



All British Classics Car Club (Vic)

A friendly family social motoring club

Edition 150

May/June 2012

Your ABCCC News



A Morgan as it should be – on a perfect clear-sky morning, being doubly flagged-off, with top down and luggage over-flow strapped to the spare wheel, departs Warrnambool on the next stage of the 2012 RACV Fly The Flag 'Heritage' Tour.

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	
Membership Secretary	Pat Douglas	(03) 9739 4829	
Other Positions	Name	Telephone No.	Other Telephone No.
Editor	Michael Allfrey	(03) 9729 1480	
Assistant Editor	Betty Taylor	(03) 9739 1879	
AOMC Delegate	Ross Gardiner	(03) 9589 2013 (AH)	
AOMC Delegate	Bill Allen	(03) 9846 2323	
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 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 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 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.

May 2012

- 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 and Ferny Creek CFA, Clarkmont Road, Ferny Creek (Melway Map 75, Ref: D1)
- 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 — Stud Park Shopping Centre, Stud Road, Rowville (Melway 81, J1)
- 13 Archie's Creek Run — [An ABCCC Event](#) Peter and Rosalie McKiernan (03) 9787 6003
Venue — Cranbourne Public Hall, High Street (South Gippsland Highway), Cranbourne.
- 22 – 24 Weekend In Apollo Bay — [An ABCCC Event](#) Bryan and Anne Tootell 0412 549 906
Venue — Meet for lunch in Colac.

July 2012

- 7 – 8 Weekend In Tocumwal George Chrystie (03) 5874 3358
Venue – Give George a call if you can bring your car for the Grand Parade..
- 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 – Marybrooke, 10 Sherbrooke Road, Sherbrook, (Melway 75, H2)

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 at Lilydale International car park (Melway 38; J3).

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.
- 12 – 25 Club Holiday Abroad (**First Group**) – [An ABCCC Event](#) Paddy and David Bullard 0429 140 182
This Tour has been filled.
What It Is – A Very Compressive Tour of Vietnam.

November 2012

- 6 Classic Car Display – [An ABCCC Must Attend 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 (**Second Group**) – [An ABCCC Event](#) Paddy and David Bullard 0429 140 182
To make the Tour fully viable, we are looking for four more participants.
What It Is – A Very Compressive Tour of Vietnam.
- 17 – 18 Bendigo National Swap Meet – Veteran, Vintage & Classic Club Bendigo info@bendigowswap.com.au
Venue – Prince of Wales Showgrounds, Holmes Road, Bendigo, Victoria.
- 29 – 2/12 Jindera Pop The Top Festival – Jindera & District Multi-purpose Stadium Committee
Venue – Quality Resort Siesta, Albury, NSW Telephone (02) 6025 0200

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.
- ?? A Special Observation Run – [An ABCCC Event](#) Craig Douglas (03) 9753 9557
A new date will be advised soon.
Venue – **PLEASE NOTE THAT THIS EVENT HAS BEEN POSTPONED** Colin Oberin (03) 9817 3182

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
Greg and Phyl Howe	Austin Healey	3000 B17 Mk II	1962
Norman and Lynn Daelmans	Jaguar	S-Type 380	1968
Ron and Faye Atkinson	MG	TF	1955
	MG	C-GT	1968
	Jaguar	MK-II	1964
Steven and Lyn Spiers-Kendall	Riley	Special Roadster	1959

Pat Douglas – Membership Secretary

EDITORIAL NOTES – ISSUE NUMBER 150

Those of us with motor cars that employ removable/lowerable hoods to keep us dry in inclement weather conditions should seriously take notice of a delightful article and event notice from John Wood on Page 7. To whet your desire to take part, there is John's report on last year's running of this special event, as well as, the notice for this year's event. *Jindera Pop The Top Festival* rightfully expects participants to drive their cars with hoods fully lowered. It is a true fresh air event, and at the end of November, the weather should be perfect for open air **Motoring**. Be sure to wear a suitable hat and be liberal with the sunscreen!

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

HOW TO TEST YOUR PETROL FOR ETHANOL CONTENT

From A North American Article, Published In *The Jowetteer*

From memory, this method was recommended by Barnacle Parp in his delightful Guide to Chain Saws. Very important for professional loggers as alcohols are an 'Anti-Oil' thus destroy the lubricating power of the oil. This would have disastrous results for loggers setting out for a long sojourn in the forests of Oregon with a pick-up truck, a few months' supply of petrol, and Barnacle Parp's instructions for building a log cabin (the chain saws would be 2-strokes, of course).

You need two vessels: one with a flat bottom, parallel sides, and translucent, e.g. a whisky bottle (empty), the other any vessel less than half the first in volume - like a cup. Carefully pour a cup of water into the bottle followed by a cup of petrol/ethanol mix. Mark the level between the two liquids. Cap it, shake it, and let it stand. The ethanol has a stronger affinity for water than petrol and will dissolve into the water and the line between the liquids will rise according to the proportion of ethanol that was in the petrol. (Note: Petrol is called gasoline in the US.)

Oils and Anti-Oils: what on earth is the fellow talking about?

