



All British Classics Car Club (Vic)

A friendly family social motoring club

Edition 146

October 2011

IN THE MIST AT FERNY CREEK
RESERVE



A superb green paint finish, and perfect wheels on Frank Sawyer's Reliant Scimitar GTE as seen on the famous Cream Sponge Run. The Scimitars look good in maroon, too!

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.

Life Member: Pat J Douglas

**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”**

Your ABCCC News

THE ALL BRITISH CLASSICS CAR CLUB – YOUR COMMITTEE

Executive Positions	Name	Telephone No.	Other Telephone No.
President	Tony Pettigrew	(03) 9739 1146	
Vice President	Ray Higginson	(03) 9336 7306 (AH)	(03) 9310 5286 (BH)
Treasurer	Bill Allen	(03) 9846 2323	
Secretary	Pat Douglas	(03) 9739 4829	
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Other Positions	Name	Telephone No.	Other Telephone No.
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VLCPS Officer (Applications)	Nello Mafodda	(03) 9719 7949	
VLCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	
Club Events Registrar	Sue Allfrey	(03) 9729 1480 (AH)	
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Committee Member (Events)	Frank Sawyer	0408 633 778	
Committee Member	Colin Brown	(03) 5964 9291	
Web Master	Ed Bartosh	(03) 9739 1879	
The All British Classics Car Club Website is: http://www.abccc.com.au/			
The Association of Motoring Clubs Website is: http://www.aomc.asn.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*

Your ABCCC News, is the official magazine of the ABCCC (Vic) Inc. The magazine's issue date is during the week of the 25th of every second month – February, April, June, August, October and December. 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 of those months. 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 by any person in consequence with the contents of this publication.

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

All correspondence should be addressed to the Editor *Your ABCCC News*, 59 Rowson St, 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 Logbook Club Permit Scheme

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

Club members will be kept up to date with respect to changes and improvements to the VLCPS. However, it cannot be stressed enough, that a vehicle operated on the VLCPS, must carry the VicRoads Logbook and Permit (current), the AOMC VLCPS Handbook (current) and your membership card, or a copy of it, to show that you are financial with the ABCCC. All enquiries should be addressed to the VLCPS Officers.

THE VICTORIAN LOGBOOK CLUB PERMIT SCHEME

NEW PERMIT APPLICATIONS

For members wanting to operate a motor car on the Victorian Logbook Club Permit Scheme (VLCPS) under the auspices of our club, please contact Nello Mafodda on (03) 9719 7949, who is the ABCCC VLCPS Officer In Charge. Nello will be able to provide all the information required to operate a motor car on the VLCPS. Nello's position is entirely voluntary, so due consideration should be given when contacting him.

The ABCCC has the following conditions for operating a motor vehicle [twenty-five (25) years old and older] on the Victorian Club Permit Scheme:

1. Initial contact should be made with the club's VLCPS Applications Officer, currently Nello Mafodda. He will advise the procedure for application with respect to the conditions set by the ABCCC.
2. A club member who proposes to place his/her motor vehicle on the VLCPS under the auspices of the ABCCC must have been a ABCCC member for more than one year.
3. A Roadworthy Certificate must accompany an application for the Victorian Club Permit Scheme under the auspices of the ABCCC.
4. A club member who operates a motor vehicle on the Victorian Club Permit Scheme, under the auspices of the ABCCC, must attend a minimum of three (3) club events per year. The car does not have to attend the three events, just the owner. Excluded from the count are the Annual Winter Luncheon and the Christmas Luncheon events.
5. VicRoads requires a permit holder to be in good financial status of the Club in order to drive the car under this Permit.
6. The ABCCC will notify VicRoads when a permit holder becomes an unfinancial member.
7. The ABCCC will maintain a Register of those Motor Vehicles operated on the Victorian Club Permit Scheme under the club's conditions. Such Register will be submitted to VicRoads upon request.
8. The motor vehicle operated under the Permit Scheme should be used within the spirit of the motor vehicle club scheme.

PERMIT RENEWALS

VicRoads requires that an ABCCC authorised VLCPS Officer's signature is entered on the permit renewal notice. Therefore, your VLCPS renewal should be sent to Colin Brown, PO Box 40, Coldstream, Victoria 3770. Enclose with it a stamped envelope addressed to VicRoads, along with a cheque/money order for the VLCPS fee. Colin will sign on behalf of the ABCCC, and then forward the permit renewal on to VicRoads. The form also requires YOUR signature, so be sure to sign it as the permit holder as well.

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

ABCCC EVENTS DIRECTORY 2011/2012

Note: All events listed in this directory are placed in good faith. Events for inclusion here provided to the magazine editor prior to the 14th of January, March, May, July, September and November. Events organised by other clubs or associations have a contact telephone number to use prior to the event.

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

October 2011

- 9 **Run To Noojee** – An ABCCC Event Peter McKiernan (03) 9787 6003
Start Venue – Whitehorse Civic Centre, Whitehorse Road, Nunawading (Melway 48; Ref: G9).
- 15 – 16 Como Gardens Open Weekend – An ABCCC Assist Event George Hetrel (03) 9761 3239
Venue – 79 Basin - Olinda Road, The Basin, Victoria (Melway 65, Ref: K8).
- 21 – 23 Motorclassica – Exhibitions & Trade Fairs Ian Hankey (03) 9755 3288
Venue – Royal Exhibition Building, Carlton, Victoria.
- 23 **RACV City to Country Club Rally** – An AOMC Event AOMC (03) 9890 0524
Start Point – Royal Exhibition Buildings, Carlton Gardens, Victoria (Melway 2B, Ref: J10).

November 2011

- 6 **2012 Planning Meeting** – ABCCC Committee, Plus Volunteers Tony Pettigrew (03) 9739 1146
Venue – 16 Lawler Lane, Coldstream, Victoria.
- 13 Family Day Out – An ABCCC Event Marjorie Pepper (03) 9439 7875
Venue – Melbourne Zoo, Elliot Avenue
- 27 Club Picnic At Hanging Rock – An ABCCC Event Anne & Bryan Tootell 0412 549 906
Venue – Hanging Rock Reserve (near Woodend), Victoria.

