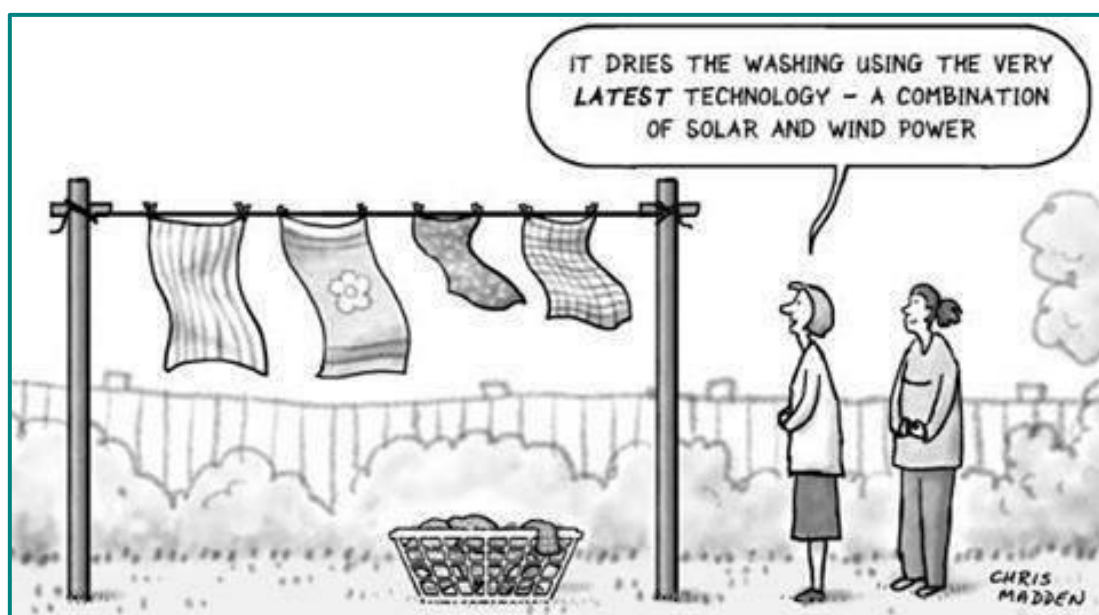
The barman admits that this is a nice custom and leaves it there. The yokel becomes a regular in the bar and always drinks the same way: he orders three pints and drinks the three pints by taking drinks from each of them in turn. One day, he comes in and orders two pints. All the other regulars in the bar notice and fall silent. When he comes back to the bar for the second round the barman says, "I don't want to intrude on your grief, but I wanted to offer my condolences on your great loss."

The yokel looks confused for a moment, then the light dawns in his eyes and he laughs, he says, "Everyone is fine. It's me, I've quit drinking!"

And . . .

Mrs. Pete Monaghan came into the newsroom to pay for her husband's obituary. She was told by the kindly newsman that it was a shilling a word, and he remembered Pete, and wasn't it too bad about him passing away. She thanked him for his kind words and bemoaned the fact that she only had two shillings. But she wrote out the obituary, "Pete died."

The newsman said he thought old Pete deserved more, and he'd give her three more words at no charge. Mrs. Pete Monaghan thanked him and rewrote the obituary: "Pete died. MG for sale."



This scientific cartoon came from, Peter Hibbert – with our thanks to its source.

FROM MY LIBRARY SHELF

Something New

Recently published (2019) by the Bentley Drivers Club of Australia *Vintage Bentleys in Australia* is a magnificent publication. Authored by renown Bentley historian, Clare Hay, ex Rally driver and author Bob Watson, Bentley club members Phillip Schudmak and Tony Johns the work took almost nine years of research.

The result is 415 pages of high quality paper, printing and presentation in 23cm x 31.5cm portrait format and each of the 600 copies numbered. The high-quality low print run however makes for an expensive book at \$230.

Separate chapters are provided for UK Bentley history, Bentleys in Australia, Club history, Significant Bentley events, owners and cars and not least a comprehensive listing of Australian delivered Bentleys, their details, owners and photographs.