I once attended a lecture about oils and lubrication by a chap from an oil company. He had finally realised that if his audience knew the technical terms, they already knew about lubrication technology. If they didn't, to use the jargon merely confused them. His problem was solved one day when he watched some characters launch a boat. No trailers, no slipway! They just brutally dragged the boat over a rocky beach; no doubt doing untold damage as they heaved and tugged. Then they got to the seaweed zone and the boat slithered over the slippery rocks, and finally into the water. Then of course it floated and they had to look sharp so it didn't float away. Eureka! No oil: the dry rocks, the seaweed zone – 'boundary lubrication' as in an oiled surface, and floating – as in a fully lubricated bearing with no metal-to-metal contact, as in a crankshaft.

If you do some sums, you will find that, very roughly, a piston for a vehicle engine travels about half the mileage of the vehicle. A truck has a slower engine but, say, twice the stroke of a car. So it is a surprising fact that for a car doing 100,000 miles (Shouldn't this be kilometres?) on one engine, the piston will have slid say 50,000 miles, but the tyres, which roll, will have been replaced between two and three times. Proof that there is almost never metal-to-metal contact.

So what is 'anti-oil'?

Anti-oils are substances that prevent the oil – whose chief characteristics are very large molecules with very strong adherence – sticking to the metal. Examples include cleaning detergents like Gunk and Jizer, steam (from a steam-cleaner), caustic soda (which reacts with oil to make soap (as in Palmolive), and alcohols and their relatives, such as ethylene glycol. That's why you must change your oil after any coolant leak into the sump. Many an apprentice (and mechanic, who should have known better) has been astonished when, having steam-cleaned - say a cylinder block, has left it to cool and dry for a few minutes. Then come back very quickly and been astonished to see it rusty! It will be freckled with rust, which actually can be wiped off with a soft cloth and is harmless if done quickly. In the normal course of events no surfaces of engine parts are really ever free of a film of oil in a workshop. But 'anti-oil' in the wrong place is a serious matter. I remember seeing a mechanic reassembling a Porsche engine ready for a season of club racing and the apprentice passed him the oil-cooler for fitting. As he rotated it for placement and attachment, about half a pint of Jizer poured out. Oops! I think my presence somewhat ameliorated the level of chastisement applied to the unfortunate lad!

With Thanks to Roger Rutherford

A LETTER FROM GEORGE HETREL

Hi Tony,

Como Gardens' recent Open Garden Week-end enjoyed ideal autumn weather conditions and a record attendance of well over two thousand people; thus yielding a net profit of \$21,650 equally shared by St John's Ambulance and the Knox branch of the S.E.S.

Please extend to the fellow members who generously assisted in its running, our appreciation.

I have pleasure in attaching a cheque in favour of the All British Classics Car Club for \$1,000.

Best regards,
George Hetrel

AOMC NEWS

The federal Labor Party has proposed a \$2000 credit for an "old clunker" when purchasing a suitable low fuel consumption new car. The AOMC and the AHMF (Australian Historical Motoring Federation) are concerned that this might be the "thin end of the wedge" to get older cars off the roads. The AHMF has sent a [letter](#) to the Prime Minister.

From the AOMC Website – with thanks.

A REPORT ON THE ANNUAL GENERAL MEETING

In Pictures



Above Left: Your Committee hard at work.



Above Right: The President ponders.



Above: Extending a warm welcome for the membership!

From Mary Cheng

PAST EVENTS' REPORTS

THE APRIL FOOLS' DAY RUN – Sunday, 1st April 2012

With the end of daylight saving, all participants were early for the start, which was excellent, because our morning tea stop was a fair way off in Kyneton. Many drivers 'lost' their wives at the specialty shops, but after much trawling they were collected and off to Redesdale. Upon arrival the staff were unsure where to 'place' us and after much table rearrangement, we were treated to the most delectable offerings from the bar menu. After a great day together we departed our separate ways, with some proceeding to Bendigo for the Ladies to marvel at the Grace Kelly Exhibition, while the men amused themselves at the Discovery Centre, including an exhibit at the planetarium on the coming 'transit of Venus'.

Anne and Bryan Tootell

COMING EVENTS

“REX'S BIG DAY OUT” – Sunday, 3rd June 2012



We will meet at the Stud Park Shopping Centre Car Park, Stud Road, Rowville, (Melway 81, J1) at 8:30 am for an 8:45 am flag off. We will be visiting two private car collections and the workshop of a Classic Car restorer (who restored a Motor-Classica winner) in the western suburbs. (Even Deanna found it most interesting as the host has many a story to tell.) These collections are not usually open to the general public. The first collection has an entry fee of \$4.00 per person, morning tea will be available at participants' cost. At the second collection, the host will be providing lunch (spit roast) in the display room at no cost to ABCCC members visiting. Tea and coffee will also be provided. Participants however need to provide a salad and

drinks/glasses of choice. Numbers attending will need to be determined to the venues by Friday 25th May 2012.

Please contact Deanna or Rex if you would like to join us on this most interesting “Big Day Out” and if able to bring along a salad. *Note: Photo above of ‘CHEV-28’ on the RACV Fly The Flag Tour, from Gordon Lindner – with thanks.*

Telephone: 9795 7669 – Mobile: 0408 303 129

Email: rha41579@bigpond.net.au

Rex and Deanna Hall

RUN TO ARCHIE'S CREEK – Wednesday, 13th June 2012

Enjoy a leisurely drive through the beautiful rolling hills of South Gippsland. We will meet in the car park at the rear of the Cranbourne Public Hall, High Street {South Gippsland Highway}, at 9:00 am for a 9:30 am start. The Hall is located on the east side of High Street at the corner of Clarendon Street, on the opposite the BP Service Station and the Red Rooster store on the entrance to Cranbourne. At Clarendon Street either turn left into Clarendon Street or enter the service road and proceed to the rear of the hall.

