



An incorporated club
A0035462V

A friendly family social motoring club

Edition 131

August 2009

DUNCAN'S NEW WHEELS



Duncan Turnbull has bought a veritable bargain. This Rover 3500 SE VDP is in splendid condition and Duncan has already derived a great amount of motoring pleasure from it. Is this the last British classic? A number of us do not class the Honda based Rovers as being British classics. Keep on enjoying the comfort Duncan and we wish to give the Rover close scrutiny at one of our events soon!

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:

Pat Douglas

PO Box 201

Chirnside Park VICTORIA 3116

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

Your ABCCC News

THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC., FOUNDED 23rd SEPTEMBER, 1997.
Club Founder – The Late Frank E Douglas

“OWNING AND/OR APPRECIATING THE SPIRIT OF FINE BRITISH CLASSICS”

THE ALL BRITISH CLASSICS CAR CLUB – YOUR COMMITTEE

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IMPORTANT CLUB INFORMATION

The All British Classics Car Club (Victoria) Inc, (ABCCC) is a fully incorporated club in accordance with the Associations Incorporation Act. Accordingly, any publication or document officially issued by the ABCCC must carry the ABCCC's Association Incorporation Registered Number: A00035462V.

The Official Club Magazine – *Your ABCCC News*

The publication, *Your ABCCC News*, is the official magazine of the ABCCC Inc. It is published once a month, with the exception of December each year. 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, event information and photographs are with the Editor prior to the 14th of each month. Articles published in *Your ABCCC News* may be used without permission, however, the ABCCC does ask that appropriate acknowledgement be given.

For those members who receive their issue of *Your ABCCC News* via E-mail, the magazine will be available to download from the ABCCC Website at the same time that the printed copy of the magazine is mailed to those who do not have access to the Internet.

Disclaimer

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

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All correspondence should be addressed to the Editor *Your ABCCC News*, 59 Rowson Street, Boronia, Victoria, 3155. Other Editorial contact information is listed above.

It is club policy to have the right to refuse placement of advertising material in *Your ABCCC News*, from those who are not members of the ABCCC Inc.

The Victorian Club Permit Scheme

The ABCCC Inc. is a club that is authorised by VicRoads to operate vehicles under the Victorian Club Permit Scheme (VCPS). On the Committee there are two VCPS Officers and their contact details are listed above.

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

ABCCC EVENTS DIRECTORY 2009

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 organised 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.

NOTE: DATE IN RED INFORMS OF CHANGED OR CORRECTED DATE.

August 2009

- 2 Di & Nello's Big Day Out – An ABCCC Event Diane Mafodda (03) 9719 7949
Venue – Gippsland scenic tour, lunch at Jinks Creek Winery, Tonimbuk
Meet at car park in the centre of High Street, Berwick
- 14 – 21 ABCCC Holiday – An ABCCC Overseas Event Marjorie Pepper (03) 9439 7875
Destination – Burnt Pine Township, Norfolk Island, Pacific Ocean.

September 2009

- 2 Maxine's Special Run – An ABCCC Mid-week Event Maxine Pettigrew (03) 9739 1146
Note: An event not to be missed.
Venue – Badgers Creek Weir. Healesville
Meet at Lilydale International Club at 10.00am
- 13 A Special Club Run – An ABCCC Event Pat Douglas (03) 9739 4829
Venue – Mill Valley Ranch, Tynong North, Victoria.
- 27 A Light-Hearted Observation Run – An ABCCC Event Heather Cannon (03) 5659 0624
Start Point – TBA South Gippsland.
Finish Point – You'll Find Out, Victoria.

October 2009

- 2 – 4 **Indulgence '09** – An ABCCC Event Peter McKiernan (03) 9787 6003
Venue Destination is Secret, but it will be exceptional.
- 17 – 18 Como Gardens Open Day – An ABCCC Assist Event George Hetrel (03) 9761 1341
Venue – Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria.
- 25 RACV City To Cape Run – AOMC Inc. Iain Ross (03) 9890 0524
Start – Melbourne. Finish – RACV Cape Schanck Resort, Victoria.

November 2009

- 3** Yarra Glen Races – An ABCCC Cup Day Display Event Colin Brown (03) 5964 9291
Venue – Yarra Glen Racecourse, Yarra Glen, Victoria. Mobile 0408 343 176
- 14 – 15 Bendigo National Swap Meet – FVV & CVC Inc, Booking Officer 0427 446 660
Venue – Prince of Wales Showgrounds, Bendigo, Victoria.
- 15 ABCCC Members' Grandchildren's Picnic – An ABCCC Event Marjorie Pepper (03) 9439 0264
Venue – Werribee Open Range Zoo, Werribee, Victoria.
- 22** Visit To Heronswood Diggers Café – An ABCCC Event Heather & Tom Cannon (03) 5659 0264
Venue – Heronswood, 105 Latrobe Parade, Dromana, Victoria.

December 2009

- 13 Christmas Luncheon – An ABCCC Event Tony Pettigrew (03) 9739 1146
Venue – Mornington Golf Club, Mornington, Victoria.

