



YOUR ABCCC NEWS

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The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N^o. 241

May, 2020

MOTOR CAR OF THE MONTH



The 1950 Lea-Francis 2½ - Litre Sports model, a rare motor car indeed. The subject of our feature car this month. Read the full story about Tony and Maxine Pettigrew's treasure on Page 6.

! VICROADS NOTICE !

VicRoads have issued some conflicting information about VCPS renewals and the current COVID-19 pandemic. Please visit the VicRoads Website for the latest information about VCPS renewals. Should it become necessary, renewals after signing by Colin Brown, the VicRoads postal address is: VicRoads, GPO Box 1644, Melbourne, Victoria, 3001.



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
Committee Positions			
Committee Member	Frank Sawyer	0408 633 778	
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
AOMC Delegate	Bill Allen	(03) 9846 2323	
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
VCPS Officer (Applications)	Walter Thompson	0408 507 890	wally@abccc.com.au
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	colin@abccc.com.au
Web Master	Ed Bartosh	(03) 9739 1879	webmaster@abccc.com.au
VCPS Attendance Records	Sue Allfrey	(03) 9729 1480	sue.allfrey@bigpond.com
Club Regalia Manager	Maxine Pettigrew	(03) 9739 1146	
Newsletter Editor	Mike Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
Editor's Assistant	Rick Lloyd	(03) 9830 1752	
The All British Classics Car Club Vic Inc. Website http://www.abccc.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 that, due to constraints, have been deleted from this issue.

NOTICE: ALL EVENTS TILL JULY, 2020 HAVE BEEN CANCELLED. THESE DECISIONS HAVE BEEN MADE IN ACCORDANCE WITH THE COVID-19 RULINGS FROM OUR GOVERNMENTS AND MEDICAL ADVISORS.

ANY FURTHER CHANGES WILL BE NOTIFIED AS THEY OCCUR.

July, 2020

- Sunday 5th Pakenham Race Meeting – An ABCCC Event. Gordon Lindner 0418540 920
Venue – Meet at McDonalds, Cnr. of Heatherton Road and Matthew Flinders Avenue, Endeavour Hills.
- Sunday 19th The ABCCC Annual Luncheon – An ABCCC Event. Colin Brown (03) 5964 9291
Venue – TBA.

August, 2020

- Sunday 2nd A Yarra Valley Motor Tour – An ABCCC Event. Bryan Tootell 0412 549 906
Start Venue – TBA.
- Sunday 16th Lunch at the Cuckoo Restaurant – An ABCCC Event. Gordon Lindner 0418 540 920
Venue – Meet at the Restaurant, 508 Mount Dandenong Tourist Road, Olinda, Victoria..
- Sunday 30th A tour of Chinatown and the Chinese Museum – An ABCCC Event. Greg Anglin (03) 9876 3293
A guided walking tour with Yum Cha lunch to follow. 0419 882 155
Start Venue – Meet at the Chinese Museum, 22 Cohen Place, City. gregsbusy@msn.com

September, 2020

- Sunday 13th A Visit To The Morris Minor Garage – An ABCCC Event. Gary Prewett (03) 5417 2283
With lunch in Castlemaine.
Venue – Harcourt, no address available.
- Sunday 27th The Creaking Wooden Frame Run – An ABCCC Event. Phil Cook (03) 9842 5449
Venue – TBA.

October, 2020

- Friday 2nd to Sunday 4th The 'Terri Allen Garden Tour' – An ABCCC Event. Kate Senko (03) 5169 6626
Venue – Macedon Open Gardens Fair.
- Sunday 11th Terry's Taste Tour – An ABCCC Event. (Note changed information.) Ian Terry 0409 097 496
Start Venue – Caldermeade, Tooradin, Victoria.
- Friday 23rd to Sunday 25th The Justly Famed Indulgence Tour – An ABCCC Event. Peter McKiernan 0407 876 023
Touring – The Port Fairy Area, see Page 12.

November, 2020

- Thursday 5th to Wednesday 18th Sapphire Coast Tour – An ABCCC Event. Maxine Pettigrew (03) 9739 1146
Details with opening for bookings.
- Sunday 29th Our Car Boot Picnic – An ABCCC Event. Christopher Constantine (03) 9898 4431
Venue – TBA.

December, 2020

- Sunday 13th Christmas Luncheon – An ABCCC Event. Maxine Pettigrew (03) 9739 1146
Venue – TBA.

EDITORIAL RAMBLINGS – Issue N^o. 241

In Issue No. 240 (April, 2020) there was an incorrectly laid out article about the Beechworth RACV Garage operator. There were constraints with respect to magazine space at the time. The article, from Peter Hibbert was an extra to the report about the Rutherglen No Frills Tour. I was not aware that the tour took in Beechworth, and that was the reason the article was out on a limb. Hopefully, what appears on Page 13 makes the story more easy to understand.

Once again, it is requested that articles for this magazine be sent to the Editor as Microsoft Word documents, as attachments to E-mail messages. It does not (to a certain extent) matter which version of MS Word is used – the editorial computer appears to be capable of converting older versions to the current version – if it is told to. Articles can also be printed or handwritten and mailed, they can then be scanned and set up to conform with the rest of the magazine's text. All photographs, of reasonable resolution and preferably 90 mm wide, should be sent separately, not within an E-mail message and with captions please.

E-mail address: michael.alfrey@bigpond.com **Postal address:** 59 Rowson St, Boronia, Victoria, 3155

There seems to be a trend with modern club newsletters where pictures are inserted without any form of caption. This trend, although time saving, makes matters rather difficult for readers who were not present at an event. We are a club that caters for classic British motor cars and that is, mostly, what *Your ABCCC News* should be about. Now that Britain does not have a truly home bred motor industry, we need to get all nostalgic about those British marques of the past and enthuse about them with personal experiences. I will start with a German moped story. See Page 4.