On leaving Cranbourne we will proceed to our morning tea stop at Loch to be partaken in a boutique kitchen.

After leaving Loch we travel to our luncheon destination of ‘Archie's On The Creek’ where we will dine in their ‘Cellar Room’, and hopefully be joined by members of the ‘Bass Coast Historic Auto Club’.

After lunch it is just a short drive to the Bass Highway (B460) for the return trip home.

As we are required to confirm numbers, please indicate your intention to attend by contacting either Rosalie or Peter McKiernan on (03) 97876003 or 0407876023.

See you on the 13th

Peter and Rosalie McKiernan

WEEKEND IN APOLLO BAY – 22nd to 24th June 2012

Fellow members are invited to join us for a relaxing couple of nights away. We propose to depart Melbourne late Friday morning, stopping for lunch in Colac, before continuing to Apollo Bay, where we will check into our motel (at \$100/night). The evening meal will be at the local Hotel Bistro. On Saturday, following morning tea, we will all visit the local lookout; then on to a waterfall, before returning to town. You will be then free to follow your own pursuits, e.g., visiting the ‘Otway Fly’, Lighthouse tour, game of golf, fly over the Twelve Apostles etc.. Dinner will be at an Italian Restaurant.

We head off on Sunday morning, stopping at Wye River for morning tea, then on to Geelong for lunch at an acclaimed ‘pub of the week’, before individually departing for our home destinations.

Costs, for food and extras will be at the discretion of the participants. Bookings are limited to be accommodated in the Motel, and keep the ‘Group’ to a manageable size. Please contact us promptly to secure your position on our mobile number 0412 549 906 or, E-mail annbry@optusnet.com.au

Anne and Bryan Tootell

CHRISTMAS IN JULY – Sunday, 22nd July 2012

Yes it is on again, our Annual Dinner and Christmas in July at the popular Marybrooke venue (formerly the *Baron of Beef*), and also, by popular demand they will be serving a traditional Xmas dinner. Drinks will be provided by the club.

Luncheon information:

Time: 12:30 pm for 1:00 pm

Location: MARYBROOKE, 10 Sherbrooke Road, Sherbrooke (Melway Map 75; Ref: H2).

Menu: Cream of butternut pumpkin soup.
Roast pork and turkey with crackling and cranberry sauce.
Served with an assortment of roasted vegetables, pan gravy and condiments.
Plum pudding with warm custard.
Coffee/Tea

COST: \$30.00 per head.

Please do not forget the **Kris Kringle**, bring a gift to receive a gift. (\$10.00 minimum)

Note: This is the Annual Club Luncheon, and is a **Members only event**. Pre-booking and payment is required by the 14th July. A booking form is provided on Page 15 of this magazine.

Colin Brown

A MID WEEK RUN WITH AN OVERNIGHT STAY – Wednesday, 29th August 2012

This interesting, quirky and fun B&B experience is definitely a country run with a difference. We will meet at the Lilydale International car park (Melway 38; J3) at 10:30 am and travel north to a country venue for a light lunch.

After lunch we will continue on our scenic drive before reaching Rusty Springs. This is our overnight destination at around 4:00 pm in with time to relax before a sumptuous three course dinner and an evening of frivolity and fun.

Our hosts, Bob and Judy, are both will ensure your stay is a memorable one.

Accommodation double or twin, dinner and fully cooked breakfast are at \$75 per person. BYO drinks and nibbles, as well as, and the obligatory sense of humour.

Please contact us on 9439 7875 (AH) or on 0407 392 330 by Saturday 11th August to secure your booking.

Marj and Brian Pepper

OUR HOLIDAY IN VIETNAM – Friday, 16th to Thursday, 29th November 2012

Here Is Further Information For The Second Holiday Tour



Please note that the first Tour (12th to 25th October) is fully booked. For those of you who have lodged bookings in our Vietnam Holiday Tour — from 16th to 29th November 2012, the dates for the tour are now fixed. We need to increase the numbers for this tour, so that we can gain the discount - which is significant.

The tour will commence at Hanoi airport, and will conclude at Ho Chi Minh City (Saigon) airport. Club members participating will need to make their own air travel arrangements from and to Australia.

I have made enquiries with Vietnam Airlines about a group booking price. This is as follows: \$AU882.00 plus taxes of \$AU377.84 Total \$AU1,259.84. Please contact me for the booking agent. Places on the Tour will be allotted in order of booking, so early decisions will be helpful. Bookings require a deposit of \$AU200.00 per person. This will enable the organisers, Tonkin Travel, to secure bookings & avoid price raises. Your deposit is required as soon as possible. Final payment of the balance will be required approximately one month before departure date.

Instructions for payment deposit are: Pay to ANZ Account, BSB: 013-165, Account number: 5465-90508. Please quote as a reference: ABCCC (and your name).

Please confirm your intentions and payment at paddybee@alphalink.com.au.

