



An incorporated club

A0035462V

A friendly family social motoring club

Edition 134

November 2009

A THORN BETWEEN TWO ROSES

Your ABCCC News



Nob's BMW

A reminder of a story from the visit to Europe years ago by the Jaguar Car Club (Vic). They visited the Jaguar factory and were given tea and a biscuit. They went on to BMW in Munich and were taken to a sumptuous dinner at the finest restaurant in town. One of the tour participants asked their host, why the big dinner, when Jaguar gave them a cup of tea and a biscuit?

"Ah", said the BMW executive, "you are our next customer!"

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club 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 are due by end of December.

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

Position	Name	Telephone	E-mail Address
President	Tony Pettigrew	(03) 9739 1146	NEW ADDRESS! tony3@tpg.com.au
Vice President	Ray Higginson	(03) 9336 7306 (AH)	
		(03) 9310 5286 (BH)	lhigginson@kangan.edu.au
Treasurer	Tony Hodges	0419 307 026	siddeley@nerspace.net.au
Secretary	Pat Douglas	(03) 9739 4829	patjdouglas@iprimus.com.au
Membership Secretary	Pat Douglas	(03) 9739 4829	patjdouglas@iprimus.com.au
Editor	Michael Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
Assistant Editor	Mary Nolan	(03) 5978 7798	MaryCheng@bigpond.com
AOMC Delegate	Ross Gardiner	(03) 9589 2013 (AH)	consultanalogue@hotmail.com
AOMC Delegate	Bill Allen	(03) 9846 2323	
VCPS Officer	Nello Mafodda	(03) 9719 7949	dimafodda@hotmail.com
VCPS Officer	Colin Brown	(03) 5964 9291	colin.brown@hotmail.net.au
Club Regalia	Bill Allen	(03) 9846 2323	
Committee Member	Frank Sawyer	0408 633 778	frank.cars@bigpond.com
Committee Member	Colin Brown	(03) 5964 9291	colin.brown@hotmail.net.au
Web Master	Chris Newell	0438 007 021	smeagol021@optusnet.com.au

The All British Classics Car Club Website Is: <http://www.abccc.com.au>

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.

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. can not be held responsible for any inaccuracies relating to other clubs' events.

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.

THE VICTORIAN CLUB PERMIT SCHEME AND THE EVENTS 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.

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: TEXT IN RED INFORMS OF CHANGED OR CORRECTED EVENT INFORMATION.

November 2009

- 1 Rotary Motor Show – Rotary Club (Torquay) Greg Birchall 0412 914 000
Request entry forms from the Editor via E-mail.
Venue – Elephant Walk, End of Gilbert Street, Torquay, Victoria.
- 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
Meet at Zoo Entrance at 10:00 am.
Venue – Werribee Open Range Zoo, Werribee, Victoria.
- 22** **Observation Run** – An ABCCC Event Heather & Tom Cannon (03) 5659 0264
Start Point – Loch, Gippsland, Victoria.

December 2009

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

January 2010

- 10 The RACV Great Australian Rally – An ABCCC Pre-Rally Event Colin Brown 0408 343 176
Rally Bag Stuffing Session – Please come along and help with this activity.
Venue – TBA, Victoria.
- 17 The RACV Great Australian Rally – An ABCCC Major Event Colin Brown 0408 343 176
Start Points – Melbourne CBD, Stud Park Shopping Centre and Westernport Marina at Hastings.
Finish and Display – Mornington Racecourse, Racecourse Road, Mornington

February 2010

- TBA The All British Classics Car Club Annual General Meeting Tony Pettigrew (03) 9739 1146
Venue – To be advised

March 2010

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

May 2010

16 AHMF Motoring Heritage Day – A National Event

June 2010

6 – 8 A Special Weekend Away – An ABCCC Event
Venue – Tocomwal, New South Wales.

Frank Sawyer 0408 633 778

?????? 2010

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

Frank Sawyer 0408 633 778

EDITORIAL NOTES – ISSUE NUMBER 134

Lately, things have been quite busy and time has, as we get older, simply fled. The current situation is that we have, despite a fair bit of winter/spring rain, conducted some very successful events. Our October, now traditional, planning meeting for the 2010 Events Calendar has produced a full year for you to get those classics out on the road. We are certain that, at our Christmas Lunch function (get those reservations to Karen – see back page), you will be pleasantly surprised. Just to whet your appetite, we will be going overseas twice during the year. On top of that our RACV Fly The Flag Tour will also be going overseas too!

On a more sober note, VicRoads have released some new road safety rules that come into force on 9th November this year. It will pay to be careful to note the changes relating to the transport of children in private motor vehicles. This has taken some of the fun out of childhood motor riding. In my younger years, I rode for miles sitting on the petrol tank of my father's even then ancient Indian motorcycle. From a very early stage I had the job of working the horn, which was also my main hand hold. The horn was like a cocoa tin with a notched rod passing through the lid and two blade springs that caused an ear splitting screech when used enthusiastically. There was not much traffic then and the Nanny Society had not yet been founded!

Other law changes relate to how we park and overtake, the use of seat belts, mobile telephones and visual display units in motor cars, how we execute those 'U' turns that those infernal sat-nav things keep telling us to do in three-hundred metres, passengers on motorcycles and driving with trams. All very laudable in these modern times but, it also means that we have to be even more vigilant as we carry out our motoring activities. Those of you who can, should visit the VicRoads Website for detailed information. There is also very good information on this subject at the RACV. There will most likely be articles about the changes in RoyalAuto magazine.

Now that summer is here, it is time to fettle those classic motor cars in readiness for our events that have been scheduled so that you can enjoy the challenges and satisfaction that can be derived from our chosen activity.

Before I close, a warm welcome to Frank Sawyer's 'new' TVR – we all look forward to seeing it 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
Rob & Christine Licciardo	Alfa Romeo	GTV	1971
Robert & Melanie Horner	Rolls Royce	Silver Spur	1984
	Jaguar	Sovereign	1989

Pat Douglas – Membership Secretary.