As Bentley club President, Barry Batagol says in his introduction, this is a valuable addition to any motoring library, it is more than that as it contributes significantly to Australian automotive history.

You can find an order form at:

<http://www.vintagebentley.org/home.html>

Something Old

Almost Unknown is the story of Australian Spitfire ace and racing driver, Tony Gaze OAM DFC. Published in 2009 by Chevron publishing and was written and researched by Stewart Wilson. The book is available from second hand sellers and you can expect to pay up to \$60 for a copy in good condition.

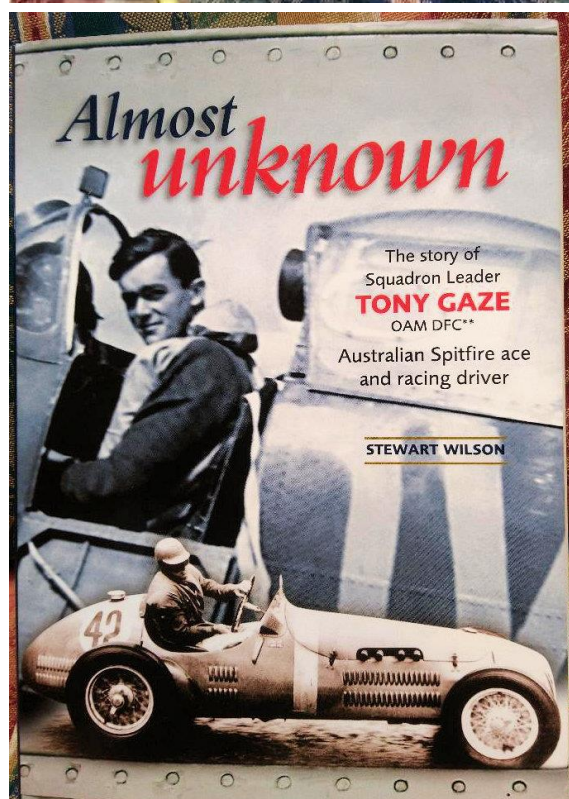
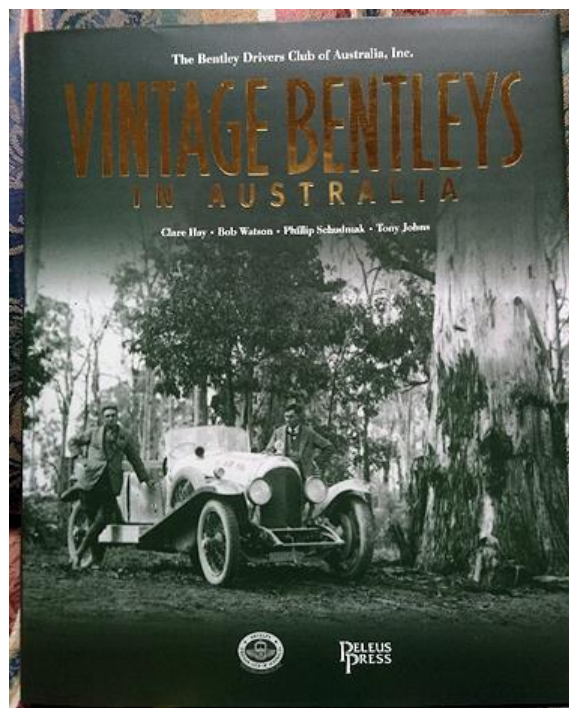
The story of Tony Gaze is unknown and perhaps in some ways his second wife, Dianna Gaze (Dianna Davison) is better known today.

Tony Gaze was the first Australian to compete in a World Championship Grand Prix motor race (1952 Belgian GP) and in the same year drove, with Lex Davison and Stan Jones a 48-215 Holden in the Monte Carlo Rally.

Born in 1920 he grew up in WA, attended Geelong Grammar then Cambridge University before returning to Australia and becoming interested in motor racing.

