



All British Classics Car Club (Vic)

A friendly family social motoring club

Edition 148

February 2012

Your ABCCC News

SNAPPED IN A BRIGHT INTERVAL



On our visit to the splendid new Veteran Car Club's clubrooms and while the sun is shining briefly, Peter and Rosalie's superb MG-B in a relaxed mood. Several of our cars were present on this auspicious occasion, which turned out to be a really good fun type of day.

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, Chimside 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”**

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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VCPS Officer (Applications)	Nello Mafodda	(03) 9719 7949	
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	
Club Events Registrar	Sue Allfrey	(03) 9729 1480 (AH)	
Club Regalia	Maxine Pettigrew	(03) 9739 1146	
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 to be done by any person in consequence with the contents of this publication.

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

NEW PERMIT APPLICATIONS

For members wanting to operate a motor car on the Victorian Club Permit Scheme (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 operate a motor car on the VCPS. 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 VCPS 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 VCPS under the auspices of the ABCCC must have been an 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 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 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 VCPS Officer's signature is entered on the permit renewal notice. Therefore, your VCPS 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 VCPS 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.

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

January 2012

- 29 The *Ciao Bella Tour* – [An ABCCC Event](#) Frank Sawyer 0408 633 778
Venue – Meet Point is Frank's Cakes, 511 Scoresby Road at 8:30 am.

February 2012

- 12 Annual General Meeting – [An ABCCC Event](#) Pat Douglas (03) 9739 4929
Venue – Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria.
- 17 – 19 Begonia Rally – Veteran, Vintage and Classic Vehicle Club of Ballarat Tony Pettigrew (03) 9739 1146
[An ABCCC Attending Event.](#)
Venue – Clubrooms at Ballarat, Victoria.

March 2012

- 4 Mirboo North Brewery Run – [An ABCCC Event](#) Robert and Stella Stark 0413 675 748
Venue – Driving to Mirboo North via Noojee and Willow Grove.
- 9 – 11 Phillip Island Classic Meeting - Shannon's Walk Brian Marshall (03) 9701 5831
Sponsored by the Victorian Mini-Club, Inc.
- 17 – 23 11th RACV Fly The Flag Tour – [An ABCCC Major Event](#) Tony Pettigrew (03) 9739 1146
This is the Heritage Tour.
Touring – From Keilor, Barwon Park, Warrnambool (2 nights), Mt Gambier (2 nights), Hamilton, Ballarat.

April 2012

- 1 Lunch At The Redesdale Hotel – [An ABCCC Event](#) Bryan and Anne Tootell 0412 549 906
Venue – Meet at the Doncaster Park and Ride, Corner of Doncaster Road and Eastern Freeway.

April 2012 (Cont'd)

- 14 – 15 Como Gardens Open Weekend – [An ABCCC Assist Event](#) George Hetrel (03) 9761 1341
Venue – Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria.
- 29 RACV Classic Showcase – A Must Attend AOMC Event Mike Allfrey (03) 9729 1480
Venue – Members' Car Park, Flemington Racecourse, Enter from Epsom Road.

May 2012

- 9 Tore's Special Day Out – [An ABCCC Event](#) Tore and Connie Panuzzo 0413 941 502
Venue – Meet point TBA.
- 13 Mothers' Day
- 20 The World Famous Cream Sponge Run – [An ABCCC Event](#) Geoff and Judy Birkett (03) 9755 1772
Our contribution to the National Heritage Motoring Day, commences at 10:00 am.
Venue – Sassafras & Ferny Creek CFA, Clarkmont Road, Ferny Creek (Melway 75, D1)
- 20 Heritage Motoring Day – AHMF Inc.
- 27 Historic Winton – Austin 7 Club Noel Wilcox (03) 5428 2689 (AH)
Australia's premier historic race meeting and includes a club display area.
Venue – Winton Motor Raceway, near Benalla, Victoria.

June 2012

- 3 Rex's Big Day Out – [An ABCCC Event](#) Rex and Deanna Hall (03) 9795 7669
Venue – Meet point TBA.
- 13 Archies Creek Run – [An ABCCC Event](#) Peter and Rosalie McKiernan (03) 9787 6003
Venue – TBA.
- 22 – 24 Weekend In Apollo Bay – [An ABCCC Event](#) Bryan and Anne Tootell 0412 549 906
Venue – TBA.

July 2012

- 7 – 8 Weekend In Tocumwal George Chrystie (03) 5874 3358
Venue – TBA.
- 8 A Special Observation Run – [An ABCCC Event](#) Craig Douglas (03) 9753 9557
Venue – TBA Colin Oberin (03) 9817 3182
- 22 Xmas In July Lunch – [An ABCCC Event](#) Colin Brown 0408 343 176
This is our club's annual luncheon and is rather special.
Venue – In The Dandenong Hills Area.

August 2012

- 5 The Famous ABCCC Coach Tour – [An ABCCC Event](#) Ray and Lyn Higginson (03) 9336 7306
Provided by the renowned Higginson Charabanc Tour Company
Venue – Starts from Moonee Valley Bus Lines, 6 Tullamarine Park Drive, Keilor, Victoria. (Melway 15, D4)
- 29 – 30 A Rusty Springs Adventure – [An ABCCC Event](#) Marjorie and Brian Pepper (03) 9439 7875
Venue – Meet Point TBA.

September 2012

- 2 Fathers' Day
- 9 A Run Through The Yarra Valley – [An ABCCC Event](#) Colin Brown 0408 343 176
Venue – TBA.
- 23 Phil's Touring Day Out – [An ABCCC Event](#) Phil Cook (03) 9842 5449
Venue – TBA.

October 2012

- 7 High Tea On The High Seas! – [An ABCCC Event](#) Karen McDonald (03) 5975 1867
Venue – TBA Lyn Higginson (03) 9336 7306
- 20 – 21 Como Gardens Open Weekend – [An ABCCC Assist Event](#) George Hetrel (03) 9761 1341
Venue – Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria.