In this issue we have an interesting segment about the Lea-Francis story. We are, indeed, privileged to have, in our club's activities a superb example of the 2½-Litre Sports models – not only is it superb, it is also very rare. Only fifty-seven of this model were produced. Australia is fortunate that the survival rate, due to no salt on icy roads, has been better than elsewhere, however, much work has gone into those examples that have survived. Tony Pettigrew's Leaf is featured here and, next time you see it on a club run, be sure to have a good look at the radiator cowl mascot and the badge below it. After that, also be sure to ask to view the engine – it is a masterpiece of design for its time.

Enjoy this edition.

Mike Allfrey – Jupiter, Bringer of Jollity!

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 vehicle, at one of our events after COVID-19 is over. Our club continues to aim for two motoring events each month, so there will be plenty of fabulous events for you to select from. Welcome!

Name	Car	Model	Year
Gary Bell	Land Rover	Series 2A Ex Army Model	1963
Angela and Romeo Stellato	Not Known		

Gordon Lindner – Membership Secretary.

THE TRUTH!

And just like that, the world realised that health workers, cleaners, truck drivers and retail workers are far more important to society than Hollywood actors, sport stars, minor celebrities and YouTubers.

Contributed by Rob Nolan.

ANOTHER PART OF MY MISSPENT YOUTH

What Caused This? What Influenced Me? Why Did I Do It?

Good questions, all of them. It all goes back to my school days when most of my pocket money was spent on the monthly edition of *Motor Sport* magazine. These purchases were made simply to satisfy my enthusiasm for Formula One. I was the only boy in the class who always had a copy of *Motor Sport* in my desk. No ink stains on those! Denis S Jenkinson (D.S.J.) was the Continental Correspondent for the magazine. I avidly read all that he wrote about Formula One along with his reports describing minor Formula One races that were taking place on the Continent.

There was also the 24-Heurs du Mans races, the epic 24-hour battles that I would visit later.

D.S.J. wrote about the performances of such as Maserati 250F, Ferrari Super Squalo, Lancia D50 and the Mercedes-Benz W196 all-conquering team in 1954/5. He mentioned the fact that there was no British Racing Green at the front, B.R.M. were trying too hard, Connaught were doing very well on a very limited budget and Cooper were mostly involved with Formula III (500 c.c.). H.W.M., Alta and Lister were showing patches of brilliance, along with Jaguar winning at Le Mans, with Aston-Martin picking up good results with their beautiful DB3S sports racers. We British needed **more!**

Then, in August 1956, a photograph in *Motor Sport* made me really sit up and take notice. It showed Harry Schell trying to force his Vanwall past the leading trio of Lancia-Ferraris at Reims-Gueux in the French Grand Prix. This was it! The new, every-effort-put-in Vanwall had appeared earlier in the year. Meaning that the Guv'nor Tony Vandervell had brought together the likes of Chapman (suspension and chassis), Costin (super-smooth air flow body), Norton motorcycle engine designer Bert Hopwood and many others to put together a British Formula One racer that would "beat the bloody red cars!"

Right: Fangio, Castelotti and Collins have just lapped a Gordini and were feeling they were comfortably in the lead at Reims. Then they realised what was really happening – Harry Schell (Vanwall, 24) was aiming for the lead!



That photograph was the point when I told myself, I would be at the next British GP, no matter what! Meanwhile my work life had commenced, and money was sort of tight. I had acquired a Patria 49 c.c. moped that was from Germany and, at short notice, I informed my parents that I would be riding my moped to Aintree for the Grand Prix. My father offered to take me there, but he had work to do at the Bristol Aeroplane Company that week. I was due most of one week of holiday from work and the boss let me take it for the GP trip. I think he thought I would be back the next day.



Left: An example of the Patria moped. Mine was 542 BPL.

The ride to Aintree, near Ormskirk north of Liverpool from our home near Bristol was some 190 miles, mostly 'A' roads, there were no motorways at that time. The Grand Prix D'Europe, no less, was set to start on Saturday 20th July, 1957 and I needed to be there on the Wednesday to take in practice sessions, then I had the Sunday to rest after the ride home. The Patria was a moped with a larger petrol tank than most others and featured a two-speed gearbox, as well as emergency pedal power. Back-pedal for rear brake and the gear change was pull on the left-hand lever and twist the grip to change speeds. That was it. A small suitcase was strapped on to the carrier frame and I set off very early on the Wednesday morning with little traffic at that time. The route to Liverpool was easy and I

elected to take the tunnel under the Mersey River to reach the north side of town. I came away from the tunnel with one of those everlasting experiences. Most impressive about the tunnel was a fork in the middle controlled by traffic lights!

Aintree was found easily and, at the gate I bought my General Admission pass, a programme (2-shillings) and asked where I could get accommodation for the duration? The gate man pointed to a grey sombre-looking house, "Try over there, she'll take you in." So, I swung around and rode over to the house to beg a room and breakfast. The lady was very kind to me, and all was set, within easy walking distance from the circuit entrance. My moped had a rest for the stay in the garden shed. All for just 30-shillings – dinner, bed, breakfast and, importantly, bike garaging.