Please contact me at above E-mail address if you have any further questions. As soon as you have made or authorised the payment, please send an E-mail to Huong at Tonkin Travel informing her of the payment date, reference used so she can confirm receipt of your deposit. Her email address is: huong@tonkintravel.com

Paddy Bullard

POP THE TOP FESTIVAL – Friday, 29th November to Sunday, 2nd December 2012

A Good Story And A Notice Of A Most Interesting Event

This is the far from sorry tale of how I drove my TF to Albury to be a special guest and to participate in an unknown festival. I ended up volunteering myself to be the event's patron for the next couple of years.

This, of course, means I have to go again this year, which is not a bad thing as I like Albury and I had a great time last December. But I'm hoping I can convince some of you - my fellow All British Classicars to pop your tops and join me at this year's event.

Colin Brown almost convinced me that I should, in fact, take his lovely TR3A. I took it on a test run home to Healesville; it's fantastic to drive but almost blew my head off (if not my mind). At the last minute, while very torn, disqualified it, as it wasn't really my "own" car. Hence the TF, which is mine. It's upholstery is in a very bad state of repair as those of you who've seen it can attest, and it can be a bit embarrassing to be seen about town in. But I must say it ran beautifully for the entire trip unlike its ill-fated venture to Mirboo North a few weeks ago. More of that anon, or not.

I decided to pop my top early, too early in fact, and made the trip north with the roof down. A few hours later I arrived in Albury somewhat windblown and somewhat burnt by both wind and sun, but nevertheless, quite exhilarated that we'd both arrived incident free - which is often not the case.

As a special guest I was put up at the lovely SIESTA Motel which is run by the Jones Family - Raymond and Tina. They have over the past few years become very good friends of mine. I'm sure that many of you have also stayed there in the past. Should you decide to join me at the end of November, as entrants in the Pop The Top Festival, you will be given discount accommodation.

You may already know that the food in the restaurant is amazingly good for a country motel. No surprise as Ray Jones was a butcher for much of his life; so gets very good cuts of meat. You may not know that Ray is also an



aficionado; if not simply a mad keen car buff and has a fabulous collection of classic cars which he takes great pride in showing off. They include a beautifully maintained MG TC; a 1934 Riley 9 roadster acquired from the John Laws collection; a V12 E Type; a lovely MkV11; and an Aston Martin like George Hetrel was driving on the Fly The Flag. His co-driver good friend of mine, Karl Richardson, an engineer who has done much of Ray's panel work over the years as well as restoring my TF's hood bows. He also loves to show off the absolutely fabulous 1936 AC roadster which he has almost finished restoring. His work is outstanding and last time I was in his workshop, apart from the AC he was working on a nineteen teens Willys and a beautiful early model Bristol. Well worth a look.

Left: A fine Austin A90 Atlantic that impressed.

On the Saturday morning after a slap up breakfast at the SIESTA, we headed for Jindera - a short way into NSW. On the road to Wagga Wagga we met all the other entrants; then paraded our cars through the main street urged on by a goodly crowd to the footy ground. It turned out to be an Aussie Rules venue. The cars were displayed on the ground for the afternoon. And there were a few beauties!

Right: Just a part of the Jindera Street Parade.

My favourites apart from Ray's Riley were an incredibly huge 1961 Imperial, a lovely little bug-eyed Sprite, an Austin Atlantic which was quite thrilling to see in the metal but you've been pleased to see the variety



of makes and models. The only criteria was being a ragtop, or convertible. And many of you have those.

There was a stage providing entertainment - some of which was exceptionally good, with well-priced food stalls being strategically located around the place. A constant stream of people came to have a look at the cars and have a bit of a chat. In the evening a Drive-In movie was shown on a specially constructed big screen. While I didn't stay, I believe it was well attended and apparently a lot of fun.

Left: Peregrines Restaurant, an idyllic location.

Sunday was wonderful. Again one of those breakfasts, then again off to Jindera for an easy and interesting rally tour of the



surrounding countryside. That day I was given my own co-driver who turned out to be that beautiful young woman modelling in the Mercedes. So the trip was easy on the eye both inside and outside the car. Morning tea was provided by the good folk at Walla Walla (they seem to say so much twice over in this area of NSW!). We had a tour of the beautiful Lutheran Church which boasts one of the biggest Pipe Organ's in Australia. Not only that but there was some-one who actually knew how to play it; and he graciously belted out Bach's toccata and fugue in D minor. Wondrous!

From here my gorgeous co-driver, Belinda, took control and surprisingly didn't crunch the gears once; something I'm not always so good on myself. We next visited Mad Dog Morgan's lookout with a view for a million square miles of Southern NSW from high on this rocky outcrop. From there we headed to Tabletop Mountain and one of the best settings I've ever seen for a restaurant.

We left the highway at Five Mates Bridge, a tragic story if ever you've heard one,. We drove a mile or so into a very large farm which also has a paintball battleground on the premises. We safely parked our cars and then were bussed several miles into the forest to Peregrines Restaurant (named for the falcons which reside in the area).

As I mentioned, it's a superb setting. Food was plentiful, simple and very good. So, lunch was enjoyed; drinks were had and awards were handed out. But in memory of ALL those Logies years the TF didn't even get worst upholstery, not that there was an award for it, but you'd think . . . never mind. Lunch will be at this delightful venue again this year.

So, I do urge you to get on board and Pop Your Top from 29th November to 2nd December. You won't regret it. Check out the website www.popthetopfestival.com.au and download a brochure and entry form.