November 2012

- 6 Classic Car Display – [An ABCCC Event](#) Colin Brown 0408 343 176
Melbourne Cup Day
Venue – Yarra Glen Racecourse, Yarra Glen, Victoria.
- 11 Log Cabin Picnic – [An ABCCC Event](#) Frank Sawyer 0408 633 778
Venue – TBA.
- 16 – 29 Club Holiday Abroad – [An ABCCC Event](#) Paddy and David Bullard 0429 140 182
Expressions of interest are being called for.
Venue – A Very Compressive Tour of Vietnam.

November 2012 (Cont'd)

17 – 18 Bendigo National Swap Meet – Veteran, Vintage & Classic Club Bendigo
Venue – Prince of Wales Showgrounds, Holmes Road, Bendigo, Victoria.

info@bendigowrap.com.au

December 2012

9 The ABCCC Christmas Lunch Run – [An ABCCC Event](#) Tony and Maxine Pettigrew (03) 9739 1146
Seal off an astounding year of fabulous ABCCC Events of great note with a glass of good cheer!
Venue – Luncheon Venue TBA.

EDITORIAL NOTES – ISSUE NUMBER 148

This issue is going to be a bit of a rushed effort. What with all of our work on our major events and for the general club scene, time is slipping by, I should probably be brushing up on penguin husbandry. Also what is politically correct to talk about in Buenos Aires with respect to the Falkland Islands.

This will be our final opportunity to promote the *Ciao Bella Tour*, that Frank Sawyer is putting together for us. Be sure to give Frank a call to let him know that you are joining in. Also coming up is our Annual General Meeting on the 12th February, for which, I will be an apology.

Don't forget the Ballarat Begonia Rally so ably put on by the Vintage & Classic Car Club Ballarat Inc.

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

Mike Alfrey – Editor

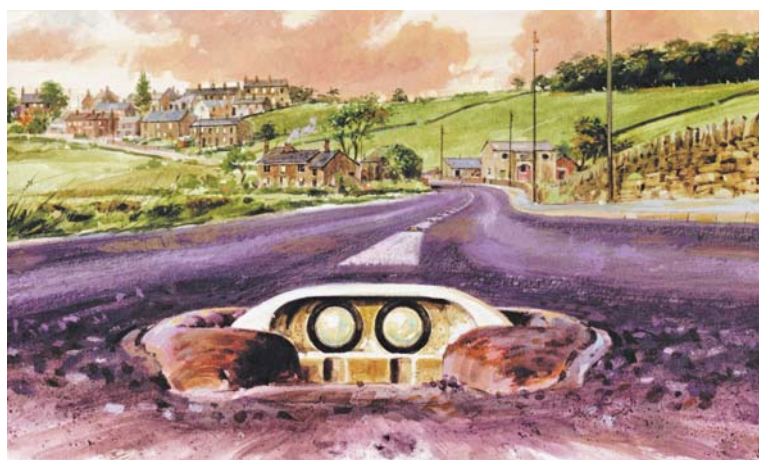
A BOOK REVIEW

Hard Graft – Yorkshire At Work

I was enjoying a quiet pre-Christmas drink with my neighbour. After a few the topic of conversation drifted to matters Jowett and other things from Yorkshire. This, of course, caught my attention and we were soon looking through a book that Alan had been given. This was a coffee table style book, titled *Hard Graft – Yorkshire At Work*, by Terry Sutton. It is a book with a distinctive green cover with hand painted works depicting a John Fowler ploughing engine; ladies working in a yarn weaving factory; an old stone-built ruin (Fountains Abbey); and a tractor hauling a small fishing boat out of the North Sea. That was the front cover; there was more on the back – a group of hard-working men outside their Working Men's Club, a huge steam hammer, from heavy industry, that towered over the men who worked it, a Jowett Javelin overtaking a tram in Leeds, a fine piece from Burmantoft's Pottery and the face of a grandfather clock by Samuel Broadbent Pinchin. The cover graphically illustrates just an example of Yorkshire's industrial history.

There is a small problem with this book, it should really be four times thicker! It is that interesting. We of the southern counties, never realised how much invention and industry owed to those up in Yorkshire. The industry up there was on a huge scale, too, and easily matched those of Newcastle and the Clyde for large projects.

There is, however, one glaring omission – the genius of Alfred Angus Scott and his distinctive motorcycles. This may be a little bit personal, because firstly Jowett built engines for Scott, and secondly, I went (albeit sixty years later) to the same school that Alfred did. That this book does not have a section devoted to Scott motorcycles is a mite bewildering. All is not lost though, because in a section describing those fabulous under-braked sloggers from a factory in Cleckheaton, the Panther motorcycle, there is a brief mention of Scott's fantastic two-stroke parallel twins that achieved so much.



One important invention that I never realised came from Yorkshire is the famous road cat's eyes that guided our Lucas and Miller illuminated vehicles along British roads at night. No matter how murky the night, nor how dim your vehicle's lighting, there in the centre of the road were those shining cat's eyes reflecting your lights far ahead along the road.

To quote: 'On a particularly foggy night in the 1930s a motorist found himself cautiously descending the Bradford to Halifax road from its summit at Queensbury. Barely able to see more than a few feet ahead of him, his concentration focused on the tramlines reflected in his car's headlamps.

Above: Self-cleaning reflective road stud invented by Percy Shaw, a triumph of simplicity and effectiveness.

'Fearful of a sheer drop on his right hand side he slowly inched his car forwards. Through the eerie wall of mist and darkness there suddenly appeared two small pin-points of light emanating from a cat sitting on a fence post. Our intrepid traveller was a practical and imaginative man, in a flash an idea came to him that would contribute to safer motoring the world over.' Thus the 'Catseye' was born!