When war erupted Gaze joined the RAAF and so became one of our greatest Spitfire pilots. *Almost Unknown* is full of adventure and drama and a great read. Gaze is described as a remarkable, modest and understanding man. I would have liked to have met him.

From – Betty Taylor
With Thanks



OTHER MOTORING EVENTS DIRECTORY

May, 2019

Friday 17th to Sunday 19th Historic Winton – The Austin 7 Club Inc.
Celebrating sixty years of the BMC Mini!
Venue – Winton Motor Raceway, Winton Near Benalla, Victoria.

Sunday 26th National Motoring Heritage Day – The AOMC
Venue – Yarra Glen Racecourse, Armstrong Grove, Yarra Glen.

Secretary (03) 9558 4829.

July, 2019

Sunday 14th Bygone British Brands – Gippsland Vehicle Collection
An all-day event.
Display at the Maffra Shed, 1A Sale Road, Maffra, Victoria.

Leigh Shields 0429 164 763
Sue Lawrence 0428 456 614

October, 2019

Saturday TBC The Croydon Hills Men's Shed Car Display – A Supported Event. Mike Allfrey (03) 9729 1480
Venue – Croydon Hills Baptist Church, Cnr. Bemboka and Plymouth Rds., Croydon Hills, Victoria.

Special Note: This 'Other Motoring Events Directory' lists only those events NOT organised by the ABCCC. There have been other events placed in the original directory and, some of these have overlapped our own

events. There have been concerns raised about non-ABCCC events appearing to out-promote those that our club has organised for its members.

WHAT SOME OF US HAVE BEEN DOING ELSEWHERE

64th KALORAMA RALLY – Sunday 24th March, 2019

There was a bit of confusion at this very pleasant event, the event's flyer claimed it was the 64th running of the rally, but the rally programme claimed it was the 63rd Kalorama Rally. Nobody seemed to mind that little contradiction, no, all present had a really good time and it was good to meet with a few ABCCC members during the course of the day.

Right: What it was all about this year, celebrating the marque Delage, and what better way to do it than keeping the lusty 1914 GP Delage under a modicum of control!

In my case, the Jupiter had the Cruden Farm and Yarra Glen Racecourse dust washed away on the evening before, so that all was ready for a good day's 'rallying' in the morning. I decided to drive to Kalorama via Montrose and drive up the Mount Dandenong Tourist Road, a road not driven on by me for quite a number of years. On the gradual climb up Canterbury Road to the large roundabout in Montrose, there were a good number of vintage cars on their way to the rally. After taking the Mount Dandenong Tourist Road uphill exit, there was a clear road ahead, this was too good an opportunity to miss! Quickly getting up into third gear and sort of ignoring some speed limit signs, the climb was most satisfying, with the Jupiter's engine on 'good song', all the way up to the Kalorama Community Oval's entrance gate. The fact that there were no cyclists hurtling down the hill was a great relief – a glorious March morning and a really first-rate drive.

Having donated a fist full of bronze coins to the CFA collector, I was sent to the centre area of the oval and directed to park on the nicely shaded perimeter between a Datsun and an Austin-Healey 100/6. The Datsun departed early and the space was soon taken over by a rather nicely presented MG-B. There were several Rovers and Bristols nearby, so we were a little British colony. In the group were an Armstrong Siddeley Hurricane Station Coupé and a smart Humber Imperial (at right). The Wolseley and Riley clubs must have arrived early, because they had set up large displays. The display of Wolseleys was very impressive, with a large vintage example that looked to be capable of exhilarating performance. There was also a nice proper Wolseley Hornet that was still wearing its EastLink Great Australian Rally sticker with pride. This one brought back memories of riding in a mate's Hornet, back in the days when young men on apprenticeship wages could buy such cars cheaply at car yards that were quasi scrap yards. The ride up Burrington Combe became quite thrilling, when it was discovered in a hairpin bend, the Hornet was sans steering stops, and as the steering wheel was spun, the front wheels started to turn towards their opposite lock. A vivid case of understeer! Well done the Wolseley Car Club.