BROKEN HILL VETERAN & VINTAGE CAR CLUB INC.

EASTER BUSHMAN'S RALLY 2nd – 5th APRIL, 2010

The ABCCC has been invited to this interesting event. Entry forms are available from the Editor. It would be wonderful to be represented at this very popular event.

Contact (03) 9729 1480 for an entry form and schedule.

THE ABCCC SALEYARD

1976 Rover 3500 below: Engine No. 45121966D



As promised, here is the sole remaining Rover 3500 that Bob Kilpatrick is offering for sale. The other two cars mentioned last month have already been sold. This Rover is currently stabled at Sale. Bob sent in the following description:

“Car details are as follows – “The blue car is a 1976 New Zealand built model, purchased from the original owner through Fiske Bros. Motors, Box Hill in July 1983 by a man who lived in Ringwood, with the odometer reading 76,000 kilometres. This man left it to his grandson who drove it very occasionally until one of the carburettors’ float chamber gasket began to leak, and then stored it until I purchased it in August 2005. I have a history written

by the grandson of the owner’s life since grandfather had it. Speedometer now shows 79,803 kilometres, which grandson believes is genuine. We have fixed the carburettor, and are in the process of attending to brakes and body work. Carpets and seats are in good condition, engine and transmission work well and the car appears to have had an easy life – pedal rubbers are hardly worn at all. Price – reasonable offer.”

To find out more about this interesting Rover, contact Bob on (03) 5794 2279 or 0438 519 220.

Bob Kilpatrick.

FAMILY MOTORING IN A HUMBER

A Diesel-Powered Classic Motor Car Of Some Substance

I have always had a soft spot for Humbers, and it was most likely brought about because, in the very early 1950s I was driven to school in a lovely maroon vintage Humber from the mid-1920s. Mrs Butler used to collect me from by the hollow oak tree in the triangle at the bottom of Wraxall Hill on the Nailsea road in North Somerset. Wraxall Hill was a fairly steep road that took us up to the upper Clevedon Road and on to school. The Humber was an open touring model and I used to sit in the back with schoolmate Henry Butler. His younger brother, William, rode up front with his Mum. After a year of such motoring, the Humber gave way to a brand new Austin A40 Devon and we welcomed a new age of motoring.

In those days it was my father’s great desire to run a small farm, what we now call a ‘hobby’ farm, alongside his full time job. In the late 1950s this opportunity arose when a gardener’s cottage with one acre of high-walled garden and eight acres of pasture land, not far from where we lived, came up for sale. This was too good to miss and we soon made the move to our new ‘estate’. The grounds had been part of a large estate that had been gradually sold off – probably to pay taxes. We soon settled in and it was time to find a suitable vehicle for farm use. The main criteria was that it had to be cheap, comfortable, rugged and economical to run. Father and I had a close look at a Ford Pilot Estate car with the usual V8 engine. Not really suitable, but its main feature was the two tone horn – one for town motoring (subdued) and the other for open road motoring (strident). Lack of fuel economy was the deciding factor for leaving it in the seller’s London mews.



Left: A preserved British army Humber Staff Car. Ours was the same, but less the army regimental markings. Image from Internet, with thanks.

Then an intriguing advertisement appeared in *Motor Sport* magazine for an ex-army Humber Staff Car. The real carrot in the advertisement was the Perkins P6 diesel engine that had been installed, with a genuine Perkins conversion kit, in place of the six-cylinder side-valve petrol engine that did trusty war-time service. In Britain at this time, quite a number of large cars were being converted to diesel power in the search for fuel economy. Probably, in these modern times, most enthusiasts would cringe at such

thoughts! Such cars as Daimlers, Bentleys, Hudsons, Ford V8s and other large cars were being converted. Frank Perkins Limited, the makers of those famous P3, P4, P6 and the fabulous, but troublesome R6, was very busy manufacturing conversion kits for various large motor cars that were then cheap, but too expensive to run on petrol. In the case of the Humber, it was the 4.73 Litre P6 six-cylinder engine that Perkins recommended and supplied a conversion kit for. The conversion kit contained such items as a stronger front transverse leaf spring and shackle pins. There were also all the fuel system changes, a Ky-Gas cold start aid, a higher differential ratio (optional) and a larger battery to cope with the higher cranking demands. The P6, in good tune, was a very sweet running engine and, when thoroughly warmed, was very easy to start on the crank handle. On freezing cold mornings it was a different matter though!

We took this impressive Humber for a test drive and were most enamoured with its performance and comfort. There was another selling point, its large fuel tank that, if filled from near empty, once the bowser had pumped in November, 2009

eight gallons of white diesel, it would qualify for a ten per cent fuel discount. The British government was even then encouraging the use of diesel fuel. Father bought it for some ridiculously low sum and we set off for the hundred mile journey home. All went well and we experienced effortless, if a bit diesely-smelling, motoring for a run from Wales that was trouble-free.

So, what did we have? A lacklustre, brush painted green motor car of large proportions, sitting on its original huge desert specification sand tyres. The wheels featured winching lugs, to which, at the rear, a wire rope from a suitable anchor could be attached and, as the drive was taken up, wound around the wheel's drum and thus could extract the car from a partially bogged situation. We found out that our Humber had seen active service in the African campaign, although it had not been used by a General or someone as important, as there was no fixture for a pennant on the radiator cap. Under the crude green paint was evidence of desert camouflage, instead of the darker colours that were used in the European theatre. The interior was beautifully trimmed in unmarked Bedford Cord and there were crude rubber mats on the floor. The sand tyres produced phenomenal grip in all conditions, and we had the treads re-cut a couple of times.