I was back at the circuit just in time for first practice for Formula One. The excitement was incredible, and it was an emotional moment when the Vanwalls went past for the first time. The spectators were sparse and viewing from an embankment was easy. As the whole event progressed, I realised that my General Admission ticket could get me to all sorts of places during the days leading up to the GP. Really serious practice/qualifying started early on the Friday, so I found my way into the paddock area and then, all of a sudden, I was in the Vanwall pit. As a young fellow today would say, "It was more than awesome!" The Vanwall engines were warming up when Tony Vandervell walked in and asked who I was? One of the mechanics, Cyril Atkin, said, "He's my helper. Pass me that spanner, lad." and I was **IN!**

Watching the proceedings from that area was fascinating. There were other races, but as the day wore on the lap pace became faster and faster. Later in the afternoon desperation was interesting – here were all my heroes, Moss, Musso, Behra, Hawthorn, Fangio, Brooks, Lewis-Evans and, at the back Bob Gerard and our Jack Brabham with their Cooper-Bristols (2-litres against 2.5-litres). The B.R.M.s. were not at all on the furious pace. Jean Behra was doing it all for Maserati, while Mike Hawthorn was doing his best for Ferrari, as was Luigi Musso. It was a three-way teams battle. Juan Fangio was reportedly biding his time. In 1957 the first corner, Waterways, was much tighter than shown on this map. We forgot all about lunch, the excitement was that great.

Right: A map of the Aintree circuit. The red 'X' marks approximately my accommodation. The red arrow indicates race direction.

Towards the end of practice/qualifying it was a Vanwall front row, with mountains of satisfaction in the Vanwall pit. Then, as the clock was ticking down, Jean Behra took his Maserati out for a final attempt. We all held our breath and waited for him to appear around Tatts Corner, round he came and kept the Maserati's throttles wide open all the way to the finish line. Then it happened, he put the straining car into a lurid spin to wash off speed before Waterways Corner. He achieved second position on the starting grid, sandwiched between two Vanwalls! Moss on pole with Brooks third. All in the Vanwall pit put up a loud cheer! What a day!



Race day, if I remember correctly, brought a 1, 2, 3, 4 for Aston-Martin in the sports car race with Archie Scott-Brown mixing it in the damp conditions with his Lister-Bristol. I watched all the racing from the Big Embankment where I could see across to Picnic Loop, this was before JY Stewart and B Ecclestone ensured that enthusiast spectators got to see less. The Grand Prix was quite a spectacle, Moss streaked off into a commanding lead, with Behra second and Lewis-Evans in third. Then things began to happen, and the excitement level rose rapidly. Suddenly Moss was out of the race and soon took over the Tony Brooks Vanwall and took up the chase. Lewis-Evans was leading the race! But then he came to a halt in the loop area with a broken throttle linkage. He leapt out of the car, removed the bonnet which blew away in the wind, and the throttle control reportedly fixed with wire from a fence to get back to the pits. Then, with Behra

in a very handy lead from Fangio and Hawthorn, real action started to happen right in front of me. Behra's clutch exploded, Hawthorn then took the lead, but next lap suffered a puncture from Maserati clutch bits and then Moss swept into the lead to finish first. After the race all of us on the embankment rushed to the start/finish area and celebrated.

All too soon, it was time to set off for Bristol. Being still on summertime, there was extra daylight and the ride to the big roundabout at Tewksbury was easy. A late supper of a corned beef roll and a glass of water at the lorry stop and I was on my way again after a fill of two-stroke ready mixed petrol. It was well and truly dark when the Zachs engine whimpered "ENOUGH" and came to a stop. I pedalled to a streetlamp and soon determined that there was no spark. I had limited tools in a leather tool bag at the back of the saddle, along with a spare sparking plug. All of a sudden, the engine started easily, and I was on my way. The run was fitful from Gloucester to about nine miles north of Bristol, where I was going to wait until a reasonable time to seek the help of one of our customers, Tom Daniels' farm right on the A38. I pulled into a layby and promptly fell asleep leaning against a parked lorry's front wheel, with one arm around the Patria so no one could nick it.

I was woken by the sound of my father's Railton's horn, a fair bit startled. I was told that my mother was worried about me and would he do something about the situation. So, as he was going to the Bristol Aeroplane Company that morning, he decided to set off early and have a look further along the A38. We put our heads together and, with some ex-RAF radio parts carried in the car, added an extra winding at the magneto coil, fitted a large condenser out in the airstream and then it was onwards home. While we were fiddling with that magneto, I related the Grand Prix experience and he was most impressed, telling me that he had heard John Bolster on the BBC radio in a state of great excitement. I was told to continue on home and that he would, "Sort your mother out," from the B.A.C. by telephone. Father went back to Filton for his consultant work as scheduled.

It turned out that the magneto coil winding's shellac insulation had 'broken down' and failed when the engine warmed up. I had to save for a new magneto assembly, that cost me more than the entire trip.

For me, the 1956/7 Vanwall was the most impressive Formula One racer; the 1955 Lancia D50 Formula One racer is the most beautiful to look at; the most significant – the Cooper-Bristol.

Would I do it again? Of course, I would! But I think that if such could ever be repeated, I would do it on a 'Cammy' 350 c.c. Velocette or, even a 500 c.c. Manx Norton Clubman of the period. Well, the Vanwall engine was built around four Norton 500 c.c. cylinder heads! The Vanwall's pistons came from Hepolite (Hepworth & Grandage), Bradford, Yorkshire where, I was later to find out, sturdy cars came from.

Mike Allfrey.

THE LEA-FRANCIS 2½-LITRE SPORTS

An Excerpt From The Lea-Francis Owners Club Website



Richard Lea and Graham Francis entered into partnership in August 1895 to make advanced and relatively expensive cycles in Lower Ford Street, Coventry. These bicycles swiftly gained a reputation for quality and reliability. Less successful was Lea & Francis' first attempt at motor cars 1903, which had a strange three-cylinder underfloor engine, and did not sell at all well.