The Delage display in the centre was most interesting, a bright orange 1930s streamlined Le Mans car being attractive. The announcers provided us with a good coverage on the 1914 Delage GP car, this was its first outing since a new cylinder block had been made using the 3D printing method. Very likely, with that GP version being the only survivor, something really had to be done about creating a new block for it. No matter, it sounded very lusty through its open exhaust pipe, with the large engine firing at the proverbial 'every other lamp post' and sort of being wrestled with by driver and riding mechanic. At one stage, it appeared that the mechanic was rather busy hand pumping petrol into the super-thirsty carburettor. All wonderful stuff on a bright and sunny day atop Mount Dandenong.

It was good to meet with other ABCCC members, Jowett enthusiasts and those who enjoy proper Rovers. Car of the day? Not easy for me to make a personal choice on this occasion, but in the finish it was probably a Bristol 403, a Jensen 541R or the charming and very practical Austin Champ – weird choices by an eccentric enthusiast!

It was also good to hear Connie Francis singing *Many, Many Tears Ago* on the excellent sound system, thanks for that! The run home was easy and the Jupiter was ready for the Scoresby Picnic.

Mike Alfrey.



SPACE FILLER

Two drunks coming home, stumbled up the country road in the dark. "Faith, Mike, we've stumbled into the graveyard and here's the stone of a man lived to the age of 103!"

"Glory be, Patrick, and was it anybody we knew?" "No, 'twas someone named 'Miles from Dublin'!"

A LATE NIGHT OUT

Ron Chestna, 89 years of age, was stopped by the police around 2:00 am and was asked where he was going at that time of night. Ron replied, "I'm on my way to a lecture about alcohol abuse and the effect it has on the human body, as well as smoking and staying out late."

The officer replied, "Really? Who is giving that lecture at this time of night?"

Ron replied, "That would be my wife."

It came via E-mail, source not remembered.



REMEMBER THESE?

IT PAYS TO HAVE THE BEST IN LUBRICATION – WANNER

Finger Pressure Only – is needed for lubrication of the *highest efficiency* with 'WANNER'.

Over 8,000 p.s.i. pressure can be obtained without an air compressor plant. To this high pressure is added complete efficiency by the use of the WANNER 426 Hydraulic Connector with the snap-on grease-tight seal – a standard fitting to all Wanner Grease Guns, but also sold separately, retail, price 16/-.

Other advantages include:

- Easy greasing from any angle.
- Air release valve disposes of air-locks.
- Complete After-Sales Service.

For large lubricant capacity ask for the WANNER 316— $\frac{3}{4}$ lb. lubricant and similar p.s.i. pressure.



Used and approved by British and European Airline for aircraft lubrication, also by Rolls-Royce Limited and other leading motor manufacturers.

Right: This enables awkwardly placed sumps etc., to be filled easily and without mess. It is fitted with a flexible nozzle and fills by suction on the syringe principle. Capacity: 1 pint.

Obtainable from all branches of Halfords, The Army & Navy Stores, Gamages and other stockists. Wholesale stockists:

Brown Brothers Ltd., Buck & Hickman Ltd, and other leading motor factors. Send for free booklet 'C.M.10'. 'Do it Yourself High Pressure Lubrication for the Motorist' from:

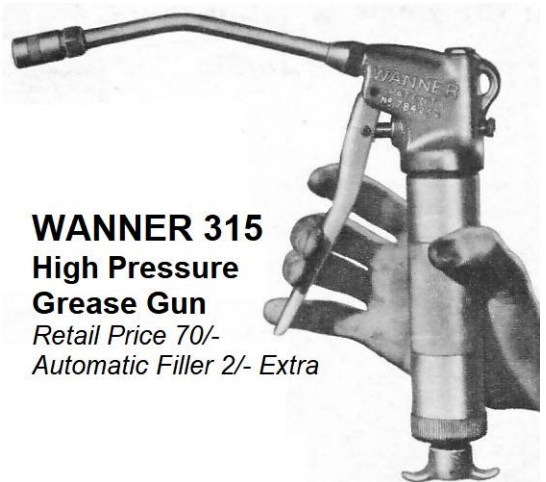
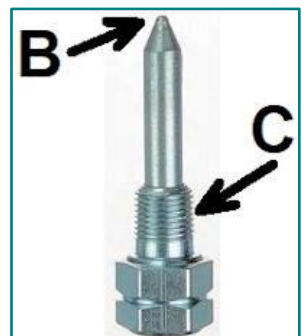
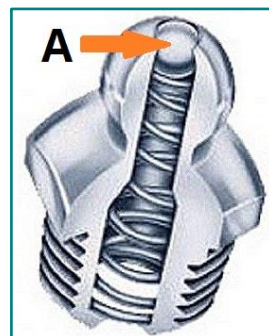
STEP INDUSTRIAL EQUIPMENT LTD., Berkhamsted, Herts. Tel. 62

WANNER HIGH PRESSURE GREASE GUNS (*Swiss Made*).

Greasing Pointers (A Little Bit Technical)

In the late 1950s and early 1960s, in Britain, it was the ambition of young mechanics to have a Wanner grease gun as a part of their tool kit. The price at 70 shillings made them rather expensive. An accessory was a fine-pointed nozzle that screwed onto the delivery pipe, that came with a warning printed in red, to the effect that a person must not test the gun by holding the pointed nozzle against their finger. There were cases where grease had been copiously injected into fingers.

A modern grease fitting features a dirt exclusion spring loaded ball 'A' at right. At service time, the fitting should be wiped clean before a grease gun is applied. Far right is a fine-point nozzle, 'B' that can be threaded onto the grease gun's outlet tube. Provided the point's tip is held firmly into the opening in the grease fitting, no grease will leak back while operating the grease gun. After the vehicle's component has been lubricated, leave a smear of grease covering the sealing ball, to prevent rust. Item 'C' is a thread for a protective cap. Such point type grease gun fittings should be precision ground, for a grease impervious seal while grease is being pumped into the grease fitting. There are numerous point-type fittings, the best are similar to that shown at right.



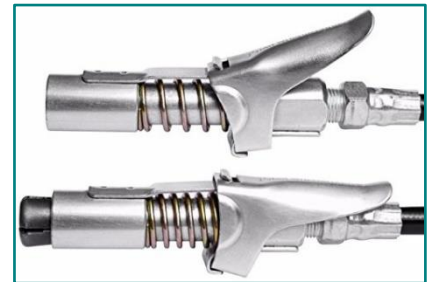
There are also hydraulic-type grease gun fittings, of basically three types. The first is a simple self-contained push on fitting, the cheapest version and can be difficult to withdraw from the grease fitting. This can be particularly so if the component that was greased required high pressure to force the grease through, the fitting can certainly 'lock-on' to the grease nipple. This can also be the case if there is no room to lever the gun fitting to one side to release it from the fierce grip it has on the grease nipple.

Another version is a bit more practical, right, where the outer diameter is a knurled sleeve that can be pulled towards the grease gun to release the hydraulic locking jaws. Once again, the sleeved fitting can become locked onto the grease nipple. It can become difficult to operate with greasy fingers.

There is yet another type, below right, that features a lever operated mechanism to relax the hydraulic locking jaws. This type is more suited to heavy machinery where there would be more room to cater for the actuating lever's added bulk.

The principle works by a hand lever held against the grease gun fitting. This action pulls the hydraulic locking sleeve back, allowing the latching mechanism to easily pass the jaws over the ball of the grease nipple. Once the assembly is in position, the lever is released and the spring pushes the sleeve over the latch mechanism and locks the assembly onto the grease nipple. As soon as the grease gun is operated, the hydraulic pressure generated locks the adaptor to the nipple in a non-grease leaking transfer of grease to the component being lubricated. That is, assuming the grease nipple is not severely rust corroded or has been properly machined in the first place. Corrosion and rough machining of the contact surfaces will always leak badly and the vehicle's grease fitting should be replaced.