December 2011

11 Christmas Lunch Run – [An ABCCC Event](#) Tony Pettigrew (03) 9739 1146
Venue – Chateau Wyuna, 170 Swansea Road, Mt Evelyn (Lilydale), Victoria. (Melway 52, Ref: H2)

January 2012

15 RACV Great Australian Rally – [An ABCCC Major Event](#) Colin Brown 0408 343 176
Start Points – Melbourne, Stud Park, Hastings
Finish & Public Display – Mornington Racecourse, Mornington, Victoria.

March 2012

17 – 23 11th RACV Fly The Flag Tour – [An ABCCC Major Event](#) Tony Pettigrew (03) 9739 1146
Keilor, Barwon Park, Warrnambool (2 nights), Mt Gambier (2 nights), Hamilton, Ballarat and back...

EDITORIAL NOTES – ISSUE NUMBER 146

There have been a couple of editorial glitches with respect to the September edition of *ABCCC NewsFlash*. Firstly, it seems that the computer, even though it is quite new, suffered from a lapse into its historical archives – wherever they might be. The first mystifying slip-up was with the built in Edit/word finder system. After taking a document from Sue's Notebook for printing, two strange things happened right at the time the *ABCCC NewsFlash* went onto the Information Super-Highway. The editing function in MS Word 97-2003 Compatibility Mode could not find certain items in the document. To explain this, while a *NewsFlash* is still in MS Word form, I have the regime where I type in Page ?? when referring to a page number in the text. Then, once the document is finished I go to 'Find' in the Editing place and type in '??'. Usually, this action takes me to each referred-to page mention in turn. This time, '??' weren't found at all and I confess to forgetting that I had intended to correct the '??' to a 3.

The second, and a very disturbing slip-up was the Sunday/Wednesday episode in reference to Geoff and Judy Birkett's *Hills Driving Experience*. Firstly, with respect to this one, I did make a mistake with the day. Judy kindly put me right on this and the text was corrected as soon as the E-mail arrived – and 'Saved'. Just after that, we played around with the Notebook document and, there was some very strange spelling in Sue's transferred document (homework for a computer course!) and, being well-versed with Sue's use of the English language, I could not believe what I saw! In addition, a glance in the font box showed that *Fixedsys* font was in use. Never seen before. Then I found that the text for *ABCCC NewsFlash* had changed to the same font and some words had changed too. "Wednesday" had reverted to 'Sunday' and, somehow, 'Moonee' had become 'Mooney' and that one went through unnoticed by me. On top of all of that, the MS Word (97 – 2003 Compatibility Mode) reverted to the base-line 'English-US' language and it had forgotten all of the ABCCC added-to-dictionary (and Jowett and Rover) words and, there was no facility available to 'Add To Dictionary' either, plus the font was that strange *Fixedsys* again. All of this proves that, with respect to accepting other documents, you need to be careful, very, very careful! Apologies most profuse to those affected by the recent *Comedy of Errors (Sic)*, none of it was intended, you can be assured of that. [Assistant Editor's note: "They (computers) really do have a mind of their own"- no matter what Ed tries to tell me!]

We have a very special treat for motorists who enjoy touring around Melbourne. Judy Birkett has kindly scanned an old and very frail booklet that was published by the Shell Oil Company, probably in the early 1920s. The scans were after some trials; sent to me; and tidied up a bit; then optically character read (OCR) and converted into a MS Word document. Then the text was changed into a very similar font to that on the original scans. Essentially it appears here in its original format and style. The text is delightful reading and the maps can be easily related with the most modern GPS type of format.

Further on in this edition, there is an Obituary for William Boddy, the past Editor of *Motor Sport* magazine. I have included this because, like me, a number of you would have read *Motor Sport* during his period there. My desk at school always had the then current edition of that authoritative voice of things sporting and historic with respect to motoring. Indeed, in our last year at school, we were deciding on the works that we were to study for the English Literature exam for the GCE. For an author, I nominated William Boddy. We got William Wordsworth's Poetry and Lawrence's *Seven Pillars of Wisdom* to study! *Motor Sport* remained firmly shut inside my desk for most of that year and *I Wandered Lonely As A Cloud* and so on.

Enjoy this issue of *Your ABCCC News*, so long as a few good articles come in, it won't be the last!

Mike Allfrey – Editor

ON GETTING HOME WHILST INEBRIATED

I would just like to share an experience with you and it has to do with drinking and driving. As you know I have had brushes with the authorities on the way home from the odd event over the years. Well, I have done something about it.

Last night I was out for a few drinks with some friends and had far too much beer and wine. Knowing full well I was drunk, I did something that I've never done before. I took a bus home. I arrived home safely and without incident, which was a real surprise, since I had never driven a bus before.

Via E-mail, With Thanks

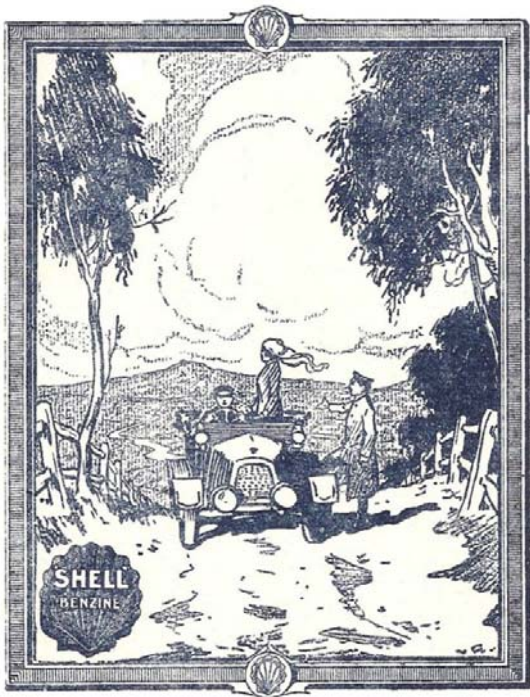
THE TOURING SPIRIT

This is not a ghost story as the title might indicate, but an attempt to analyse the motives which set people at this time of the year wandering by foot, horse, train and motor-car away from home into all kinds of out of the way places.