My mother took an instant dislike to the Humber, the diesel smell did not appeal at all and the final straw was when the after-market heater dumped its hot contents on her feet. She never rode in that evil motor car again! Thankfully, we still had the Railton for normal running about, but with it only managing about 16 mpg, the Humber was a much more attractive proposition, returning more than 40 mpg, but my mother was adamant and never sat in it again. This did not matter too much as the Humber was primarily a farm vehicle and carried out such tasks as hauling in the hay on a trailer, and taking the nanny goats for their periodic pleasures at the local billy goat's residence. The goats rode the twelve mile round trip quite happily on a tarpaulin on the back seat!

We also used this car for our Rover Scouting activities on weekends in the Cotswold and Quantock Hills. It was also used for extensive trips into Dartmoor, where it coped with rough 'four-wheel-drive-only' tracks with utter disdain and showing no signs of ever getting bogged in the soft conditions. It was while away to a Rover Moot in the Cotswolds, with a trailer fully loaded with camping gear, that we discovered a potentially dangerous trait with respect to the diesel engine. While going over rough ground a stick was thrown into the brake master cylinder linkage. Said stick effectively jammed under the brake pedal and partially applied the braking system. This condition did not bother the P6 at all, all extra load was compensated for by the governor delivering more fuel and the boiling brake fluid was not noticed until south of Gloucester on the A38, and we had to brake to avoid a stationary car in front. "Oops! No brakes!" was my father's comment, as we mounted the pavement on the other side of the road, narrowly missing a few shocked pedestrians. Further down the road, out of sight, the problem was investigated and the jammed stick removed. We sat around for a while waiting for the brake fluid to recover, before setting off again at undiminished speed.

Another time, on our way to Dartmoor, my future Best Man, Dave, who was about to enter National Service, on seeing an army sentry on guard duty (the armies of the world looked after themselves in those days!) outside the Topsham Barracks in Exeter, hung far out the rear side window and shouted at the guard, "Keep the seat warm, I'll be there in a couple of weeks!" And he was too.

That Humber caused quite a stir in the village, it was so easily recognised and we would get locals coming to us when we parked, apologising for holding up our progress on steep hills in the area. That mighty engine could easily haul the Humber's considerable weight up nearly all the hills in top gear in a most effortless manner. My father had this idea that the car should be able to idle around all corners in top gear without causing any shuddering in the drive line. Thus, we experimented with ever softer and more pliant engine mountings – I can remember well how I leant through the open windscreen, keenly watching the bonnet-less engine's behaviour as we drove around the tight roundabout at the top of Blackboy Hill in Bristol! To my alarm, I noticed just in time that the fuel feed hose had stretched to its limit as the engine leaned over on its mountings. We fitted a longer hose and left it at that.

The Humber was serviced by the Cathedral Garage, our local Rootes dealer, who took it all in their stride. The service manager pointed out that they may have been happier if a Commer 'Knocker' two-stroke engine had been fitted. However, they were familiar with the Perkins engine and they performed several jobs. One component that

suffered badly, was the steering box – it simply could not cope with the combination of the engine's extra weight and the resistance provided by those huge sand tyres. The workshop fitted a new steering box and we set off for home. All was well until we had to make a right hand turn – the steering just locked solid. Getting the car back to the dealer's workshop with only left turns was quite an achievement! It turned out that the steering box drop-arm had been fitted incorrectly on the splined shaft.



Left: A rear view of a Humber staff car, they were very strongly built.

That poor Humber was involved in a couple of accidents, through the faults of the other drivers. The first time, we were just leaving Bristol on the way home and waiting at the Ashton Gate traffic lights. There was a bit of a thump in the rear, and when we got out, we found a Hillman Minx had run into the back of our Humber. The Minx driver was close to tears and revealed that the Minx was his wife's car and he had just arranged a part-exchange deal on a new Sunbeam Rapier for her. He was also astonished that the Humber had not moved forward at all when the collision occurred – those sand tyres again! Father suggested that we drive around the corner to exchange details, got into the Humber and

drove off – little realising that the Minx had firmly embedded itself over our car's tow bar. That caused some hilarity at the nearby Number 25 bus stop! The next accident was in our village main street. The local builder was out in his brand new Zephyr and, looking across the street to admire the new shop he was building next to Marsh's the butcher's shop. He demolished the Zephyr on the back of the parked Humber, and Constable Genge, he of standard issue Raleigh cycle fame, witnessed the event and stolidly remarked to my father that our car took it all, very well!

Not long after, the Perkins finally 'threw a leg out of bed' and, with a flailing connecting rod and a large hole in its cylinder block, manfully brought us and the loaded trailer the thirty-five miles home. After that, the car was sold for scrap. We had eight years of very reliable motoring out of that car. The Railton soon followed and the family ran Daimlers until the mid-1980s. I think my father missed that Humber nearly as much as the vintage Bentley he left behind in New Zealand in 1949.

Mike Allfrey.

OUR MAJOR EVENTS – 2010

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

Rallying For A Cure

This important event is coming together very well and entries are flowing in nicely. We do need more, so get your entry in for the RACV Great Australian Rally.

Your support can be provided by:

- Making a direct donation. Donations can be lodged with Colin Brown or Pat Douglas.
- Taking part in the Rally with a heritage motor vehicle. Entry forms can be obtained by contacting the rally office on (03) 9739 4829. Entry fee is just \$35, and late entries can be accepted on the day at \$40 per vehicle. Rally brochure and entry form are now available. Each pre-booked entrant will receive a free public entry ticket for a relative or friend. The RACV Great Australian Rally is authorised for those vehicles operated on the Victorian Club Permit Scheme under the auspices of the ABCCC.
- Coming to the finish point at Mornington Racecourse to view the great display of a rich selection of lovingly restored motor vehicles. Admission is just \$10 per person, and all gate proceeds are handed over to Peter Mac.

If you can help us in any way, please give me a call. We would appreciate suitable donations to help make the rally bags worthwhile. Small amounts of items will be greatly appreciated.

Colin Brown – Rally Organiser.

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

The Gippsland Tour

This Tour is now well advanced and entries are such that it is almost completely filled. Work has commenced on Route Notes preparation.