John Wood

RACV MOTORING AND MOBILITY AMBASSADOR

The RACV is searching for RACV Ambassadors in the coming months to help represent RACV at a range of events. It is expected that the RACV will recruit about eight Ambassadors to provide assistance at various events. Below is a panel describing what the RACV is setting up.



RACV Motoring and Mobility Ambassador

RACV Motoring and Mobility has an exciting opportunity to join their dynamic team on a casual basis. Put your motoring industry passion to the test by assisting members and selling RACV products and services when you join RACV as an Ambassador.

As an RACV Ambassador you will be the face of RACV at motoring events, presentations and shows.

The successful applicant must satisfy the following essential criteria:

- A passion for the Motoring Industry
- Ability to relate and communicate to all kinds of people
- Sound presentation skills
- A confident and outgoing personality

A **current Victorian driver's licence is essential** as travel may be required in this role. This will include evenings, weekends and some overnight stays (if presenting in Regional Victoria). We will provide the appropriate level of training and support in the relative RACV products.

For further details please contact Tony Pettigrew, All British Classics Car Club Inc.
Telephone Number (03) 9739 1146

If you know someone who may be interested in taking a position of RACV Ambassador, please feel free to copy this notice and pass it on.

Tony Pettigrew – President

A LIFE-LONG AMBITION IS REALISED

An Expedition Cruise to the Falkland Islands, South Georgia Island and the Antarctic Peninsula

A long time ago, back in 1952, I was given the book *With Scott To The Pole*; at that young age one of the illustrations fired me with a great desire to visit the frozen South. The photo was of Scott's expedition ship, the *Terra Nova*, taken through a grotto in an iceberg. In my desire to spend some time in Antarctica, I even applied for a job at the Australian Antarctic Research Station looking after the diesel engines and generators. I missed out on that one, because I had limited electricity-generation knowledge and a young family.

Then there were the QANTAS and Air New Zealand viewing flights; but after a DC-10 flew right into Mount Erebus, that method dimmed somewhat. In the middle of last year, there was an Expedition Cruise advertised in the No.150-May/June 2012 *Fellowship, Friendship – That's Your ABCCC* Page 10 of 15

RACV Club magazine *Highlights*. This was read with great interest and it soon became obvious that the second cruise in February 2012 would be a very desirable choice. Fortunately, Sue suggested that I go on the cruise that took in a visit to Argentina. It also toured the Tierra del Fuego National Park, the Falkland Islands, South Georgia Island and the Antarctic Peninsula. What an itinerary! It took up virtually the whole of February.

Sue declined to accompany me on this trip of great discovery, reminding me that she had seen more than enough of the Southern Ocean on our voyage here in 1968 on *TV Fairstar*. Poor Sue had been suffering from mal-de-mer from the gangway at Southampton. We chewed the cruise over for a couple of days and then I went to visit RACV Club Travel. There I was introduced to Christine who, from there on, looked after all my travel arrangements and requests in a most capable manner. It all happened super-smoothly.

Was I too old for such a trip? Definitely not! So, it was on. A deposit was paid on the spot and I set off for home with a heap more information to digest. My passport had lapsed but that was quickly renewed and visa requirements were researched for getting into Argentina. That was a pleasant surprise – British passport holders get in free, Australian passport holders pay \$US100 for a visa! I found that a bit strange after the 1982 skirmish, and I made a conscious decision to take advice from Basil Fawley (John Cleese) and “not mention the War” – I also decided to keep quiet about the cruiser *ARA General Belgrano* which was sunk by the British. On reflection, I **think** I got away with it!

There was advice that thermal underwear would be necessary on the voyage, also a good pair of two sizes too big lightweight boots. The recommended size was to cope with extra woollen socks. I was now into the layers principle with respect to dress-code! That included a woollen beanie to keep my head warm and special gloves for arthritic fingers. I paid a visit to my local specialist camera shop and they were quite envious about what I was embarking on. I came out of the shop with a camera flash-card with capacity for four thousand photos - even on their

recommended ‘fine quality’ setting in the camera. They also sold me a battery pack for the Nikon that could cope with low temperatures. All this digital photography stuff, when you get into expedition mode has ‘professional’, ‘pro’ or ‘extreme’ terminology on it!

Left: The expedition cruise’s route from Ushuaia and return.



recommended ‘fine quality’ setting in the camera. They also sold me a battery pack for the Nikon that could cope with low temperatures. All this digital photography stuff, when you get into expedition mode has ‘professional’, ‘pro’ or ‘extreme’ terminology on it!

It turned out that I was the RACV’s only customer on the trip. There were a number of cruise participants from other Australian states on the flight from Sydney to Buenos Aires. Club Travel had a better result with the January cruise that only took in the Antarctic Peninsula.

The expedition cruise was conducted by a Canadian company called One Ocean Expeditions, which specialise in polar summer cruises. It was One Ocean staff that we were most in contact with and they operated the Zodiac inflatable craft for our shore excursions, and the bar in the saloon. The company also provided experts on birds, photography, sea-ice conditions, whaling history and the overall catering. I soon realised that I was in the midst of American, Canadian and British bird watching enthusiasts. These people were very enlightening because they could identify the various species of albatross for us who were not as knowledgeable about the albatross family. The crew of the ship were Russian, as were the cabin deck stewards; quite a little United Nations on board! We were permitted on the bridge at all times (provided a pilot was not on board). On the bridge, all was calm efficiency and friendly.