The company did much better with motorcycles, which were built from 1912 to 1924. By the end of motorcycle production Lea & Francis had moved on to their first successful light cars powered, on the whole, by engines from Meadows of Wolverhampton. These cars enjoyed some success in competition, but higher power necessitated a stronger chassis and transmission, which came in

1927 and was used both for the popular 12/40 and the exciting Hyper Sports with Cozette supercharger, Britain's first supercharged production car. This did well in racing, winning the 1928 Tourist Trophy, but the effects of the depression, exacerbated by an unsuccessful attempt to move upmarket with a twin O.H.C. six-cylinder car, resulted in receivership in the early 1930s.

Lea-Francis was revived under new management in 1937 to produce a new car designed by ex-Riley man Hugh Rose in a factory in Much Park Street, Coventry. The engine was similar in layout to the Riley, but with the two camshafts mounted high in the block and very short pushrods. Few of these cars were produced pre-war, but after 1945 their successors with 14-hp and (from 1949) 2½ litre power proved popular, both in the form of saloons and attractive sports cars. Highly tuned versions of the engine were fitted to a number of racing and sports cars, notably the first Connaughts and Arnotts. In the early 1950s sales declined and the company concentrated on general engineering, making an ill-fated attempt at a comeback with the Ford Zephyr-engined Lynx in 1960 before the assets were finally sold in 1962.

Recently, after many years when the name was kept alive through the valiant efforts of Barrie Price with an excellent spares and restoration service and the occasional car, the distinctive Lea-Francis badge again graced a fine new prototype sports car, brilliantly designed by Jim Randle for low-volume manufacture, but unfortunately it has not gone into production.

The Lea-Francis Owners' Club has two Registers recording the known history of the vehicles produced by Lea-Francis, these are divided into pre-1937 Register and post-1937 Register, which roughly relates to those products from the Lower Ford Street factory and those from the Much Park Street location and later.

With thanks to the L-FOC (UK).

LEA-FRANCIS STORIES

Or 'LeaFs' As These Cars Are Affectionately Known

My Lea-Francis story started in February, 1997 when I answered a single line advertisement in the Melbourne Age newspaper 'Lea-Francis 2.5L.sp. needs restoration'. I convinced Maxine without discussing money that it would make a very good retirement project and I would just store it in the shed until I retired. After inspecting and researching, I organised a C.O.D. delivery for the following Saturday.

Right: The LeaF as delivered in 1997. The appeal is there!

Having invited a few friends around for a BBQ dinner, it was to be delivered early, however it turned up late in the afternoon so there were plenty of helpers. The guests went with Maxine for drinks around the pool while I settled the account and then joined the rest for a drink, having foolishly left the receipt on the table. Maxine and my daughter-in-law to be went to the kitchen to start preparing dinner when they spotted the receipt, "He paid \$1,200 for that heap of rubbish, I'll kill him," said Maxine, to which my dear Fiona replied, "Maxine that's not \$1,200 that's \$12,000." I have never forgiven her.

Right: After many hours of research and hard labour, the LeaF is making good progress.

Two gold bracelets and a diamond ring later and having decided I was too young to retire I started the restoration which was to become a three-year obsession on a car deemed to be beyond redemption by many experts. Firstly, as I was not retired I removed the carburettors slyly and took them into my factory (my day job) where I completely overhauled them replacing jets, needles, seats, spindles and bushes – polishing the aluminium body then taking them home to hide in the storeroom. I did the same with the starter motor, the generator, the distributor, the radiator, until Maxine noticed the car was shrinking and I was spending more and more time in the shed. Now it was out in the open and Maxine realised I was not frightened of her she gave me permission to restore the LeaF.

Right: The aluminium body ready for final paint preparation.

I stripped everything off the chassis, body, engine, gearbox, differential, wheels, springs, steering until there was not one nut and bolt left attached. I then took the chassis to the factory for sandblasting and then for powder coating after which it was back home to start the assembly. I had all the wheel cylinders re-sleeved, replaced all wheel bearings, rebuilt the differential, gearbox and universal joints and started on the engine overhaul. It was around this time I decided Maxine was due for a holiday doing the things she enjoys, going to the UK to the antique fairs and markets, visiting old houses and driving over the Yorkshire moors. We returned with two suitcases full of spare parts.

Right: VF-746 on display at 501 Bourke Street, Melbourne.

I had the engine block rebored and sourced new pistons to suit (Ford Falcon as I remember), I machined the conrods to take slipper bearings instead of the old white metal which was common in that era. All valves were replaced with new ones I had bought in England and the engine was assembled and fitted back in the chassis. I now had a full rolling chassis with every mechanical component as new, and now it was time to start on the body. The main body is made of aluminium, so rust was not a problem, but the floor and spare wheel compartment were completely rotted so I called on my friend and club member Bill Bonner for help. He replaced the floor and hand beat a transmission cover which was missing so there was actually nothing to copy and a fine job he did. With the body now back on the chassis it was clear I had a problem with the doors, the timber frames were rotted and the door skins were stretched and needed replacing, all beyond my capability, I had now entered the real world and now realized what they mean with 'cheque book restoration'. While the doors were being fixed, I thought it would be a good time to give Maxine a holiday in England, I still needed hub caps,



a rev counter, lights and a heap of bits and pieces. Two years had now elapsed since the start and I now had a fully assembled car without an interior and without paint on a shiny aluminium body after many hours of hand beating, filing and sanding. It was around this time I had pranged my daily driver and on being given a lift home by my local panel beater he spotted the Leaf and expressed a desire to do the paint work. Though he was unproven I decided to give him a go, it turned out to be one of my better decisions and he delivered one of the best jobs I have ever seen. Since then Marty Duncan has painted three cars for me and dozens from my recommendations all first class. All that was left to do was the trimming which was done by Bill Main of Ringwood who had trimmed all my previous restorations and as always, he did a first-class job. Almost three years to the day after I took delivery it had its first run to Drouin for a Lea-Francis Car Club BBQ where it was received enthusiastically. The following day it was down to Flemington for the British and European Day where it was awarded the major prize which was a very satisfying result for a car deemed by Lea-Francis experts to be beyond repair.