ROUTE MAPS

(with Descriptive Matter).

[Prepared by Mr G. R. Broadbent, author of the "ROAD MAP of VICTORIA" and "FIFTY Miles Round MELBOURNE" from which these outings were compiled.]



The following list of Tours, each within easy distances of the Metropolis, does not exhaust all those available. They are submitted as an aid to, and an encouragement of motoring, and, in that sense they are suggestive. The trips are described in a general way, and in several instances two or more outings can be picked out from the one plan, while by combining certain of the sketches, excursions extending over a couple of days can be arranged. To those who would tour they will be useful; indeed, knowing where to go and how to reach it are the first essentials to pleasurable touring.

Regarding the accompanying plans, it may be taken, in a general way, that the heavier the lines the better the roads they indicate. The figures represent the inter-mediate mileage.

It cannot be a conscious love of beauty with all the people - that is unthinkable; it can hardly be merely a desire for change because a walk to the next suburb would answer this purpose, and it certainly is not a longing for lonely and silent communion with Nature, for most of them go in crowds and make much noise. It is a desire for motion, an expression of the primal instinct to travel when Spring comes round again.

It is the Touring Spirit.

The proper modern way in which to indulge the touring spirit is by motor-car, and the proper spirit with which to drive the car is Shell Benzine.

This Shell Benzine is worth a few words all to itself. In Australia, at any rate, so widespread is its use among motorists that the term "the touring spirit" might be legitimately applied to it as well as to the manifestation we are discussing. Shell Benzine has become so popular for two reasons. First, it is an excellent spirit; Secondly, it is always excellent.

This second reason is of course the important one, the one that "bites" into the minds of users of motor spirit. For a spirit that is fine and good in one tin and not so in the next may easily have a decidedly lowering effect on the spirits of the touring party, to say nothing of certain deterioration in the car. But Shell Benzine is fine and good in every tin. It cannot be otherwise for it is all drawn from one huge field in Sumatra and is consequently thoroughly consistent in quality and is eminently reliable.

Shell Spirit, with its heavyweight cousin Fuel Oil, is used in enormous quantities by the British War Office in all branches of the Service, which fact is in itself a tribute to its reliability.

When you talk about Touring, talk about Shell Benzine - and use it.

"SHELL" is helping
the Allies by Sea,
Air and Land.

FROM HILLS TO PLAINS.

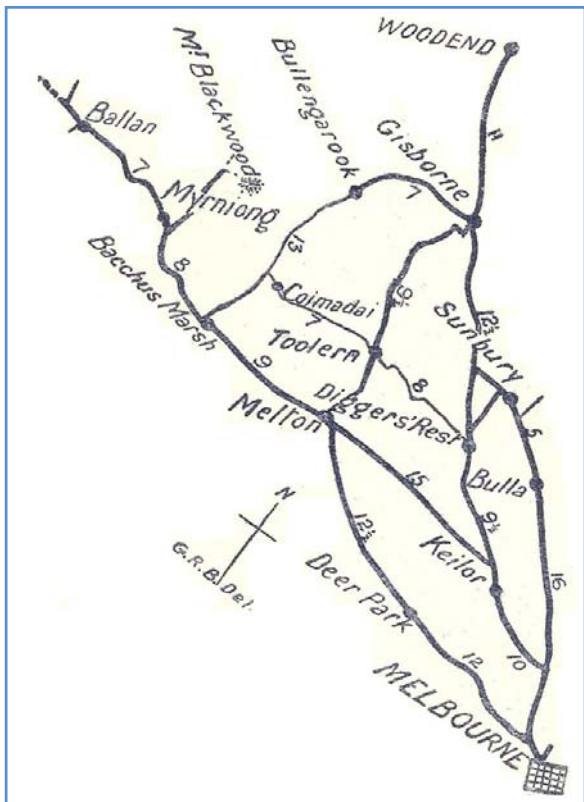
Gisborne, Bacchus Marsh, and Melton.

If driving along the Mt. Alexander-road, and desirous of a change of route for the return journey there are two avenues available from Gisborne.

The first, and the shorter, is via Toolern and Melton on the Ballarat-road, and the second through Bullengarook to Bacchus Marsh, thence home via Melton. Both cross-tracks are fairly good. Beyond Bacchus Marsh and Myrniong there is a lovely drive through the Pentland Hills to the new water catchment on Pike's Creek. The old road is now submerged, but a deviation runs to the south of the dam, and has a good surface.

North, from near Myrniong, there is a good run to the top of the spur of Mt. Blackwood, a place not yet much known to touring motorists. While the Mt. Alexander road offers few scenic attractions to as far as Gisborne, the highway is over generally rising country, and in the run south from that town to Melton a further rise is effected ere the edge of the hills overlooking the vast plains is reached. It is a beautiful sight, while the immediate ranges have almost an Alpine aspect.

The descent is easy and through a pretty valley. Running further west from Gisborne on the alternate route, the road rises persistently for seven miles until the spur of Mt. Bullengarook is topped, whence the view southwards is remarkably fine, Bacchus Marsh, 13 miles distant, being seen hundreds of feet below, while further west are heavily wooded ranges. It is a trip well worth taking. The view from Bullengarook is eclipsed by that from Mt. Blackwood, which rises somewhat higher.



*From A Shell Booklet – Via Judy Birkett
With Thanks*

Editor's Comment: This delightful booklet must have been published by the Shell Oil Company in the early 1920s, however, it is entirely based on the book, Fifty Miles Round Melbourne by Geo. R Broadbent. Research has revealed that book was published in 1908.

The cover plate shows a motor car that has climbed to a high point in the road, with a tourist standing in the car and looking out over mountains.