The rest of this remarkable story is in the book for you to read. The really clever part of Shaw's Catseye was its self-cleaning ability. The framework of the unit, heavy cast iron, was firmly embedded into the road surface. Within this casting a clever rubber moulding was keyed in with the four Catseye reflectors set high in the rubber. In Britain's somewhat damp climate, a well in the rubber would fill with water. As a car's tyre rolled over the Catseye, it would press the reflectors downwards and lipped membranes would literally wipe the reflectors clean. Good, sound, Yorkshire practicality.

The book is published by the Dovecote Press. I found a copy at ABEbooks.com and paid just \$30.00 for it.

Mike Allfrey

MY LIFE AND TIMES WITH MY OTHER FAITHFUL ESCORT

Whilst I have had one faithful escort ever since we tied the knot in St Thomas's Church, Devonshire Road, Blackpool on 2nd October 1971, this is not the story of our life together. It is the story of the other faithful escort in my life – a motor car known as a Ford *100E Escort* estate car.

Many people in Australia are familiar with the Ford *Mk I* and *Mk II Escort* saloons, panel vans and estate cars, but have never heard of the *100E Escort*, which preceded them. So I will begin by telling you a little bit of motoring history. In answer to a growing demand for estate cars (or 'wagons' as they are called here) in the early 1950s, Ford introduced the *Escort* and *Squire* to the U.K. market in September 1955. Both looked similar to the *300E Thames* panel vans which had been introduced twelve-months earlier. But a close study will reveal many differences between the vans and estate cars. The *Escort*, *Squire* and *Thames* all shared the same front panels, bumpers and windscreen; and engine drive train and wheels (except some had different gear ratios) as their *Anglia* and *Prefect* counterparts. The *Escort* and *Thames 5 cwt* van were to have the same grille and dashboard as the contemporary *Anglia*; the *Squire* and *Thames 7 cwt* van had the grille and dashboard of the contemporary *Prefect*. The *Escort*, *Squire* and both *Thames* variants all had *prefect* front doors -which are narrower than those fitted to the *Anglia*. The *Escort* and *Squire* both shared the same roof and guttering as the *Thames*.

Everything else on the estate cars was unique to them. The estate cars had rear tailgates in two halves, with the top half having a big rear window opening upwards. It was held open by a special collapsible strut; the bottom half dropped down onto the rear bumper (which had specially-shaped rubber 'stoppers' on the *Squire* to prevent damage to the tailgate; but these were absent on the *Escort*). The *Thames* vans had vertical rear doors which had tiny windows in the top, and opened outwards. The petrol tank on the estate cars was mounted transversely across the rear underside of the car with the filler cap on the rear, nearside corner of the bodywork. On the vans, the petrol tank was mounted in the middle under the floor and the filler cap was halfway along the rear nearside panel. The floor pan of the vans was lower and flatter, with the rear wheel arches intruding prominently into the load space. There were of course, no seats in the rear of the vans. The estates had rear seats with a false floor behind them. The swabs on those seats were made of specially-shaped Dunlopillo foam rubber and could be removed and stowed upright behind the front seats. The rear seat back rest could then be tipped forward, to create a flat, level load area from the rear of the front seats to the tailgate. There was a trapdoor in the floor to the rear of the rear seats, to allow access to the spare wheel stowed below it. When the lower tailgate was dropped, it revealed toolboxes on either side of the spare wheel. The more upmarket *Squire* had ornamental woodwork on the rear panels (pre-September 1957) or chromed/stainless steel strips along the waistline (post-September 1957), a dashboard fitted with a glove box and a few other accessories that the *Escort* did not possess, and cost £25 more than the *Escort*. The vans had a bigger load space than the estate cars, but the latter had the advantage of being able to be used to carry small loads for the family business during the week and converted back to a car to carry the wife and kids shopping on the weekend, along with a reasonable amount of space for the shopping bags (or the dog) at the back of the rear seat.

There were actually three varieties of *100E Escorts*. The first, or *Mk I* variety, was built between September 1955 and September 1957, and had a 'three-bar' grille and fluted bumpers like those fitted to the early *100E Anglia* 2-door saloon. The second or *Mk II* variety was built between October 1957 and September 1959 and had a 'V' bonnet motif, a crossed mesh-type grille and rounded profile bumpers, again as fitted to the contemporary *100E Anglia Mk II*. The third and final variety, the *Mk III*, was built between October 1959 and April 1961 and was very similar to the *Mk II*, but it had an interior sun visor for the passenger (in addition to the one for the driver) and the fixed middle window in the side was replaced by one of the sliding variety as previously fitted to the *100E Squire*, which had been discontinued in September 1959.

My lichen green *100E Escort* is a *Mk III* and was probably built at the Doncaster, Yorkshire plant of its bodybuilder (Briggs Motor Bodies) rather than Ford's Dagenham, Essex plant. It was sold new by a small garage owned by Edward Bros in the tiny village of Laughame, Carmarthenshire, South Wales and first registered 29 miles away in Llanelly (as it was spelt then; it is now spelt Llanelli), also in Carmarthenshire, on 24th March 1960 with the British registration mark VBX 453. The first owner lived in Rochdale, Lancashire, England, some two-hundred miles away from Laughame and it has always been a mystery how he came to buy his car so far away from home. Incidentally, Laughame is very close to Pendine Sands, where attempts have been made at the world land speed record.

The car was to remain in Rochdale for the next twenty-six years. On 12th March 1983 it was acquired by Ian Teper, a resident of that place (a Lancashire cotton mill town and birthplace of the famous entertainer, Gracie Fields). He was responsible for getting a friend, Doug, to paint it French blue - a colour not dissimilar to that in which some Ford tractors were painted. Its wheels were also painted in non-standard black paint. At the time, I lived in neighbouring Oldham (another Lancashire mill town, famous for Bradbury motor cycles, Seddon commercial vehicles,

and the racial riots early in 2001). In April 1986 I gave an illustrated talk on behalf of the Manchester Branch of the Ford Sidevalve Owners' Club to the local branch of the Pre-War Austin 7 Club, which was attended by Doug. At the conclusion of the talk, Doug approached me and asked if any members of the F.S.O.C. would be interested in buying Ian's *Escort*. I told him I could quite fancy the car myself, as my only other 'Sidevalve' at the time, a 1946 Fordson *E04C* 5 cwt panel van, was deemed unsuitable for driving long distances because it did not have a passenger seat (Sandra used to sit on a cushion on the rare occasions she came with me in this vehicle!) Having sought Sandra's approval, within days the car had been inspected near Ian's home and a deal struck. After parting with £450 (\$1,125) it became mine on 27th April 1986 and was driven the ten or so miles to my home in Chadderton, Oldham.

