



YOUR ABCCC NEWS

ISSN 2208-0112

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N^o. 251

March, 2021

THREE GENERATIONS OF BRISTOL CARS



At an A.O.M.C. British Motoring Show, Yarra Valley Racecourse

The Businessman's Express!

DO NOT FORGET THE AGM – 28th March, 2021

Note that the contact telephone number is 0425 712 973



Associations Incorporation Registered Number: A0035462V



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

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Vice President	Colin Brown	(03) 5964 9291	colin@abccc.com.au
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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

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. Only those events scheduled in this Directory qualify for Victorian Club Permit Scheme requirements.

IMPORTANT!

At our Calendar of Events Planning Meeting it was unanimously decided that two club events, during the year, will be reserved for those of our members who have participated in (maybe) another club's outing and believe that it would be a good venue for the ABCCC to visit, then please come forward and organise an event for us. The reserved dates below are prefixed C.M.A. (Club Member Arranged) events. So, we ask you to come forward with event information and we will include it in our Events Directory. Event details should be forwarded to the Editor at least two months prior to the event.

March, 2021

- Friday 12th to Sunday 14th On The Road Again! – An ABCCC Event Glenda and Garry Prewett 0418 345 499
Revised information will be provided.
Venue – Visiting Bendigo and Surrounds.
- Sunday 28th The Annual General Meeting – An ABCCC Event Pat Douglas 0425 712 973
Meeting will Commence with Luncheon at 12:00 noon.
Venue – **CHIRNSIDE PARK COUNTRY CLUB, 68 KINGSWOOD DRIVE, CHIRNSIDE PARK.**

April, 2021

- Wednesday 14th Arthur's Seat Run – An ABCCC Event Leigh and Sandra Wishart 0403 243 700
Venue – Dingley Hotel Car Park, 334 Boundary Road, Dingley.
- Sunday 18th Tour of Dandenong Ranges and Healesville – An ABCCC Event Phil Cook 0468 680 538
Venue – To Be Confirmed.

May, 2021

- Sunday 2nd Rex's Big Day Out – An ABCCC Event Rex Hall 0408 303 129
Exciting information to come.
- Sunday 16th South Gippsland Run, Part II – An ABCCC Event. Heather Cannon (03) 5659 0264
Start Venue – Loch Village for Morning Tea.
- Wednesday 26th Visit to the Ambulance Museum – An ABCCC Event Greg Anglin 0419 882 155
Venue – Meet at the Museum, 1/55 Barry Street, Bayswater.

June, 2021

- Sunday 27th C.M.A. – An ABCCC Event
Please forward information to the Editor.

July, 2021

- Saturday 10th Annual Dinner – An ABCCC Event Colin Brown 0408 343 176
This will be an evening event.
Venue – To be Confirmed.
- Sunday 18th An Urban Tour – Yarra Scenic Drive – An ABCCC Event Greg Anglin 0419 882 155
Follow Tourist Route '2' from Warrandyte to Williamstown and enjoy a pub lunch.
Venue – Meeting Point to be Confirmed.

August, 2021

- Sunday 1st C.M.A. – An ABCCC Event
Please forward information to the Editor.
- Sunday 15th Yarra Valley Run – An ABCCC Event Anne and Bryan Tootell 0412 549 906
With Lunch at Wesburn Hotel.
Venue – Meeting Point to be Confirmed.
- Sunday 29th Tour of China Town – An ABCCC Event Greg Anglin 0419 882 155
Venue – Meet at the Chinese Museum, 22 Cohen Place, Melbourne.

September, 2021

- Friday 17th to Sunday 19th Tocumwal Air Show – An ABCCC Event George Chrystie 0427 791 202
Includes Visit to a New Museum in Deniliquin Bookings: Tony Pettigrew (03) 9739 1146
Venue – Meeting Point to be Confirmed.
- Sunday 26th Ned Kelly's Birth Place Run – An ABCCC Event Phil Cook 0468 680 538
Venue – Meeting Point to be Confirmed.

October, 2021

- Friday 1st to Sunday 3rd The Terri Allen Garden Tour – An ABCCC Event Kate Senko 0412 126 369
Venue – Meeting Point to be Confirmed.
- Friday 22nd to Sunday 24th The Justly Famed Indulgence Tour – An ABCCC Event Peter McKiernan 0407 876 023
Meet at BP Little River (Geelong Bound) at 10:00 am.

Touring – The Port Fairy Area.

November, 2021

- Tuesday 2nd Cup Day Out – An ABCCC Event Colin Brown 0408 343 176
Venue – Yarra Valley Racecourse, Armstrong Drive, Yarra Glen.
- Thursday 4th to The Sapphire Coast Tour – An ABCCC Event Maxine Pettigrew (03) 9739 1146
Wednesday 17th Venue – Meeting Point to be Confirmed.
- Sunday 28th Tasty Tour of Gippsland – An ABCCC Event Ian Terry 0409 097 496
Tour Details to be Confirmed – Lunch at Harman Wines, Wattle Bank.

December, 2021

- Sunday 12th Christmas Luncheon – An ABCCC Event Maxine Pettigrew (03) 9739 1146
Venue – Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park.

February, 2022

- Saturday 25th to Seaside Retreat – An ABCCC Event Brian and Marj Pepper 0407 392 330
Sunday 26th Venue – Meeting Point to be Confirmed.

EDITORIAL RAMBLINGS – Issue N^o. 251

Right folks, this being my last edition of *Your ABCCC News*, I have decided to forsake a Jowett on the front cover and use a photograph of another favourite, cars bearing the Bristol name. See Page 8 for this interesting story.

On Page 6 we have then news of a new car interior heating system from the winter of 1934. Back in 1956, a work colleague was using a pre-war Ford 10 h.p. saloon that had been hotted up by the fitment of a Ford 8 h.p. cylinder head, along with a large SU carburettor and suitable inlet manifold. Joe was enthusiastically courting a beautiful young lady at the time who complained about the cold draughts coming into the car when driven at speed. To fix this problem, Joe fabricated a heater similar to the device described in the article. It was crude, but effective and had no control to reduce the flow of hot air. The heating was so effective that the young lady's thighs were just about scorched on an evening outing. They did get married after Joe completed his National Service in the R.A.F.

Looking at the multitude of electrical wires and pipes that disappear into a modern 'climate control' box, I have to wonder if it is actually worth the complexity. However, the rapid rate at which the windscreen in the Rover demists automatically is very impressive indeed. No Ford Ten, or Morris Eight, could match that!

There have been a number of British classic cars on television recently. In the *Endeavour* series there have been a number of Rovers, along with a Mk II Jaguar and odd shots containing others with Ford Zephyrs of the period. There have also been brief appearances of a blue Zephyr with an estate car conversion. This car also features in *Call The Midwife*, and is driven in the series by the doctor. There are also Rovers, Humbers and some from B.M.C. of the badge engineered variety. In one brief shot there was a PA Vauxhall – I thought they had all rusted completely away into nature's resting place. With modern television production techniques showing only super-brief shots of scenes, and, very likely, due to my old age it has become difficult to completely absorb a scene. In addition to that, so many scenes are shot in virtual darkness, it is difficult to make out the detail.

I look forward to meeting up with a good number of you at the Annual General Meeting.

So, as the late Ronnie Barker in closing *The Two Ronnies* used to say, "It's good night from me, and it's goodnight from him (Editor)". We are hoping for a new editor with fresh new ideas that will thoroughly bin the endless rambles from my desk. Here's to our new Editor!

The count-down has been completed.

Mike Allfrey – Jupiter, Bringer of Jollity!

ANNUAL MEMBERSHIP RENEWAL

Payment of ABCCC Annual Fees of \$45.00 were due by 1st January, 2021. Please post or Transfer money to: All British Classics Car Club, 9 Hagen Drive Berwick, Victoria 3806.

Please note that, should you be unfinancial and driving a classic car under the auspices of our club on the Victorian Club Permit Scheme, you are effectively driving an unregistered motor vehicle.

Bank details: BSB 063 863, A/c No.1001 3709, please provide your details as a reference. Renewal Form can be downloaded if required to update information, from the ABCCC Website.

Thank you,

Gordon Lindner, Membership Secretary.

SPACE FILLER

Gallagher opened the morning newspaper and was dumbfounded to read in the obituary column that he had died.

He quickly phoned his best friend Finney. "Did you see the paper?" asked Gallagher. "They say I died!!"

"Yes, I saw it!" replied Finney, "Where are you callin' from?"

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
Graeme Barr and Carol Douglas	MG-B	Purchasing	–

Gordon Lindner– Membership Secretary.

THE ABCCC ANNUAL GENERAL MEETING – Sunday 28th March, 2021

The venue for our Annual General Meeting will be the **Chirside Park Country Club**, 68 Kingswood Drive, Chirside Park. The meeting will be preceded by lunch at 12:00 noon and the meeting will commence at 2:00 pm. Cost of lunch is \$20.00 and drinks are at bar prices. Because the lunch will be subsidised by our club, this is a financial members only event. Please advise Pat Douglas if you intend to join us for lunch for catering reasons, and with requests for items to be placed on the Agenda, on Telephone Number 0425 712 973 or, E-mail secretary@abccc.com.au .

All lunches to be paid for on entry to the Chirside Park Country Club, with cash please.

Pat Douglas – Secretary.

HOW TO HANDLE BANK STAFF

An elderly lady went to her bank's branch to make a withdrawal. She handed her bank account card to a cashier and said, "I would like to withdraw \$10."

The cashier told her, "For withdrawals less than \$100 please use the ATM."

The lady wanted to know why ...? The cashier returned her bank card and irritably told her, "These are the rules. Please leave if there is no other matter. There is a line of customers behind you."

The lady remained silent for a few seconds, then handed the card back to the cashier and said, "Please help me withdraw all the money I have."

The cashier was astonished when she checked the account balance. She nodded her head, leaned down and told her, "You have \$500,000 in your account, and the bank doesn't have that much cash currently. Could you make an appointment and come back tomorrow?"

The elderly lady then asked how much she could withdraw immediately. The cashier told her any amount up to \$3,000. "Well, please let me have \$3,000 now."

The cashier then angrily went back to the vault retrieved stacks of \$20 and \$10 notes and spent the next ten minutes carefully counting out \$3,000. "Is there anything else I can do for you today?", the cashier asked sternly.

The elderly lady put \$10 in her purse and said, "Yes, I'd like to deposit \$2,990.00 into my account."

The moral of this tale ...

Don't be difficult with old people, they spent a lifetime learning their skills.

From Peter Hibbert – The language was Hungarian!

NEW ACCESSORIES FOR SAFER AND PLEASANTER MOTORING

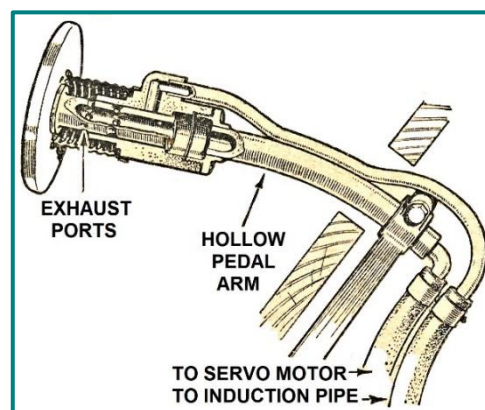
Improved Braking Efficiency – A Neat Vacuum Servo Easily Incorporated In Existing Layouts

There are many cars, and particularly models which were produced a year or two back, in which considerable effort is needed to get any degree of efficiency from the braking system. The driver has to lay his whole weight, to use a popular expression, upon the brake pedal in order to obtain the required degree of retardation.

Right: The valve controlling the Theed vacuum servo is mounted on the brake pedal.

Such conditions can be improved considerably by the introduction of some outside assistance in the form of a servo-motor, and there has been introduced a new vacuum-operated system which can be applied easily to almost any existing mechanical braking layout. Known as the Theed vacuum-servo, it has already been used with considerable success upon commercial vehicles, and a modified edition has been introduced for fitting to private cars. Apart from the ease with which it can be fitted, one of its main advantages lies in the low cost, which is only £5 complete, plus a small fitting charge which varies according to the car concerned.

It certainly gives considerably improved stopping distances with a progressive action which enables one to 'feel' the braking and pull up sharply or gently as occasion demands. We had an opportunity of trying a car recently, the brakes



of which are normally none too good, and the improvement obtained after the installation of the Theed servo is outstanding.

The actual vacuum servo cylinder is only four or five inches in diameter and of quite short length, carrying a leather cup-washer-type piston and rigid piston rod. It is mounted at its forward end on a pivot and the piston rod is linked up with the existing system in the most adaptable manner. An ingenious feature is the way in which the valve, instead of being embodied in the motor is mounted on the brake pedal. The normal pedal in most cases is replaced in the manner shown in the accompanying sketch by a tubular member at the head of which is located the actual valve gear. The connection from the valve to the servo motor is made through the pedal arm itself, a separate pipe line connecting with the induction pipe. Initial pressure on the pedal closes the exhaust ports, and then there is a slight pause before direct communication is established between the induction connection and the servo motor pipe. This pause is not noticed when actually depressing the pedal. The lost motion is provided so that any slight release of pressure on the pedal does not immediately cause a loss of servo assistance which would happen were the exhaust ports opened immediately. The pedal feels quite normal in operation. This system is sold by Hamilton Motors (London), Ltd., 466-490, Edgware Road, London, N.W.2, from whom further details can be obtained.

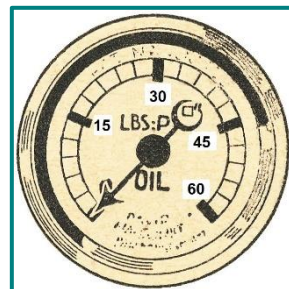
Oil-pressure Gauge For The Ford

No oil gauge is provided in the standard equipment of the 8 h.p. Ford, and the owner-driver who likes to know not only that the oil pump is working, but also to what extent it is operating, will be interested in the Linkula gauge especially designed for fitting to the dashboard of the 8 h.p. model. It costs 15 shillings complete with oil pipe, union and adapter for the engine.

Right: The Linkula oil gauge for the Ford 8 h.p. model.

It could be fitted by an owner-driver, but naturally if a garage is commissioned to do it there would be a small charge for the work involved.

The gauge can be fitted to the instrument panel and the adapter for communicating with the oiling system is fitted into the side of the crankcase in place of a plug which normally exists there. This gauge registers accurately in lb. per sq. inch and is obtainable from David Harcourt, Ltd., Theodore Street, Birmingham, 19.

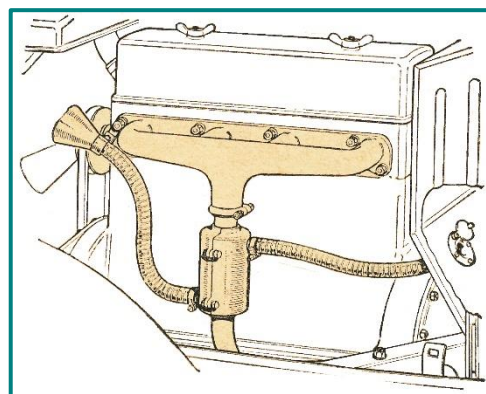


A Simple Car Heater

A heater which utilises the warmth of the exhaust is available from Benwat Heaters, 727, Hallford Way, Dartford, Kent, at the modest price of 32 shillings. It is so arranged that heated air can be admitted into the front compartment, free from fumes, and in addition to providing warmth, this is found to prevent internal misting of the windscreen and windows.

Right: Showing how the Benwat heater is installed. It utilises the heat from the exhaust pipe to supply warm air to the car's interior.

A small funnel is secured in a position close to the fan, and the air collected passes through a flexible pipe to a muff of split construction which is bolted around the exhaust pipe. The design of the chamber through which the air is taken is such as to ensure a rapid transference of heat. The air is then carried by another flexible asbestos-lined pipe to a controllable orifice in the floorboards. If desired a change-over valve can be incorporated so that either cold or hot air can be admitted at will. It is said to be important to adjust the position of the inlet funnel in correct relationship to the fan, so that fresh air is collected in sufficient quantities. The makers are anxious to dispose of the foreign rights.



Silent Zone Warning Device

Most motorists are using their headlights or an auxiliary lamp as a means for giving warning of approach after dark when motoring in silent zones. As the natural tendency is to press the horn button at any time when it is desired to give warning. It is possible to rearrange the wiring in such a way that a single control can be used for either purpose. It involves fitting a special switch and, with modern lighting circuits, it is not just a matter of fitting a two-way control as there are several difficulties to be overcome. The wiring and connections must be specially arranged and this is made possible in the Hornolite switch selling at 7s. 6d. Full instructions for wiring up are given with each switch, and details can be obtained from the Hornolite Manufacturing Co., Bournehall Road, Bushey, Herts.

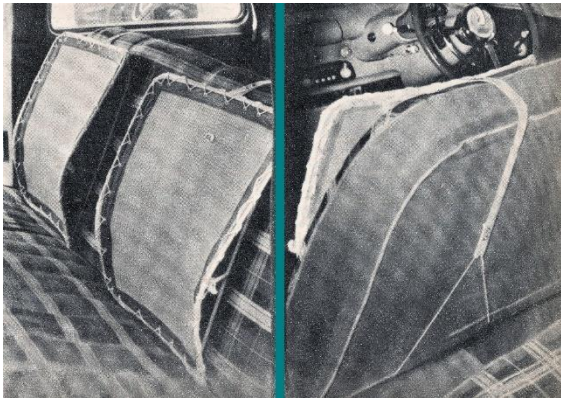
From The Motor, 27th November, 1934 – With Thanks.

NEW TO YOU? (MOVING FORWARD TO 1957)

Front Seat Comfort

A particularly popular accessory, the K-L 'Sit-Rite' back rest, is now available in modified form in which the metal hooks that previously held it to the top of the back of the seat have been replaced by an elastic strap. The nylon cords, supplied already attached to the bottom of the 'Sit-Rite', are passed beneath the back of the car seat and pulled upwards to meet the elastic strap to which they are tied, as shown in the accompanying photograph. This back rest which is curved to give lateral support to the driver, or passenger, utilizes a woven, moisture absorbing material, to provide a more upright position at the same time permitting ventilation to reach the driver's back and thus help to reduce the tendency to perspire in hot weather. The woven material is laced to a cream finished, stove-enamelled, metal frame. (*Key-Leather Co. Ltd., 5 Urswick Road, London, E.9.*) Illustration on next page.

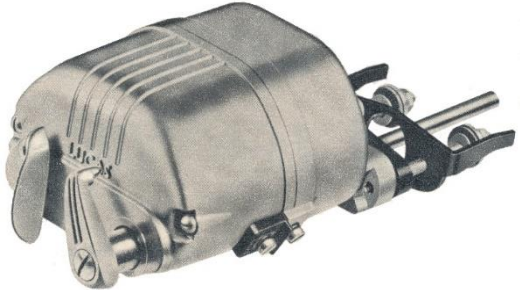
Below: Front and rear views of the K-L 'Sit-Rite' showing the new method of fitting which employs an elastic strap in place of metal hooks. Models for bench and bucket seats are available at 49s. 6d. each. (Key-Leather Co. Ltd.)



A New Windscreen Wiper

Amongst the range of Lucas screen-wipers is a new and more powerful model suitable for mounting direct on to the windscreen, as required with fold-flat screens, or in a closely adjacent position. It is thus particularly suitable for many sports cars or as a replacement on older cars with direct-mounted wipers.

A special feature of this new model – FW2 is its powerful motor, which is essential for satisfactory screen wiping in snow and when driving fast. It is designed for two-hole



fixing, plus a centre hole for the driving spindle, and it has an attractive exterior with provision for hand operation and manual parking. Models are available for 6 or 12-v. operation.

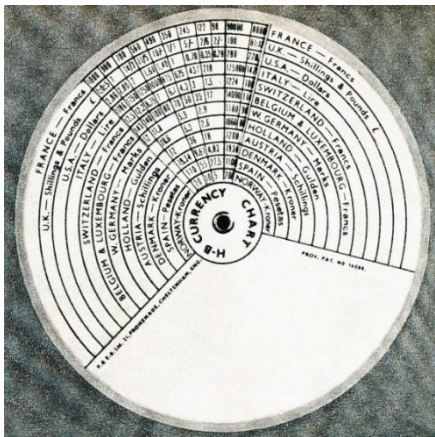
Right: Recently introduced the Lucas Model FW2 direct-fitting windscreen wiper costs £5 complete with arm and blade. (Joseph Lucas, Ltd.)

Currency Converter

With continental holidays in full swing, many readers are again faced with such mental arithmetic feats as, for example, the conversion of 8,400 French francs, or 15,000 Italian lire or, maybe, 943 Spanish pesetas into their equivalent in English currency. The answer, in each case, is £8 11s. 5d. according to a quick glance at the H.B. Currency Chart which has been produced to solve just such problems.

Right: For quick conversion of the currencies of 12 countries, the H-B Currency Chart retails at 9s. 6d. (F. and T. Billingham, Ltd.)

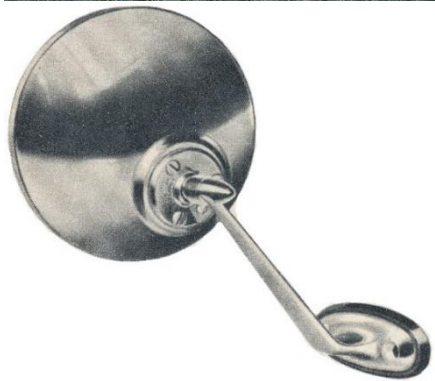
The chart takes the form of a pair of calibrated celluloid discs, concentrically pivoted. The lower disc is marked off radially with equivalent values for the currency of twelve countries – France, U.K., U.S.A., Italy, Switzerland, Belgium (and Luxembourg), W. Germany, Holland, Austria, Denmark, Spain and Norway – and the upper scale, on which the currencies are identified, is cut away so that it may be rotated to the appropriate position. Although the values range from 2s. to £100 in 60 easy stages, the chart is only 4¾-in. diameter and can, therefore, be carried in the pocket. (F. and E. Billingham, Ltd., Newent, Gloucestershire.)



A Door-mounted Mirror

Previously an export-only fitting, another Lucas accessory, the Model 407 door-mounting driving mirror, is now available to home buyers. This exterior mirror, which provides an alternative to the more common wing-fitting types, is attached to the door frame or scuttle by two self-tapping screws. The circular mirror head is easily removable from the bracket and thus the mirror may be used on either side of the car simply by reversing the head. (Joseph Lucas, Ltd., Great King Street, Birmingham, 19.)

Right: Now available on the home market, this chromium Lucas exterior driving mirror designed for door fitting, sells at 21s. (Joseph Lucas, Ltd.)



From The Motor, 24th July, 1957 – With thanks.

FROM THE A.O.M.C.

Recently our membership were sent the February issue of the AOMC Newsletter which contained information from the Department of Transport (VicRoads), which encompassed the draft of the proposed Vehicle Standards Information Sheets (VSI's). Please refer to your copy of the AOMC Newsletter for the detailed information. The VSI that is relevant to our membership is VSI-33 which deals with modifications to vehicles operating under the Club Permit Scheme. Some of our members may have received this information directly, but the AOMC is ensuring that every club is aware and has the opportunity to provide feedback.

The full four page draft has been included in the Newsletter, along with a feedback form to submit issues or proposed amendments to your AOMC Delegates for collation and submission to the AOMC.

Be sure to give this matter some thought and comment, it is a chance for us to have a say in such matters.

Mike Allfrey – AOMC Delegate.

BRISTOL CARS

The British aircraft industry suffered a dramatic loss of orders and great financial difficulties following the Armistice of 1918. To provide immediate employment for its considerable workforce, the Bristol Aeroplane Company undertook the manufacture of a light car (the Bristol Monocar), the construction of car bodies for Armstrong Siddeley and bus bodies for their sister company, Bristol Tramways.

Right: At an early A.O.M.C. British Motoring Show, a fine example of Bristol's 401 model.



On the outbreak of World War II, Sir George Stanley White, managing director of the Bristol Aeroplane Company from 1911 to 1954, was determined not to suffer the same difficulties a second time. The company now employed 70,000 and he knew he must plan for the time when the voracious wartime demand for Bristol aircraft and aircraft engines would suddenly end. The company began working with AFN Ltd, makers of Frazer-Nash cars and British importer of BMWs before the war, on plans for a joint venture in automotive manufacture.

As early as 1941, a number of papers were written or commissioned by George S. M. White, Sir Stanley's son, proposing a post-war car manufacturing division. It was decided to purchase an existing manufacturer for this purpose. Alvis, Aston-Martin, Lagonda, ERA and Lea-Francis were considered.

Beginning

A chance discussion took place in May, 1945, between D. A. Aldington, a director of Frazer-Nash then serving as an inspector for the wartime Ministry of Aircraft Production (MAP), and Eric Storey, an assistant of George White at the Bristol Aeroplane Company. It led to the immediate takeover of Frazer-Nash by the Aeroplane Company.

Right: A rare Bristol indeed, a four-door version of a 405.

Aldington and his two brothers had marketed the Frazer-Nash BMW before the war, and proposed to build an updated version after demobilisation. This seemed the perfect match for the aeroplane company's own ambitions to manufacture a high quality sports car. With the support of the War Reparations Board, H. J. Aldington travelled to Munich in Germany and purchased the rights to manufacture three BMW models and the 328 engine.



By July, 1945, BAC had created a car division and bought a controlling stake in AFN. A factory was established at Filton Aerodrome, near Bristol.

George White and Reginald Verdon-Smith of the Aeroplane Company joined the new Frazer-Nash Board, but in January, 1947, soon after the first cars had been produced, differences between the Aldingtons and Bristol led to the resale of Frazer-Nash. The Bristol Car Division became an independent entity.

Independence

Bristol Cars was sold, after its parent joined with other British aircraft companies in 1960, to create the British Aircraft Corporation (BAC), which later became part of British Aerospace.

The car division originally merged with Bristol Siddeley Engines, and was marked for closure, but was bought in September, 1960 by George S.M. White the chairman and effective founder. White retained the direction of the company, but sold a forty per cent shareholding to Tony Crook, a leading Bristol agent. Crook became sole distributor.

New Ownership

In September, 1969, only a month before the unveiling of the new Bristol 411 at the Earl's Court Motor Show, Sir George White (as he had become) suffered a serious accident in his Bristol 410. The car was only superficially damaged, but he suffered severe trauma.

As time passed it became clear that he would never regain his health sufficiently to return to full-time work. To safeguard the future of his workforce, he decided in 1973 to sell his majority shareholding to Crook. As the ties with the White family were severed, British Aerospace (successors to the Bristol Aeroplane Company) requested the company move its factory from Filton Aerodrome and it found new premises in nearby Patchway. The showroom on Kensington High Street became the head office, with Crook shuttling between the two in Bristol's light aircraft.

Under Crook's direction the company produced at least six types, the names of which were largely borrowed from Bristol's distinguished aeronautical past – the Beaufighter, Blenheim, Britannia and Brigand.

End Of The Second Era

In February, 1997, Crook, then aged 77, sold a fifty per cent holding in Bristol Cars to Toby Silverton, with an option to take full control within four years. Silverton, then son-in-law of Joe Lewis of the Tavistock Group and son of Arthur Silverton of Overfinch, joined the board with his father.

Right: An AC Bristol at an early A.O.M.C. British Motoring Show at Flemington.



Crook and Toby Silverton produced the Speedster, Bullet and 411 Series 6, though 2002 saw the transfer of Bristol Cars fully into the ownership of Silverton and the Tavistock Group, with Silverton in the chair and Crook remaining as managing director. Together they developed a V10 engined two-seater named after the first Sir George White's world-famous First World War two-seater aircraft, the Bristol Fighter. Crook finally relinquished his connection with Bristol Cars in August 2007. In March 2011, it was announced that Bristol Cars Limited had been placed into administration; it was that company that was renamed and subsequently dis-solved by the administrator.

Pre-war BMW Designs, Aldington Brothers And Early Car

H J Aldington, a director of the Bristol Aeroplane Company affiliated AFN (BMW's pre-war concessionaire in the UK), used his British Army connections to visit the bombed BMW factory in Munich several times post-war. In 1945 he took plans for BMW cars back to Britain, and BMW chief engineer, Dr. Fritz Fiedler was also employed. Its first car was the Bristol 400, prototyped in 1946 and introduced at the 1947 Geneva Motor Show. Derived from immediately pre-WW2 BMW products (thanks to a connection to BMW through Frazer-Nash), the chassis was based on the BMW 326, the engine on the 328, and the body on the 327.

Right: Three gorgeous Bristols.

Even a variation on the famous double-kidney BMW grille was retained. Bristol, however, did a thorough examination of the car's handling and ended up with performance 'only matched by outright purpose-built competition cars'. Seven hundred of the Bristol 400 were built, 17 of which received 'handsome' drophead bodywork from Pinin Farina.

In 1949, the 400 was joined by the five-place 401. Bodied by Touring, it was aerodynamically sleeker, accelerated better, and had higher top speed. It was joined by the drop-head 402, of which just twenty-four examples were built.

Right: A Bristol 450 competing at Le Mans. A large number of young boys sought the Dinky Toy's version.



The 403 followed in 1953, which featured improved brakes, gearbox, dampers, heater, and engine (a detuned racing motor, in fact). Bristol would use this same engine in the 450, entered at Le Mans in 1953; it broke its experimental crankshaft, but despite being less than aerodynamically ideal proved fully five seconds a lap quicker than the competition. Bristol withdrew from racing two years later.

Along with the 403 was the 404, on a shorter wheelbase, with a more powerful engine and styling reminiscent of the 450. The 404 introduced a concealed front wing-mounted spare wheel and battery. It was built to extremely exacting standards, and the price reflected it; this, plus newly introduced 'punitive taxation', meant only 40 were produced.

The 405, which entered production in 1954, was much more successful, not least for being Bristol's only four-door. It remained in production until 1958, with 297 saloons and 43 drophead coupés produced in all.

These Bristols were bodied on the aeroplane principle, aluminium body panels with thicknesses varying according to the stress and strain requirements. Often described as a panel beater's worst nightmare, but always extremely beautiful.

Bristol V8 Cars

The 406's replacement, the 407, was powered by a 5.2-litre V8 provided by Chrysler of Canada.

It was followed in 1963 by the 408, with drastic restyling as well as improved suspension. This was succeeded by the 409. Many buyers preferred the crisp steering and gearbox of the earlier six-cylinder cars.

The 410, introduced in 1966, was a return to the high-performance touring tradition, offering the same top speed as the 409, and superior acceleration, with the same powerplant. It also saw Bristol become a private company and marked a return to quality to the exclusion of output: no more than three cars a week were to be made.

In 1969, the Bristol 411 appeared, with a new 6.2-litre Chrysler V8 (still rebuilt and modified by Bristol, as before) delivering higher top speed and even better acceleration.

Engines

Until 1961 all Bristol cars used Bristol-built derivatives of the BMW M 328 2-litre six-cylinder engine. These engines also powered a number of sports and racing cars, including all post-war Frazer-Nash cars (apart from a few prototypes).

During this period, there were successful cars being raced, such as the Cooper-Bristol (Jack Brabham), the Lister-Bristol (Archie Scott-Brown) and the AC-Bristol (numerous well known drivers and the forerunner of what became the AC-Cobra). It was the Formula One Cooper-Bristol that set off the now common mid-engine layout. In 2-litre form, it competed well in the then current 2.5-litre Formula One.

Right: The engine compartment of a Bristol 405.



In 1961, with the launch of the Bristol 407, the company switched to larger Chrysler V8 engines, which were more powerful than Bristol's own, BMW derived 2.25-litre six cylinder engine. The Chrysler V8s could be bought off the shelf from Canadian Chrysler without the start-up costs of Bristol's own 3.65-litre all alloy six then in development. All post-1961 Bristols, including the later Blenheim and Fighter models, used Chrysler engines introduced in the 406 in 1958, and it remained in production until 1961.

A Performance Story

During the 1950s Sir Reginald Verdon-Smith was reputed to have frequently travelled from Bristol to London on business trips. The usual form of transport was for his chauffeur to collect him from his home, drive him to Bristol Temple Meads railway station. From there Sir Reginald took the morning express to Paddington, enjoying a good English breakfast on the train, alighting from the train at Paddington and being met by his chauffeur and Bristol car to be delivered to the office in London. The Bristol always arrived ahead of the train, no M4 motorway in those days, and the trains were mostly hauled by mighty ex-Great Western Railway King and Castle class steam locomotives, which were capable of sustaining high average speeds. In fact the GWR true expresses could easily run at 60 m.p.h. average speeds.

Hence the enduring term – *The Businessman's Express*.

From Freewheeling, the magazine of the Rover Owners Club (N.S.W.) – With Thanks.

Some comments added by Editor.

WHAT WE HAVE BEEN DOING

OUR SOUTH GIPPSLAND RUN – Sunday 31st January, 2021

We met at Caldermeade farm for morning tea, it was a Devonshire tea the scones were great. After morning tea we headed off for a great drive around the area, weather was great. When we arrived at the lunch destination which was the Maru Koala and Animal Park, they had a spot marked out for us so we were able to all park together. The cars drew a lot of attention at the park. Lunch was very good and the two course senior's meal very good value for money.

After lunch some of us went in to the animal enclosure and enjoyed a lovely walk around feeding the kangaroos and wallabies.

All who attended enjoyed the day and a big thanks go to Heather for the effort she put into the day.

Lilly Margetts.

WHAT WE ARE GOING TO DO – Keep Your Eyes On Your E-mail In-box.

ABCCC – BACK ON THE ROAD TOUR – Friday 12th to Sunday 14th March, 2021

This event is fully booked, and those taking part will have all of the necessary information. There is no need for you to do anything at this stage, but March is rapidly approaching.

Thank you for your understanding the delay and we hope to see you all in March, 2021 for an even better weekend in our northwest regional town of Bendigo. Should you wish to make contact, please call Glenda on mobile: 0418 345 499.

Glenda and Garry Prewett.

THE ABCCC VIC INC. ANNUAL GENERAL MEETING – Sunday 28th March, 2021

Calling all club members to our Annual General Meeting which will be held at the **CHIRNSIDE PARK COUNTRY CLUB, 68 KINGSWOOD DRIVE, CHIRNSIDE PARK.**

The meeting will commence with a subsidised luncheon at 12:00 noon and the Annual General Meeting will commence at 2:00 pm. Note: Cost of luncheon will be \$20.00 per person. Please contact Pat Douglas, on Mobile: 0425 712 973 if you are attending the meeting.

Pat Douglas – Secretary.

VISIT TO ARTHUR'S SEAT – Wednesday 14th April, 2021

Starting at the Dingley International Hotel, meet at 9:30 am for a 10:00 am start. Location 334 Boundary Road, Dingley (Melway Map 88; Reference: A5). The hotel is located midway between the Centre Dandenong Road and Lower Dandenong Road intersections – on eastern side of Boundary Road.

Going on to Hastings for a Devonshire morning tea. Then continuing on to Arthur's Seat for a visit to the car museum (for those who are interested) followed by lunch at the Pig and Whistle Tavern. Other points of interest are the Seawind Gardens and the Eagle Chairlift.

Please RSVP before 7th April, 2021 by contacting Sandra and Leigh Wishart on 0403 243 700, or E-mail leigh@wishartautotech.com.au to reserve your place on this run.

Sandra and Leigh Wishart.

A RUN TO HEALESVILLE AND MOUNT DANDENONG – Sunday 18th April, 2021

We will meet at Lilydale Lake, off Swansea Road (C401), refer to Melway Map 38; Reference: G7. Time 9:00 am for a 9:30 am departure.

Our drive will take us on a scenic drive, (**NOT** the Maroondah Hwy), to Healesville, where we will stop for Tea/Coffee. After refreshments, we will continue our journey to the Dandenong Hills, where we will enjoy lunch at one of the many establishments in the area.

Full details will be handed out prior to the start.

Contact Phil Cook on Mobile 0468 680 538 to make your reservation.

Phil Cook.

SOUTH GIPPSLAND RUN, PART II – Sunday 16th May. 2021

For the second stage of our drive through South Gippsland, we will meet at Loch Village, just off the South Gippsland Highway (A440), turn into Victoria Road, for morning tea/coffee at a location to be confirmed, and continue our tour on country roads for lunch in Korumburra. To book in on this run, contact Heather Cannon on telephone (03) 5659 0264, or E-mail heatoms@yahoo.com.au to confirm.

Heather and Tom Cannon.

NED KELLY'S BIRTH PLACE RUN – Sunday 26th September, 2021

We will meet at the car park outside Harvey Norman located on Whitehorse Road in Nunawading, Melway Map 48; Reference: G9. Time 9:00 am for a 9:30 am drive off.

After driving through Warrandyte and Panton Hill, we will drive up the hill to Kinglake. Then on to Pheasant's Creek where we will stop at the Flying Tarts Bakery for morning tea/coffee.

After a short break, we will drive to a lovely country pub where we will have lunch. Meals will be at a nominal charge. Drinks will be at bar prices.

As catering needs to be confirmed, will those members who are interested in participating on this event, please let me know. Full route details will be given at the start of the event. Contact Phil Cook on 0468 680 538.

Phil Cook.

THE ABCCC INDULGENCE WEEKEND – Friday 22nd to Sunday 24th October, 2021

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 plus 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.



On Page 11 – Two photos from the 2005 Hastings start, and at Mornington from the RACV Great Australian Rally.

SPACE FILLER

To the customer: "Turns out it was a marble in the ashtray."

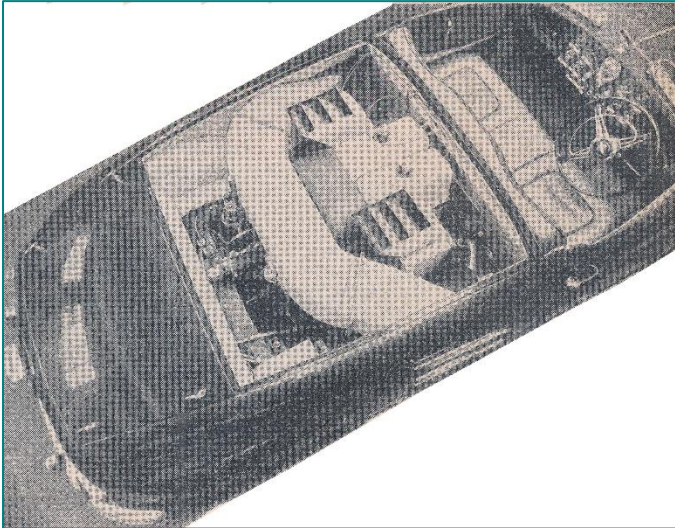
From Peter Hibbert.

Editor's Note: Back in early work days we had a Series E Morris 8 van with an annoying rattle as it was driven. It took a long time to find a pea shaped piece of hard plastic inside a hollow in the gear lever knob. We had been searching the van to find that rattle, finally removing the gear shift knob and cutting it in half, located the 'built-in' rattle.



ROVER GAS TURBINE REVEALED

The Turbine Installed – Visitors to the British Automobile Show at New York are having the opportunity of viewing the turbine power unit in the mobile laboratory through a Perspex cover. This photograph shows what they will see. The 'U' shaped air delivery trunk inspires through louvres at the side of the body and after passing through the compressor, two combustion chambers, and the work turbine, the efflux is discharged through two vertical riser pipes. The electric starter can be seen projecting from the rear of the unit, and this, together with the entire fuel control system, is the product of Joseph Lucas Ltd.



Rover article restorer's note: It certainly looks like there was a great amount of heat being generated right behind the driver. Apologies for the state of the picture, it is old.

From: The Motor 19th April, 1950.

With thanks.

NOTE:

Only twelve pages for this issue. The reason should be well known – Editor.

Trevor, Maxine, Jill and you know who –
Photograph by Peter Hibbert.