If we know you are joining us, but have not booked in yet, do so now to avoid disappointment!

We will keep you informed on all aspects of the RACV Fly The Flag Tour. Tour marshals should note that there will be a briefing meeting on 14th March, 2010.

Tony Pettigrew – Tour Organiser.

AUNTIE PAT'S TEA-TIME SCOTTISH RECIPE

Apple Gingerbread

Ingredients:

- ½ lb Cooking Apples (Bramley Seedlings)
- Sugar To Taste
- 3 oz Demerara Sugar
- ¼ lb Golden Syrup
- 3 oz Butter
- 8 oz Self Raising Flour
- 1 Teaspoon Ground Ginger
- ¼ Teaspoon Ground Cloves
- 1 Egg

Right: The lovely still waters of Loch Maree in the west Scottish Highlands.

Method:

Set oven to 350 °F or gas Mark 4. Grease an 8



inch x 6 inch baking tin. Peel, core and slice the apples. Put into a pan with a little water and sufficient water to taste. Stew gently until tender, then mash and cool. In a separate pan melt the syrup and butter and Demerara sugar together gently until dissolved. Leave to cool. Sift the flour, ginger and cloves into a bowl and make a well in the centre. Add the egg to the syrup mixture and beat well into the flour. Stir in the mashed apples and continue to beat all well together. Turn into the tin and cook for 30 minutes until firm. Leave to stand for a few minutes in the tin before turning out to cool on a wire rack (a Singer Le Mans radiator grille will do), then cut into slices.

A Small Competition

Ladies, to prove that you have read this magazine, we will be running a competition to find the best Apple Gingerbread in Australia. Bake a batch of Apple Gingerbread slices and bring them along to our Rally Bag Stuffing event on Sunday 10th January, 2010. This will give you plenty of practice time! There will be a small award for those slices that are judged to be the best – the Editor's decision will be final and correspondence will not be entered into. The search is on!

*From Johanna Mathie's 'Scottish Teatime Recipes' via Pat Douglas.
With Thanks.*

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.

OPEN DAY DISPLAY AT COLDSTREAM AIRFIELD – Sunday 27th September, 2009 **The Day the Ladies Stayed at Home!**



The Royal Victorian Aero Club invited us to take part in the Competition Flying and Open Day at the delightful Coldstream Airfield, located in the Yarra Valley. The morning dawned cloudy and wet with, to top that, some strong gusts of cold wind. We mounted a limited display, with Bill Allen's P3 Rover and its gold Viking mascot treating the damp conditions with contempt. Also present were the Editorial Rover, John Wood's lovely green Jaguar Mk II, Tony Pettigrew's Triumph Spitfire, Colin Oberon's out for the first time Rover P3 (and what a Christening!), Chris Newell's dark green Triumph Stag, Ross Wolstenholme's XJ6 Jaguar and, briefly, John Holmes' MG TF. It seems that other club members present were Colin Brown and Ed Bartosh – both locals and very knowledgeable about the prevailing weather

conditions. We all had a good chat and enjoyed heated red wine to warm us up a bit. While we were standing under umbrellas, we watched a stationary engine enthusiast, and a sincere enthusiast he was too, cranking vigorously his beautifully restored swing saw engine. The engine had decided, as such engines do, to not start on this occasion. The cranking went on and on. The sparking plug was examined and tested several times and the magneto was opened up and checked. Still it would not start! Finally, a bright wet soul suggested that the petrol tank be drained and fresh petrol poured in. This was done and at the first crank rotation, the engine started easily. There was a graphic example for all who witnessed the scene, that modern petrol can so frustratingly cause so much starting trouble. When there is only one cylinder the situation is probably worse.

Some aeroplanes flew in, very close to below ground level due to the poor visibility. But most remained on the ground under their fitted protective covers.

We wondered why the ladies had elected to stay at home on this occasion. It was a pleasant time for a chat under umbrellas. Better luck with the weather next time.

Around midday we called it a day and set off for home.

Mike Allfrey.

THE INDULGENCE WEEKEND 2nd – 4th October, 2009

We left Yarra Glen on a very overcast morning, en-route to Yea driving a good mix of modern and classic cars some twenty-six souls hell-bent on having a good time. We stopped at the Yea Bakery for morning tea where we were joined by the Browns who were adamant they had not slept in but had merely got the start time wrong, however their reputation is still intact. After Yea we continued to Merton and then cross country to Euroa then up the freeway to Wangaratta and on to Boorhamen, which was our lunch stop. We had lunch at the Boorhamen Hotel / Buffalo Brewery, where we sampled their home brew or a glass of wine followed by an excellent barbecue lunch which set the standard for the weekend to follow.

After lunch we proceeded to our motel in Rutherglen and after check-in we doubled up in our cars and set off for Corowa – the men to the car museum and the ladies mostly to the shops. Colin and Joy Brown joined Pat Douglas,

Maxine and myself in the Roller and after dropping the girls off at Vinnies we followed Frank Sawyer and Ken MacDonald who both had directions to the car museum, after going around three roundabouts twice we came to the conclusion they were lost but after a wrong turn they fluked the museum. This just proves the ABCCC do not produce good navigators, that's why we don't have many competitive events!



Above: The vintage Short Two Jowett on display.



The little engine with the big pull.

Your Editor could write a whole year's worth of Your ABCCC News, about these pictures, but he will desist.

The car museum was excellent it had a very good collection including two *Jewetts* (sic.) being well known to our Editor, one of them sporting an engine rebuilt by him. The museum is run by volunteers, so we all decided to leave a contribution from the ABCCC. Colin and I left to pick up the girls in town, only to find they were not ready to go, so we adjourned to the pub soon to be joined by Pat. While having my first small light beer I received a call from Marjorie Pepper who was almost back to Rutherglen with a car load of girls when she realized she had left Brian in Corowa and as we couldn't fit him in our car she would come back later. Brian joined us at the pub and shortly after Maxine and Joy returned and wanted to go, but Colin told them sit down and have a drink, we are babysitting Brian.