Our flight to Buenos Aires was a very comfortable one. It still amazes me that a huge machine like the QANTAS Boeing 747-400 can be kept up there for fourteen hours at a stretch. We were met at the airport and transported to our hotel for a rest and brush up before an afternoon tour of the city. I found Buenos Aires to be a cross between Melbourne and Brisbane, with a fair chunk of Barcelona thrown in. Our tour was very comprehensive, with our tour guide Sylvia even taking us into the old cemetery. A highlight was a superb cup of coffee in a café in the heart of the Italian area. The flavour was astounding, as were the pastries.



Next morning we boarded an Airbus A340 for the flight down to Ushuaia, the world’s most southern city. Some extra time to explore that interesting city would have been useful. Then it was time to board our coach for a tour of the Tierra del Fuego National Park. This took us very close to Argentina’s border with Chile; in fact, a lake we stopped at was in Chile. As soon as our coach set off, it started to rain, closely followed by hail, snow and sleet – with bursts of sunshine in between. What we could see of the park’s landscape through low cloud was impressive. The forest had a number of trees that reminded me of New Zealand’s mountain beech. We became thoroughly wet, and then started to really feel the cold – and this was high summer in the far south!

Left: In the National Park – snow and sleet prevailed.

That afternoon, when we arrived back at our hotel, we saw our ship for the first time. The *Akademik Ioffe* looked really small compared with the huge cruise ship it was berthed alongside. Our ship, our home for three weeks, a Russian research vessel, was built in Finland in 1989. It was very likely a 'listening' ship, finding out what was going on in the west. Thank goodness for *glasnost* and *perestroika*, they meant that we could use a ship that had the ability to be very stable in rough seas and, importantly, was very strongly built for ice conditions. This was very effectively demonstrated to us just before reaching Cape Horn in the Drake Passage. On board, we were shown a large structure amidships that resembled a drilling rig. This device could lower a very long probe through the bottom of the hull to analyse the sea water between the *Akademik Ioffe* and her sister ship, a vast distance away. To do this, the ship has to be kept as stable as possible. That is done by super-high volume pumps that automatically pumped water from tank to tank – to port located tanks, to starboard tanks, to stern tanks and to bow tanks. Standing there looking at all the long since secret equipment, we could feel the stabilising effect of water being moved around the lower hull at high speed. The system could be felt to be working.

In the last of the afternoon light at about 10:00 pm, we cast off through the Beagle Channel. A fair way along, it seemed weird to see the moon appear to port, around a mountain. After going to bed, quite late, at about 4:00 am I was woken by a sudden change in the motion. I thought we were through the Beagle Channel and out in the South Atlantic. It was during breakfast that we were informed that the ship was heading back to Ushuaia so that a very ill passenger could be transferred to a waiting ambulance and hospital. Thus we did the Beagle Channel twice! We arrived back in Ushuaia at about 8:00 am and the ambulance soon took off at high speed along the wharf. Then we found out that the port authorities wouldn't let us sail again until the same time we had departed the day before. That cost us, in total, more than a day of our cruise. What made it more frustrating was the fact that there was no shipping movement to or from the port all day! Our itinerary had, of course, to be revised and it was decided by the majority of the passengers that the visit to Port Stanley in the Falkland Islands be dropped. For me, that was a great disappointment – Port Stanley was one of the places I really wanted a close look at. Surely, there would be some British classic motor cars there? I had also wanted to see where Brunel's ship the *SS Great Britain* had rested for all those years before being returned to her original building dock in Bristol. Being from Bristol, and having an interest in Brunel's achievements, seeing such was important to me.

Two days later we arrived at West Point Island, the westernmost island in the Falkland group. We readed for our first shore excursion. The *Akademik Ioffe* anchored in a quiet bay and we donned our supplied red water-proof (and wind-proof) clothing, on top of the recommended layers of under clothes. We set off at 5:30 am in Zodiac craft, with twelve of us to each Zodiac inflatable, for the shore. We visit an albatross nesting site on the far side of the island, which was smaller than our Phillip Island. It was quite a climb and the resident sheep farmer provided a shuttle service for about eighty-eight of us up to the site in a reasonably modern Land Rover. While waiting for my turn, I stood and looked all around – soaking it all in. I was finally there in the Falklands! Not exactly Goose Green, but good enough none-the-less. We saw some striated caracara birds, local ducks that don't fly, a few geese and the ever present petrels scrounging for food. Then, after a short drive, there we were – right in amongst nesting black browed albatrosses – sitting on nests and incubating eggs, feeding young chicks, older chicks learning to fly – all right in front of us. In addition, we only had to gaze upwards to see wheeling albatrosses with their mighty wingspans and effortless soaring. It was interesting to observe that some albatross both sooty and black-browed species, opted for solitary nest sites away from the crowded nesting area. In amongst the crowded area there was a colony of rockhopper penguins, which had climbed all the way up the cliff – each claiming its piece of territory. These birds showed no sign of fear due to our presence with long-lens cameras and tripods.



Left: Nesting and juvenile black browed albatrosses.