During my three years labour I had done a lot of research both in Australia and England and discovered I was the proud owner of a very famous car, having been owned by Alf Beasley. Alf and his brother Stud were famous Lea-Francis speedway drivers and my car was used to tow the race car to events and then used with great success in the road class events holding many hill climb records in the 1950s including Rob Roy twice in 1954. Alf was killed in a speedway accident at Maribyrnong in 1958 after which the family sold the car to a Malcolm Ralton who drove the car for several years before smashing it and then moving to Cairns awaiting a disputed settlement. The car sat in the open behind a panel shop in Mornington for twenty years before my acquisition in 1997.

Right: The very interesting Lea-Francis engine. The cylinder head can be lifted clear with carburettors and exhaust manifold still attached. Note the four valve covers.



The car has been on the first five ABCCC Fly The Flag tours and many rallies and though not seen so frequently on club runs these days due to Maxine disliking the hard ride and her hair being blown around, it still holds pride of place in my garage.

Tony Pettigrew.

Lea-Francis VF-746 – No. 5230

Finished in 'Electric Blue' with blue interior, this example left their factory on September 22nd, 1950. Although the original owner is unknown, the registration records show that it was first registered as a Victorian VF-746 on March 22, 1951. For reasons obscure it was re-registered on May 21st, 1952, as Vic XY-513. During 1953 it came into the hands of Alfred Beasley, who was Australia's main exponent of the Lea-Francis speedway engine which had been developed to challenge the Offenhauser unit. He and his brother, Stud, were both prominent speedway drivers whose speed cars were fitted with 'LeaF' engines, and who were staunchly supported in that activity by their father, Arthur H (Pop) Beasley, who had been a keen competitor in pre-war years. His 1934 Singer Le Mans won the Grand Prix at Phillip Island that year when driven by R A (Bob) Leigh-Wright. That Singer, with its peppy overhead cam engine, still holds both Melbourne to Sydney and the Brisbane to Sydney records in the 1000 c.c. class due to the cessation of official timing for such runs due to changing public attitudes. Alf Beasley's Edelbrock speed car's Ford V8-60 engine was replaced by the Lea-Francis speedway unit and he went on to win many championships from 1949 until he was killed at the Maribyrnong track in 1958. Additional to speedway, the car was also regularly entered for hill-climb events, winning at Rob Roy twice in 1954 being indicative. Former Lea-Francis Chief engineer, Albert Ludgate, was an enthusiastic adviser and fettler of the speedway engines, particularly when they competed at Adelaide speedways. The logo of the Victorian Vintage Speedway Association is Alf Beasley's car, which clearly shows the 'A' incorporated in the front nerf bars. This Lea-Francis 2 1/2-litre was painted red during its Beasley years and used to tow the speed car to hill climbs, then itself be run in the sports car class events. Following Alfs death much of the impetus went out of the Beasley motor sport activity and the Lea-Francis machinery, including the car, was gradually sold off. In 1962 it was sold by Sporting Cars of South Melbourne to Malcolm Ralton who retained it for several years, but while located in Cairns for some time with business interests, it unfortunately deteriorated due to being left in the open at Mornington for long enough to rot the interior and rust out the floor. It became available but its condition was judged to be beyond reclaim by some prospective buyers. However, it was purchased then by Phillip Rogers who later passed it on to Tony Pettigrew of Coldstream. The dedication of this L-F Club member has borne fruit and the car is now resplendent in Old English White and carries a contemporary registration number. At the British and European Day at Flemington in April this year (2000), the great investment in time, skill and funds was rewarded when it won the Unique Car Award.

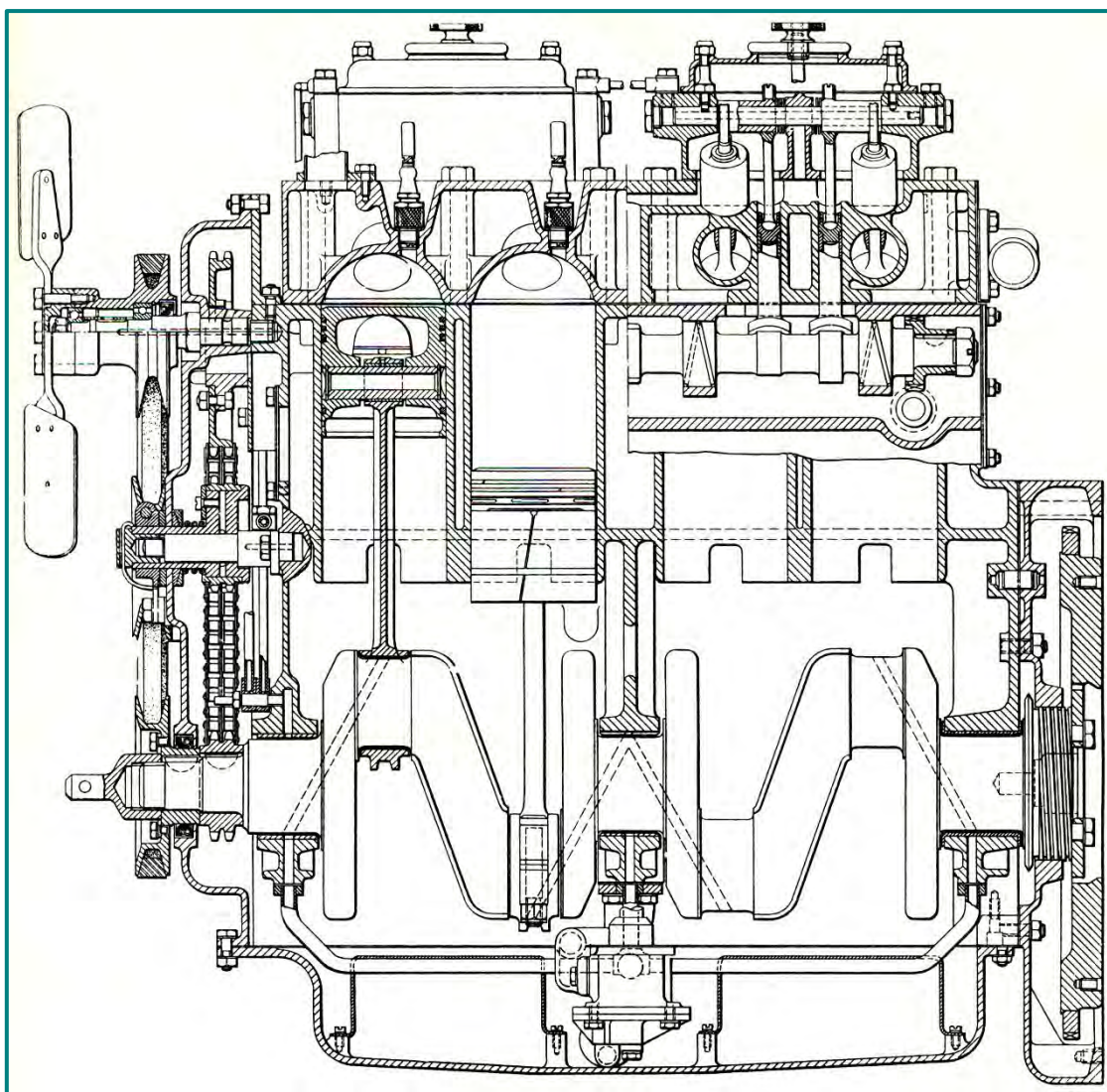
Written by Max Gregory – Restored Cars Magazine #144, Jan-Feb 2001.