Back at the ranch after pre dinner drinks and nibbles we walked across the road to the Tuileries Restaurant where we had a magnificent three course *a la carte* dinner with a serve yourself high class wine bar.

Next morning after breakfast in our rooms we boarded a bus for a tour around some selected wineries and lunch at Cofield's winery restaurant, The Pickled Sisters, where we shared a huge platter for two and a bottle of wine. We then had a twenty minute drive to Wirrabilla winery the home of the best Durif in Australia and finished at Buller's, producers of the best Port in Australia. In high spirits we returned to the motel and despite the inclement weather we had had a very enjoyable day.

That night was BBQ night all the tables and chairs had been set up under a large carport and our host cooked the meat outside in the rain. The meal was up to the high standard we have come to expect on these weekends despite the cold and rain, the conversation was very entertaining. We discovered that Brian Pepper while on a trip to the States had discovered there was a special onion for making onion rings and he would like to introduce it to Australia and start a business with a Mr Whippy style van selling onion rings, of course this was greeted with hysterical laughter and the tears ran down Brian's face. Due to the cold and rain Maxine said there was a good movie on TV called the Bucket List and she was going to have an early night and with it having been a big day most people agreed. Frank, Colin and I decided to have another glass of red and watch the Booze Bus that had set up in front of the motel safe in the knowledge they couldn't catch us.

Next morning we were back at the Tuileries Restaurant for a sumptuous brunch and then it was time to say our goodbyes though some of us regrouped in Yea for coffee. This was our fourth weekend organized by Peter and Rosalie and they just keep getting better. I would like, on behalf of all participants, to thank them for their organisation and attention to detail.

Tony Pettigrew.

2010 SOCIAL EVENTS PLANNING MEETING – Sunday 11th October, 2009

Next Year's Events – Provisionally Set

The morning of the Planning Meeting was one of those sunny days that Maxine is becoming famous for. However, the weather forecast was well heeded and the Editorial Rover was pressed into action. Our meeting commenced on time and there was some lively input – and irrelevant chatter too. A number of our forthcoming events, with some important ones amongst them have been arranged. It is hoped that the firmed-up calendar of ABCCC events will be ready for handing out at our Christmas Lunch function.

As soon as the meeting concluded, and the catering trailer's barbecue was fired, it started to rain. Colin Brown, local weather maestro, informed us that it was only a very brief rain shower and we were on the very edge of the rainfall. It soon turned out that we were right at the leading edge of quite a significant rain period. A jury-rigged shelter meant that we enjoyed an excellent barbecue lunch and all who supplied the ingredients and desserts, a

very replete thank you for helping it to happen. This is proof that our club is still a very capable one when it comes to catering in all weather conditions.

Tony obligingly modelled the 2010 RACV Fly the Flag Tour shirt for us, only to be informed that it was in fact a RACV Great Australian Rally shirt. No matter at all, those present were advised that all Tour marshals were 'expected' to wear these shirts while on the Gippsland Tour.



Left: It was nearly a case of having a boilecque. Our catering trailer coped well, even though there was heavy rain. Master Chef, Geoff Birkett, at the gas valves with Tony Pettigrew supplying shelter. Phil Cook and Brian Pepper providing a heap of encouragement.

Our collective thanks to Maxine for allowing us to fill her fridge with salads and desserts, for providing the meeting facilities and for making us so welcome. The well-oiled machine, that is our club, is about to forge into a very exciting calendar of events in 2010. There will be plenty to place in your diaries – and, don't forget, those with vehicles on our club's generated VCPS, need to attend a minimum of three events each year in their VCPS permitted motor car. That is a club rule.

Mike Allfrey.

OPEN GARDEN WEEKEND – Saturday 17th and Sunday 18th October, 2009

You Came Along And Helped With This Worthy Fundraiser At Como Gardens

I was with George Hetrel on the Tuesday before the Open Weekend, and I have to say that he was a disappointedly worried man. The air of disappointment was brought about by his feeling of pending failure to his chosen charities, and the worry was brought about by the very wet state of Como Gardens. At that time, more than 180 mm of, and we have to say it, beautiful rain over just a few days. Our rain gauge concurred with what George had told me, and from Wednesday onwards, an eagle eye was kept on both gauge and sky. There was even more rain! By all accounts, if it was possible, Como Gardens would be even wetter. It certainly did not look like being a good scenario for raising funds.

I could only assist on the Sunday, but there were a good number of our club members who provided valuable assistance on both days. The field that has traditionally been used as a car park, was deemed to be far too wet for use. If it had, it would have looked like a 1917 battlefield near Ypres, it would have been that churned up. This situation meant that the public would have to park in the surrounding roads. This was a worrying aspect, because past research has shown that reasonably local people, who make a large number of visitors, may have returned home after seeing the car parking situation. We were to find out that the Como Gardens Open Weekend, is a very well established event, and just after lunch, we on the entry gate got an inkling that our fears of a disaster were unfounded. In past years we have kept a count of those coming through the gate, and thus had a fair idea of how the day was progressing. This time, we decided to simply divide the gate takings for the day, by the entry fee. Thus we were not too sure all day, as to whether the weekend had been a success or not. It was pleasing to note that, on the Sunday at least, there were no complaints from the public, about the car parking situation. Another example of Mr and Mrs Public's determination to come to the gardens. Even though there was no car parking work to be done, there was a hive of activity in the grounds. There were some very wet patches in the lawns and there was a slight glitch with the steam engine breaking a drive wheel on the bridge over the now-flowing creek by the entrance gate. These things happen, and with the wagons hooked on behind the VR Diesel, long-train rides were still very popular. On top of that, the weather did stay fine for us.