Two weeks after buying it, I displayed the *Escort* at its first car show, the Lyndhurst Rally in Oldham on 11th May, the day my *E04C* van also made its public debut after a ground-upwards restoration which had taken eight years to complete.

I used the *Escort* to tow the van to the show, and shortly after this its engine started smoking and burning oil. I'm sure it was the tow job that 'did it in'! It also started to lose a lot of water, and after ruling out a blown cylinder head gasket, replacing the radiator cap with a new one, checking the timing and putting 'Ceelit' in the radiator, the fault was



traced to a worn-out water pump, which was duly replaced. A temporary solution was found to the oil burning problem in the form of Holt's Piston Seal and, after a good wash and brush up, it was taken on a five-hundred-mile round trip to the Isle of Wight for a 'fun weekend' organised by the F.S.O.C.

1. *Trusty parked in lane near Newbridge, Isle of Wight*

She is seen here parked in a country lane near the campsite at Newbridge, at the western end of the island, on 27th May. Note the 'badge bar' attached to the front bumper fitted by a previous owner. During 1986 I took it and the van to the Ford Plant at Halewood, Liverpool where they were building the current model *Escort Mk IV*. The Company's Publicity Department did not miss out on this fact, and their picture taken on that rain-sodden but eventful and highly

enjoyable day is reproduced, with yours truly stood proudly between the *E04C* and the *Escort* on the extreme left!

2. *Rainy day at the Ford Plant, Halewood near Liverpool.*

In September 1986 I had been promoted and moved my office to Chessington, Surrey. Most of my spare time in the autumn and winter of 1986 was taken up with either travelling the two-hundred and sixty-five miles between the two places, or redecorating the exterior of my house in Chadderton prior to selling it. By March 1987 we had bought our new house in Chessington and I was able to have the van and the remains of another, similar van (actually a 1952 *E494C*) used for spares, brought down by the removalists with the rest of our belongings. With Sandra backing me up in the 'poshmobile' a 1986 Ford *Escort Mk IV* hatchback, I drove the *100E Escort* down to Chessington via Manchester and the A34 to Stafford, the A5 to Tamworth, then a short stretch of the M42 motorway round Birmingham to Hampton-in-Arden, where I joined the A34 to Oxford. Here I picked up the A40 to High Wycombe, before heading for Marlow, Maidenhead, Windsor, Staines and Hampton Court to arrive home about twelve hours after leaving Chadderton and after four comfort breaks en route which were used to top up the oil and water. The route taken was rather circuitous but it avoided using the M6, M1 and M25 motorways, which would have cost me a fortune in recovery fees had the car broken down on any of them! It was because it had completed this long journey successfully that I christened it *Trusty*, and SHE has been referred to by this name ever since, even though SHE has not lived up to that name at all times!



3. *Being prepared for re-spraying at Chessington in 1987.*

Within a couple of weeks of getting her down to Chessington, I spent my week's Easter holiday rubbing her down and hand painting her in a proprietary rust-proofer-cum-red oxide primer-undercoat prior to taking her to be resprayed at a garage in nearby Kingston-upon-Thames. I had taken a headlamp bezel to a paint wholesaler in New Maiden who identified the original colour of the car (still visible on the inner surfaces of the bezel) as *Linden green*. The car was resprayed in this colour and the wheels were returned to their original colour of silver aluminium (all *100Es*, by the way, have wheels this colour in the U.K.; the practice of spraying them body colour is peculiar to Australia). Also in 1987, I was to exchange her original engine for a slightly



older one (built around October 1959) that had been over-hauled and fitted with shell bearings. The exchange cost me £325 (\$813) all those years ago, but it was worth every penny as she still had that engine until early 2011 when. After some 35,000 miles, it threw a bearing and has been replaced by another engine. Ironically, the deal I was offered to buy the replacement engine and fit it and a replacement clutch plate for just under \$1,000. That has got to have been the bargain of the century, and compares extremely well with the \$813 I paid for buying and fitting the previous engine, twenty-five years earlier!!



4. *Seen (third from left) at the Ford Plant in Dagenham.*

I took *Trusty* back to Manchester in her new guise in August 1987, and she was featured in the monthly car magazine *Your Classic* in November 1987. In subsequent years she was used to transport Sandra and I to *Sidevalve Weeks* at Porthcawl, South Wales; the Isle of Wight; Barmouth, North Wales and 'Heartbeat' Country (North Yorkshire). She has also been driven around the remaining part of the historic Brooklands racetrack at Weybridge, Surrey and the R.T. I.T.B. test track at Crowthorne, Berkshire. In 1992 I lent her to my friend, Derek Cooper, to take to the Dagenham Plant for '60-Years of Popular Motoring' (one of three visits she made to the hallowed home of the English

Small Ford). I had intended to drive my 1937 Ford 7W 'Ten' tourer that day, but ended up driving my 1960 107E *Prefect* instead; but that's another story! I also lent her to the Ford Motor Company for a special exhibition illustrating the history of the Ford Escort in its various forms, staged in the special showroom at their Swansea, South Wales Plant.

5. *Outside the display area at the Ford Plant in Swansea, South Wales.*

Trusty's rolling restoration gathered momentum in the mid-1990s when I had the seats reupholstered by Alison Carter, the sister of my close friend Andrew Carter. As the 'dirty-beige'-coloured material originally fitted couldn't be matched, I had to settle for the next best thing, a light tan vinyl.