The booklet was developed to encourage people to go touring. This took concerted efforts from car manufacturers, selling dealers, tyre manufacturers, motoring organisations (RACV?) and journalists to convert a sometimes sceptical public to take the thrilling – but costly and possibly lethal pleasure of the open road.

This whole subject is exceptionally fascinating and well worth researching a little. There will be a few more of Mr Broadbent's interesting descriptive matters and maps in coming issues of Your ABCCC News.

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
Ian and Sherryl Ratcliffe	Daimler	Century	1957
Gordon Paterson and Gillian Hutchins	Morris	Mini Cooper 'S'	1970
Alan Bloomer & Joyce Griffiths	Riley	RMA 1½ Litre	1947
Graham Talmage & Kate Senko	Land Rover	Series III SWB	1972
	MG	TD Roadster	1951

Pat Douglas – Membership Secretary

THE 'GREEN THING'

A Few Valid Points

In the check-out line at the supermarket, the cashier told an older woman that she should bring her own grocery bags, because plastic bags weren't good for the environment.

The woman apologized to him and explained, "We didn't have the 'green thing' in my younger days."

The cashier responded, "That's our problem today. Your generation did not care enough to save our environment."

The old lady thought that he was quite right – our generation didn't have the 'green thing' in its day.

In times past, we returned milk bottles, soft drink bottles and beer bottles to the store. The store sent them back to the plant to be washed and sterilized and refilled. So it could use the same bottles over and over again. Therefore, they really were recycled.

But we didn't have the 'green thing' back in our day.

We walked up stairs, because we didn't have an escalator in every shop and office building. We walked to the grocery store and didn't climb into a 100-horsepower four-wheel-drive every time we had to go to the nearby shops.

But the cashier was right. We didn't have the 'green thing' in our day.

Back then, we washed the baby's nappies because we didn't have the throw-away kind. We dried clothes on a line, not in an energy gobbling machine burning up 240 volts -- wind and solar power really did dry the clothes. Kids got hand-me-down clothes from their brothers or sisters, not always brand-new clothing.

The cashier was absolutely right we didn't have the 'green thing' back in our day.

In those days, we had one TV, or radio, in the house – not a TV in every room. And the TV had a small screen the size of a handkerchief (remember them?), not a screen the size of the state of Queensland.

In the kitchen, we blended and stirred by hand because we didn't have electric machines to do everything for us.

When we packaged a fragile item to send in the mail, we used a crumpled up old newspaper to cushion it, not Styrofoam or plastic bubble wrap.

Back then, we didn't fire up an engine and burn petrol just to cut the lawn. We used a push mower that ran on human power. We exercised by working so we didn't need to go to a health club to run on treadmills that operate on electricity.

Yes, he's right; we didn't have the 'green thing' in our youth.

We drank from a fountain when we were thirsty instead of using a cup or a plastic bottle every time we had a drink of water. We refilled writing pens with ink instead of buying a new pen, and we replaced the razor blades in a razor instead of throwing away the whole razor, just because the blade got dull.

No, we didn't have the 'green thing' in those days.

In those days, people took the tram or a bus and kids rode their bikes to school or walked instead of turning their mums into a 24-hour taxi service.

We had one electrical outlet in a room, not an entire bank of sockets to power a dozen appliances. And we didn't need a computerized gadget to receive a signal beamed from satellites 2,000 miles out in space in order to find the nearest pizza joint.

But isn't it sad that the current generation laments how wasteful we old folks were, just because we didn't have the 'green thing' in those days? Please communicate this to another selfish old person who needs a lesson in conservation from a smart young person.

The 'Green Thing' – From Colin Brown

OBITUARY – WB (WILLIAM C BODDY)

A Legendary Journalist Takes His Leave



William Boddy, who has died aged 98, was the editor of Motor Sport magazine from 1938 to 1991. His career spanned 81 years in total. He wrote his first piece for Motor Sport in 1930 and filed his final column for the magazine a week before he died while still working on a typewriter and making copious handwritten corrections to his copy.

Left: Bill Boddy, left, during the 1982 RAC London to Brighton veteran car run, on a 1902 15 h.p. Benz. Photograph: LAT Photographic – With Thanks.

Boddy – known as Bill, or as "WB" to generations of devoted readers – was possibly the longest-serving working journalist in Britain. He was probably the

most important single figure in the development of the vintage and classic car movement in Britain. He championed the cause of older vehicles through Motor Sport's pages when few seemed to be interested during the new car boom of the 1950s and 60s.

Boddy loved Brooklands in Weybridge, Surrey, the world's first purpose-built motor-racing circuit. He first visited it as a boy in 1926. He had an encyclopaedic knowledge of its history that was unsurpassed. His first article for Motor Sport was on the history of the circuit on which he later wrote the definitive book on the subject. As early as 1934, he



organised an event there for historic Edwardian racers. When the track was declared an industrial area in 1946, Boddy formed the Brooklands Society, which helped ensure that original buildings and the surviving parts of the track became listed.

Boddy was born in London. His father was killed in the WW I. On childhood holidays in Wales he had the opportunity to ride in limousines belonging to a wealthy relative, thus promoting his interest in motoring. He always loved facts and details. As a schoolboy in the 20s he wrote endlessly to the motoring periodicals of the time pointing out mistakes. He even managed to get himself, at age 14, a 100mph demonstration ride in a new Mercedes. His first editorial position – after a brief stint as an assistant in a motorcycle shop – was on Brooklands' *Track and Air* magazine, for which he wrote road tests. Despite not yet having a driving licence, he wrote the tests by observing the cars responses from the passenger seat. After going freelance in the mid-30s, Boddy did most of his work for *Motor Sport*, a 10-year-old title that was rapidly going bankrupt. He was owed so much money when the magazine was taken over by the eccentric Wesley J. Tee in 1936 that the new publisher promised to make the 23-year-old Editor, as long as he kept away from the creditors' meeting. Usually on the end of a telephone, Boddy somehow managed to keep the title going in his spare time throughout the WW II while working in the RAF. This was despite the fact that there was no motor racing or new cars to report on.