The nest site was on top of a high cliff and we then understood why we had anchored so far away from where we were. There were huge seas crashing against the near sheer drop of the rock face. It was a stunningly bright and clear day and we felt most fortunate indeed. I soon realised that I was wearing far too much clothing and my thermals became clammy and wet from perspiration. The temperature was about 9 C, the sort of temperature where I would normally throw on a pullover shirt and vest. For some of us, this situation became quite uncomfortable. There seemed to be a desire among some passengers to have the interior of the ship warm enough to wear skimpy summer clothing while inside. For me, in these parts, it was much too warm and the difference in temperatures between inside and outside was, in some instances, enormous. I would have been happy with an inside temperature of about 12 C instead of the 24-26 C that appeared to be normal. This situation made it quite a shock to venture out in reasonably mild temperatures. Once we had enjoyed our fill of nesting birds, most of us walked back to the shore where we had landed. On the way back, at the farm house, morning tea was served. We chatted with the farmer and his wife. One of our lot suggested that it must be very quiet during winter with no tourists visiting. The farmer answered simply, "There is the wind." I could understand him well!

Getting back on board ship was a bit of a drama! A crew member on the gangway platform had linked his right arm with my left arm in a fireman's grip. At his instruction to step on to the platform, "NOW!", I stepped and suddenly there was nothing beneath me; either the ship rose on the swell or the Zodiac disappeared down into a trough. I was swinging in mid-air and hit the platform stanchion with my back. That hurt a bit. Once on board, I was

told I had a very strong grip – that was an understatement! My main concern at the high (or was it low?) point was for my camera, should it get a dunking in the South Atlantic Ocean!

We then set sail for South Georgia Island and, alarmingly soon, were in the grip of a Force-9 gale, huge seas and driving sleet. Most impressive was the screaming of the wind in the rigging for the main mast with all its listening device aerials. A noise never to be forgotten! It was quite difficult to climb the stairway to the bridge and, once there, I realised that I had left my camera on the bed in my cabin. On board my accommodation on Deck 4 was of the twin-share type and a young school teacher with a shared bathroom with the next door cabin. We had a window on the port side and, through it, we frequently saw just sky. And then moments later, just the sea.

After two days of quite rough sailing, we awoke to see a clear blue sky, beautiful sunshine and there it was, South Georgia rising majestically out of the ocean. Mountains with huge glaciers on their flanks marching very slowly towards the sea. As we approached a small beach, we could see king penguins, gentoo penguins, fur seals, leopard seals and huge elephant seals. It was about four degrees, and I dispensed with the thermals for this excursion. This was a wise move after my previous experience ashore. The beach had very dark grey sand and it was very loose. We pushed the Zodiac's anchor in to its hilt, and it still pulled out with the gentle motion of the sea in the bay. We were in Gold Harbour and it was teeming with wildlife. We placed all our gear in one pile and, while I was photographing some seals, a king penguin had managed to open my camera case and was keenly investigating its contents! On board ship, we had been given instructions to stay more than five-metres from any animals. We soon found this request to be impossible because the animals seemed to be just as interested in us, as we were of them. We had to maintain a wary eye on the fur seals as they are known to bite while defending their territory. These seals were surprisingly fast movers on land and used the tactic of biting from behind. To me, the most impressive animal was the elephant seal. Even though they appeared to be dozing while sunbathing, they could get up and move a reasonable distance very quickly. Their roaring bellows that came from deep down within were very disturbing.



Right: Two elephant seal bulls arguing a point, penguins look on.

Most of the expeditioners were keenly interested in the penguins and petrels further east along the beach. Because of that and my interest in the seals, I was treated to a rearing up chest-to-chest argument, of two mighty elephant seal bulls. This was quite a treat! I had seen such on television, but here it was, very much live filled with volume sound effects too! I was so absorbed in what was happening, I momentarily forgot to watch my rear – a fur seal was fast approaching with a look of keen intent to make me move off. A loud clap of my hands was enough to make it quickly back off!

After that shore excursion, we followed the north-east coast of the island, passing Ernest Shackleton's resting place on the way to King Edward point where there is the office of British government administration. Along the way we could see the huge rusting pressure cookers that were used for rendering whale oil. It was obvious that penguins and seals had reclaimed the abandoned premises left by the whalers to decompose over time.

Not long after leaving South Georgia, I managed to catch the "flu-like bug" that was doing the rounds of the ship. This laid me low for a few days and, not usual for me, as I had no desire to eat at all. The charming lady ship's doctor obviously knew what the bug was and prescribed some tablets that put me on my feet again. I had tried not to be confined in my bunk, and went on deck frequently to view the passing coast and take photographs.

Leaving South Georgia in the Southern Ocean, we were struck by a storm that arrived very quickly. As we approached the Antarctic Peninsula, we sailed past the South Orkney and South Shetland Island groups. We also sailed into the caldera of an active volcano that last erupted in 1969, Deception Island, - the safest harbour in the Antarctic region. It was quite weird sailing through the very narrow gap with submerged rocks right in the centre of the channel into calm waters. The Argentine Government has a research station on Deception Island. It has red huts that appear to defy gravity as they cling to the rocky terrain. We soon arrived at the Antarctic Peninsula and were overwhelmed by the vast sea ice areas, huge glaciers and a number of huge icebergs. As we sailed close by an iceberg, the chilled air could be keenly felt. At a place where the sea ice had broken up and pieces were floating all around us, it was time for those who had booked a kayaking excursion to have a couple of hours paddling under the watchful eyes of a Zodiac crew. My kayaking times were in my youth and I had been wet often enough for life. So, I hadn't booked this little excursion. It must have been quite an experience drifting quietly amongst all those pieces of meandering ice. On top of that, these waters were very cold!