By the end of 1998 she was beginning to show her age, with the paintwork bubbling along the guttering and round the wheel arches. So I decided to bite the bullet and give her a bare metal respray and at the same time get the affected areas repaired. I contracted my friend Andrew Carter to do this for me. It was Andrew who discovered that its original colour was *Lichen* green - which is a slightly different shade to *Linden* green (the former has more yellow in its mix; the latter more blue). It was whilst Andrew had her that Sandra and I learnt of our success in applying to come to Australia. It was whilst clearing out a drawer in a sideboard in preparation for the move that I discovered *Trusty's* aluminium Trim Code label, which I had mislaid when I first restored her back in 1987. This showed the code as 'TC/906/AS'. By this time, my research into Small Fords had revealed that 'AS' was the code for *Lichen* green; so Andrew had been proved correct!



6. *The bare metal re-spray in 1999.*

Trusty was to remain in Andrew's workshop in Brentford, Middlesex for most of 1999. When the news came through from the Australian authorities, you can see why I was reluctant to sell *Trusty* and opted to bring her (and the two 7Ws) with me. I engaged a friend, Arthur Jones, to collect her from Brentford on 19th October and take her directly to the shipper's warehouse in Acton, West London. (I drove my 7W *Ten* two-door saloon, *Blackie*, that fateful day). There she was



to be packed into a container for shipping to Melbourne, where she arrived on 17th December 1999. I was destined not to drive her again until I collected her from the shipper's warehouse here in Clayton, Victoria on 6th January 2000.

7. *Right: On a visit to Gulf Station near Yarra Glen.*

From 21st January 2000 and for her first year on Australian soil, she was allocated the Victorian registration QAD-739. Under that guise she was taken to the All Ford Day in Adelaide on 12th March 2000. She also participated in Ford Australia's 75th Birthday bash at the end of that month; was taken to the Ford Plant at Broadmeadows and past the original Plant at Geelong. She also was driven round the You Yang test track.



On 19th January 2001 she lost that registration in favour of the current Victorian Club Permit Scheme plate, CH 5394. It was in that guise that she appeared on the National Rally at Bendigo, driven by my English friend, Wayne Parkhouse. In the more recent picture (Photo 8.), she is seen with yours truly stood next to her at Eildon Caravan Park in November 2008.

So next time you see me driving *Trusty* on a club run in preference to my other Small Fords, you will know why. After all, she has had an illustrious career since I first acquired her 25 years ago. I have a special affection for her.



8. Yours truly and Trusty at Eildon Caravan Park, 2008.



9. Parked outside the Aidenfield Store, looking very period.

There cannot be many cars around that have visited four (and passed two more) Ford assembly plants in two countries 12,000 miles apart; been driven round three banked test or racing circuits; and been photographed outside the Aidenfield Arms and Blaketon's Post Office in the fictional village of Aidenstfeld (alias Goathland in North Yorkshire). I cannot bear to part with her!

Bill Ballard

OUR BRAIN TEASER

The number 8,549,176,320 is an interesting number. Can you tell what is so special about it?
The explanation is on Page 13, where all, and a smidgin more, is revealed.

A DELIGHTFUL INTERLUDE

Our Club Visits The New Clubrooms Of The Veteran Car Club

At this year's RACV Great Australian Rally, the veteran Car Club very generously committed to a multi-car display in the centre arena at Mornington Racecourse. This was quite a commitment because getting a Veteran car to our venue entailed special engine start-up procedures, such as heating up hot tubes, enriching the petrol mixture and enjoyable fiddling with the engine's ignition timing until single or multiple cylinders had settled down to an even beat, and then actually driving them to Mornington was a sum of great skill and determination.

The Veteran Car Club has to be heartily thanked for such commitment!

During discussions about the display at our Rally, it was suggested that our club join in with them for a swap meet and display to celebrate the inauguration of the new clubrooms in Wakefield's Grove, Camberwell. Colin Brown sent out a hasty E-mail requesting numbers to more than balance the VCC's display on the Sunday before the RACV Great Australian Rally. I immediately determined that our Jowett Jupiter should be present for this celebration, if it was for only a brief appearance enforced by the deadline for this magazine.



Above: Commencing the engine starting procedure prior to giving children rides.

After our Rally Bag Stuffing effort on the Saturday prior, my back protested a little at the prospect of washing the Jupiter, so I decided to give it a quick wash in the morning. Up early and soon found that there was a good sprinkling of rain, which progressively became a veritable downpour. It was time to raise the hood and let the rain do some washing! Motoring to Camberwell in the rain was quite interesting with wheel spin occurring frequently and being disastrous on a wet oil spill at the Wantirna traffic lights. The Jupiter just sat there with the rear wheels spinning, and no forward motion until second gear was grabbed.

I had Google-Map'ed the clubrooms area and thought there was a large parking area to the rear of the building. Not so. At the end of the lane-way there was a post and rail barrier and not much room to turn round in, with the lane's surface a thin coating of mud. No matter, after a wheel slipping thirteen-point turn, I was able to drive back to the parking area at the front.

It was good to meet up with Sue and Wally Thompson (*Humber Hawk*), Bill Ballard (*Trusty*), Colin Brown and Tony Pettigrew (*Jaguar*), Hans Pedersen (*Austin 1100 Estate*), Deanna and Rex Hall (*CHEV-28*), Rosalie and Peter McKiernan (*MG B*), Mary and Robert Nolan, Iain Ross (*AOMC*), Rod Adler (*VDC*) and Don Kinsey, who had me completely foxed in identifying wooden road wheel spoke machining components. I was totally convinced that one of the parts was from an apple/potato/beet slicer like my Grandmother had all those years ago.