In the 1950s and 60s, Boddy built up *Motor Sport*, with its distinctive green front cover, into an influential title despite having no particular plan. "I just thought I'd write about anything that interested me" he explained. "Readers seemed to like it." The tradition of using only initials rather than authors' by-lines was maintained on the insistence of Tee, who still owned the title until his death in 1996.

Decades before there were dedicated classic car magazines, *Motor Sport* was a monthly bible for enthusiasts. It was stuffed with adverts for ageing exotica that could be bought for a few hundred pounds. But it was also the most influential magazine of its type in Europe, and the place to read about motor racing and new cars. Boddy wrote extremely frank road tests of the latest models which sometimes got him into trouble with manufacturers. He also covered general motoring issues, most memorably campaigning against the introduction of the 70 mph national speed limit in the 1960s. He was not afraid of unpopular causes and was a lone but prophetic voice championing the cause of the VW Beetle amid the anti-German atmosphere of the 50s.

Boddy went on 39 London-to-Brighton veteran car runs; helped form the 750 Motor Club, promoting low-cost motor sport for Austin Seven drivers; was a founder member of the Vintage Sports-Car Club; and promoted the 500cc racing movement - a low-budget form of motor sport which led to Britain's domination of Formula 1. He was appointed MBE for services to sports journalism in 1997.

He married Winifred Holbrook in 1944. She died in 1998. Their three daughters survive him.

- William Charles Boddy, journalist, born 22 February 1913; died 7 July 2011

Martin Buckley- The Guardian

PAST AND FUTURE EVENTS

MAJOR EVENTS – THE RACV FLY THE FLAG TOUR – 17th to 23rd March 2012

The Heritage Tour

Our Heritage Tour is fast taking shape. The brochure and entry form has been released with entries coming in fast. Reportedly, there is no more accommodation available in Hamilton. The Tour's activities and Route Notes are well advanced. This Tour has all the hallmarks of being of truly vintage character. We will be venturing into South Australia for the first time. The areas incorporating Millicent, Mount Gambier and Penola are well worth exploration in your heritage motor vehicle.

If you haven't booked on our Tour yet, do so now to avoid distress.

A Special Request

A history of the RACV Fly The Flag Tour is being prepared in an effort to prevent vital information being lost. We need to keep a proper record of the Tours so that future historians can use the correct information. The trigger for this has been the celebration of the tenth Tour this year. In addition, it is alarming to note errors in magazine articles about historic cars, races and motoring events in general. It is known that the motoring press tends to concentrate on the glamour items neglecting a number of correct historical facts.

To properly kick this project off, I am asking that club members to send in what they felt were the highlights of each RACV Fly The Flag Tour. I am particularly missing information from the 2006 Tour. If you have digital photos from the 2006 Tour they would be appreciated, so that the set can be completed.

Thanks to Tony Pettigrew and Christina Lönnborg (RACV) for their contributions. In a way, it has been good that excess numbers of Tour brochures and Route Notes have been printed. The pristine brochures from Christina have made my file complete.

I have on file a large number of images taken on the Tours. The first two Tours feature scanned images of photos taken on film. If anyone would like a CD with images, please let me know, stating which years are needed.

Mike Allfrey

THE RACV GREAT AUSTRALIAN RALLY – Sunday, 15th January 2012

Preparation work for this important fundraising event is well underway. A major push will be made to attract the general public to the heritage motoring movement's leading event to raise some funds for Peter Mac. For a number of years, we have used the slogan, *Rallying For A Cure*, and that is exactly what we are doing in our efforts. For next year's Rally, we have a strong commitment from Fairfax Community Newspapers to help promote the RACV Great Australian Rally. Maybe we can distribute some posters while out and about on our own events. The venues that provide us with lunches can be requested to display a poster during the weeks leading up to our Rally.

RACV GREAT AUSTRALIAN RALLY – 2012

RALLYING FOR A CURE!

AN IMPORTANT REQUEST!

In advance of next year's RACV Great Australian Rally it is proposed that we make an effort to attract the general public. This is not just from greater Melbourne, but also from outer towns and communities, to come along and view the rally vehicles on display at Mornington. Our first target is to put out a series of publicity posters for businesses, city councils, airports, schools and other volunteers to display prominently in the weeks leading up to the Rally. It is our intention to have groups of club members visit towns such as Bacchus Marsh, Gisborne, Diggers Rest, Sunbury, Seymour, Whittlesea, Kinglake, Geelong, Yea, Healesville, Warburton, Pakenham and other smaller places along the way. The purpose of these visits will be to get posters on display where members of the public can see them and pick up a small reminder brochure.

So, we are looking for volunteers to help in their local areas. It is important that we work together on this to achieve a good result. Let's see if we can make a significant step towards raising the magic \$100,000 total for Peter Mac.

We already have a good RACV Great Australian Rally brochure/entry form. So, let's create an effective poster which will attract the general public to our major event of the year.

To this end, Ray Higginson has offered a bus and driver so that a group of us can visit towns west of Melbourne to help establish the prominent display of Rally posters. We are also looking for groups to visit towns to the north and east of Melbourne.

More information about this exciting project will be released soon.

MYSTERY COACH TOUR – Sunday, 28th August 2011

Where did We go? – You'll find out when you read this!

It was a perfect Melbourne morning, if a little cool, while we nattered and toileted at the world famous Higginson Charabanc Tour Company. As always, the destination was still a well-kept secret. Our coach was driven by Craig Higginson. We heeded the call for – "All Aboard!"

The impressive very new-looking super-cruising Denning luxury motor coach departed at 8:30 am sharp. With its 400 horse-power Cummins engine and Allison 5-speed auto-transmission thoroughly warmed up, we set off keeping a tight schedule. Lyn, in charge of in-coach activities, checked all of us for fastened seat belts and against her master passenger list. We left no one behind and, initially, our destination was a complete mystery – even when some of us passed very close to our homes. Someone was heard to guess – the snow in the Victorian Alps, oh dear! – wrong shoes and all of that! There was a continuing note of amused satisfaction in Ray's voice as he informed us that we were heading south.