Left: A clear sky, sea ice, icebergs and stark island mountains make fabulous scenery.

We didn't get a chance to step ashore on the Antarctic Continent due to the number of glaciers and large ice shelves. The sea was, mostly, quite calm with just a gentle swell. I was content to view the grandeur of it all from the deck of our ship. The captain brought the *Akademik Ioffe* very close to the ice and once, while I was up on the bridge, I could clearly see the care with which the crew was

positioning the ship as we cruised along the edge of the ice. We saw a pod of killer whales (Orcas) searching for prey in the clear water. There were also hump-back and fin whales in the area. I found the whales to be very difficult to photograph; and later discovered that I was not the only one. A whale would submerge, staying down for what seemed an age and then surfacing unexpectedly some distance from our last sighting. We did see a couple of enthusiastic tail slaps on the surface, but they happened too quickly. The whales did provide a great amount of enjoyment for us, and were a treasured part of the cruise. At times we passed icebergs with groups of penguins perched on them; drifting to wherever. These were mostly gentoo penguins, maintaining a constantly perpendicular vigil out to sea.

We didn't see the vast flows of ice floating around that the global warming folk are telling us about. Maybe such are over to the east in the Weddell Sea. One of my school teachers spent a season doing research on the Antarctic continent. He told us about lumps of ice the size of the larger English counties meandering in Antarctic waters. While I was there it was high summer and maybe the ice had melted somewhat. It was also strange that, with all of our gazing at glaciers in awe, we didn't see one large chunk of ice fall off into the sea, even though there were a number of icebergs around us most of the time. On South Georgia, we did see glacial melt-water, but there was not much of it. It struck me that the melt-water was important to the penguins, for drinking and bathing in. The number of glaciers and the immense size of them held our attention as we cruised slowly by.

On our last evening at the Antarctic Peninsula, we all gathered on the fore deck and, while watching a group of whales surfacing and blowing, sipped a particularly nice Champagne (probably Canadian) from paper cups. It was a most pleasant evening and it was obvious that we had all thoroughly enjoyed the expedition cruise. Next morning



we awoke to grey seas, grey skies and gale force winds. We had been extremely fortunate with the weather; big blows at sea are a part of the overall phenomenon that makes that area so attractive to visit. Soon we were sailing into the roughest seas on the planet – the Drake Passage or the confluence of Atlantic and Pacific Ocean currents all mixing with the Southern Ocean. Cape Horn finally reared out of the gloom and we were very thankful for the stability of our *Akademik Ioffe* as she forged onwards to Ushuaia. Seeing the conditions at the Cape, I was thankful that we had in 1949, used the Panama Canal to reach the Atlantic from the Pacific.

Left: A glacier on South Georgia. The glacier on the rock shoulder has an average depth of 62 metres (200 ft.)

We arrived in Ushuaia on a sunny afternoon and said our goodbyes to the staff of One-Ocean, the crew of the ship and to our stewardess - a very capable lass from St Petersburg. After checking into the hotel, some of us walked down to a café for a coffee and a final drink together. We met with some people who had arrived back from another cruise. They were quite envious of where we had been and what we had done. That drew an unspoken vote of thanks to One-Ocean and the ship's crew.



Next morning, early, I was on the flight to Buenos Aires; then on to Santiago; and Auckland before arriving home in Melbourne. Would I do it again? – you bet I would! I enjoyed the entire trip, even the screaming winds, snow, hail and sleet were a wonderful part of that enjoyment. It was also really special to have visited the Antarctic Continent. I have now been to every continent and there's a large sense of achievement in that.

Left: That fabulous soft evening light in Antarctica.

Highlights? For me there were several. It was wonderful to meet some elephant seals and relate to their inactive, somnolent life on shore. Watching the flying skills of those magnificent albatrosses on a bright sunny day was most impressive. To see such huge glaciers and the icebergs they spawn was something new to me. Also new to me, were the changing shades of blue, green, violet and silver/bronze as the ice reflected the changing light. The fabulous soft evening light, late on clear days, required just standing and soaking it all in. The crowded profusion of wildlife on South Georgia Island was very impressive. But, for me, probably the biggest highlight was actually being there in the Southern Ocean; in a screaming Force 9-plus gale and the resultant towering seas – that was something to remember!

The only motoring while on the cruise was as a passenger in a Land Rover on West Point Island, quite appropriate. Before leaving home, I had quietly hoped to discover at least a Jowett ex-British forces engine on either a generator or a water pump. There is still a lure to visit Port Stanley and discover if there are any British classics, other than the ever versatile and reliable Land Rover. That quest is still unfinished business . . .

Grateful thanks are due to the staff at RACV Club Travel, the staff of One-Ocean Expedition Cruises and to all of the crew of the *Akademik Ioffe* and to the ship itself, for such a splendid experience. But, special thanks go to Sue for urging me to be a part of it all. The whole of the trip will for me be as unforgettable. As is that journey through the Panama Canal which, even though it was way back in 1949, still seems as vivid as yesterday!

Mike Allfrey

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