The VCC members had filled the viewing veranda with tables laden with swap parts and it soon became obvious that we were amongst those with a love of brass components and an addiction to litres of Brasso! Some bits from foreign parts made me reflect on such pieces surviving for, in some cases now, more than a hundred years. There was a massive switch box with the in-relief legend *Renault Freres*, a company still in existence. Browsing amongst such parts is therapeutic and stimulates easy conversation.

A fair amount of time was spent relating the Jupiter's history to interested enthusiasts, while the hood was stowed. The drive home was warm with bright intervals, and, just as the garage door was rolling up, two drops of rain fell on the windscreen.

No doubt a few more of our club members attended the gathering after I departed. For me it was a most enjoyable time amongst those with an all-embracing love for things Veteran. Our thanks are due to the Veteran Car Club for inviting us. There was comment about holding another day of the same format again next year. That is to be looked forward to by a number of us.

Mike Allfrey

COMING EVENTS

FRANKS 'CIAO BELLA' TOUR – Sunday, 29th January 2012

A Relaxing Day Out, with a Distinctly Italian Flavour

We will meet at Frank's Cakes (an Italian *pasticceria*) at 511 Scoresby Road (corner of Scoresby and Ferntree Gully Roads), at 8:30 am. This will give us time for a cup of *real coffee* and maybe a *camoli* (I recommend the chocolate and vanilla variety) or *crostoli*, just to get into the right frame of mind. We plan on leaving the starting point at about 9:15 am, then we will travel to a farmers' market where there will be plenty of time to wander amongst the stalls and various produce stands.

We will then drive down to and along Port Phillip Bay to our lunch venue, which is an Italian family café/restaurant (fully licensed, of course), where you can choose between a specials menu, which includes a salad, a pasta dish and a glass of house wine, all for approximately \$14 per head. Or you can make your choice from the menu or specials board which are all reasonably priced.

We have organised good venues. We have ordered good weather, and of course the company of our friends is always a pleasure. So we can be assured of a great day out. If you wish to join us, please contact us. Please call Frank 0408 633 778 or E-mail classicautos@aol.com.au or, Val on (03) 9770 0904.

Frank Sawyer

41st BEGONIA RALLY – Friday-Sunday, 17th to 19th February 2012

A Most Enjoyable Event For The ABCCC To Take Part In

At our Planning Meeting, it was decided that our club should actively participate in the 41st running of the famous Begonia Rally. This Rally is a very well-run event put on by the Vintage & Classic Car Club Ballarat. As its name suggests, the Rally is run during the Ballarat Begonia Festival, so there will be other things to see.

The programme of activities is as follows:

Friday 17th At 6:30 pm there will be an official welcome, registration and a barbecue tea at the Ballarat Greyhound Complex, Moreshead Park, corner of Rubicon and Sutton Streets, Delacombe. Map 565, S12 (RACV VicRoads Country Street Directory, Edition 6).

Saturday 18th At 9:30 am there will be more registration time at the Ballarat Greyhound Complex, where there will be a static display of Rally vehicles. Vehicles will be parked in their appropriate categories.

12:00 noon, Lunch will be served.

1:00 pm, Depart for Ballarat CBD for a walking tour of the historic precinct

Parking will be in a patrolled area of the University of Ballarat, SMB Campus. Directions will be in the Rally Booklet and marshals will be in place *en route*. Afternoon tea will be provided during the tour.

7:00 pm, Dinner Dance to be held at the Ballarat Greyhound Complex, Moreshead Park, Delacombe.

Sunday 19th Meet at 9:00 am at the Ballarat Greyhound Complex, Moreshead Park, Delacombe, for a 9:15 am departure on a drive to the historic homestead 'Mt Mitchell Estate', visiting the extensive gardens.

Note: No dogs are permitted on the property.

Morning tea will also be served here.

11:45 am Depart for scenic drive to Waubra Reserve for lunch, Trophy Presentations and Rally wind-up.

The Rally Fee, based on a couple will be \$180.00 and it includes Saturday lunch, dinner and dance, Sunday lunch and a Rally registration charge. The Friday barbecue is free for entrants. The fee for a single entrant is \$115.00.

This will be an excellent opportunity to promote our club in the Ballarat area. You are responsible for your own bookings for lodging. A number of units at the Bell Tower Motel have been booked. When you make your booking, quote our password *All British Classics Car Club*, and a special room rate may apply. It will be a great fun weekend, with another club doing all the work, so we can all relax and have a good time.

Please contact me if you will be joining us on this event. I will send out an entry form for you to complete and send, with Rally Fee to the Vintage & Classic Car Club Ballarat. Telephone (03) 9739 1146 (Mobile 0408 128 420) or, E-mail to: tony3@tpg.com.au to commence your bookings.

Tony Pettigrew

THE ALL BRITISH CLASSICS CAR CLUB A.G.M. – Sunday, 12th February 2012

It's That Time Of Year Again!

This is to announce that our Annual General Meeting will be held to endorse club business, elect some new committee members and plan for the future. The venue is Como Gardens, 79 The Basin to Olinda Road, The Basin. The A.G.M. will commence at 2:00 pm after a barbecue lunch provided by the club. Please bring your own drinks. Plan to arrive at approximately 12:00 noon for lunch. An agenda will be handed out prior to the meeting.

Please note that, as in previous years, the club's Secretary should be advised of your intention to attend the A.G.M. If, for some reason, you cannot attend, then, please tender an apology that can be tabled at the meeting. Silence is a sure sign of apathy with respect to the conduct of our club — and we don't want that to happen, that is a definite certainty.

Pat Douglas – Secretary

THE MIRBOO NORTH BREWERY RUN – Sunday, 4th March 2012

To participate in this event please contact 0413 675 748.

Robert and Stella Stark

PHILLIP ISLAND CLASSIC MEETING - SHANNON'S WALK - 9th - 11th March 2012

Car clubs are again invited to participate in the 2012 'Shannons Walk'.

Participants will get:

- *A prime location to watch the racing from
- *Free entry for Car and driver as well as 1/2 price entry for all passengers
- *Secure parking among like-minded enthusiasts.
- *The opportunity to promote your club and its activities.
- *The chance to win the trophy for the best club display.

The "Walk" will be conducted on Saturday 10th & Sunday 11th in one large, roped off premium area.

Brian Marshall, Victorian Mini Club.

LUNCH AT THE REDESDALE HOTEL – Sunday, 1st April 2012

We will be meeting at the Doncaster Park 'n Drive (Cnr. Doncaster Road and Eastern Freeway), Melway 46, K1, at 9:00 am for 9:20 am departure. Proceeding to Kyneton for morning tea and browsing the curiosity shops for about an hour and then on to Redesdale.

Note: In accordance with current hotel practice, a deposit of \$10/head will be required to reserve our booking.

We are limited to about thirty people so please advise promptly your intention to attend. We must finalise numbers by Monday 12th March, 2012.

Please contact us on 0412 549 906, or E-mail annbry@optusnet.com

Anne and Bryan Tootell

MOTOR CARS AND THE PERSONALITY CULT

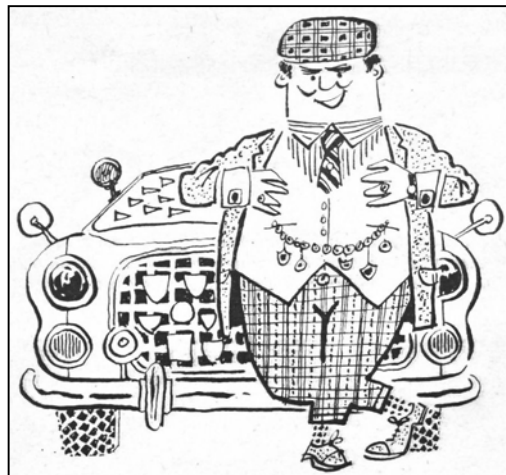
Some Observations From 1963

"There's no doubt about it - cars breed all kinds of people," said the London taxi-driver as a Rolls-Royce glided past silently at the traffic lights. Seated in the back seat of the Silver Cloud was a smartly dressed gentleman with a red carnation in his button-hole. Probably a company director. Or perhaps one of the few wealthy lords left in England. Maybe a successful doctor. Certainly, someone who had arrived at the top and whose first reaction to consolidate his newly-won position was to acquire a Rolls-Royce limousine with uniformed chauffeur. A status symbol that has survived the changing times of the past 50 years.

Right: The English decorated.

As the taxi-driver observed, cars breed all kinds of people. The Rolls makes a person feel like a king even though he may only have hired the car for the day. This feeling is probably induced by the limousine's interior luxury. Its majestic silence and its association with royal families. As an English philosopher once remarked: "The Rolls isn't just a car, it's a way of life."

If a Rolls-Royce breeds a feeling of grandeur, then what kind of feeling does a sports car breed? Basically, it boosts the ego. There's nothing better than to be seen driving an M.G., Jaguar or Austin-Healey with an attractive girl wearing dark glasses and a white head-scarf sitting in the other seat.



In England, sports cars are familiarly referred to as 'passion wagons' which would seem, to suggest that sports cars - whether a costly Aston Martin or an inexpensive Triumph Spitfire, are bought, not only for their speed and looks but primarily as a powerful weapon in man's armoury to woo and win members of the opposite sex. But girls are not so easily impressed.

Left: The half & half.

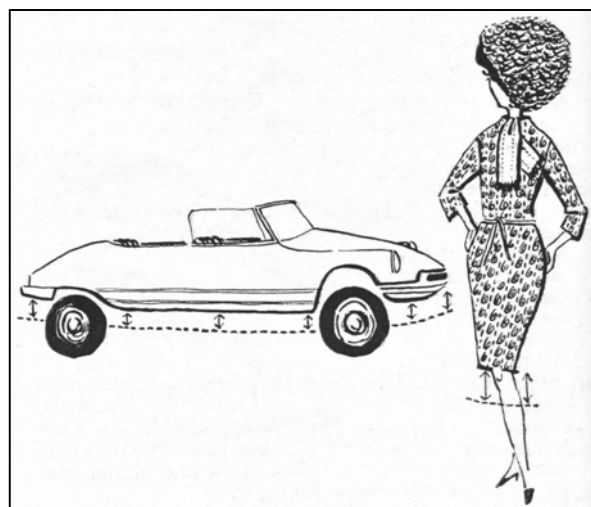
A young man once drove a girl-friend to a party and on arrival at the house, he asked her to go on in while he parked his E-type Jaguar. Later, after standing speechless for some fifteen minutes, the slightly annoyed brunette turned to him, smiled sweetly and said: "And where did you park your personality?"

Just as much attention, however, is focused on the owner of a Vintage car, a speciality of traditional England. This is yet another weapon of the Anglo-Saxon wooer-on-wheels who seeks to impress his girl-friend by arriving at her flat in his 1925 Lagonda, sounding his old-fashioned, two-tone horn which echoes down the street. Naturally, the young blood must dress the part -- the driver of a Vintage Bentley usually wears a tweed jacket, dark grey trousers, check shirt, regimental tie and a deerstalker hat. The girl? She usually dresses the part as well. A Vintage car demands respect in its old age.

The English love of dogs is well catered for in motoring by a wide variety of estate cars which, one suspects, were first produced for the country types who were becoming upset by their massive hunting dogs pawing the leather upholstery of their Austin saloons. Nowadays, hunting dogs, pedigree dogs and gay dogs all travel in style, standing, sitting or lying comfortably in the rear part of an Austin or Ford estate car as they are driven by their tweed-costumed master or mistress to the grouse moors of Yorkshire or Crufts in London.

Right: The Vogue.