January 2010

- 17 The RACV Great Australian Rally – An ABCCC Major Event Colin Brown 0408 345 176
Start Points – Melbourne CBD, Stud Park Shopping Centre and Westernport Marina at Hastings.
Finish and Display – Mornington Racecourse, Racecourse Road, Mornington

March 2010

- 20 – 26 The 9th RACV Fly The Flag Tour – An ABCCC Major Event Tony Pettigrew (03) 9739 1146
The Gippsland Tour
Touring – Bairnsdale, Walhalla, Yarram, San Remo, Traralgon and Moe.

June 2010

- 6 – 8 A Special Weekend Away – An ABCCC Event Frank Sawyer 0408 633 778
Venue – Tocumwal, New South Wales.

?????? 2010

- ? - ? Two Clubs Reunion – An ABCCC Event Frank Sawyer 0408 633 778
Meet with the ABCCC Queensland Group.
Venue – Historic Richmond, New South Wales.

THE VICTORIAN CLUB PERMIT SCHEME AND THIS DIRECTORY

IMPORTANT, BE AWARE OF: All ABCCC 'noted events' in the Events Directory above are VCPS authorised. To qualify for the VCPS, under the auspices of the All British Classics Car Club Inc., your VCPS permitted motor car must attend a minimum of three (3) club-run events per year, from the date of the motor car's permit issue.

VICTORIAN CLUB PERMIT SCHEME RENEWALS

For your Victorian Club Permit Scheme (VCPS) renewal, please forward your completed renewal form to Colin Brown, PO Box 40, Coldstream, Victoria, 3770. Please enclose a stamped envelope addressed to VicRoads, along with a cheque/money order for your VCPS fee, and I will sign on behalf of the club and forward it on to VicRoads for you.

NEW VCPS APPLICATIONS

For members wanting to place a motor car on the VCPS under the auspices of our club. Please contact Nello Mafodda on (03) 9719 7949, who is the ABCCC VCPS Officer In Charge. Nello will be able to provide all the information required to place a motor car on the VCPS.

Nello's position is entirely voluntary, so due consideration should be given when contacting him.

EDITORIAL NOTES – ISSUE NUMBER 131

Another Month Has Flown Past

For winter, the past month has been very busy on the heritage vehicle front. We have had our own events, with the interesting visit to the Ford Centre and the National Wool Museum, on top of that came the Great ABCCC Trivia Challenge and, by the time you read this, our annual lunch will have happened. If all of that was not enough, there was the AOMC Winter Seminar and other club activities. The future looks bright too, so read all about it here and make suitable notations on your kitchen calendar etc.

The Editorial Rover had its petrol tank filled for the first time since March and it was sobering to note that the cost of filling the tank has overtaken what it used to take to fill the XJ-S that preceded the Rover. It makes a fellow wonder if there was any point in downsizing from a magnificent V12. Granted, the XJ-S's tank took forty litres more to fill than the current Rover, but fuel costs alone have risen significantly in the time since 2001.

Big Brother in Britain is about to ensure that all cars on the roads are insured, The Federation of British Historic Vehicle Clubs (UK) reports that at present, uninsured vehicles are costing each insured owner the sum of £30 per year on his/her insurance premium. Quite a number of years ago, all vehicle licensing (registration) was centralised to one authority in Swansea, the DVLA. At that time there were fears of the inhuman Big Brother syndrome, and now it seems the motor vehicle insurers' data will be married to the Swansea vehicle database to find those vehicles that are not insured. First, a letter will be sent to those owners whose data information does not match. This will give those who have vehicles, off the roads and in storage a chance to notify the DVLA of their vehicle's status, Following that letter, after a determined period, uninsured vehicle owners will be 'fined' a set amount. This could, in the manner of authorities and computers, become quite messy. Overall, the idea is a valid one, because one of the biggest motoring worries is that, should an accident happen, then it could well be with an uninsured vehicle. However, once this whole matter is cleared up, will British insurance premiums drop by £30 per year? That, folks, is probably extremely doubtful!

News on my eyes is that I can now drive locally on dry days, but not at night. This meant that our Jupiter was taken for a therapeutic blast and the motor car seemed to enjoy it as much as I did. The second eye operations will start at end of July.

Enjoy this issue and we hope to see you at a club event soon.

Mike Allfrey.

A WARM WELCOME TO NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club. Our club is one of the fastest growing motoring interest clubs in this country. We hope to be able to welcome you and, in actual fact, your British classic motor car, at one of our events soon. Our club aims to have two motoring events each month, so there are plenty of fabulous events for you to select from. Welcome!

Name	Make Of Car	Model	Year
Derek & Jenny Trewarne	MG	TF 1250	1954
Phillip R Bauwens	Jaguar	XJ6 Series III VDP	1985

Pat Douglas – Membership Secretary.

A 1970 JAGUAR 420G.

Craig Douglas Describes This interesting Model

This vehicle was imported and originally sold in Victoria in 1972 to Paul Forder, Rhonda's cousin. He tells us that when he purchased the vehicle it still had the UK plates on it and he has since had the vehicle registered "Aby" which apparently means "Longevity" or similar.