With thanks.

Lea-Francis 2½-Litre Sports – Specifications

Engine Information						
Year	Model	Capacity cu. in.	Compression Ratio	Max. B.H.P. at R.P.M.	Max. Torque lb. ft at R.P.M.	Oil, P.S.I.
1950-54	2½-Litre	152	7.63 to 1	105-125 at 4-5200	142 at 2,500	30-40

Engine: 4 Cylinders in line
 Bore and Stroke (inches): 3.35 x 4.33
 Engine Configuration is twin camshafts with hemispherical combustion chambers. The two camshafts are mounted high in the cylinder block that operate overhead valves via light tappets, very short push rods and rockers, all mounted in the cylinder head. Combustion chambers are hemispherical.
 Engine features B.H.B. pistons, fitted with three rings – two compression and one oil control. Pistons require withdrawal from the top, connecting rods withdrawn from below.
 Valves – inlet larger than exhaust valves and operate in removable shouldered valve guides.
 The engine is fitted with a Tecalemit full flow oil filter.



Above: Sections through engine fitted to 2½-Litre models

Fuel Supply System						
Year	Model	SU Carburettor Type	Throttle Dia. (in)	Rich	Needles Std.	Weak
1950-54	2½-Litre	Twin H3	1⅝	5	3	2

Petrol Pump: 2 off SU L-type electric pumps

Ignition System – Data					
Year	Model	Lucas Type	Centrifugal Advance*	Advance Starts**	Max. Advance**
1950-54	2½-Litre	DVXH4A	36°–40°	400–600	3,200
* At Crankshaft; ** At Crankshaft R.P.M.					

Tune-up Data						
Year	Model	Firing Order	Ignition Timing (Fully Retarded)	Contact Breaker Gap	Sparkling Plugs Lodge Type	Gap
1950-54	2½-Litre	1-3-4-2	T.D.C.	0.012"	H14	0.022-0.024"

Gearbox – Data							
Year	Model	Gearbox Mark No.	Ratio 1 st	Ratio 2 nd	Ratio 3 rd	Ratio Top	Ratio Reverse
1950-54	2½-Litre	IV	12.74	7.68	5.09	3.60	10.80
Note: All ratios are overall ratios.							

Front Suspension And Steering – Data						
Year	Model	Toe-in	Camber	Castor	Kingpin Angle	Suspension Type
1950-54	2½-Litre	1/16"	1½ –2°	2½ °	9°	Torsion Bar
Independent with torsion bars installed lengthwise in chassis and operated by lower wishbones. Upper wishbones are mounted direct on to Girling double-acting hydraulic shock absorbers. Steering is Burman F-type.						

Rear Axle

Fitted with E.N.V. hypoid final-drive and semi-floating shafts.

Mike Allfrey.

WHAT WE HAVE BEEN DOING

JAUNT ELECTRIC VEHICLES VISIT – Monday 17th February, 2020

This event had a few hallmarks of, maybe, causing some confusion amongst those taking part. Graham Talmage kept us informed about event commencement timing and of the location change from Coburg North to Clayton South – about as far apart as it is possible to get within our Metropolitan Area (Melbourne). No matter, we have an excellent method of communication and advice of the location change was put out in good time.

Right: The project Series 2A Land Rover (Juniper), the battery box can be seen through the front panel.

For some of us it may have been better to hold this interesting event in both locations, because at Coburg North the actual installation work to convert an elderly Land Rover to electric propulsion – probably the same methodology as used in the Jaguar E-Type that Prince Harry and his bride departed in from Windsor Castle on their wedding day – is carried out. The second location carries out work related to the Land Rover's battery charging system installation, in Osborne Avenue, Clayton South. The business also markets various stand-alone charging stations for charging electric vehicle batteries.