Removal of this connector is by relaxing the pump lever and then pressing the lever on the connector, next, carefully pulling it free. Excess grease should be wiped away and accumulated dirt should not be allowed to build up and affect the action of the lever and return spring.



Mike Allfrey.

BRANDING THE MOTORIST

. . . . Not Such A New Idea After All



The enemies of motoring are numerous, often powerful, usually vociferous. To them, like manna to the Israelites, has come a Los Angeles news item, which records that a woman convicted of exceeding the speed limit has been ordered to display a label on her car proclaiming that she is a 'Traffic Violator'.

Branding motorists. What a splendid idea! Make them carry a label on their cars when convicted of offences. Why was not this idea thought of before?

It has been. It will soon be in force. On and after June 1st every motorist who has not previously obtained a licence to drive will be branded with a large red letter 'L'. This will indicate that the driver is a learner. The label will have to be displayed when driving (accompanied by another motorist with at least two years' experience – another form of discouragement) until a so-called proficiency test has been passed,

in which quite likely the novice will be ploughed by a tricky question concerning the Highway Code.

Why A Large Letter 'L'?

It has to be a large letter 'L', measuring 7-ins. each way. Half the size as with the figures and letters on registration plates – would have sufficed, for no useful object is really served by distinguishing such cars – except to discourage learners.

Are our motoring associations doing anything at all to persuade the Minister not to label the cars of learners? Has a single one lifted a voice in protest? Is the industry blind to the effect?

I can imagine nothing more likely to discourage taking up motoring than this pernicious form of branding. There is a definite stigma in the learner's plaque which is resented.

Meanwhile, those who do not hold a licence should get one now. They will not then have to take out a provisional licence, display the learner's plaque during a probationary period and have to be accompanied by an experienced driver. Of less importance, they will also save 5 shillings.

The Press has been flooded with letters recommending the adoption of the branding idea for all drivers convicted of an offence. One writer puts it this way:

Most men who own cars are, at any rate, reasonably well off. To fine them a few shillings is ludicrous punishment . . .

The fear of having to carry a notice on their rear mudguard: 'This man can't drive properly', would be a very powerful deterrent to carelessness.

Many letters are couched in the vein that motorists are rich and that motoring, motor vehicles and motorists means solely private car owners. The fact that half the registered motor vehicles are handled by more than one driver escapes their notice.

How would you label a vehicle like a motorbus or motorcoach, to which no single driver is attached? One could hardly display the notice only when the convicted driver was at the wheel.

I have no doubt whatever what their answer would be to that: Do not allow him to drive at all. In the case of chauffeur-driven cars, I do not suppose that the owners would.

As the number of convictions for motoring offences is this year expected to reach half a million – fully half that number will apply to professional drivers – the mere addition of a quarter of a million to the unemployment figures is presumably of no account. Truly it will be making the punishment fit the crime to take away a man's livelihood for slightly exceeding the speed limit!

Reductio ad Absurdum

Let us develop the idea to its logical conclusion. If you brand one type of user you must brand all. Motor vehicle drivers are in the minority of those responsible for causing accidents, so you must brand the careless pedestrian. How intriguing to see parading the streets numbers of pedestrians endorsed 'Jay Walker'! Fortunately, the people of this country are not easily stampeded into making themselves ridiculous.

Public interest is lacking in fatuous schemes purporting to aim at road safety, which are merely heaping regulations and restrictions on one single class of road user.

A national scheme of safe road building, which would have a substantial effect in reducing road accidents, would have far wider general support. For one thing the public who pay the dole, either directly or indirectly, would feel that something useful was being done to absorb the unemployed.

And that is of far deeper concern to the mass of the people than petti-fogging ways of harassing the section of the community which is supporting our fourth largest industry.

Fingermark – from The Motor – Tuesday 7th May, 1935 – With Thanks.

NOW THIS IS TRUE

As I was lying around, pondering the problems of the world, I realised that at my age I don't really give a gnat's whisker anymore – if walking is good for your health, the postman would be immortal. A whale swims all day, only eats fish, drinks water, but is still fat.