Having driven the vehicle as his daily transport for a number of years, he later "semi retired" her when he moved to Gippsland, before spending ten years and many, many thousands of dollars, doing a full body and interior restoration. An immaculate job! This vehicle in its sable colour has been driven sparingly since we purchased her just over fifteen months ago, although it is our intention to use it on rallies later on this year. Aby is a cherished addition to the family.

Left: Craig's splendid Jaguar 'ABY'

The
420G

(they say the G stands for Grand or Giant) was the last Jaguar manufactured in small quantities (about 5,000) and only a handful were imported and sold in Australia. This vehicle preceded the XJ-6 which was released around 1969 and sold in parallel with the 420G whilst stock lasted. At 6 ft 6 ins. wide, some say that this was for some time the widest vehicle ever produced in the United Kingdom.

Right: It does not get much better than this for a wonderful motoring experience. The styling is very British and exudes an aura of comfort and total control of the super-efficient motor car on the road ahead.



However, "Aby" and Frank's old Rolls Royce are taking up precious garage space and so there may be a need in the future for one of the above beauties to seek a new owner.

Craig Douglas.

THE AOMC WINTER SEMINAR

Topic – The Auto Wrecking Industry

This year's AOMC Winter Seminar was, in many ways, fascinating and interesting. There were several principals from various auto wreckers around Melbourne. A number of points were of interest:

1. The auto wrecking industry is not greatly impressed with Internet trading. They feel strongly that their businesses are being used by would-be advertisers on E-Bay, to find out prices of rare parts.
2. They will provide excellent help to someone looking for parts, provided the request is genuine and the request allows time for a search. Those who want instant supply, can expect a bit of cold shoulder treatment. It will help greatly if a copy of a spare parts catalogue page can be faxed, or even, just an accurate part number given, one speaker cited an example; there could be more than forty variants for just one body part that is being requested.
3. Older modern cars tend to go straight to the crusher, this was particularly so when scrap metal prices were high recently.
4. A factor that was affecting their business was the cheap Asian car with three-year warranty. This has virtually put a stop to the second hand car market and therefore dropped demand for used parts.
5. It is quite rare for there to be a classic motor car in a wrecker's yard now.
6. It was agreed that the AOMC should provide some liaison with respect to notifying clubs if a particular car should come in for wrecking. The wreckers agreed to forward information to the AOMC for distribution.
7. Some form of help was offered to such as Auto Spares Galore, but it was fairly coolly received. That business seems to run on one man's memory, and the concern really is – what happens in the future?
8. There are too many council regulations for cars and spares to be stored indoors. That was a surprise.
9. The speaker from Pick-A-Part informed us of how the business operated in Kilsyth. Cars do not stay too long for parts supply, there are quite a number coming in and the stock has to be moved.

It was a good topic and we thank the AOMC for putting it on for us.

Mike Allfrey.

THE BUSINESSMAN'S EXPRESS – MPH 100

A True Story?

A long way back, in the late 1950s and early 1960s part of my technical training involved spending time at the Bristol College of Science and Technology and in our group were apprentices from Bristol Cars Limited and the Bristol Aeroplane Company lads used to join us at the one-hour lunch break. The talk, on one occasion, managed to get around to sustained high-speed motoring. From the Bristol quarter came a fascinating tale that fitted our subject, and, for the time, was quite remarkable.

The then Chairman of the Bristol Aeroplane Company was Sir Reginald Verdon-Smith and, naturally, he was chauffeured around in a current model Bristol motor car – often with the very appropriate licence number, MPH 100. This was an early example of a personalised plate and, in those days, could be hard to get (read expensive). The story goes along the line that, Sir Reginald, when he had to visit London on business, chose to take the early morning train to Paddington and enjoy a good breakfast in the restaurant carriage, This was in the days before British Railways went down market by introducing those awful *buffet cars* (carriages). The old way was most enjoyable and extremely civilised.

Sir Reginald would be dropped off at that fabulous Brunel designed Temple Meads Station, in good time for the early morning express to London. This train was often hauled with supreme ease by a mighty King class 4-6-0 locomotive, although sometimes, there was a lithe Castle class in charge, to prove a point! While Sir Reginald let British Railways get on with the job and he enjoyed those well prepared and superbly presented breakfasts, his chauffeur would proceed up the old A4 road to London. The chauffeur and his Bristol motor car were always in Paddington to collect Sir Reginald when he alighted from the express train.

This was quite a feat, because in those days the Western Region of British Railways still clung, desperately, to some of the old Great Western Railway traditions. One of them being that, for a train to be classed as an express, it had to average more than 60 miles per hour for the entire journey – in this case about 128 miles from Bristol to London. Steam-hauled and quite an achievement that can only just be matched by the semi-modern HST Inter-City trains of today,

We also have to bear in mind that, at Sir Reginald's time, there was no motorway, just the A4 main road that did not bypass many towns. We have to wonder, how did the Bristol manage to achieve such a feat? And regularly too? It has to be said that the Bristol had a few things in its favour on this run.

Firstly, when Isambard Kingdom Brunel surveyed the Great Western Railway's route, he chose the route with the least gradients and the one that suited his standard 7 ft ¼ inch track (all others were considered to be of the *narrow* gauge by GW men!), he chose a route that swung quite a distance northwards to Swindon and then swooped south to Bath Spa. This route earned the GWR the cruel nickname of Great Way Round! Although most of us in the know still believe that the initials GWR stand for God's Wonderful Railway! Thus, back to our story, the train had quite a bit further to travel.

Secondly, the Great West Road (the A4) was a more direct route and for a significant part of the distance had lengthy overtaking lanes. There was not much dual carriageway in those days.

Thirdly, British Railways' permanent way and track, between Bristol and London, was undergoing major overhaul at that time and trains' speeds were restricted on lengthy sectors for a long period.

Fourthly, the Bristol motor car was one of those breeds that we now call super cars and was a very capable high speed cruising car.

Finally, the BMC Mini had not yet made its mark and the A4 was, early in the morning, quite traffic-free. The Bristol could really flex its well-trained muscles and get up and go for decent spells of mile eating motoring.

That Sir Reginald's chauffeur could achieve this standard of service on a fairly regular basis is remarkable and, it is extremely doubtful whether such could be achieved today. Very likely, the chauffeur would now arrive in London just in time to take Sir Reginald to his chosen luncheon venue!

Modern people call it progress, but we really know. As to this story's authenticity, in those days I visited Sir Reginald's farm property to service the Ferguson tractor, and the farm staff corroborated the story.

Mike Allfrey.

A ROVER THEN, AND NOW

Auntie Rovers Stay In Family

Grattan Fitzgerald sent us a couple of Rover P4 pictures and the first, taken in 1970 is delightful. Of particular interest is the way the sign writer overcame the length of the trading name of the winery at Rutherglen.

These Rovers were exceedingly capable motor cars and were able to provide long and reliable service to their owners. They were a true family car that transported a family of young children in comfort and safety. These cars were a good example what motoring was all about in the 1950s and 1960s. You didn't drive a P4, you motored in a P4! It was a sad day when this group evolved into the very imposing Rover P5 and subsequently the ultra-refined P5B. The faithful P4 models soon earned the prefix *Auntie* and it was not at all derogatory – imagine your

maiden aunt, dependable, comfortable and, no doubt, when she lifted her skirts, was able to move very fast! That was the P4. That the P4 Rover could really motor was graphically illustrated in a story written by the late Denis Jenkinson (DSJ *Motor-Sport's* Continental Correspondent), who used a Rover with two colleagues to drive from Solihull to Casablanca in Africa. The car was on loan from Rover and was driven to average more than 60 mph for the whole trip. They soon developed a technique whereby driver changes were made without loss of pace! This involved climbing from the back seat into the front as the driver changes progressed. Yes, the *Aunties* were quick.



Above: The family Rover 105 P4 waits patiently before its capacious boot is filled with Campbell's best red. This dog obviously respects Rovers as there is not a trace of canine territory marking on the tyres!

A Potted History of the Rover P4 Series

After the success of the Rover P3, the Wilks brothers were looking to develop a new range of cars as the P3 60 and 75 models were only seen as stop gaps and their ideas were heavily influenced by the American cars of the period which had not suffered such a total cessation of development as British Companies. They were particularly drawn to the Raymond Loewy designed Studebaker Champion, and two cars were soon at the Rover works for evaluation. The body was of similar size to the Gordon Bashford 75 and prototype bodies were produced for that chassis and known informally as Roverbakers. The design was developed into the then new 75 model which was the first of the P4 range. It was only subsequently that enthusiasts referred to the pre-war cars as P2's and the post war 60 and 75 as P3's.

The new car incorporated the 2,106 cc inlet-over-exhaust engine of the P3 75 but with twin carburettors and other detail developments. The freewheel feature of the earlier cars was retained and there was a high aluminium content in the body due to the steel shortages of the time. The initial price was £1,106 and was seen as one of the outstanding cars of 1950. The styling featured a centrally mounted spot lamp which was received with mixed reactions and coined the nickname "Cyclops". This feature was soon dropped and no doubt helped to overcome the cooling problems which had affected the car. A four-cylinder model, the 60, was introduced for 1954 but was not very successful being seen as a downmarket 75 for nearly the same price. Also for 1954, the 90 was introduced with a 2,638 cc engine and became for many the 'definitive' P4. Development continued, however, and the body was re-styled in 1955 by David Bache; the boot was enlarged and new front wings incorporating flashing indicators appeared. In 1957 the 105-R and 105-S models appeared as new top-of-the-range models and the former introduced a novel form of semi-automatic gearbox which worked well but did not achieve popularity and was dropped; the 105 continued for another year.

For 1960 the model range was concentrated into two models; the 100 which featured a short stroke version of the new P5 seven bearing engine of 2,625 cc and the 80 which was a four-cylinder car having a 2,286 cc pushrod engine from the Land Rover. The 100 is seen by enthusiasts as the pinnacle of P4 development. For 1963 the 80 was dropped and the 100 was replaced by the 95 but without overdrive. The top model was the 110 which incorporated the Weslake cylinder head modifications from the P5 and developed 123 bhp, the most powerful P4 and still today a relaxed high speed motorway cruiser.

The Rover 110 was produced from 1962 to 1964, during this period 1,534 cars were built. The model replaced the Rover 100 and incorporated the following basic differences:

The engine was increased in power by the introduction of the "Weslake" head and larger bore carburettor initially developed to increase performance of the Rover 3 litre (P5). Power was 123 bhp giving a top speed in excess of 100 mph. Fuel consumption was 18 - 23 mpg.

Many other 3 litre components were also used, for example the instruments and wheel discs.

Initially the doors of the 110 were manufactured in aluminium alloy but were changed early in the production run to steel.

Overdrive on top gear was standard but to avoid overstressing, which was possible with the increased performance, the kick down facility was removed.

The car is the most relaxed high speed cruiser of the P4 range and today can keep up a good pace in modern traffic except on winding roads where the handling is not up to modern standards due, in part, to the 60/40 front to rear weight distribution.

A total of 130,342 cars were produced and the last Rover P4 rolled off the line in 1964.



Moving to the present, we see at a number of events Grattan's 'new' Rover 110, fully restored and again providing sound family transport. The restoration is a credit to Grattan and Lucille, and long may it give them the superb pleasure of classic motoring in a very British classic motor car.

Left: Grattan's very nicely restored Rover 110 poses happily in appropriate surroundings.

HRH 110 appears to be one of the last of the P4s, its Model number and larger rear window prove that. There are also the front indicator lamps and the more modern grille that really lifted the front aspect's styling. This was a motor car that told the world that weight did not matter, because it was powered by the latest version of the super-refined six-cylinder engine that took its air fuel mixture from above and pushed the exhaust gasses out the side (I-O-E to those of a

technical bent). There is much to admire in the specification and build quality of the P4 model range. So, could the P4, as Grattan suggests, be the Veritable British Classic Motor Car? It may well be, but we need more submissions before a final decision can be made.

Some of the information above was gleaned from the Rover P4 Guild's Website – for which, grateful thanks are due. Special thanks are also due to Grattan and Lucille for kindly supplying the pictures and some of the information. Back in 1963 I came very close to buying a sage green Rover 75, but its twin carburettors scared me off. I had to wait until 2001 before I could experience the satisfaction of Rover ownership and the fabulous ambience of Rover motoring.

Mike Allfrey.

Grattan Writes And Argues The Case For The Veritable British Classic

I note from the latest ABCCC newsletter, and by the way terrific effort, that featured on the front is Harry Cooper's P5B as being 'One of the World's Best Engineered Cars'. If you are looking for something more on that topic, the following may interest.

I imported from England a P5B Coupé in 1974, which we had for ten years, only to sell it to someone who basically wrecked it. Whilst I loved that car, I regard the P4 models as arguably more the Veritable British Classic, due to more attention to detail. To that end you can look at the P4 model range from the *Cyclops 75* to the later models such as the last one, the 110. The 110 captured the hearts of so many car people and even today is still commanding that attention with pricing two to three times that of the other members of the P4 range. It was a very advanced car for its time with a top speed of 120 mph, in fact faster than the P5. That was not publicised as Rover did not want to 'weaken the case' for the P5. As you know I now have a 110, and it is stunning not only to look at, but brilliant to drive. I am sure that you have seen the picture of it used for the recent RACV Classic Showcase at Flemington, and from memory it was used once in one of the ABCCC newsletters. I attach the snap of it (outside the Supreme Court) which was used for the RACV Classic Showcase brochure, should you ever want to use it. I also well remember Bill Allen's P3 being shown in the newsletter some time ago as a claimant for the Veritable British Classic Motor Car.

Of course once Rover released the 2000, that was the end of the P4, as the technology was twenty years ahead of the game and reflected motoring of that time.

Grattan Fitzgerald.

OUR MAJOR EVENTS – 2010

THE RACV GREAT AUSTRALIAN RALLY – Sunday 17th January, 2010

Rallying For A Cure

Planning for this important fund-raising event is well advanced. There will be three start points – Melbourne CBD, Stud Park Shopping Centre, Rowville and the Westernport Marina at Hastings. There will be the usual array of prizes awarded and, to make our judges task easier, those vehicles that will be judged are requested to motor direct to the display arena at Mornington Racecourse. Those vehicles not being judged can opt for a rally route that embraces the Mornington Peninsula. The RACV Great Australian Rally brochure and entry form, letter of thanks, along with a Rally Merchandise order form, will be available in August.

For this event, the commemorative metal plate will be available – it will be improved for durability.

Set out below is the text of the letter that will be sent out with the Rally brochure:

“Dear Rally Entrant

What a great result, with your support, and the weather, we had another successful rally, we raised \$43,000.00 for cancer research and with your help, and we hope to do even better this year for the Peter MacCallum Cancer Centre.

A special thank you to all those participants who kindly donated additional money to Peter Mac, a separate receipt will be sent to you so you may claim this donation on your tax return.

Last year the rally ran like clockwork, due in part to the changed format, which saw cars arriving on time, so that the public had something to look at when they arrived. We will continue this arrangement again, with cars to be judged proceeding directly to Mornington, and other entrants free to tour the peninsular prior to arriving at Mornington.

PARK & SELL: Another experiment, we will make a prominent area available to display classic cars for sale, this will be a great opportunity to display your car to the public, plus a thousand or more car enthusiasts, and as you know, enthusiasts all want another car.

All cars offered for sale must be approved by the rally organizer; a photo sent with entry form would help select suitable vehicles. All vehicles must be entered in the rally, a \$50 fee is payable, which will be refunded if not selected for display.

This year, as we did last year, when you enter we will send you one free pass for you to give to a friend to view the display at Mornington, you never know they may buy a car and join our fraternity.

The special display this year will feature post war cars from Ford and General Motors, and will include special interest vehicles from these companies. We hope this will attract more spectators, which equates to more money for Peter Mac.

Again, thank you for your past participation, and we hope you will support this event next year. Enclosed is the entry form for the 2010 RACV Great Australian Rally.

Yours Faithfully,

Colin G Brown, Rally Coordinator, Mobile 0408 343 176”

As in the past, we will be calling for volunteers to assist with the important task of marshalling the event. If you are able to help on the day, please contact Colin Brown on 0408 345 176. Your help will be greatly appreciated. If you are entering the Rally, please get your entries in early.

All proceeds generated by the RACV Great Australian Rally will, as in the past, be donated to the Peter MacCallum Cancer Centre. We look forward to your support with respect to this major event.

Colin Brown – Rally Organiser.

THE 9th RACV FLY THE FLAG TOUR – Saturday 20th To Friday 26th March, 2010

The Gippsland Tour

Work on this very popular tour is well in hand. The itinerary has been decided and has been announced at our Annual Luncheon.

Accommodation For Club Members

We have provisionally booked some accommodation at very good rates for club members. If you wish to take advantage of this special offer, please contact Tony or Maxine Pettigrew soon, on (03) 9739 1146 (AH) to reserve your Tour accommodation.

Tony Pettigrew – Tour Organiser.

THE ABCCC SALEYARD

A 1971 MGB Is For Sale

Dear Fellow Members of the ABCCC,

The time has come for me to face up to the reality that I just don't have enough time on my hands to either look after my car properly or to attend club functions as often as I would like. I am currently working 6 days a week in Kyneton building a new police station, and its very likely that I will not be back working in Melbourne in the foreseeable future. Its been a hard decision but I have decided to sell my MG to clear room in my ridiculously cluttered garage and to hopefully give my car a better chance at life than its currently having, (I cant remember the last time I drove it).

So if anybody would like to buy my 1971 MGB I would be more than happy to sell to people who also have a passion for classic British cars. I am open to offers, but I would like to achieve about \$10,000.00. The car is in pretty good condition, I have recently had it rust proofed and repainted. Its extremely reliable, I had the engine rebuilt about twelve years ago and its never failed me, I am only the third owner, have owned it for about seventeen years, I know this car very well, and will be a very sad day when I have to watch it drive away. Please give me a call on 0413 435 693 or 0403 255 051 or (03) 9781 3336, I will answer one of them, if you think you would like to have a look at my very much loved car.

I am hoping that I can maintain membership of the club at least for the duration of this year, Jenni and I will make a special effort to try to make one of the clubs future club events to refresh our old acquaintances.

Derek McNab.

PAST AND FUTURE EVENTS

A section devoted to reporting on what has happened, or is about to happen within our club. All club members, not just those who have organised events, are encouraged to submit reports for inclusion here in Your ABCCC News. Event reports will be accepted in hand-written form, typed or via the E-mail system.

VISIT TO FORD DISCOVERY CENTRE – Sunday 5th July, 2009

Also Taking In the Delights of the National Wool Museum

On a cold morning twenty-four participants headed off to meet up at Todd Road. Unfortunately, one of our group broke down just away from home with 'fuel' problems and by the time the RACV had attended, it was too late to continue. It was good to see a few 'Classics' out for an airing and after greetings, entrance fees collection and lunch orders placed, it was off to Geelong.

Our first tour (less a good proportion of the Ladies who had 'better' things to do) was at the Ford Discovery Centre, and our informative Guide conducted a brisk tour as time was limited. There was presented, a good selection of vehicles right back to a replica of Henry Fords first Quadricycle and going through the years, with the emphasis



on Australian produced cars (including the Worlds First utility), to current Production and Race cars. There are interesting exhibits of Robotic Welding Jigs, also Body Drop section where the power-train is installed to the trimmed body shell, and an example of Product Development areas, with scale models, a clay buck and measuring apparatus, trims and dash layouts etc. together with several Prototype cars of which, not all reached production. Many more hours could be spent there to fully appreciate the exhibits.

Left: Club members listening intently to their tour guide describing the mid-1960s Falcon. This picture kindly supplied by Craig Douglas.

After a quick relocation of cars to avoid parking fines it was off to lunch at "Lambys" bistro, where our pre-orders were quickly despatched, the odd glass of wine etc. consumed. After some brief speeches and details of forthcoming events it was time to proceed to the Wool Museum in the other section of this fine old building. The conducted tour here was raced through, to put it mildly, so we could witness the sheep shearing demonstration and informative narration, then quickly onto the Axminster carpet weaving demonstration. Thank goodness some of this very old equipment has been saved to show how things were done in the 'olden days'. After this, some went up, the others down, to look at further displays and the retail shop, and unfortunately, we lost a few here and there, meaning goodbyes to all were incomplete. Anne and I wish to thank all who attended to make the Day a success.

Anne & Bryan Tootell.

Please Note: Several pictures were sent in, they will go into the club collection – MA. Editor.

THE GREAT ABCCC TRIVIA CHALLENGE – Saturday 18th July, 2009

A Most Enjoyable Winter's Evening

Thank you all who came along to the last Trivia Challenge to be held by the Club, and making it such a good evening. Kevin and his staff at the Lilydale International Club ensured that we had an excellent buffet dinner and the dessert cake complete with our club's name on it, was delicious.

The trivia questions ranged from 'important stuff you should know' (provided by the Bradleys), 'things about Victoria and Australia you are expected to know' (Sawyer & McRae), to 'did you have a well rounded childhood?' (Birketts). Obviously a great many of you were not allowed to the Saturday matinees at the local theatre, or swapped comics with mates in the street. Never mind, despite that yawning gap in your upbringing, you have all turned out to be pretty terrific adults.

Regardless, there are still a few out there doubting the Snow White answer of 'gooseberry pies'. A copy of the relevant page from the book in question is enclosed (reproduced below) for Mike Allfrey to peruse so he can make an official 'Editor's Note'. No one in the club would argue with Mike's attention to facts!

The winning team on the night was *The Motorists*, beating *The Jowetteers* by only one point. Third, with an unfortunate choice of team name were *The Losers*.

Nice to see Geoff Andrews in our club again, and to meet his friend Jo Brown. Hope to see you both on many functions to come. Finally, thanks to Frank and Val, and to Frank and Lorraine for their assistance in making it such a splendid evening.



Judy and Geoff Birckett.

The Proof Of The Pie Is In The Reading

CHAPTER XVIII (18) – Snow White Has A Guest

All the while, humming a little tune, Snow White was very busy making beds and putting the house in order. Her friends the birds and animals came to help. When everything was neat and tidy she mixed the dough and rolled it out for **gooseberry pies**. Seven juicy pies! Each one with the name of the little dwarf written in the crust! Smiling with anticipation of his pleasure, Snow White was putting the finishing touches to Grumpy's pie when a shadow fell across the table. Looking up she saw an old hag at the window, her wrinkled face stretched in a toothless grin. (From the Walt Disney version, as per the Trivia Question)

Editor's Note: In the early 1950s, we were taken to see Snow White and the Seven Dwarfs, it was a rare Russian cartoon with subtitles. It was a matinee never forgotten. The Cold War was on and somehow the Tatler Cinema (the sort of then SBS of the Bristol cinemas) had managed to procure the cartoon from the Soviet propaganda machine. It was interesting, because the Russians must have used a different film format from what the West used. All the characters' heads were lopped off! We youngsters did learn a word of Russian, "Schneegurska" which was said each time Snow White appeared on screen, along with a sub-title. I can't remember reference to the gooseberry pie in that cartoon though!

DI AND NELLO'S BIG DAY OUT – Sunday 2nd August, 2009

This Has The Hallmarks Of A Special ABCCC Event

We will be meeting at 10:00 am in the car park in the centre of High Street, Berwick (Melways Map 111, Ref: D7). We will then proceed on a short scenic tour of parts of Gippsland hopefully not covered in previous runs, finishing at Jinks Creek Winery, Tonimbuk, (as seen on *Postcards*) for a sumptuous lunch and browse through the Gallery.

We would like as many Members as possible to join us, so please phone us on telephone No. (03) 9719 7949 or on Mobile No. 0417 052 254 to let us know for catering purposes.

Diane and Nello Mafodda.

MID-WEEK RUN – Wednesday 2nd September, 2009

Maxine's Family Picnic day out

This being the second day of spring I have taken it upon myself to notify mother nature we need a fine day for my picnic, so fingers crossed. Today we will be heading for Badgers Creek Weir in Healesville meeting at Lilydale International Club at 10.00am for a pleasant drive through the Yarra Valley.

At Badgers Creek we have access to gas? or electric? BBQs and we also have access to sheltered areas tables and chairs but you may wish to put in your own just in case, you may also wish to take a boxed lunch instead it's your call.

Also please note I suggest All you artist bring your pallet and paints, you photographers bring your cameras, boys bring a football, girls bring a Frisbee and there is some very good walking tracks for the lovebirds who would like to go bush, and Tony said he would love to see the ladies in the club playing beach volley ball.

But if you don't fit into the above category and I am sure most of you don't just bring yourself and a bottle and enjoy a good day with friends. Numbers are not that important but I would like to know I am not just having a picnic with Tony alone so please let me know.

Maxine Pettigrew.

A SPECIAL DAY OUT – Sunday 13th September, 2009

A Visit To Tynong In Gippsland's West



We will meet at the Car Park at the centre of High Street (Princes Highway C101) Berwick at 9:45 am. The car park is in the highway's central reservation to the east of Lyall Road and Clyde Road intersection.