Along the way, each of us was given a copy of the *Famous Mystery Bus Quiz* to fill in. For those of us who forgot all about the request in *Your ABCCC News* to bring a pen, there was a supply provided. It is attention to such detail that makes our events the memorable occasions that they are. Thanks Lyn! Quiz-master Ray, gave us fifteen minutes, by the coach's ruthlessly accurate digital clock, to complete our quiz sheets. For me it was a sort of a disaster, because I do not tend to concern myself with famous things or people that are famed in some way – hence my lowly score compared with that of the winner, Rob Nolan. Well done Rob, but be sure to share the chocolates with Mary!

Aha! Way down on the Mornington Peninsula it was to be for us. Very soon it became apparent that the efficient thoroughness of the Higginson Charabanc Tour Company, assisted by that of the well-oiled machine that is our ABCCC (morning tea stop), we were advised to find our sea legs because we had to meet the 11:00 am ferry from Sorrento to Queenscliff. What a day for a crossing of The Rip it was! Clear skies, clear coastal views. Our motor coach snuggled down on the motor deck, ready to be first off once the nautical trip was over. There was an astounding abundance of fresh air on deck with the crossing being smooth and effortless. There were fabulous views in the clear light, of the You Yangs, Arthur's Seat and the old guest house at Sorrento. We looked out for the recently reported whales visiting our bay, but alas they didn't appear. Soon we were safely docked at Queenscliff, and the 400 horsepower eased us up onto *terra firma*.



At journey's end – a happy and satisfied group of tourists.

After a short drive we stopped for a morning coffee/tea break. Very soon the insulated urn was dispensing cuppas for us and the selection of cakes had to be eaten to be believed. Some of us visited the nearby toilet block-change shelter, and then we were on our way to our lunch stop at the hotel at Barwon Heads. To do that, we had to christen the new bridge with our coach. Lunch was brilliant! The roast beef was exceptional, and the oysters were a special treat. After lunch, some of us walked the length of the newly restored old bridge that is now a pedestrian and fisher-people only bridge. Not much was being caught, but the things in the water were getting a good feed, judging by the amount of bait that was being used!

At 3:00 pm it was time to board our coach for the remaining 160 degrees of our circum-motoring of Port Phillip Bay. As we approached Geelong at Newcomb, it was a pleasure to look at some really beautiful 1920s and 1930s houses along the way. Some of these 'classic' houses had proper head-turning style and were much admired from our lofty viewpoint on the coach. We then disgorged from Geelong into the mass that drives up Geelong Road on a Sunday afternoon. They all wanted to do 110-plus kph, but frustratingly restricted to a 'safe' 100 by our authorities. Then it was up the Western Ring Road and into Keilor Park Drive with our coach and crew delivering us all safe and sound and – of course – right on schedule. What a day out! The big Denning coach with its Cummins engine and its superb Alison transmission could rest until its first Monday schedule.



Quite a number of travellers requested a set of correct answers to the quiz questions, so, here they are:

Question	Answer	Question	Answer	Question	Answer	Question	Answer
1. B	2. B	3. A	4. C	5. B	6. A	7. A	
8. C	9. A	10. C	11. B	12. A	13. C	14. A	
15. B	16. A	17. C	18. B	19. C	20. C	21. B	
22. A							

So, there you have it, a handy page filler!

A grateful and collective thanks to Ray, Lyn and Craig. We all enjoyed ourselves immensely and we really appreciate what was put together for our enjoyment.

Mike Allfrey

A HILLS DRIVING EXPERIENCE – Wednesday, 14th September 2011

Cider and Wine Tasting and a cosy Pub Lunch

A good number of us met at the Kellybrook Winery at Wonga Park to sample wines and ciders before setting off on our run to the Flowerdale Pub for lunch. Initially it looked to be a bit of a rainy day, but it soon became fine for us. The cider interested me most, as I came from the heart of England's cider country, Somerset. Sadly, cider here tends to be an alcoholic apple juice due to the types of apples used. Interestingly, Kellybrook also makes a pear-based 'cider'. In Somerset this was called 'Perry', and the best known brand was Showering's *Babycham*, which appealed to the young ladies of the late 1950s. Once we had sampled and purchased, we heeded our well-presented instructions and set off.



Left: British classics, and a modern ring-in, pause at the Flowerdale Hotel, while their drivers enjoy lunch.

The run, via Panton Hill and St Andrews to Kinglake was bathed in glorious clear sunshine with the country looking wonderful in its spring growth. On the climb to Kinglake we could see the ravaging evidence of the last bushfires that went through the area. There is now some vigorous new growth already taking over. The views towards the west were astounding, and at some points the panorama stretched for great distances. There was no 'hounding' traffic and my mirrors were pleasantly filled with David Peck's huge Daimler.

The Flowerdale Pub was reached in good time for lunch. This was a little perplexing, because though they looked well roasted, the potatoes were nearly raw inside. Otherwise the roast beef was very good. Our collective thanks to Geoff and Judy for putting it all together for us. It was a most pleasant day's motoring, completed with a fabulous run home through Glenburn and Yarra Glen.

Mike Allfrey

ROSALIE'S AND PETER'S RUN TO NOOJEE – Sunday, 9th October 2011

Unfortunately due to lack of interest we have cancelled this year's 'Indulgent Weekend' – hopefully to return next year. We have, however, replaced this event with a pleasant Sunday drive to Noojee.