Other cars reflect many an idiosyncratic personality. In Paris, a woman owner of a B.M.C. Mini had one of the front seats removed so that her three Pekinese dogs could get in and out of the car without difficulty. Persian multi-millionaire Nubar Gulbenkian, who resides in London most of the time, is well known for his original choice in cars. One of his cars is a London taxi chassis with a special body. On each side of the car, carriage lamps have been fitted to reflect the horseless carriage days.



"A car isn't just a car. It reflects a person's character," said the taxi-driver good humouredly, as a red sports car cut in front of him.

Words by Mark O'Henry
Drawings by Bryan O'Flaherty
Autocar Magazine - October 1963

AUNTIE PAT'S SCOTTISH TEA TIME TREATS

Border Tart

Ingredients:

8 oz. (227g) Shortcrust Pastry
2 oz. (57g) Butter
2 oz. (57g) Soft Dark Brown Sugar
1 Egg, Beaten
5 oz. (142g) Mixed Dried Fruit
1 oz. (28g) Walnuts, Chopped
1 oz. (28g) Glacé Cherries, Chopped

For Decoration:

4 oz. (113g) Icing Sugar
1 Tablespoon Water

Right: Loch Lomond, Dunbartonshire.

Method:

Set oven to 375 °F (190 °C) or to Gas Mark 5. Grease a 7-inch (178 mm) round flan tin. Gently melt the butter and sugar together in a pan. Remove from the heat and leave to cool. Meanwhile roll out the pastry on a floured surface and line the flan tin. Add the beaten egg to the butter/sugar mixture and mix well. Then add the mixed dried fruit, chopped nuts and chopped glacé cherries and beat well. Put the mixture in to the tin, level the top and bake for 20-25 minutes. Allow to cool. Mix together the icing sugar and the water and use to drizzle a lattice pattern over the tart. Turn out when quite cold.

Scottish Tea Time Recipes by Johanna Mathie



OUR BRAIN TEASER – AN EXPLANATION

The number 8,549.176,320 shows every numeral in alphabetical order. However, since the source of the brain teaser was a Website on the Internet, and it seemed to be of North American origin the numerals were shown thus:

8,549,176,320 which is eight, five, four, nine, one, seven, six, three, two, zero

On the other hand, using this supposition in a British way:

8,549,017,632 which is eight, five, four, nine, nought, one, seven, six, three, two

A PERSONAL VIEW

Sparking Plugs In Classic Cars

Quite often, in classic car circles, conversation drifts around to the sparking plugs we use in our older engines. Back in the days when a plug was the princely sum of 2/6d, they were rigorously cleaned and maintained. Prior to trips of any distance more than sixty miles, the sparking plugs would be removed for a thorough cleaning and electrode gap setting. Well remembered are those plugs from KLG that could be dismantled for a good clean. I remember using them in a two-stroke motorcycle. The weep of the oily mixture from the plug's threaded union after reassembling caused the individual parts not seating and sealing properly. Today, we simply jump in, start the engine and drive vast distances with nary a thought for the sparking plugs.

In my working life, I was involved with the faithful Champion L10 type of plugs. Those were totally reliable in their day, but times and fuels have changed. Here, in Victoria, when leaded petrol was phased out and was temporarily replaced with lead replacement petrol (LRP – or, as most of us called it, lousy rotten petrol) we started getting sparking plug troubles again. With respect to the L10s in my Jowetts, this meant cleaning out heavy black combustion deposits at frequent intervals. At about this time, at a swap meet I found a few boxes of KLG water proof equivalents of the Champion L10, a quantity was bought and their use commenced right in the LRP period. This was a disaster and entailed frequent cleaning and replacement. Not such a bargain, after all. In discussion with other classic car enthusiasts, the brand NGK was always recommended. For which reasons, I still do not know.

Some time was spent researching a type of plug that could handle the LRP concern. Champion suggested the use of their L87-YC sparking plug (Bosch equivalent WR8BC+). The prime reason for this suggestion was that the L87-YC is of the extended core-nose type of plug. This means that all of the characteristics are basically the same as the original L10, with the exceptions of a copper core for better conductivity for the spark generating current and, importantly, the spark is moved further into the combustion chamber by approximately 3.00 mm (0.118"), where it can perform better.

The gentleman at Champion suggested that a knob of Bluetac be attached to the earthing electrode, dusting the Bluetac with talcum powder, and the assembly screwed into the cylinder head. The idea behind this was to check that the valves had sufficient operating clearance, and the talcum powder ensured that the Bluetac knob didn't stick to the valves. A side benefit was probably that the talc made things smell a bit nicer in the combustion chambers!

Right: Comparing these two photographs, it can be seen how the spark of the Champion L87-YC (at left) is projected further into the combustion chamber even though the thread form is essentially the same.

This test was carried out on both the Jowett and the Rover V8 engine with the clearance found to be quite suitable. As all of this was going on, LRP was phased out and it was decided to, wherever possible, use BP Ultimate petrol. So far, this has been a very good decision and I am now at the stage where I apologise to the cars before filling their tanks with another brand of petrol. Long may BP continue!

In both engines, the Champion L87-YC sparking plug has proved to be entirely dependable. Both of these engines now benefit from electronic ignition systems, so that aspect probably assists with respect to sparking plug longevity.



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
Paul Forder	TBA	TBA	TBA
Tony and Sonia Dallimore	Aston Martin	DB5	1971
Allan Kalenberg	MG	B	1971

Pat Douglas – Membership Secretary.

The ANNUAL GENERAL MEETING of the ALL BRITISH CLASSICS CAR CLUB INC. will be held on SUNDAY 12th FEBRUARY 2012. The venue is COMO GARDENS, 79 THE BASIN - OLINDA ROAD, THE BASIN (MELWAY 65, K8).

The meeting will START at 2:00 pm after a BARBECUE LUNCH which will be provided by the CLUB. Please bring your own drinks.

Please advise PAT DOUGLAS (03) 9739 4829, whether or not you will be attending. We need a count for catering. THANK-YOU.

Tony Pettigrew – President