After coffee and a look around Berwick we will leave at approximately 10:30 am and drive to Mill Valley Ranch. Directions on how to get there will be provided.

Left: The Old Garage, Mill Valley Ranch.

Mill Valley Ranch is run as a school camp and the owner Arthur Bartlett has a group of children leaving at approx 3:00 pm so there will be plenty of activity going on. Arthur will be holding a church service at a 115 year old church that is on the property between 11:00 am and 12:00 noon. Anyone who would like to attend is more than welcome.

After arriving there is plenty to see with old buildings, trucks and cars.

We will enjoy a picnic lunch around the lake but if the weather is inclement we will be able to go indoors. So bring along your goodies to eat for lunch and a bottle to drink or tea and coffee if you prefer.

Please let me know if you are joining us on this event, on Telephone No. (03) 9739 4829.

Pat Douglas.

A LIGHT-HEARTED OBSERVATION RUN – Sunday 27th September, 2009

Commencing With A Refreshing Cuppa

Join us on an observation run of the lovely scenery of South Gippsland.

More details will be in next issue.

Meeting time is 10:00 am for a 10:45 am departure on our Observation Run. We will be visiting places of interest and will finish at a suitable venue for lunch.

Please let us know if you wish to join in on this fun event. We can be contacted on Telephone No. (03) 5659 0264, or on Mobile No. 0404 669 902.

Heather and Tom Cannon.

INDULGENCE '09 – Friday 2nd to Sunday 4th October, 2009

The Renowned ABCCC Indulgence Weekend – Important Update

Originally we had booked the entire motel for the weekend and the interest as shown meant that we were required to arrange for additional accommodation. Unfortunately such was not available due to various events occurring around the town of our destination, and we have been forced to suggest that we could not take any more bookings.

Unfortunately three parties have now indicated that they will be unable to attend due to sickness and one such person happens to be our esteemed photographer, Mr Michael Allfrey who will be having further eye surgery for which we all wish him the best of success.

This now means that we have vacancies for three couples or three persons. The cost of the weekend is \$600.00 per couple, or \$378.00 for a single.

If any members are interested in having a fantastic weekend of fun, food and enjoyment and were hesitant because of prior information regarding number of bookings, please do not hesitate to contact me at home on (03) 9787 6003 or mobile 0407 876 023.

Peter and Rosalie McKiernan.

CHRISTMAS LUNCH RUN – Sunday 14th December, 2009

Get Into The Festive Spirit!

Christmas lunch this year will be at the Mornington Golf Club kindly organized by Karen and Ken MacDonald, this will not be a prepaid event but bookings are essential and please note late cancellations and "non shows" will have to pay the \$35 cost. Bookings and information contact Ken and Karen on (03) 59751867.

Tony Pettigrew – President.

WINTERSUN – 6th to 8th June, 2009

Part 2 (from last month's newsletter)



Wolseley 24/80 or 15/60 for Sale. We came across it in NSW at a disused petrol station up for sale. \$990. Needs a bit of TLC. I don't think any of our members have a Wolseley?

A unique caravan in Cowra Complete with solar hot water (probably enough for a 6.5 second shower!)



We saw many unusual cars, bikes & other assorted things on the roads, beside the roads, & more interestingly inside properties, but dared not photograph them! Rocks & missiles being thrown at us whilst trying to get away doesn't make for a pleasant holiday!

Something straight from the 60's at Coffs Harbour. A mobile home complete with "hippies" inside and with it's own letter box. (left hand side of door). At least the music was pleasant and reminiscent. It wasn't "Duff Duff"!



Wintersun Festival at Coolangatta. Again bigger and better than last year. Over a weeks worth of entertainment, full of rock and roll. Mostly big American cars & lots of "Fins & Chrome". This is a Buick Limited, the most "Chromed" car ever made in the America. It has been recently pictured in "Unique Cars" magazine. It is truly magnificent! The amount of amazing American cars, some really unique, and '57 Chevy's that come out of the woodwork (or should we say Metal Garages) is astounding.



And Yes, a "Genuine Shelby" (big price ticket for one of these Ponies!) Mustangs are a bit like Holdens in Aust now, but not everyone can get one of these rare babies!



Another onlooker admiring endless rows of American metal. All colours, shapes & amazing "Motors"



Shall we go again next Year? Is the Pope a Catholic? .. First Mildura Wintersun is on 14-17th Aug 2009. Going?

Here is a bit of a collage of people in the spirit of the festival, Meter Maids included!



On the Queens' Birthday long Monday, we were invited by our friend, Marilyn, to participate in an Austin Healey run through the beautiful Tweed Valley, ending with lunch at Salt Resort in Kingscliff. Mary got a good thrill riding in a lovingly, beautifully restored big 3 Litre through the area with Rod, a local club member. There were about 8 big Healeys all together, a spectacle to see rounding the corners.



Heading towards Tamworth from Port Macquarie, you drive through Yarras. We came across the derelict property of Hollis & Hollis, previously a garage in the middle of nowhere, on a scenic route of our journey going home. The vehicles have been there for some 25 years or more. What a waste!