We will meet in the car park of the Whitehorse Civic Centre, Whitehorse Road east of Springvale Road, Nunawading, (Melway 48, G9) just before the police station, entering off the service road. Our meeting time will be 9:30 am for a 10:00 am departure. The route will take us to Yarra Junction. We will stop for a one-hour break for morning tea and/or enjoy a shopping expedition. We will then reassemble and head to Noojee along Little Yarra Road (C425) for a distance of some 75 kilometres through picturesque countryside, arriving at Noojee where we will be lunching at the Outpost Restaurant (Outpost Toolshed Retreat). A great selection of food will be offered with prices ranging from \$18-\$25 per head plus your choice of beverages. As this is a very popular weekend venue we have reserved seating for 40 with any numbers in excess to this will be subject to availability. If you intend to be part of this special day out, please contact Rosalie or Peter McKiernan on (03) 9787 6003 or 0407 876 023. **DON'T MISS OUT - REGISTER NOW!**

Peter McKiernan

COMO GARDENS OPEN DAYS – Saturday, 15th and Sunday, 16th October 2011

This is an ABCCC Assistance Event

Over the past several years, our club has provided assistance with the running of the Como Gardens Open Garden weekend. This time around, it is the turn of the spring opening and with recent rains the garden will be looking especially good. There is quite a lot for us to help with – such as train rides, serving morning and afternoon teas, selling tickets, car parking and so on. Your help will be greatly appreciated on both days. This is a very popular event with visitors coming from far and near. This time, the beneficiaries will be the St John Ambulance and the local State Emergency Service (SES). The garden is open from 10:00 am till 4:30 pm each day.

In addition to the usual activities and the interesting car collection, there will be feature displays put on with the generous help from some specialist organisations. There will be:

- The Rainy Day Bookstall – the best little bookshop in the hills.
- A special presentation – 'Bee Keeping At Como'.
- Horticulture – ferns and orchids for sale.
- Garden tours; a sausage sizzle; Devonshire teas, and other refreshments.
- Model boats on the pond, live music and croquet on the lawns.
- Rides on the Como Gardens Miniature Steam Railway.

- *Flyball* the famous dog relay racing by Eastern Flyers.
- Formula 1 Racing Cars of significance
- Visit the Fairy Tree for face painting, children's activities and dolls from around the world display.
- Puppeteer and Ventriloquist, Gordon Ross.
- Martial Art demonstrations – by Philippino Arnis.

In addition to all of that, there will be live demonstrations of the St John's Ambulance and the SES. Como Gardens are at 79 The Basin-Olinda Road, The Basin (Melway 85, H7).

If you can provide some assistance on either or both days, please contact George Hetrel on (03) 9761 1341. Club cars can be displayed outside the car museum.

George Hetrel

A FAMILY DAY OUT – Sunday, 13th November 2011

Melbourne Zoo, Elliott Avenue Royal Park. (Melway 43, E1)

Assemble from 9:30 am at the Meerkat Manor Café just inside the main entrance for a coffee and chat. At 10:30 am we will meet our Friends of the Zoo tour guides who will escort us on a very interesting and informative 90-minute journey.

Throughout the day there will be opportunities to meet with the keepers of a wide variety of animals for a more in depth look at some of our special four legged friends. When you purchase your ticket, ask for a timetable of keeper talks for gorillas, koalas, giraffes, baboons, tigers and many more great animals and birds.

We will endeavour to meet for lunch around 12:30 pm for a BYO picnic lunch. You may wish to purchase food from any of the reasonably priced cafés and kiosks situated around the Zoo. After lunch you will have free time to wander around and explore some of your favourites exhibits before heading home.

Entry Costs – Adult: \$25.40, Senior Concession: \$22.90, Adult Concession: \$19.60, Children under 16: FREE.

We are looking forward to a very relaxed day in the company of our collective families - relatives and friends.

Please phone us on 9439-7875 **BEFORE** Sunday, 30th October if you intend to join us.

Marj and Brian Pepper

ABCCC 2012 SOCIAL PLANNING MEETING – Sunday, 6th November 2011

It is that time of year again for our Social Planning Meeting. This is limited to those who have ideas for club events and are prepared to run them. This meeting is an important part of our club year, and we need good-ideas input. Come along with your ideas, and let's plan a really good year's classic motoring. Our club aims to have two events per month, and sometimes, there can be three events.

The meeting starts at 12:00 N. After the meeting there will be a barbecue to seal in the events. Meat and drinks will be supplied. Please bring a salad, mixed vegetables or dessert. Liaising with Maxine Pettigrew.

NOTE THE CHANGE OF DATE!

The Social Planning Meeting will be held at the home of Tony and Maxine Pettigrew, 16 Lawler Lane, Coldstream (Melway 280, K5). Please call Maxine on (03) 9739 1146 to advise of your attendance. You can also send an E-mail to tony3@tpg.com.au

We look forward to a good range of imaginative ideas for next year.

Tony Pettigrew – President

CLUB PICNIC AT HANGING ROCK – Sunday, 27th November 2011

Come and enjoy this awesome Reserve



We will meet at 9:00 am for a 9:30 am departure from the Fitzsimmons Lane car park, at Westerfolds Templestowe. The car park entrance is the second entrance after the roundabout in Fitzsimmons Lane, about 100 metres north of the park's entrance that has a traffic separating island. We will stop enroute for a tea break at a venue yet to be finalised. And then it's on to Hanging Rock Reserve.

Entry to the venue is \$10 per vehicle. The Club have kindly paid for a site reservation located near the tennis courts for our sole use (turn left immediately after entering the park).

For those intending to bring along young children, we are advised there is an UNFENCED dam/pond in the immediate vicinity. BBQ facilities are nearby. Bring your own tables and chairs and suitable footwear for exploring the rocky outcrops.

Please advise us if you are going to attend.

Anne and Bryan Tootell (0412 549 906) annbry@optusnet.com

OUR TRADITIONAL CHRISTMAS LUNCH – Sunday, 11th December 2011

Another Year, and a very fitting Way to Conclude It!



This is a members-only, pre-paid event with our luncheon will be held at the superb Chateau Wyuna, 170 Swansea Road, Mount Evelyn (Lilydale), Melway 52, H2, or GPS Coordinates, Latitude –37.793535, Longitude 145.360612 (wow!). If arriving from the west on Canterbury Road, make the slight right turn into Mount Dandenong Road. At the next roundabout, take the second exit into Leith Road, which becomes Swansea Road (C401). Continue straight on at the York Road roundabout and, at the Marne Road intersection with Swansea Road, execute a ‘U’ turn. The Chateau Wyuna Reception Centre is located about 200 metres back along Swansea Road. There is ample parking in the grounds. This could be a good opportunity for a group photograph of our cars, so bring along your British Classic.