After packing up our various task requirements, we gathered in George and Pat's garage for a relaxing après-open day drink and natter. Soon, silence was called for and all of our attention was on the event manager, Kelly, who had quickly totted up the results. It was a truly amazing scene as she compared the weekend's work with the one back in April. As the results were read out, the look on George's face was something to behold! The October Open Days had soundly 'beaten' the April ones. This is an event that is very close to the hearts of both George and Pat. I could not watch them both, but I am willing to bet that Pat was also quite moved by the result. Mind you, there was a little clue as to how well the day had gone, when George was sent out to get more bread for the sausage sizzle!

It was George's birthday, next day, and bets could be placed that he would have wished for nothing better than the results that Kelly read out – what a birthday present, after all of that beautiful drought-breaking rain had been the cause of so many doubts. Well done George and Pat for keeping faith in your fabulous event. We are all now sure that the Como Gardens Open Days are firmly established with the public!

Thanks are due to Pat Douglas, for selling the raffle tickets, to Bill Allen, Wal Thompson and Brian Pepper for controlling the entrance gate, to Colin Forrest and Colin Brown for taking the entry cash, all the ladies who worked so hard with the delicious eats, to Tony Pettigrew and Ray Higginson who kept the well patronised train on schedule (Lyn Kosky take note!), to Don Kinsey who, as I called in at the museum for a short break, was teaching the totally absorbed crowd how to drive a Model T Ford. Very sadly, I missed the Maybach I and II stories. I think I have missed a few, if so, thanks to all of you from the ABCCC for your help on both days – an excellent result.

Mike Allfrey.

ROTARY'S TORQUAY MOTOR SHOW – Sunday 1st November, 2009

Fresh Sea Breezes – Nicer Than Sweaty Horses!

This year, on the Sunday before Melbourne Cup Day, the Torquay Rotary Club will again be running the Torquay Motor Show. We would be delighted if you would drive on down the coast road to help us show off your vehicle. The show will be located on the Elephant Walk at the beach end of Gilbert Street on The Esplanade



Left: Looking along Gilbert St, towards The Esplanade and Elephant Walk.

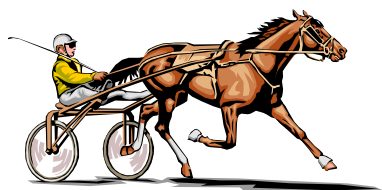
If you would like to enter this year's show it would be appreciated if you could firstly leave a message on the Rotary Club's mobile phone number or, send an E-mail to Greg Birchall at gbirchall@adesse.com.au and, secondly, completing the Entry Form can that be obtained by E-mailing michael.allfrey@bigpond.com and a copy will be sent to you to fill in and bring with you on the day.

The entry fee will remain modest at \$5.00 per contestant and spectators. There will be Devonshire teas provided by our local *Relay For Life* team and a variety of delicious food and refreshments available at any of the nearby cafe's. Members of the Torquay Rotary Club look forward to meeting you and seeing your unique vehicle. Please feel free to E-mail or telephone (0412 914 000) the Club with any questions or suggestions about the day.

Greg Birchall – Rotary Club.

CUP DAY AT THE RACES – YARRA GLEN CUP – Tuesday 3rd November, 2009

A Fun Day At Victoria's Premier Racecourse



On cup day at Yarra Glen we have an on course display area, within a picket fence, for about 10 vehicles, we need to display cars of special interest, to this end the committee will decide which cars would be suitable. Parking for all other cars would be in the car park adjoining this area. The space we have been allocated is grassed, with shade trees, next to our marquee's. Bring along your picnic and enjoy a fun day, alcohol must be purchased at the track.

Please contact Colin Brown (0408 343 176) or Tony Pettigrew (0408 128

420) for further information.

Mike Allfrey.

GRANDCHILDREN'S PICNIC – Sunday 15th November, 2009

Including A Grand Family Fun Day Werribee Open Range Zoo – Melways Map 201, Ref: D1

Bring the family along and have a fun day with the grandchildren. Werribee Zoo offers an amazing African safari experience with up-close encounters on the Pula Reserve and the volcanic plains walking trails. We will meet at the zoo entrance at 10:00 am. There will be 20% discount on family entry at the gate (2 adults + 2 children), which includes the shuttle around the park. Tours operate on the hour and we would need book as a group.



Take a 40 minute shuttle for a safe and exciting look at the hippos, giraffes, wildebeests and other interesting animals in their natural habitat.

Bring a picnic lunch or purchase a snack at the Meerkat Kiosk or Bistro.

We look forward to a great day getting to know each others offspring and perhaps showing our next generation of car enthusiasts how much fun we have in our very sociable and friendly car club.

Please phone Marj and Brian Pepper before 14th October, on (03) 9439 7875 for numbers attending.

Marjorie Pepper.

GIPPSLAND OBSERVATION RUN – Sunday 22nd November, 2009

A Good Fun Drive Through The Scenic Loch Area

Meet at Loch (Melways Map: X912, Ref: T9) on South Gippsland Highway (A440) at 10:00 am, ready for a 10:45 am departure. We will be having morning tea at the Cosy Kitchen Café (next to the petrol station) in the main street of Loch and then a stroll around town browsing at the lovely antique and craft shops. Then we will leave Loch at 10:45 am to travel through some of South Gippsland's lovely countryside, finding clues for our Observation Run on the way. We will pass through Bena, then on to Poowong and from there to Lang Lang where we will stop at an interesting craft and antique shop called Auntie's Place where you can find all sorts of items, then on to Warrook Farm located at 4150 South Gippsland Highway (M420), Monomeith for lunch. The menu is Beef or Chicken with Damper and Tea & Coffee. Special menus are available, just let me know when you ring (03) 5659 0264 to confirm attendance.

Please let me know by 14th of November if you are coming.

Heather Cannon.

CHRISTMAS LUNCH RUN – Sunday 13th December, 2009

Get Into The ABCCC Festive Spirit!