The new Garmin GPS navigation device in the editorial Rover was set for the address in Clayton South, this was not all that easy, due to the system at first not recognising 'Clayton South', but suggesting 'South Clayton' in another State and persisting with that destination; then, blithely suggesting 'Clayton South' once the Osborne Avenue part was keyed in. With that glitch sorted out, I set off for EVolution Charging Electric Vehicles at 32 Osborne Avenue. All the device's directions were followed easily, until a great steel barrier was encountered at number about 69 in the avenue. From there, time was running out and 'Council Road Layout Gone Wrong' was encountered. Still having some sense of direction, after making a right turn, Clayton Road was aimed for, with the Garmin's Karen exhorting me to make



numerous 'U' turns to get me back to Osborne Avenue. Finally, the device understood that there was a more direct route to number 32 in the avenue and the new group of factory buildings – arrival was just in time!

It is understood that one of our members did find things rather lonely in Coburg North.

We were greeted by Marteen Burger our contact at Jaunt Electric Vehicles and were shown into a very modern factory building where a part rebuilt Land Rover was awaiting us. This was where matters became a bit difficult for me from a hearing point of view; we were in a concrete box and acoustics for 'state of the art' hearing instruments was not at all good. Marteen introduced us to Dave Budge a Project Manager and from there on, this report is based on observation and photographs – simply because I could not understand a word of what was being said, due to the echo chamber we were in.

Right: Marteen Burger introducing our group to Dave Budge the Project Manager, the tall man at centre of the group.



The lofty workshop, spotlessly clean, also had another Land Rover parked on a hoist so that we could have a look underneath. It was there that we could view a stainless steel battery housing and the batteries that fit inside. Lying on a wooden plinth was an electric motor a few sizes larger than a standard Lucas starter motor. Basically, that was it, apart from a hefty multi-coloured bunch of wires and a black box system controlling device. It was then that I realised that I had not known at all just what to expect – the whole caboodle looked so simple! The wiring could be a tough nut to master though. The battery pack was, to me, surprisingly small, with each battery unit being about a third of the size of one of my Jowett's 6-volt batteries. It has to be admitted that a much larger and complexly shaped battery pack for a vehicle the size of a Land Rover was anticipated.



Above: Graham Talmage returning to base.



Shirley Craven setting off for a quick lap.



Above: Ian Hodge asking, "Take me to your leader."



The electric motor with some hefty terminals.

Then it was time for some of us to take a drive around the factory courtyard area. It was strange to experience a 4-WD gliding past without any sound, other than new tyres squeaking on the gloss floor. No roaring V-8s here! The photographs show what was going on. There were a number of 'ring-ins' in our group and there was a classic Jaguar from Queensland parked amongst our cars.

After the electric Land Rover experience, some of us set off for lunch at the Clayton Hotel, right by Danny's Sky-rail over-pass meaning that the bistro should have double glazing to remove some of the train noise. It was a very pleasant outing and our thanks go to Graham for putting it all together for us to enjoy – a great way to spend a weekday.

Mike Allfrey.

WHAT WE ARE HOPING TO DO

PAKENHAM RACECOURSE, LUNCH AND RACE-DAY – Sunday 5th July, 2020

Preliminary Information

A day out to the new Pakenham Racecourse at 420 Nar Nar Goon-Longwarry Road, Tynong. Meeting point is McDonalds, on the corner of Heatherton Road and Matthew Flinders Avenue, Endeavour Hills. **Meeting at 9:30 to depart at 10:00** for a 50-kilometres drive along country roads.

Our Reserved Dining Special Luncheon includes: Racecourse entry, a Race Book per person, two-course meal (main and dessert), one complimentary drink. Have a look at the Mounting Yard before each Race, also you have access to the Stables and see how they operate on Race-day.

Dress Code – neat casual, bring along your Classic Car for a display in the Courtyard, all modern vehicles to park in public area. Come along and enjoy a day out with friends, no requirement to be interested in the Racing.

If you wish to attend please advise by the 28th June with payment so catering arrangements can be made. Cost will be announced in this magazine prior to the event. Payment is required seven days before, so Venue can arrange staff. Payment can be made to GH & EP Lindner BSB 013 795 A/C No. 4813 30325 (*include your name*) or cheque, post to – Gordon Lindner, 9 Hagen Drive, Berwick, 3806, or, telephone 0418 540 920, or, E-mail ghl40@internode.on.net.

Gordon Lindner.

THE TERRI ALLEN GARDEN TOUR 2020 – Friday 2nd to 4th October, 2020

The Victorian Open Gardens Scheme has the Macedon Garden Fair, (for the past 3 years it has been held the first weekend of October, so I am assuming that it will be the same in October 2020, with at least two same gardens open on both the Saturday and Sunday). The initial itinerary would be to drive to Lancefield on Friday 2nd October.

Accommodation at the Grange Macedon Ranges Motel Friday and Saturday nights. Dinner either in Romsey or Lancefield Hotel Friday and Saturday evenings. Saturday, drive to Macedon/Mt. Macedon for the open gardens. Lunch at the Post Office Café – optional. Drive to the cross. Hanging Rock Winery.

On Sunday, either return to the gardens or run to Heathcote, lunch in Kyneton before returning home. This could vary on Markets etc. or other events that maybe happening at the time.

Kate Senko.

TERRY'S TASTE TOUR – Sunday 11th October, 2020

The GM Holden Proving Ground closes end of August, due to GM shutting down Holden, a very sad affair. I cannot run Saturday 10th October event now but have got the go ahead to run a Taste Tour event on Sunday 11th October.

Details: Terry's Taste Tour, South Gippsland

Start at Caldermeade and finish at Cowes for lunch, incorporating small town bakeries, markets and lunch at RSL Cowes.

More details to follow in a future edition of *Your ABCCC News*.

Ian Terry.