Luncheon cost is \$30.00 per person with payment due by 1st December 2011. Cheques should be made payable to the All British Classics Car Club Inc., and sent to Maxine Pettigrew, 16 Lawler Lane, Coldstream, Victoria 3770. Please note, late cancellations and ‘non-shows’ will not be refunded. A booking form is located on the back page. If you do not wish to damage your copy of this news sheet, please photocopy the form.

We will be running the popular Kris Kringle, which our club is so good at. This year, we are setting a limit of \$10.00 per item for placement in Santa’s toy bags. So, come along and enjoy the real start to the festive season. It comes with good company and a very special yuletide luncheon. To make your reservation booking, please contact Maxine at (03) 9739 1146. See you there!

Tony Pettigrew – Club President

VEHICLE DYNAMICS EXPLAINED

A New Way Of Explaining Car Performance

- Understeer: When you hit the Armco barrier with the front of the car.
- Oversteer: When you hit the Armco barrier with the back of the car.
- Horsepower: How fast you hit the Armco Barrier.
- Torque: How far you take the Armco barrier with you.

From the Rover Classic Forum (UK)

ROAD AND CAR CAMARADERIE

A delightful excerpt: From A Handbook Of The Mid-1920s

Having mastered the controls, you are now an initiate to the freedom of the open road. I do not presume to lecture you, but as you have entered into a glorious heritage, perhaps you will allow an “old hand” to offer a few suggestions as to how best to use that freedom for your own greater pleasure and safety, as well as that of other users of the King’s Highway, who may not be so conscientious as you are.

That, however, should not affect you, because you will use the road as you know is right, and ignore anyone who does not understand the ethics of these things.

Years ago, there was a wonderful camaraderie of the road, and almost every motorist exercised those little functions of politeness, willing assistance, and (sometimes) self-denial in order to assist in the general well-being of all parties. For instance, even today an old motorist descending a hill will give as wide a berth as possible to a motorist climbing. It’s no end of a help to him, because his car may be just at the “last gasp”, and, if balked, it might mean a restart under awkward conditions.

Again, a Knight Of The Road will never toot-toot violently for permission to roar past another on a hill, unless he is quite sure that his less fortunate fellow will not be inconvenienced and perhaps flustered at a time when he is coaxing his rather indifferent engine up the big hill.

I might add to these examples many others and propose to give one or two more, but I would like to say at this stage, that, having bought a Jowett car, you will particularly apply the examples just quoted, because you own a car which can climb severe hills with such consummate ease that you will be more than pleased to give the other man all the room he desires — and more.

This camaraderie of the road is practised by the large majority of Jowett owners. For instance, you will note that another Jowett owner will almost always salute you as he passes.

He will never pass you standing on the roadside without assuring himself you are not in need of help. As a matter of fact, a very old friend of the writer was recently in trouble with his big limousine. He assures me that not a single

Jowett car passed him without the owner offering assistance, and one even offered to tow him to the nearest town—with his little Jowett! Only Jowett owners applied the principles of road camaraderie. Will you carry on this good work? Your Jowett will engender the enthusiasm, the desire, because it will make itself a real “pal” to you, and, doing so, will make you one of this great band of “Knights Of The Road”.

This is not sloppy sentimentality — it’s cold fact!

This enthusiasm has been the means of forming no less than three Jowett Car Social Clubs, and a host of unofficial little clubs, or bands of Jowett Car owners in various parts of the country.

And now for one or two more examples of applied camaraderie.

Never pass the man in front just because you know you can. One of the most exasperating things is to be passed by a man, and to find that as soon as he is ahead, he perceptibly slows down. Many times on a long run, when averaging a certain previously decided speed, a man has passed me and slowed down just as I have said. Desiring to maintain my average, I have had to re-pass him, whereupon down goes his throttle, and he is by me at a speed I do not desire to maintain, but slows up again and holds me, thus interfering with me in a most undesirable way. Of course, he doesn’t realise what he is doing, but you, as a Jowett owner, will not pass the man in front unless you desire to keep ahead and out of his way, will you?

Nor will you travel mile after mile just a few yards behind another car, unless you signal him definitely that you do not desire to pass. Otherwise, he will be continually “on edge”, wondering if you are wanting to pass, or if he is holding you back.

Another little point which may not suggest itself to you at first. If you are driving behind another car at night, put your lights on “dim”. This avoids shining your headlights into the screen of the man in front — a very disconcerting thing as you will find out when the other fellow does it to you. In any case, you do not need bright lights when travelling behind another car.

I shall not attempt to instruct you in the ordinary rules of the road, as if you do not already understand them, you can obtain the information elsewhere.

Such suggestions as I have given are all concerned with the regaining — rebuilding if you will — of that fine road sense so general in the early days of motoring, and to my certain knowledge and belief, exercised more generally by Jowett owners to-day than the owners of any other make of car. You will do good to the movement as a whole if you ask your friends to practise these things also.

Finally, if you have not hitherto been a “roadman”, you have quite a lot to learn. The rules of the road should be studied by every new motorist *before* he drives extensively, as it is usually during his novitiate that he is most apt to contravene these.

At the risk of being dubbed a “preacher”, I would enjoin you to pay some attention to these matters, and you will thereby derive infinitely more pleasure from the use of your car.

From the 1925 Jowett Owners Instruction Book



CHRISTMAS LUNCH RUN 2011 – BOOKING FORM

Please Reserve _____ Seats For: (Name) _____

Note: Because the ABCCC Christmas Luncheon is subsidised by the club, this event is for financial members only.

Cost: \$30.00 per Financial Member

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

Payable to: All British Classics Car Club Inc.

Send To: Maxine Pettigrew
16 Lawler Lane
Coldstream
VICTORIA 3770