Christmas lunch this year will be at the Mornington Golf Club kindly organised by Karen and Ken McDonald, who are liaising with the golf club staff. Our luncheon will be a prepaid event and, therefore, appropriate bookings are essential. Luncheon cost will be \$35.00 per person and payment is due before 1st December, 2009. Cheques should be made payable to the All British Classics Car Club, and they should be sent to Karen McDonald, 8 Morven Street, Mornington, Victoria, 3931. Please note late cancellations and 'non shows' will not be refunded. A booking form is located at the bottom of the back page, if you do not wish to damage your copy of the magazine, a photocopy of the form is quite acceptable.

The Mornington Golf Club is located off Tallis Drive, Mornington (Melways Map: 104, Ref: J8). If arriving from the north on Nepean Highway, turn right at the Shandon Street and Bungower Road traffic lights (Bunning's in corner) and Tallis Drive is first right on Shandon Street. The clubhouse is at the end of the private road.

For enquiries and dietary requirements, please contact Karen and Ken on (03) 5975 1867 or 0409 028 534.

Tony Pettigrew – President.

IN HOSPITAL CARE



Good Wishes For A Speedy Recovery

Our esteemed club member, Fred Sawyer, has had a spell in hospital. We all join together in wishing Fred a really good recovery. Our good wishes also extend to Dot Sawyer, of delectable sausage roll fame, who will probably keep Fred in check after he gets home from hospital.

Recover well, Fred.

We look forward to seeing you up and about soon Fred!

Mike Allfrey.

THE JOWETT SLOGAN

In addition to writing material for Your ABCCC News, the Editorial computer is used to place older Jowett and Rover information on disc, in an attempt to preserve the interesting written items that the two companies issued with their motor cars. Jowett Cars Limited employed a writer, Gladney Haigh, who was quite prolific in producing delightful slogans for the sales department to use. The selection below came from a 1925 Instruction Book for a car the same as that shown on Page 9. This is also a sign of Editorial desperation to fill our quota! Get writing!

The JOWETT Slogan — 'The little engine with the big pull' — is so apt and characteristic of the car that it has become known and quoted throughout the British Empire.

We also append a number of other slogans and complimentary descriptions which have been applied to our cars from time to time.

The car which was built to last a lifetime — and does.

Jowetts never wear out — They're left to next of kin.

If you want to go where a JOWETT won't, you'll need a crane.

You cannot motor for less than on a JOWETT, unless you are always a guest.

A JOWETT has:

- the pull of an elephant;**
- the appetite of a canary;**
- the docility of a lamb.**

Where there is a way, the JOWETT will go — easily!

The JOWETT made luxury motoring economical.

The seven that passes a seventeen like a seventy.

Makes milestones s'milestones.

Try not the pass, the old man said, until he saw the car was a JOWETT; then he asked for a lift — and got it!

Carries the whole family at rail fare for one.

*Written by Gladney Haigh.
Jowett Cars Limited.*

THE ART OF DRIVING IN SPEED LIMITS

How Not To Waste Time On Roads Which Should Not Be Restricted

There is no doubt that many thousands of miles of road are subjected to a 30 m.p.h. speed limit for which there is no justification. In Lancashire there is a stretch of road 8 miles in length which is restricted, and in the Midlands the speed limit has been imposed where no limit is called for on many wide, safe highways.

This is exasperating to those to whom time is important, and it is made more so when, as so often happens, a nervous driver keeps the needle below the 20 m.p.h. mark for no good reason. Such drivers are usually middle-of-the-road motorists.

On a business trip one may have to travel for many miles on roads safe for any speed without coming to a derestricted section of road. To save time it is necessary to travel consistently at a shade below 30 m.p.h., whenever conditions permit. There are many restricted roads where police cars may be expected, and hence one must refuse to be inveigled into overtaking other vehicles if, thereby, one's own speed goes beyond the limit.

The Effort of Travelling at 30 m.p.h.

At first the effort of travelling at almost 30 m.p.h. rather than 27 m.p.h. may seem hardly worth while; but on a trip of 30 to 70 miles through the average type of built-up area (which is by no means always built-up in the real sense of this much-abused term) much more than 3 m.p.h. can be saved by avoiding wasted time under various conditions.

Right: " , , , , a nervous driver keeps the needle below the 20 m.p.h. mark for no good reason. Such drivers are usually middle-of-the-road motorists."

For instance: approaching an automatic signal at about 29 m.p.h. the faster car may arrive while the signal is still at green, whereas a slower vehicle is held up by amber, and then red; and even then, the driver has to go through his gearbox before a cruising speed of 27 m.p.h.

is regained. It is true, of course, that at the next junction a red signal may hold up the faster car, enabling its fellow to make up leeway and arrive just as green reappears; but in any case the faster car is in front and moves away first, so that the driver has every chance of being more fortunate at the next crossing.

Many automatic signals have been erected of late in industrial areas, and one may encounter half a dozen in as many miles. Thus, once the faster driver gains a minute or two at one crossing, it is likely that additional minutes will be gained in the course of an hour's journey, so that in the end the margin of 3 m.p.h. is improved.

Again, at 29 to 30 m.p.h. one may be able to overtake commercial vehicles of which the drivers have inaccurate speedometers or none at all, and therefore, keep on the safe side of 30 m.p.h., which generally means 25 m.p.h. It takes the driver of the slower car a long time to catch up with and overtake a bus or lorry cruising at 25 m.p.h., whereas the driver of a faster car has not the same difficulty in overtaking. Here, also, the slower driver loses time. An accurate speedometer, or one with its error known to you, is essential. You should make a test against a watch, or several, as often times are not accurate. A speed of 30 mph. is equivalent to covering a mile in 90 seconds.

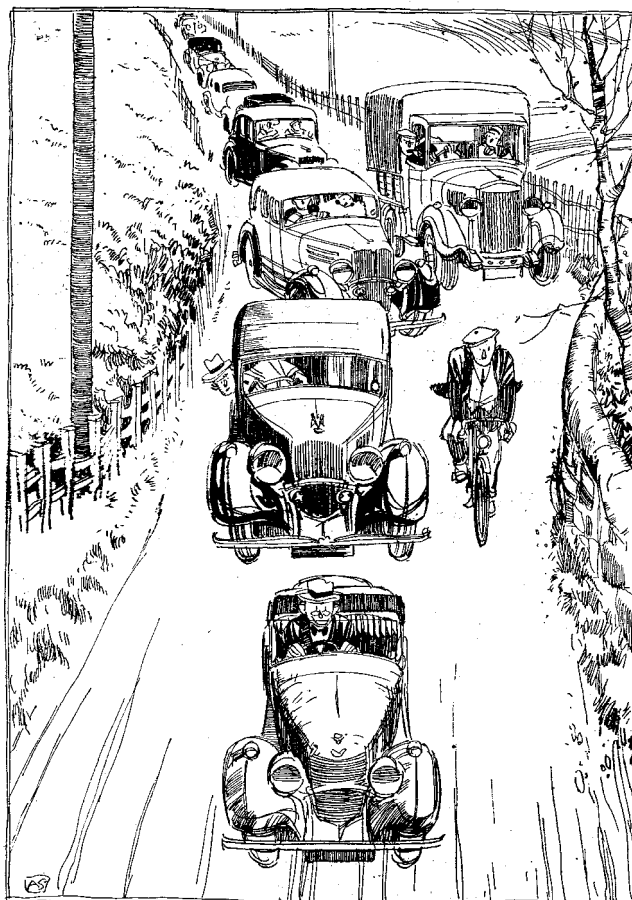
To keep the needle at just under "30" you must have a clear view of the speedometer and be able to read it at a glance. In many 1936 models the dial has been brought nearer the driver's eye, with a special mark to indicate the "30" position. Larger speedometers are commonly fitted to the new cars.

Owners of earlier models may paint a red arrow at "30." In any case, however, it is always useful to memorise the position of the needle at 30 m.p.h. For instance, regard the speedometer dial as a clock-face; when at "30" the needle may be pointing to "6 o'clock", or "1 o'clock", or "4 o'clock", as the case may be.

In Place of the Clock

As for legibility, the clock is sometimes a great deal easier to read than the speedometer; in which case they may exchange positions, always provided that a suitable curve – without any sharp bends – can be arranged for the speedometer cable. It may be necessary to obtain a longer cable, or to shorten the existing one; but it is well worth while taking the trouble to make these alterations in view of the advantage of having the speedometer dial in a more legible position. Speedometers are now available with a warning light indicating when 30 m.p.h. is approached.

If, for practical reasons, it is impossible to improve the position of the speedometer, what of the driver's? A wedge-



shaped cushion behind his back may bring the driver's shoulders and head slightly further forward; or a thin cushion on the seat may raise the driver's body and shoulders. Even half an inch makes a big difference. Quite possibly it may give a safer driving position, with better visibility, apart from providing a better view of the speedometer needle.

Where Alertness Pays

Coming now to the speedometer as a means of keeping up the average speed and keeping out of the police court; when brought to a standstill in traffic, keep on the alert, otherwise you may find yourself overtaken by another vehicle which is incapable of keeping up to 30 m.p.h. in open country. It is not always easy to re-overtake, and you may have to follow at 20 m.p.h. for a mile or two, awaiting a favourable opportunity. As soon as the red and amber appear, engage first gear, keeping the clutch out, of course. Glance right and left to see if the road is cleared (never trust implicitly to the lights) so that you can move the moment green appears. A rapid get-away is always desirable. After the crossing you can sometimes overtake other drivers who are slower in the get-away. (A word of warning: do not be tempted to overtake on the crossing; and do not overtake immediately afterwards if this manoeuvre will interfere with on-coming traffic.)

The real art of driving at just under "30", however, is best exercised in fairly open country where – once you drop to "28" – you find yourself being overtaken by a queue of other vehicles travelling at the limit. Keep the needle at a steady 29 m.p.h.. and these other drivers remain behind. (Occasionally a driver bolder than the usual will overtake at considerably more than the legal limit; but he would pass you in any case, even if you were doing a cool "40" in a built-up area. These are the fellows who appear so frequently in the police courts.)

A Dangerous Situation

You will sometimes find that the car behind is pulling out, preparatory to overtaking, although you are still doing only a shade below "30." Perhaps the driver is willing to risk 32 m.p.h. and no more, in which case the two cars are soon travelling in echelon form, with the road narrowing and a bend or cross-roads ahead. If the other fellow is one of those bullies sometimes encountered, your wisest plan is to brake and let the driver go ahead. Otherwise most people will fall in behind you again, as soon as they realize the awkward position in which their action has placed you.

Finally, do not accept 30 m.p.h. as a safe speed in all circumstances. There are places where to reach the limit calls for a higher standard of judgment, quicker reactions and better braking than are possessed by the majority of drivers, and such driving looks dangerous.

U.A.G.M.

Editorial Note: The article above was borrowed from The Motor of 12th November, 1935. It gives an insight to how motorists handled just the solitary speed limit, and there were less vehicles using the roads in those times. In Britain, a built-up area is deemed to be where street lamps are placed a certain distance apart. That is why, when there are street lamps out in the country, motorists would see small 'Derestricted' signs on the lamp poles. That meant that, even though the lamp posts were the set distance apart, the motorist was out of a built-up area.

In those days with just the one speed limit and less traffic, it was much easier than today's multitude of speed restriction signs. What is the real reason for so many different speed limits? It would appear that the majority of us do not have the driving skill to apply suitable self limitations where appropriate. That is very sad. Editor Note.

Our thanks to The Motor for the use of this historical article.

The Motor



CHRISTMAS LUNCH RUN 2009 – BOOKING FORM

Please Reserve Seats For: Name

Enclosed is my Cheque/Postal Note/Money Order for \$

**Payable to: All British Classics Car Club Inc,
Send To: Karen McDonald
8 Morven Street
Mornington
VICTORIA 3931**