A rabbit runs and hops and only lives to 15 years, while a tortoise doesn't run, and does mostly nothing, yet it lives for 150 years. And you tell me to exercise? I don't think so.

Just grant me the senility to forget the people I never liked, the good fortune to remember the ones I do, and the eyesight to tell the difference.

Furthermore, now that I'm older here's what I've discovered:

1. I started out with nothing, and I still have most of it.
2. My wild oats are mostly enjoyed with prunes and all-bran.
3. I finally got my head together, and now my body is falling apart.
4. Funny, I don't remember being absent-minded.
5. Funny, I don't remember being absent-minded.
6. If all is not lost, then where the heck is it?
7. It was a whole lot easier to get older, than to get wiser.
8. Some days, you're the top dog, some days you're the hydrant; the early bird gets the worm, but the second mouse gets the cheese.
9. I wish the buck really did stop here, I sure could use a few of them.
10. Kids in the back seat cause accidents.
11. Accidents in the back seat cause kids.
12. It's hard to make a comeback when you haven't been anywhere.
13. The world only beats a path to your door when you're in the bathroom.
14. If God wanted me to touch my toes, he'd have put them on my knees.
15. When I'm finally holding all the right cards, everyone wants to play chess.
16. It's not hard to meet expenses . . . , they're every-where.
17. The only difference between a rut and a grave is the depth.
18. These days, I spend a lot of time thinking about the hereafter . . . I go somewhere to get something, and then wonder what I'm 'here after'.
19. Funny, I don't remember being absent-minded.
20. HAVE I WRITTEN THIS FOR YOU BEFORE? (*Maybe*)

Colin Brown.

HAMILTON & DISTRICT VVC DRIVER'S CLUB RALLY

JUNE 7 – 10th, 2019

Through The Decades

Office Use

Date Received

Entry Number

Receipt Number

Entrant Name:		
Passenger Names:		
Entrant Address:		
		Postcode:
Phone:	E-mail:	
Vehicle Make:	Model:	Year:
Club:		
Registration Fee And Catering	Number	Amount
Saturday Morning Tea At HECC		FREE
Saturday Lunch At HECC <i>Soup / Roll / Slice</i> Adults \$10·00 Children Under 10 \$5·00		
Saturday Night Happy Hour <i>Light Nibbles and a Complimentary drink</i> (extra drinks at bar prices).		FREE (Need to have paid Rally Fee)
Saturday night meal. Adults \$26·00, Children under 10 \$12·00.		
Sunday Lunch (Boxed). Adults \$12·00, Children under 10 \$10·00.		
Sunday Gala Dinner, 3-course meal, alternating meals. Adults \$35·00, Children under 10 \$20·00.		
Monday Brunch, Adults \$15·00, Children \$12·00.		
Registration Fee (Includes 1 Badge)		\$60·00
Any Dietary Requirements?		
Entries Close 1st June, 2019 – Payment Options		
Cheque Payable to Hamilton and District VVC Driver's Club		<input type="checkbox"/>
Direct Deposit to BSB 033-625 Acc. 442870 Hamilton and District VVCD Drivers Club Rally Account. Please ensure you include surname in deposit.		<input type="checkbox"/>
Post or scan and E-mail completed form back to Rally Treasurer Kay Schultz at tk.schultz@hotmail.com or, post to PO Box 174 Hamilton Victoria 3300.		
Total Payment		
<p>Tour Conditions: All vehicles must be registered or on red plates with the appropriate Log Book and must be road-worthy. The Club reserves the right to alter, amend or cancel tour and whether or not to refund money paid should the entrant fail to attend all or part of the tour. Indemnity: The consideration of my application being accepted I undertake that I will at all times hereafter well and sufficiently indemnify the club and members thereof, their officials, servants and agents against all liability in respect of any actions, suits, proceedings, claims, demands, costs and expenses whatsoever which may be taken or made against the club and the members thereof their officials, servant and agents or incurred or become payable by any of them.</p>		
Signed:		Date: