



An incorporated club

A0035462V

A friendly family social motoring club

Edition 97

June 2006

A CHARMING AUNTIE!

Your ABCCC News



This *Auntie* Rover, a '100' model, is owned by Bill & Terri Allen. This is a Rover in the true tradition of one of the best engineered cars in the world – to quote a period Rover slogan. This model, with its solid build, sensible sized wheels and aura of staidness, but with the ability to lift her skirts and really perform courtesy of the power from that mighty six-cylinder, overhead inlet and side exhaust valved engine, has to be one of the best British Classics. The moniker *Auntie* was coined by William Boddy the notable Editor of Motor Sport Magazine, since then it has stuck!

Bob Kilpatrick, also a Rover aficionado, is making good note of the Rover's 'presence'. More 'Auntie' experiences inside!

Please send in photographs of your British Classic so that it can be featured here – otherwise, more Jowett pictures!

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the ABCCC Inc. is \$35.00. There is a once only joining fee of \$30.00. Please send membership subscriptions to
Val Jefferyes and Jim Spence, PO Box 8092, Burnt Bridge, Victoria, 3134.

Please Note: Membership subscriptions should be paid prior to the end of December.

THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC., FOUNDED - SEPTEMBER 23rd 1997
THE ABCCC IS AN ACTIVE MEMBER CLUB OF THE ASSOCIATION OF MOTORING CLUBS INC.

"Owning And/Or Appreciating The Spirit Of Fine British Classics"

ALL BRITISH CLASSICS CAR CLUB (VIC.) INC. – YOUR COMMITTEE

President	Frank E Douglas	(03) 9739 4829	frankdouglas@abccc.com.au
Vice President	Ray Higginson	(03) 9336 7306 AH (03) 9310 5286 BH	higginson@abccc.com.au
Treasurer	Tony Hodges	0419 307 026	tonyhodges@abccc.com.au
Secretary	Val Jefferyes	(03) 9725 1117	valjefferyes@abccc.com.au
Membership Secretaries	Val Jefferyes	(03) 9725 1117	valjefferyes@abccc.com.au
	Jim Spence	0412 808 050	spencestandard8@optusnet.com.au
Magazine Editor	Mike M Allfrey	(03) 9729 1480	mikeallfrey@abccc.com.au
	Facsimile No.	(03) 9720 0283	moubray@tpg.com.au
Assistant Editor	Mary Nolan	(03) 5978 7798	marynolan@abccc.com.au
AOMC Delegates	Bill Allen	(03) 9846 2323	
	Ross Gardiner	(03) 9818 5094 AH	consultanalogue@hotmail.com
Club Regalia	Bill Allen	(03) 9846 2323	
Victorian Club Permit Scheme Officers	Frank Douglas	(03) 9739 4829	frankdouglas@abccc.com.au
	Colin Brown	(03) 5964 9291	colinbrown@abccc.com.au
Events Co-ordinators	Lyn Higginson	(03) 9336 7306 AH	higginson@abccc.com.au
	Pat Douglas	(03) 8704 2973	patjdouglas@abccc.com.au
	Colin Brown	(03) 5964 9291	colinbrown@abccc.com.au
	Tony Pettigrew	(03) 9739 1146	tony1@uvtc.net.au
	Bill Allen	(03) 9846 2323	
Website Maintenance	Chris Newell	(03) 9735 2335	chrisnewell@abccc.com.au

THE ALL BRITISH CLASSICS CAR CLUB WEBSITE IS <http://www.abccc.com.au>

IMPORTANT CLUB INFORMATION

Introduction

The All British Classics Car Club of Victoria Incorporated, hereafter called the ABCCC, is a fully incorporated club in accordance with the Associations Incorporation Act. Accordingly, any publication or document officially issued by the ABCCC, must carry the ABCCC's Association Incorporation Registered Number: A0035462V.

The ABCCC Magazine (Including Disclaimer)

The publication, *Your ABCCC News*, is the official magazine of the ABCCC Inc. It is published once a month, with the exception of December. The magazine's issue date is during the week of the 25th of each month. To make the editor's task a little easier, it is requested that articles, events information and photographs are with the Magazine Editor prior to the 14th of each month. Articles published in *Your ABCCC News* may be used without permission. However, the ABCCC does ask that appropriate acknowledgment be given.

This publication contains general information that should not be relied upon without specific advice from a suitably qualified professional. The authors and the All British Classics Car Club Incorporated expressly disclaim liability for anything done or omitted to be done by any person in consequence with the contents of this publication.

Those products and/or services mentioned in this publication are not necessarily endorsed by the ABCCC Inc. Articles and photographs published in *Your ABCCC News* do not necessarily reflect the views of the Committee, the Club's Membership or the ABCCC Inc. Events, other than those conducted by the ABCCC, are included for interest purposes only, and they are reproduced in good faith. The ABCCC Inc. cannot be held responsible for any inaccuracies relating to other clubs' listed events.

For those members who receive their issue of *Your ABCCC News* via E-mail, the magazine will be available to download from the ABCCC website <http://www.abccc.com.au> at the same time that the printed copy of the magazine is mailed to those club members who do not have access to the Internet.

Address all correspondence to: The Magazine Editor, 59 Rowson Street, Boronia, Victoria, 3155. Other editorial contact information is listed above.

The Victorian Club Permit Scheme

The ABCCC Inc. is a club that is authorized by VicRoads to operate vehicles under the Victorian Club Permit Scheme. On the Committee there are two Victorian Club Permit Scheme Officers, and their contact details are listed in the Committee Directory.

Club members will be kept up to date with respect to changes and improvements to the Victorian Club Permit Scheme. However, it cannot be stressed enough, that a vehicle operated on the scheme, must carry the VicRoads Permit (current), the AOMC Victorian Club Permit Scheme Handbook and a copy of *Your ABCCC News* that contains details of the event the permitted vehicle is participating in.

All enquiries should be directed to the ABCCC Victorian Club Permit Scheme Officers.

ABCCC EVENTS DIRECTORY

Note: All events listed in this directory are placed in good faith. Events for inclusion must be with the Magazine Editor prior to the 14th of each month. Events organized by other clubs or associations have a contact telephone number, that should be contacted prior to the event, if giving consideration to take part in it, to confirm date and venue. Events organizers, please get your event information to the Editor – SOON!

June 2006

- 18 Melbourne Cricket Ground & Victorian Parliament Tours Frank Sawyer 0408 633 778
Venue – Lilydale International, Nelson Road, Lilydale, Victoria at 9.40am
- 30 The Great ABCCC Trivia Challenge – An ABCCC Event Frank Douglas (03) 9739 4829**
Note the date revision!
Venue – Lilydale International, Nelson Road, Lilydale, Victoria

July 2006

- 8 – 9 Nagambie Wineries Weekend – An ABCCC Event Peter McKiernan (03) 9787 6003
Venue – Nagambie Area.
- 23 Christmas In July – The ABCCC Annual Dinner Colin Brown (03) 5964 9291
Venue – Tokar Estate, Coldstream, Victoria.

August 2006

- 6 Bylands Tram Museum Visit – An ABCCC Event Geoff Birkett (03) 9755 1772
Venue – Meet at Lilydale International Car Park at 9:01 am.
- 20 Point Cook RAAF Museum – An ABCCC Event Lyn Higginson (03) 9336 7306
Venue – Point Cook, Victoria.

September 2006

- 6 Mid-week Run – An ABCCC Event Frank Douglas (03) 9739 4829
Venue – To Be Determined.
- 17 Visit to HMAS Cerberus & Mulberry Hill – An ABCCC Event Rob Nolan (03) 5978 7798
Venue – Mulberry Hill, then HMAS Cerberus, Stony Point, Victoria. Frank Sawyer 0408 633 778
- 17 All British Day – All British Classics Car Club (Queensland) Richard Higgs (07) 3385 5312

October 2006

- 1 Port Arlington Run – An ABCCC Event Tony Hodges 0419 307 026
Venue – Port Arlington Area.
- 14 Visit to Melbourne Zoo – An ABCCC Event Lyn Higginson (03) 9336 7306
Venue – Melbourne Zoo, Elliot Avenue, Parkville, Victoria.
- 21 – 22 Como Gardens Open Weekend George Hetrel 0418 323 376
Venue – 79 The Basin to Olinda Road, The Basin.
- 30 – 5 Whale Watching – An ABCCC Event Tony Pettigrew (03) 9739 1146**
Nov. Note the date revision!
Venue – Lakes Entrance, Victoria and Eden, New South Wales.

November 2006

- 18 – 19 Bendigo National Swap Meet – A Federation Event
Venue – Prince of Wales Showgrounds, Bendigo, Victoria.
- 26 Observation Run – An ABCCC Event Chris Newell (03) 9735 2335
Route – To Be Advised.

December 2006

- 3 Christmas Luncheon – An ABCCC Event Frank Douglas (03) 9739 4829
Bookings are essential.
Venue – RACV Country Club, Healesville, Victoria.
- 17 Badgers Creek BBQ – An ABCCC Event Janet McGregor (03) 9735 2533
Venue – Badgers Creek, Healesville, Victoria.

EDITORIAL NOTES – ISSUE 97

There is a very important survey of club members being carried out by the Australian Historic Motoring Federation (AHMF), the national body of which the AOMC is a member. It is vital that we all participate in this survey, even if a classic car is not currently on the road. Being involved with club activities, even if not with a motor car, should be recorded into the survey. So, please help the AHMF by filling in a form and sending it off, they will certainly appreciate it.

One point about the form, the last entry is for other costs not listed on the form, and there is plenty of space for listing other historic vehicle operating costs. One that can be useful is the cost of specialist re-

Your ABCCC News – June, 2006. Fellowship, Friendship = All British Classics Car Club Page 3 of 14

pairs to components such as cylinder blocks. In addition to the actual cost of the repair, the special skills used in the repair can be listed. It is well worth reporting how much our hobby is keeping skilful workers employed, and, how it utilizes modern machine tools that need to be kept occupied. This survey can have far reaching effects on an entire industry. We need to help keep our Government aware of just how important that industry really is – to all of us.

In this issue we continue our series of delightful recipes from the renowned home of excellent cooking – Victoria's Western District. We have now featured four of these recipes and, I must confess to being a trifle (*sic!*) mystified with the ingredients listings for the recipes. In each one there has been an ingredient mentioned in the 'Method' section that was not featured in the ingredients list! It is all very well to mention an additional ingredient in the how-to section, but when we don't know that ingredient's quantity, it gets a little bit disturbing, because the quantity of an additional ingredient could upset the balance of all the other ingredients. For instance, in this month's item, *Fruit & Nut Slices*, nuts are mentioned in the title, but there is only some desiccated coconut mentioned in the ingredients for decoration. It can be legitimately assumed that *Fruit & Nut Slices* would have some chopped nuts to complement the fruit – or would they?

Maybe there is a reason for these anomalies. Keep the budding cooks on their mettle, perhaps? Hopefully someone out there can explain the true reason for us?

Mike Allfrey.

IMPORTANT!

There is a change evolving for Frank Douglas' telephone number. The old number will be available for a short time only. The new number is:

(03) 9739 4829

Please make a note of this change, Frank's fax number is still the same (03) 9739 6324.

🍷 🍷 🍷 CONGRATULATIONS 🍷 🍷 🍷

At the TV Week Logie Awards Ceremony this year, club member John Wood, was awarded television's highest award – the Gold Logie for 2006. After a good number of nominations over the years, Sergeant Tom Croydon of Mount Thomas Police Station, has been justly acclaimed.

As is well known, John's role in *Blue Heelers* commenced right at the beginning and the programme will be reaching a record number of episodes before it is finally finished off by Channel 7.

PAST AND FUTURE EVENT REPORTS

RACV FLY THE FLAG TOUR – 2006 – "Cooking the Bacon"

Due to other activities, we couldn't take part in this year's RACV Fly the Flag Tour. However, I did volunteer to assist with the pre-start breakfast at Federation Square. After reading Beth Bassler's interesting report on the Tour, I was somewhat surprised that there was no mention of the breakfast on the first day – all the other breakfasts were comprehensively described in her report. Maybe the Basslers missed out on our breakfast?

I elected to take the train to Flinders Street, an interesting experience so early in the morning, one lady spent the entire journey from Box Hill applying make up using the reflection in the window as a mirror, and arrived in time to assist with setting up the 'kitchen'. We were making good use of the Higginson Capable Catering Company's Super-hot Barbecues and the one and only Super-roaring Urn Heater. Why Super-roaring? Well, once you have seen the ferocious looking gas ring that does the business with supreme ease, you will understand! Also pressed into action was the ABCCC Catering Trailer with its very capable barbecue plate and in-built hot water service. LPG sales in Victoria peaked for the year that morning, as all taps were turned on and the efficient burners did their allotted tasks. Our music while we worked, was provided by the pipe band.

The early morning weather did not look too promising and it was nearly a case of boiled breakfast for a change. It was quite cold, but the rain cleared for just sufficient time for our barbecuing activity, another example of Frank's organizational skills! It was pleasing to see some of the open cars setting off on their Tour with hoods lowered – as they should be.

The trailer was the sausage station manned capably by Craig Douglas and his helpers. I took on the bacon section with Brian Pepper and Bill Allen helping and, on our left, Lyn Higginson was in charge of the 'One Eyed Gypsy's Sandwiches'. This was Fred Sawyer's appropriate name for slices of bread with holes cut out and filled with an egg. Just what happened to the cut out round pieces, is still a mystery. In the good old, un-politically-correct, non-nanny-society, days we used to fry them until crisp and golden brown in the bacon fat. How things have changed!

At a conservative estimate, we cooked about six-hundred large rashers of bacon, and, with Bill deftly wielding a sharp carving knife, they soon became one-thousand-two-hundred pieces passing over the super-hot cooking plate. It was at about the nine-hundred-and-sixty-fourth piece that it happened – the dreaded female presence – while we were doing a splendid job. It transpired that Brian, as I **always** do, was observed by Marjorie to have the "wrong trousers on for barbecuing". Brian had my fullest commiserations and understanding. At least Sue wasn't present, so this time I wasn't guilty of such a dastardly crime! I must say that I felt quite smug behind my apron, but found as soon as I arrived home that I had also worn the "wrong trousers for barbecuing", there was a definite speckled fat area below where the apron had been. None of us can win this one, Brian. If only we could be told, **which** are the right trousers, barbecues would be undertaken without furtive glances over the shoulder.

We did successfully keep the head of the queue properly fed and we raised some much needed funds for our club's kitty. Thanks to the Higginson Capable Catering Company for organizing such a splendid 'kitchen' and the supply of vitals. Thanks also to all of those who most certainly "wore the wrong trousers" and performed such a feat of supplying the Tour's first breakfast. Thankyou everyone.

Mike Allfrey.

THE GRAND INDULGENCE TOUR – Sunday 7th May, 2006

Having driven the Jupiter for two-thousand miles over Easter, it was time to give the mature Rover a good battery-charging run and blow out the gathered cobwebs. It was just as well, because on skirting the northern end of Tullamarine Airport, water fell out of the sky. For a short while, it was a hearty deluge. We were snug and dry in the Rover's cabin and the new wiper arms and blades coped well. As we approached the meet-up point at Romsey, the sky cleared and the sun shone – briefly. We arrived about twenty minutes early, but had that 'late-arrival' feeling because so many were ahead of us. It soon transpired that there were still more to come, and finally, the red Jaguar hove into sight. Jim must have been a mite perplexed as we all set off as soon as he arrived!

Our classics in use on the day were two Rover P6Bs, an MG 'A', some XJ series Jaguars, a Mini Cooper 'S' and, not seen before, Frank Sawyer's new toy, a Reliant Scimitar GTE V6. While we were waiting we had a call from Frank Douglas, still in hospital, wishing us a good run. Once all had assembled, we set off in convoy for Cope-Williams winery and function centre complete with an old style indoor tennis court and a village green type cricket ground. Here scones, jam and cream were laid on, accompanied by an assortment of teas and coffees. The scones were of the sumptuous kind and, for me, the fruit scones were perfectly doughy in the middle. We engaged in some wine tasting and were advised to stock up for lunch, as the venue was BYO, with limited wine available.

After a most enjoyable stop, we set off again for 'Bringalbat Homestead' at Sidonia. Our run took us through some of the most deserted roads so close to Melbourne, we could have been many miles away. We did meet a group of MGs coming the other way on an outing of their own. For this leg of our run, we were totally reliant on Bill Allen's navigation, because I am fairly sure none of us would have found Bringalbat. We passed the sign announcing that we were in Sidonia, and it was a long way to the entrance gate, making it seem as though Sidonia had a large boundary. All was revealed, we had driven through Sidonia as we passed the sign!

As soon as we parked our cars it began to rain again, so we made a dash for the door and a warm welcome from the lady of the house. We were immediately in an atmosphere of times long past. This was a comfortable house with cheery fires burning in open fireplaces.

Left: The chef's Rover through the dining room window.



We were free to have a look around the house while waiting for our lunch to be readied. It was certainly worth the wait, our lunch was superb – there were delicious savouries served with a good soup made from home grown vegetables. The only part not home grown was the noodle content. This was followed by a selection of

main courses of which we could choose what we wanted. We were really indulging in this splendid spread, because after the main course, there was a selection of tempting desserts. Prominent among these was an apple and medlar cake and, with a form of clotted cream, we indulged to the utmost.



That sumptuous apple and medlar cake.



Maxine on tea and coffee duty.

After a leisurely cup of tea or coffee it was fairly late in the afternoon and time to say goodbye to our hosts and make our way home by our own different routes. This is where we came a little bit unstuck, there were no sign posts for miles on the roads that we chose. We missed Kyneton by a small margin and finally, via Pipers Creek and Baynton, found the main road just north of Lancefield. It would be wise to be a local if touring that region!

Our special thanks to Terri and Bill Allen for putting on such an indulging event for us. Despite the weather, we all had a most enjoyable time.

Mike Allfrey.

THE GREAT ABCCC TRIVIA CHALLENGE – Friday 30th June, 2006

First of all, please note the change of date – due to an editorial mishap, again.

Come and join us in the nation's most exciting trivia challenge, to be conducted by our *Trivia Maestro*, at the Lilydale International Club, Nelson Road, Lilydale.

Be there at 7:00 pm for a 7:30 pm start to our supreme test of knowledge on matters most trivial.

For a cover charge of just \$15.00 per person, there will be great entertainment and all the finger food you can possibly consume. The winning team will receive a grand prize.

We look forward to you joining in on this most entertaining of winter nights. If you intend to join us, please contact Frank Douglas on (03) 9739 4829 to make your booking.

Frank Douglas.

NAGAMBIE WINERIES WEEKEND – Friday 7th to 9th July, 2006

A Weekend of Wine and Indulgence

Departing from Coldstream, at 9:00 am sharp, we proceed through the picturesque Yarra Valley stopping for morning tea (bring your Thermos and bun) before continuing via the Strathbogie Ranges to our lunch stop at Euroa. Departing Euroa, we are able to visit various boutique wineries in order to collect reinforcements for the evening, finally arriving at our accommodation, the four-star Nagambie Motor Inn, where we will be staying for two evenings in self-contained studio apartments.

After some time to refresh, we proceed to a well known Nagambie nightspot for dinner.

Saturday is spent visiting various local places of interest in and around the Nagambie and north-eastern region, returning to our motel for a barbecue and an evening of enjoyment.

Sunday is a morning of relaxation which may include visits to a nearby winery and also the Nutshack before attending at our luncheon venue, the Tabilk Winery, for a boat trip on the Nagambie wetlands and a sumptuous lunch at the Tabilk Wetlands Café, prior to our journey home.

The itinerary includes lunches on Friday and Sunday, dinner for two evenings and a breakfast hamper for two mornings. All this for \$430.00 per couple twin share. Places are limited and are filling fast.

For bookings, contact Peter McKiernan on (03) 9787 6003.

Please note, final payments are due by 24th June, 2006.

Peter McKiernan.

CHRISTMAS IN JULY – Sunday 23rd July, 2006

If you haven't booked for this popular event yet, you are probably too late!

Check with Colin Brown now – there could be space for you.

The venue is Tokar Estate Coldstream, in the heart of the Yarra Valley. Come along and join in the fun in fabulous surroundings!

Please confirm bookings on telephone number (03) 5964 9291 or on mobile number 0418 343 176.

Joy and Colin Brown.

VISIT TO THE VICTORIAN TRAMWAY MUSEUM – Sunday 6th August, 2006



We have arranged for club members to visit the Historic Tram Museum at Bylands, just out of Kilmore. Our meeting point will be at Lilydale International car park, off Nelson Road, at 9:00 am, for a 9:30 am departure, then travelling along the Melba Highway, turning left to Kinglake, Whittlesea, Wallan and following the old Hume Highway up Pretty Sally Hill to Bylands, which is just outside Kilmore. There is a very short stretch of gravel road to the museum, but no problem with careful driving.

Left: An historic picture of trams in Bendigo.

There is a kiosk on site selling light refreshments and tea or coffee, or members can BYO. A museum guide will be arranged for us by Society. We can enjoy a ride on an old 'green & gold' tram along two kilometres of track which has been laid through the paddocks on the property. Entry to the museum is \$8.00 per person and does not include refreshments.

Lunch is being arranged at the Royal Oak Hotel, Kilmore. It is located on the left hand side adjacent to the pedestrian traffic lights in the main street. There is ample parking at the rear of the hotel. On Sundays there is a special \$10.00 roast luncheon, or we can choose from the menu board.

Of course we would be obliged if members would contact us before the run if they are attending so the Museum and Hotel can be advised of numbers. Please call us on (03) 9755 1772 to make your booking.

Judy and Geoff Birkett.

LAKES ENTRANCE & EDEN WHALE WATCHING – 30th October to 5th November, 2006

Full details of this exciting trip are on the back page of Edition 94, March 2006. However, it is appropriate to advise that, though block bookings have been made at the chosen motor inns, it is necessary to confirm your bookings direct with the accommodation houses.

For bookings, please call:

Lakes Entrance	Abel Tasman Motor Inn	(03) 5155 1655	Nights of 30 th & 31 st Oct.
Eden, NSW	Twofold Bay Motor Inn	(02) 6496 3111	Nights of 1 st , 2 nd & 3 rd Nov.

Depending on our chosen return route, motel bookings will be undertaken on the road.

When confirming your motor inn booking, mention that you are with the All British Classics Car Club group, and they will understand. Credit card deposits are required.

The Abel Tasman Motor Inn is located at 643 The Esplanade, Lakes Entrance (1.6 km east of PO)

The Twofold Bay Motor Inn is located at 166 Imlay Street, Eden, NSW (300 metres south of PO)

We look forward to you joining us on this trip.

Maxine & Tony Pettigrew.

A WARM WELCOME FOR NEW MEMBERS

The All British Classics Car Club extends a warm welcome to our new members, and their cars, who have joined our club since the last issue of *Your ABCCC News*. We look forward to meeting you at one of our events very soon.

New Members	Motor Car	Model	Year
Andrew and Catherine McGrath	Rover	90	1955

Val Jefferyes – Membership Secretary.

THE AHMF SURVEY – A MUST FOR ALL MEMBERS

The Australian Historic Motoring Federation (AHMF) is at last doing something really useful for our historic motoring cause, by conducting a Club Members Survey. This survey is not to be taken lightly and the AHMF requests your input to help form a database of information to help them effectively lobby the Government and other bodies on issues that may affect our interest in the historic motoring scene. The AHMF feel that it is important that the information be collected and collated in a form, which may be accessed quickly, and be of benefit to the movement.

A similar survey was conducted by the Federation of British Historic Vehicle Clubs (FBHVC) a few years ago and, it was discovered that the results of that survey were remarkably staggering. Those results have been extremely useful in the FBHVC's representations to Government and those who want to see old cars removed from the road. Right now, the FBHVC, in conjunction with European bodies is conducting a Europe-wide survey.

Our club is desirous of its membership participating in the AHMF Survey with enthusiasm. Please take the time to be involved with this commendable action. To make it easier, club members can download the Survey Form from the AOMC Website at:

www.aomc.asn.au

Completed copies can be E-mailed to:

secretary@aomc.asn.au

Or, forms can be completed and posted direct to:

The Secretary
AHMF
GPO Box 2862
Canberra ACT 2601

We will be copying forms for those club members who do not have access to the Internet, they will be available upon request.

Please be a part of this important survey and give the AHMF some real clout in its dealings with those who want older vehicles off our roads.

Mike Allfrey – AOMC Delegate (JCCA).

WARWICK'S TRIUMPHANT SAGA

This delightful item has been filched from our sister club's magazine 'Tru' Brit', published by the ABCCC (Queensland).

For years I have had a mental list of historic cars that I coveted. This list waxed and waned from time to time, but there was always a core of desirable cars, some being significantly more attainable than others. From the late 1940s came a Riley RMC soft top and a Triumph Roadster. A late 1960s E Type Jaguar was also on the list, and the most financially impossible of them all was a 1938 SS 100. I regularly scanned classic car magazines and classified columns of newspapers to see when these, and other cars, became available, and continued to dream. Along the way, I had started my historic car collection with a 1970 MG B Mk II Roadster, and soon added to that a 1950 Jaguar Mk V sedan. The former was an excellent way to start any classic car collection, as over half a million were made, with parts and service being readily available. The Jaguar was rarer, with only seven-thousand of all variants making it onto the road, and about sixty of them remaining roadworthy in Australia.

One Saturday morning, I saw it. While perusing the collector cars column of the paper, the advertisement read:

"Triumph Roadster (rear dickey seat model 1948), fully restored. Best available."

The mobile phone number led to a car dealer who was *en-route* to the beach for the weekend. Despite my mistrust of dealers, I turned up a few days later to see the car. It was sitting lost amongst many more modern vehicles on a used car lot in an inner city suburb. Now, this is not the way to sell an historic vehicle. The salesman was initially busy, and I learnt from the receptionist that the vehicle had been there for three months, with only curious tyre kickers checking it over.

It was, indeed, superbly restored, and a magnificent looking car with immaculate silver paintwork, red upholstery and an engine that looked straight from the showroom.

Without doubt, this is one of the most seductive and voluptuous sports cars ever manufactured. The huge sweeping front mudguards that are separate from the bonnet and enfold the wheels look as though they need at least a 'D' cup bra, while the huge headlights that sit perkily either side of the brilliantly chromed radiator look seductively at you. If you ever wanted to know why all cars are referred to as 'she', here was the answer.

The long bonnet ended in a low windscreen that was supplied with three wipers, then the wood panelled dash. A right hand side three speed column change made the vehicle almost unique in this configuration, and the weather was easily excluded with a fold up hood that could be closed in seconds with one hand. Then came the *pièce de résistance*, a second windscreen that folded up from the pert tail. When the bottom hinged boot lid was lowered half way it revealed two small dickey (or rumble) seats, the occupants being protected by the second windscreen.

The car was irresistible, but the price was not. I left disappointed, but returned the next day, and offered a non-negotiable price that was two-thirds of the quite realistic price being asked. The salesman raised his eyebrows, said the car was there on commission only, and as there had been no other offers he would pass it on to the owner. I was so sure that the offer would be rejected out of hand that I did not even bother to tell my wife about it, and after a couple of days hearing nothing, I assumed that the offer had been dealt with as it deserved. A dinner time phone call on the third day left me looking a little shocked and my wife even more so, when I told her that I had just bought another car.

After arranging registration (it turned out to be a February 1949 vehicle) I took delivery a week later, and it purred home through peak hour city traffic as I tried to master the unusual gear arrangement. Fortunately my partner agreed that this was indeed a beautiful machine. The Triumph seemed to be perfect in every way, and numerous round the suburbs trips were made with friends, most of whom were pleased to try the uniqueness of a ride in the dickey seat. This was actually an example of the last car ever made with such an unusual method of transporting smaller passengers.

A couple of weeks later I decided to take it on a 100 km run to the coast, and she cruised up the highway with nary a care. The original top speed was reportedly 75 mph, but I found 50 mph was as much as she wanted to do, but this concerned me little as I was in no hurry, and she attracted lots of smiles and waves as other vehicles sped past. Once at its destination, a further trip around the area was called for. On none of its journeys had the temperature gauge gone above 85 °Celsius, and the oil gauge seemed to be steady, but while cruising slowly on a suburban road, my new love suddenly lost power, faltered and stopped. It took only seconds after raising one side of the bonnet to see that she had the terminally expensive problem of a blown head gasket - but why?

An ignominious journey on the back of a tilt tray truck back to Brisbane and my favourite mechanic followed, then the engine was stripped down to diagnose and repair its problems. The car had previously been owned by a retired lady pilot. She had spent two years restoring the car from hundreds of pieces to its present state. The chassis, body and upholstery had been done professionally, but the engine had not.

Exactly two-thousand cars of this model had ever been made, and mine was actually number 607 of the series, but the engine was a very common one, being used in the Triumph Renown, Standard Vanguard and even the Ferguson tractor of the era. (*Editor's Note: A point of clarification here – the engine was initially designed for use in the Ferguson TEA-20 tractor. It was subsequently used by Standard-Triumph until the TR4-A in the late 1960s.*) This meant that parts were relatively easy to find, although still pricey (a fan belt cost \$55!). Unfortunately the engine had been fitted with the wrong spark plugs, wrong piston rings, and even the piston sleeves in this two litre wet sleeve engine were too long, and the head did not snugly fit onto the block due to slight warping. The oil pump barely functioned on worn gears and the temperature gauge sender was in the wrong place to give any accurate reading. The engine had terminally overheated from all these problems resulting in its temporary demise.

Five weeks work followed, with the engine being completely dismantled to its component parts. The uneven block head was shaved smooth, the pistons, sleeves and big end bearings were renewed, and the con rods were aligned. Oil pump gears were replaced, a proper thermostat and temperature gauge were installed and the radiator cleared of decades of gunk. The steering box, which had been floating free, explaining the extraordinarily vague steering, was bolted down to the chassis, and the gear linkages (all 17 of them) were tightened, to make driving much easier. It left the workshop in as good a condition as the day it first left the showroom, and now it ticks like a watch, cruises at 60 mph comfortably, and pulls well up hills and away from a stop. The original tyres were horribly narrow cross ply ones on 3.5 inch rims, but radial tyres ordered from England and fitted a couple of weeks later made handling much better.

After a few suburban runs, I again headed for the coast, and the difference in performance was obvious. It attracted just as much attention as before, and showers on the way let us try out both the hood and wipers. I became totally smitten with the vehicle.

The next step was to prove the car and really show it off, which we did by driving it 3,000 km to Canberra and back in April 2001 for the Shannons Centenary of Federation Motoring Tour. The car performed perfectly all the way.

Triumph Roadster Specifications

Manufactured: February 1949
Maximum speed: 65 mph (106 kph)
Maximum power: 68 bhp @ 4200 rpm
Compression ratio: 6.7: 1
Acceleration: 0 to 60 mph (96 kph) in 16 seconds
Carburettor: Single Solex
Overall Length: 4.2 metres
Number Manufactured: Exactly 2,000

Price new (in UK): £991
Valves: Overhead (Push Rod Operated)
Engine size: 2,088 cc
Number of Cylinders: Four
Fuel consumption: 22 mpg
Vehicle Weight: 1,050 kg
Overall Width: 1,600 mm

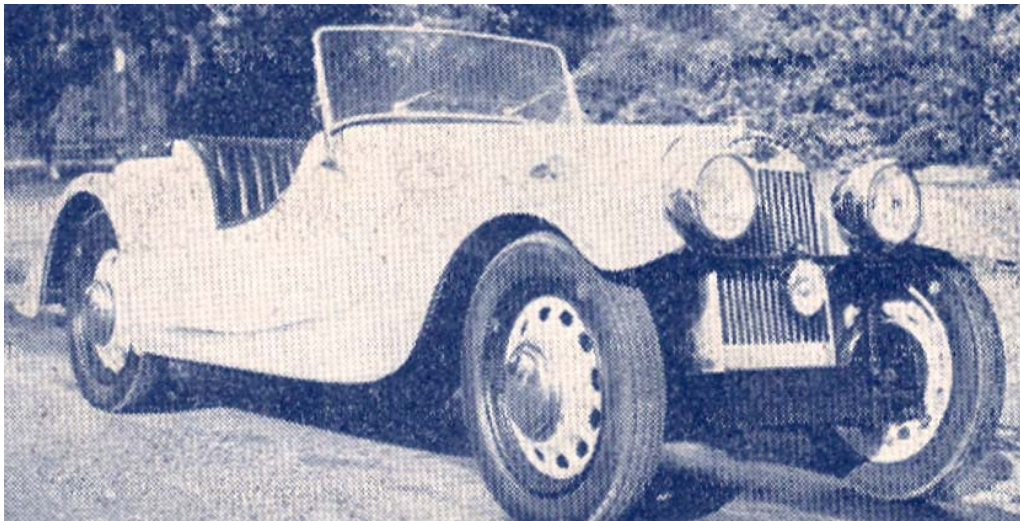
Owner's Note: This car is number 607 of the build series. Worldwide 347 of these cars survive, with sixteen accounted for in Australia, of which about seven are roadworthy. There are 161 Triumph Roadsters outside the United Kingdom. (These figures came from the Triumph Roadster Club UK)

Warwick Carter.
With Thanks to Tru' Brit.

1949 CLASSICS

The *Australian Motor Manual 1948-9 Annual* features interesting reviews on all motor cars that were available in this country for 1949. Each month we are going to feature one of the British cars here. It is now interesting to read what was said then, about the British cars in the market place. We now know how they all performed, but let's enjoy the writers' expectations of the British offerings for 1949. Here is Number 25 in the series.

Morgan 4/4 10 h.p.



With a special O.H.V. motor made by the Standard Company and developing 40 b.h.p. from 10 h.p. the Morgan is a true sports car – with performance plus reliability. Three models are now available (in addition to a three wheeler with a Ford 10 h.p. Prefect engine). The 4 cylinder 4 wheel body styles are a drop-head coupé with sliding glass windows, a four passenger tourer and the two seater sports roadster. Independent front suspension of Morgan design, and its competition appearance is matched by its performance of nearly 80 m.p.h. putting it definitely in the competition class.

Editor's note: Today Morgan still enjoy a full order book and are still making cars that are unmistakably Morgan. The latest 'Aero' is a bit of a styling thought provoker though!

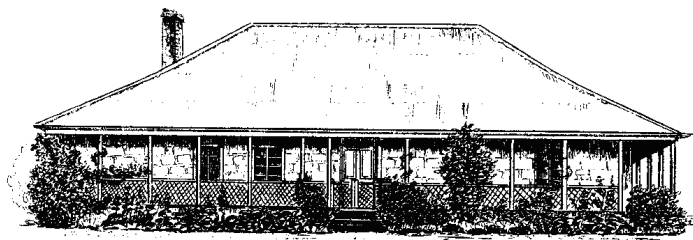
From Motor Manual, 1949. With Thanks.

DON'T FORGET OUR GREAT ABCCC TRIVIA CHALLENGE!
30th JUNE, 2006 AT THE LILYDALE INTERNATIONAL CLUB

A GOOD RECIPE FROM FULHAM

Continuing our series of recipes, from *Tried & Tested*, History and Country Cooking from Victoria's Western District, here's one for delicious fruit and nut slices.

Fulham



'Fulham' was first settled in 1840. Six years later, George Armytage purchased the property, built a stone house and gave 'Fulham' to his youngest son and his wife who made it their home.

Some years later they built and moved to 'Como', South Yarra

The soldier settlement Commission acquired the holding and divided it into smaller blocks.

The Walcott family have lived at 'Fulham' since 1952. The delightful homestead is in Victoria's Western District.

Fruit And Nut Slices

Ingredients

3 ozs brown sugar	3 level dessertspoons cocoa
½ level teaspoon salt	½ lb plain sweet biscuits (crushed finely)
1 cup chopped dried fruit	4 ozs copha
3 tablespoons dark jam	1 Tablespoon milk
1 tablespoon sherry	Quantity of desiccated coconut for rolling purposes

Method

Warm the copha and add milk, jam and sherry. Combine with other ingredients and knead well. Shape into a roll about 1½ inches in diameter, roll in desiccated coconut, and chill in grease-proof paper.

Slice to serve.

Avril Walcott – With Thanks.

A SPECIAL STORY FOR ROVERITES – 'Auntie' Rover to Africa

This little gem has been taken from Jenks – A Passion For Motor Sport a delightful collection of stories written by the late Denis Jenkinson, the Continental Correspondent for Motorsport magazine. This story was written long after the 1957 Grand Prix season.

At the end of the 1957 season a Grand Prix was organized on a circuit just outside Casablanca, in French Morocco, and in those days most of us only knew Casablanca as the name of a film. With air transport still being a bit primitive, expensive and relatively scarce, the natural thing to do was to plan to drive to Morocco.

It so happened that my friend Edward Eves, who worked for *The Autocar* in those days, and was known as 'Midland Ed Fred', was also thinking of driving to Morocco, as was another chum, Jesse Alexander, who was based in Europe representing *Road & Track*. So naturally we got together and formed a 'crew' for a journey into the unknown; we had all motored extensively throughout Europe and Scandinavia, as well as the Iberian Peninsula, but none of us had ever ventured across the Mediterranean sea to the African continent.

In those days Jesse and I were doing all our motoring in Porsche 356 Coupés, while Ted was more inclined towards cars from the British Midlands' motor industry, and we smiled indulgently when Ted said he could borrow a Rover for the trip. The P4 series of Rovers were always known as 'Aunties' in a friendly and respectful manner, for they were pretty austere, dignified and not at all sporting, like everyone's maiden aunt. In addition, the instrument panel was like a good quality mantelpiece, and what's more it had a clock in the centre. Also, the Rover's bodywork came well down, all round, like Auntie's skirts, so that you did not see any of the underpinnings, like springs, axles, exhaust systems and so on, as with many of the more 'flighty' saloon cars of the day. Auntie's interior was warm and comfortable, like a Victorian drawing room.

On Sunday, October 20, the trip started for me with a lift in a VW Beetle to Goodwood for the Motor Show Test Day, where I met Jesse and his wife in their Borgward and joined them for a long cross-country run

to Dover, where we met up with Ted and the Rover 90, which he had driven down from the Midlands. On the night ferry to Dunkerque we hatched our plan.

Jesse's wife would continue on in the Borgward to their home in Switzerland and the 'three men in the Rover' would head off south-west to the far corner of France, cross into Spain, hopefully being able to get visas at the frontier, and then travel due south through Madrid and on to Gibraltar, where we would cross on the ferry to Tangier. Then it would be a simple run through Spanish Morocco, into French Morocco and down the coast to Casablanca, a distance of 1,696 miles. There were no motorways in those days, and we did not intend to drive through the night, or forego the luxuries of food and drink; but it was obvious that Auntie Rover was going to have to lift up her skirts and get on with it.

A 'plan of travel' was drawn up. We would take turns at driving, navigating or resting, in strict rotation, and to avoid any friction among the crew, duties were agreed upon. The driver would drive and concentrate on that alone, the passenger would read the maps and navigate, and as a luxury was permitted to play with the radio to his own choice. The third member sat in the back and shut up. Stints of 200 miles were agreed upon, and 200 it would be, not 201, 205, 210, or "...just to the next village..." Regardless of where we were it was agreed that as the odometer moved from 199 we would slow to a stop for a crew change. This was a rapid move round, the passenger/navigator would get out and slide into the back of the car, the driver would move across to the front passenger seat and the backseat passenger would slip into the driving seat.

We found the Rover was very happy cruising at an honest 80 mph in silence and comfort, and at the first 200 miles the change round went smoothly and we were on our way again. As the second 200-mile mark arrived we were on a long deserted *Route Nationale* and it occurred to us that it ought to be possible to change round on the move. As 199 came up on the trip we slowed to around 40-50 mph, the passenger climbed over into the back, the driver slid across the bench seat, keeping his foot on the accelerator pedal and one hand on the steering wheel, and the chap in the back climbed forward over and into the driving seat, catching the accelerator pedal as the new navigator let it go. It worked like a charm, and from then on this became the normal routine and we were soon changing formation at a comfortable 60 miles per hour.

In Spain we decided to reduce the stints to 100 miles now that we had perfected our crew changes, and in addition it meant that two of us had to suffer less if we did not like the navigator's choice of music! We were fortunate in that our driving styles were very similar so that it was a happy ship no matter who was at the wheel. The only slight discord would be if the driver overdid things a bit and Auntie squealed her tyres inadvertently round a tightening bend, or put a wheel off onto the loose. If that happened the other two members of the crew would sing in unison "a touch of the Fangios?" and the back of the driver's neck would turn a bit red. Today we would say "a touch of the Sennas?"

We just missed the Spanish boat to Tangier and had to take a British boat from Gibraltar, which meant spending a night on 'the Rock', which after France and Spain came as a bit of a cultural shock, but the next day in Morocco put things into perspective.

Arriving in Casablanca on Thursday evening, we patted Auntie on the rump, for she had done well, spending most of her travelling time at between 80 and 85 mph and never missing a beat. After the weekend of the race it wasn't a simple case of retracing our steps back to Dunkerque; with 'Midland Ed Fred' nothing was simple. By doing some more protracted motoring we could make Turin in time for the Press Day of the annual Italian Motor Show, so Monday saw an early start and another '100-mile stage' trip back to Tangier, across to Gib and hot-foot up through Spain. In those days the frontiers of Spain closed at 9 pm and we made it into France with a minute to spare. As Auntie Rover's brakes were beginning to show signs of wilting it was agreed that a more leisurely pace across the south of France would be a good thing, so we settled for one-hour stints rather than 100 miles, and went back to the more leisurely change-round of actually stopping as the hour ticked up.

We visited the Turin Motor Show, then set off into Switzerland to deliver Jesse Alexander to his home, and Ted and I did the last leg of our long journey, arriving in England from the night ferry in pouring rain. I stepped off in London and caught a train back home to Hampshire and Ted returned the Rover to Solihull, with nearly 5,000 miles added to the 12,000 it had already covered as a 'demonstrator' and we all had a very healthy respect for 'Auntie' Rover.

Denis Jenkinson.

With grateful thanks to MRP Books.

TREASURER'S REPORT – For Period 1st January to 10th May, 2006

Opening Cash Balance		13,399.91
ADD Receipts Comprising:		
Members Subscriptions	1,870.00	
Sales of Merchandise	411.35	
Donation Received – RACV Great Aust. Rally \$2,000.00		
Donation Received – RACV Fly the Flag Tour \$2,500.00		
	<u>4,500.00</u>	<u>6,781.35</u>
Sub Total		20,181.26
DEDUCT Payments Comprising:		
Printing Club Magazine	1,063.10	
Annual General Meeting Fee	36.70	
Purchase of Name Badges	231.00	
Postage and Stationery	79.25	
Club Event – RACV Fly the Flag	1,000.00	
Club Event – Houseboat Holiday	1,650.00	
Club Event – Eden, Whale Watching	<u>200.00</u>	<u>4,260.05</u>
Closing Cash Balance		<u>15,921.21</u>

Bank Reconciliation:

CBA Statement, Page 105	20,643.56
Less Un-presented Cheques	
Cheque Number 286 \$600.00	
Cheque Number 288 \$1,650.00	
Cheque Number 292 \$29.25	
Cheque Number 293 \$1,108.10	
Cheque Number 294 \$445.00	
Cheque Number 295 \$445.00	
Cheque Number 296 \$445.00	<u>4,722.35</u>
Cash Balance as Above	<u>15,921.21</u>

Note: A further payment of \$3,840.00 is due from RACV for Fly the Flag Tour breakfasts, which will give a total cash availability of \$19,761.21. In addition to this, there is a payment of \$1,000.00 from G Hetrel, thus giving a balance of \$20,761.21

Tony Hodges – Hon. Treasurer.

EDITOR'S DESPERATE FOR MATERIAL DEPARTMENT

Eager To Impress The Boss

A young executive was leaving the office late one evening when he found the Chief Executive Officer standing in front of a paper shredder with a piece of paper in his hand.

"Listen", said the CEO, "this is a very sensitive and important document here, and my secretary has gone for the night. Can you make this thing work?"

"Certainly", said the young executive. He turned the machine on, inserted the paper and pressed the start button.

"Excellent! Excellent!" said the CEO as his document disappeared inside the machine. "I need just one copy."

From Rob Nolan – With Thanks.

FOR SALE – 1967 Jaguar 420 Compact



This is a Jaguar that has been fully sorted and is now for sale. Our membership gets first choice on this one. The car is finished in metallic blue and features a fabric sun roof. The 4.2 Litre XK engine has been overhauled and the chassis and mechanical components are in excellent condition.

This Jaguar, registration number JAG-670, has all the interior appointments that the marque is so famous for. Asking price is \$22,000.00 or near offer.

For further details please call Frank Douglas on (03) 9739 4829 to make an appointment to view this lovely motor car.

CLUB REGALIA

New car badges are now available at a special LOW price of just \$10.00 plus postage. These are made of brass and are 90 mm diameter. They are very smart and can be obtained by contacting the writer. The pre-existing club car badge remains at \$35.00, so you will realize that this new badge is a STEAL! Get yours now.

Set out below is a listing of the ABCCC's current stock of Club Regalia items:

- | | |
|--|---------------|
| 1. Metal Bumper/Grille Badge | \$35.00 Each |
| 2. Stainless Steel Key Ring (New!) | \$10.00 Each |
| 3. Window Decal – Club Logo | \$2.00 Each |
| 4. Cloth Badge – 75 mm Diameter with Club Logo | \$3.50 Each |
| 5. Cloth Badge – 205 mm Diameter with Club Logo | \$25.00 Each |
| 6. Club Polo Top White and Blue (some with ABCCC on collar) All Sizes | \$35.00 Each |
| 7. Club Polo Top White and Black – Small Size Only | \$7.50 Each |
| 8. Club Polo Tops 1 White, 1 Dark Blue (Small Size Only) | \$12.50 Each |
| 9. Tee Shirts White, Black with Club Logo (Small Size Only) | \$7.50 Each |
| 10. Jumbuck Jumper c/w ABCCC Logos | \$120.00 Each |
| 11. Jumbuck Jumper Less ABCCC Logos | \$100.00 Each |
| 12. Caps with Club Logo, Blue/Fawn | \$15.00 Each |
| 13. Caps with Club Logo, Black | \$12.50 Each |
| 14. Hats – Plain, Colour Fawn (Slightly Soiled) Large Size Only – Special at | \$5.00 Each |
| 15. Jackets with Club Logo (Heavy Weight) S. M. L. XL. & XXL. | \$140.00 Each |

I will bring a limited range of Club Regalia to all events that we attend for perusal or purchase. The new key rings are rather special, place your orders now.

For all your Club Regalia requirements, please contact me on (03) 9846 2323.

Bill Allen – Regalia Purveyor.

PARTING SHOTS



A pair of XJ Series Jaguars – Nello Mafodda's, left and Ken McDonald's, right – pausing for a break at Foster during our Gippsland Ramblings in February this year. Both cars had been washed after the dusty Grand Ridge Road Experience.