INDULGENCE WEEKEND – Friday 23rd to Sunday 25th October, 2020

At this point in time, Indulgence 2020 is still on the social schedule. It is hoped that as of October, Australia will be clear of COVID-19 and we all trust that this will be the case.

This year it is proposed we visit Port Fairy in western Victoria. We will be meeting at the BP Service Centre Princes Highway (Geelong bound) Little River at 10:00 am for a 10:30 am start. Lunch will be at Mortlake prior to proceeding to Port Fairy. Accommodation has been arranged at The Ashmont Motor Inn however accommodation is limited and it will be a case of first in best dressed. The balance of participants (if any) will be accommodated at an adjoining motel.

The format for the weekend will be in-line with that of previous years, and the cost will be \$250 pp + accommodation.

If you wish to be part of this weekend extravaganza, would you please confirm your intent to me on 0407 876 023.

You may have previously indicated a desire to be part of this event however with what has developed over the past few months, you may care to re-consider your position in relation to the weekend.

Peter McKiernan.

ABCCC SAPPHIRE COAST TOUR – 5th to 18th November, 2020

The tour starts with a two night stopover in Lakes Entrance where we have arranged a cruise to Wyanga Park Winery for lunch. The next two days will be in Eden where we will organise an optional whale watching cruise then on to Narooma for the next two nights, with plenty to see and do along the way. We will spend the next three nights in Bateman Bay giving us plenty of time to relax and explore the area before travelling to Queanbeyan for two nights. From Queanbeyan we drive through Cooma and Thredbo (or Adaminaby, route not yet finalised) to Corryong for one night, last night will be Wodonga.

This tour will be along the lines of the Tasmania Tour and Outback Tour with one dinner organised in each town and the other nights free. Final details will be available to participants closer to the event, accommodation has been secured and participants will confirm and provide their credit card details when notified.

The Tour is fully booked and a wait list will be kept in case of cancellations.

Tony Pettigrew

REFLECTION OF VITAL BACK-UP SUPPORT TO THE PAST FLY THE FLAG PARTICIPANTS

Getting It Right

As from the first 2002 F t F tour, vehicle failure had been well supported and recovery along the routes. You most likely will recall the unselfish effort offered by Ian and Joan Downs of Beechworth RACV depot?

Right: Ian and Joan Downs' RACV service vehicle that took part in one of the RACV Fly The Flag Tours. Note the sticker!

A skilled mechanic, Ian would attempt to get failed vehicles going and if not, transport to a safe destination.

We would witness many participants crowding around the vehicles offering support and knowledge to get them going.

I recall a number of times seeing break down problems and guys buzzing around offering help.

Right: The Golden Era Garage's rescue truck.

Although Ian and Joan did not become involved in all tours, the RACV service cars then satisfied the break down need.

Should a flat top or other transport be required, the RACV breakdown service was always there in support.

These volunteer services gave participants a great 'peace of mind' to drive their classic cars long distances.

Camaraderie is the name of the game as the ABCCC is for the people! That will continue through the decades.

How amazing were all the many years of touring that Sandy and I thoroughly enjoyed only missing one of them.

Right: The faithful Holden EJ panel van.

I snapped the photos at Golden Era Garage at Beechworth during the recent ABCCC No Frills Rutherglen tour.

Fortunately, and albeit sadly and it was the last for a long time due to CV isolation with touring/meeting cancellations.

Both of Ian's two Holden service vehicles pictured are used for local attendances and notice the faded 2002 door decal.

That Holden was used by the family on that tour. Notably the Golden Era Garage is located on Ford Street!



Peter & Sandy Hibbert.

GOOD REASON TO KEEP UP OUR HOBBY

A man was walking down the street when he was accosted by a particularly dirty and shabby-looking homeless man who asked him for a couple of dollars for dinner.

The man took out his wallet, extracted ten dollars and asked, "If I give you this money, will you buy some beer with it instead of dinner?"

"No, I had to stop drinking years ago," the homeless man replied.

"Will you spend this on old car parts" the man asked.

"Are you NUTS!" replied the homeless man. "I haven't played with old cars in twenty years!"

"Well," said the man, "I'm not going to give you money. Instead, I'm going to take you home for a hot shower and a terrific dinner cooked by my wife."

The homeless man was astounded. "Won't your wife be furious with you for doing that?"

The man replied, "That's okay. It's important for her to see what a man looks like after he has given up drinking, and old cars."

From Colin Brown.

VALE

It is with much sadness I report the passing of our much-loved member, Patrick Swinchatt at 2 am on Anzac Day. The COVID-19 isolation has meant that as only ten people can attend a funeral, for that reason Joan has decided that a private cremation for Patrick will held, with only herself in attendance.

If you would like to send a note of condolence please mail to: Joan Swinchatt, 4 Bahama Court, Vermont 3133.

Colin Brown.



CLUB REGALIA

Item	Item Description	Item Cost	Item	Item Description	Item Cost
	Club metal grille badge, cast, enamelled, 90 mm diameter.	\$25.00		Club cap, navy with white trim, cloth, adjustable	\$12.00
	Sew-on patch badge, small, 80 mm diameter	\$4.00		Club polo, navy with white trim, most sizes available	\$30.00
	Sew-on patch badge, large, 205 mm diameter	\$10.00		Club vest, navy	\$48.00
	Lapel pin, enamelled, 25 mm diameter	\$5.00	Note: Some items may have limited availability. During COVID-19 there could be postal delays.		
	Windscreen decal,	\$2.00	Note: There are also magnetic door logos!		
	Club metal grille badge, less expensive version	\$5.00	Please help publicise our club!		

Above: Club regalia items that are available to ABCCC members. See Page 2 for contact information.

Pictures can be enlarged on the ABCCC Website.