



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition 156

December 2012

Your ABCCC News



Above: This is very special – a sketch by Joy Brown, depicting a scene during the Club holiday in Vietnam.

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Inc. is \$35.00. There is a once-only joining fee of \$30.00. Please send membership subscriptions to Pat Douglas, PO Box 201, Chirnside Park, VICTORIA, 3116.

Please Note: Membership subscriptions are due by end of December.

Life Member: Pat J Douglas

**THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC.,
FOUNDED 23rd SEPTEMBER 1997.**

Club Founder – The Late Frank E Douglas

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

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.
Contributing 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 month. To make the Editor's task a little easier, it is requested that articles, event information and photographs are with the Editor prior to the 14th of each month.

Articles published in *Your ABCCC News* may be used without permission, however, the ABCCC does ask that appropriate acknowledgement be given.

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

Disclaimer

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

Those products and/or services mentioned in this publication are not necessarily endorsed by the ABCCC Inc. Articles and photographs published in *Your ABCCC News* do not necessarily reflect the views of the Committee, the Club's Membership or the ABCCC Inc. Events, other than those conducted by the ABCCC, are included for interest purposes only, and they are reproduced in good faith. The ABCCC Inc. 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 2012/2013

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.

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 – Chateau Wyuna, 170 Swansea Road, Mount Evelyn. (Mel 52; G & H 2)

January 2013

- 20 RACV Great Australian Rally – [A Major ABCCC Event](#) Colin Brown (03) 5964 9291
Start Points – Melbourne, Stud Park and Hastings
Venue – Mornington Racecourse, enter from Racecourse Road, Mornington. (Melway Map 146; Ref: B2)

February 2013

- 10 Annual General Meeting – ABCCC Inc. Pat Douglas (03) 9739 4829
Venue – Como Gardens, 79 The Basin to Olinda Road, The Basin.
- 24 Club Run to Rupertswood Mansion – [An ABCCC Event](#) Andrew & Pat Swann (03) 9740 9225
Venue – Rupertswood Mansion, 3 Macedon Road, Sunbury.

March 2013

- 5 Tore's Mid-Week Run – [An ABCCC Event](#) Tore & Connie Pannuzzo (03) 9764 2276
Venue – TBA.
- 16 – 22 The RACV Fly The Flag Tour – [A Major ABCCC Event](#) Tony and Maxine Pettigrew (03) 9739 1146
Start Venue – York On Lilydale, Corner Swansea and York Roads, Lilydale. (Mel 52; G3)

April 2013

- 7 Run To Geelong – [An ABCCC Event](#) Bryan & Anne Tootell Mob: 0412 549 906
Start Venue – TBA.

20 – 21	Como Gardens Open Weekend – An ABCCC Assist Event Venue – Como Gardens, 79 The Basin to Olinda Road, The Basin.	George & Pat Hetrel (03) 9761 1341
21	RACV Classic Showcase – An AOMC Event Formerly the British And European Motoring Show. Venue – Members' Car Park, Flemington Racecourse.	AOMC (03) 9555 0133
May 2013		
5	Rex's Big Day Out – An ABCCC Event Venue – TBA.	Rex & Deanna Hall (03) 9795 7669
19	Geoff and Judy's Day Out – An ABCCC Event Venue – TBA.	Geoff & Judy Birkett (03) 9755 1772
25 – 26	Historic Winton – Austin 7 Club Inc. Venue – Winton Motor Raceway, Winton.	Noel Wilcox (03) 5428 2689
June 2013		
7 – 10	Hamilton Rally – An ABCCC Invited-To Event Venue – Hamilton Area.	TBA (03)
19	Pub Lunch Run – An ABCCC Event (Mid-Week) Venue – TBA.	Brian & Marjorie Pepper (03) 9439 7875
27 – 30	The Great Escape To The Country – An ABCCC Event Destination – TBA.	Bryan & Anne Tootell Mob: 0412 549 906
July 2013		
14	Visit To The Morris Minor Garage – An ABCCC Event Venue – Start Point TBA. Touring the Harcourt Area.	Colin Oberin & Craig Douglas (03) 9817 3182
28	Xmas In July (Annual Lunch) – An ABCCC Event Venue – TBA.	Colin & Joy Brown (03) 5964 9291
August 2013		
9 – 11	Indulgence Weekend – An ABCCC Event Touring – TBA.	Peter & Rosalie McKiernan (03) 9787 6003
25	Mystery Charabanc Outing – An ABCCC Event Venue – Moonee Valley Bus Lines, Tullamarine.	Ray & Lyn Higginson (03) 9336 7306
September 2013		
15	An Overseas Trip – An ABCCC Event Sailing To – Phillip Island.	Peter & Lorraine Lester (03) 9795 0033
29	Phil's Fantastic Day Out – An ABCCC Event Venue – TBA.	Phil Cook (03) 9842 5449
October 2013		
13	A Very Special Run – An ABCCC Event Venue – TBA.	Kevin & Jenny Watt (03) 9734 6040
19 – 20	Como Gardens Open Weekend – An ABCCC Assist Event Venue – Como Gardens, 79 The Basin to Olinda Road, The Basin.	George & Pat Hetrel (03) 9761 1341
30	Run To Beleura Mansion – An ABCCC Event Meeting Point – Beleura Mansion, Main Street, Mornington.	Robert & Robin Joiner (03) 5956 8105
November 2013		
5	British Classics Exclusive Display & Picnic – An ABCCC Event Venue – Yarra Glen Racecourse, Armstrong Grove, Yarra Glen.	Colin & Joy Brown (03) 5964 9291
10	Frank's Super-Mystery Run – An ABCCC Event Venue – TBA.	Frank Sawyer & Val McRae (03) 9770 0904
24	Driving Melba's Yarra Valley – An ABCCC Event Meet Point – TBA.	Wal & Sue Thompson (03) 9761 9192
December 2013		
3	Social Calendar Planning – An ABCCC Meeting Bring along your ideas for 2014. Venue – 16 Lawler Lane, Coldstream.	Tony & Maxine Pettigrew (03) 9739 1146
15	Christmas Luncheon – An ABCCC Event Venue – TBA.	Tony & Maxine Pettigrew (03) 9739 1146
Sometime In 2014		
TBA	A Very Special River Cruise – An ABCCC Event Cruising the South Australian Murray River (Two, Three or Five Days) Departing From – Murray Bridge (or Morgan).	Brian & Marjorie Pepper (03) 9439 7875

EDITORIAL NOTES – ISSUE NUMBER 156

As you can see, we have planned a year's worth of exciting ABCCC events for 2013. Obviously, we need some more details and readers will need to keep an eye on the *Coming Events* section each month. That way, you will be fully informed about our planned events. We have also listed some other events that you may be interested in adding to your own calendars. All of these are well-proven events and several of our membership have taken part in them, and thoroughly recommend them.

Marjorie and Brian Pepper have been thinking well ahead into 2014, for a club holiday with a difference. Marj tabled the *MV Proud Mary* Murray River Cruise and it was enthusiastically taken on. There are two, three or five day cruises available and it is up to us, the membership, to select timing (i.e. which month would be most suitable) for this holiday in 2014, as well as the cruise's duration. Have some good thinking on this and we will develop it further. Once we have decided on timing and duration, Marj and Brian will be happy to do the organising on our behalf. Be warned, we need to act reasonably quickly on this one to ensure a block booking.

This month's front cover features a sketch from the recent trip to Vietnam. There are more of these sketches within Peter Lester's trip story on Page 6. From an editorial point of view, I hope that I have used the right sketches in the right places. Things became a bit confusing because the first set of scans received were of ultra-low resolution and the second set was much better, but had different scan numbering! No matter, thanks Joy and Peter, it is a beautiful way to illustrate such an interesting experience for us.

In this issue there is a further piece from the book, *The Car Makers*, it is a continuation of last month's overview of the British Big Five in 1964. The next item, below, is a spot of 'Editor's Privilege', being about a favoured make and model. The remarks about the Jupiter and its success or not of luring young ladies into 'the realm of the bedchamber' set me to thinking about this angle. Hence the question:

How many of our male club members courted their wives in the British car they currently own?

Enjoy this month's offering.

Mike Allfrey – Editor

AN INTERESTING LITTLE BOOK

The Gentleman's Guide To Motoring

A superb little book, *The Gentleman's Guide To Motoring*, by Vic Darwood, an Automobile Association publication at a cost (in UK) of about £9.99 and published under ISBN9780749572754. It is, basically, a very funny book with various anecdotes taken from motoring books and magazines going back to the early 1900s. The section that caught the purchaser's eye straight away was entitled, 'Ten ideal motor Cars for the Independently Minded Gentleman', the list was made up as follows:

1. 1903 Panhard et Levassor
2. 1919 A.V. Monocar
3. 1926 Bugatti Type 35C
4. Circa 1929 Burney Streamline
5. 1933 Dynmaxion
6. 1938 Hispano-Suiza H6C Saoutchik Xenia Coupé
7. 1947 Bentley Mk VI Franay Drophead Coupé
8. Circa 1952 Jowett Jupiter Convertible
9. Circa 1958 Alvis TD21 Drophead Coupé
10. 1969 Ponthieu 'Pussycar' Automodule

What an eclectic collection! – this is what he had to say about the Jowett Jupiter: 'A British car made in Idle, near Bradford, the Jupiter despite being fitted with a bench seat for three people, is ideal for the amorous chap wishing to win the heart of a young lady. Deceptively cuddly but with a savage heart, the gentleman may well find it closely resembles his own personality. Hopefully its success at Le Mans in 1950 and the Monte Carlo and Lisbon International Rallies in 1951 will be a harbinger of a similar level of achievement in the realm of the bedchamber.'

All I can say is, if you want a good laugh, this is the book for you, I think it is brilliant!

Editor's Note: Go to ABE Books Website and type in the ISBN Number. A list of stocklists will come up on screen. Be careful when selecting your choice, because prices range from \$US11.00 through to \$US38.00!

With Thanks To – Noel Stokoe.

From By Jupiter! – Newsletter of the Jupiter Owners' Auto Club Inc. (UK)

SEASON'S GREETINGS TO ALL OF OUR MEMBERS!

EVENT REPORTS AND NOTIFICATIONS

ABCCC EVENTS OF YESTER-TIME

VIETNAM TOUR No. 1 – 12th to 27th October 2012

After what seemed like an eternity, the long wait was over and sixteen enthusiastic members assembled at Melbourne Airport to commence the adventure. The other two members, Nayda Kelly and Margaret Frost had departed two days prior.

Our flight took us to Ho Chi Minh City (Saigon) where, after approximately three hours delay and some cheap beer, we departed on a domestic flight to Ha Noi where we joined by our other two members at the Golden Rice Hotel.

Next morning we were pleased to see Huong (Mrs), who was our principal contact with Tonkin Travel. We were delighted to receive a gift as a welcome gesture. Unfortunately Martin Bullard was unwell and unable to attend.

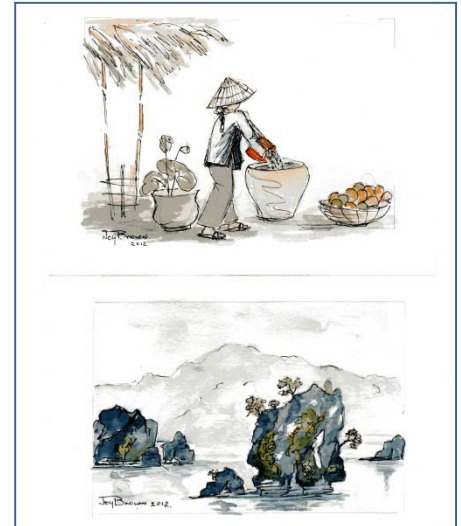
And so commenced twelve full days of adventure covering history, culture, magnificent scenery, chaotic traffic, heat and very high humidity, shopping, walking our feet off as we travelled across the country by road, rail, water and air. Our comfort was taken care of with very good hotels, traditional meals, abundance of beautiful fresh fruit, quality buses and informative guides. The local beer, everywhere we went, was most enjoyable and welcomed in the heat and humidity.

Highlights of the tour were plenty; but overwhelmingly the highlight was the comradeship and good humour that followed us every inch of the way. We were mesmerised by:

- The wonderful historic site housing Ho Chi Minh's mausoleum and the majestic gardens there. and other enchanting locations.
- Our afternoon culminated with a Cyclo tour of Ha Noi's old quarter, very scary at times as our riders guided their machines with us precariously perched in front through the chaotic traffic. This was followed by a performance of at Ha Noi's water puppet theatre.
- That night we departed Ha Noi by overnight train bound for Lao Cai up very close to the border of China. The train was quite old and facilities primitive but clean. We were allocated four to a four bunk cabin for what was a unique experience.
- On reaching our destination we alighted after a wash, no showers, and headed for a restaurant for breakfast and off to a market at Bac Ha. This was both interesting and challenging as we witnessed, water buffalo, pigs, chooks and particularly dogs, being sold all destined for the table. This was followed by more sightseeing and a boat ride before arriving at the beautiful town of Sa Pa with its stunning views of mountains and valleys. Our hotel was the Boutique Sa Pa Hotel.
- The next day we took a long walk, after our initial bus ride to the ethnic villages of the Black Hmong people and enjoyed the company of Hmong ladies ("new best friends") for the journey or until we bought their goods. See Joy Brown's, Sketch (right). This was followed by lunch whilst being entertained by ethnic dancing. Absolutely beautiful! We decided after this to suspend the afternoon's program in favour of some rest time back in Sa Pa. That before travelling back to Lao Cai for our overnight return train trip to Ha Noi.
- On arrival next morning we had breakfast and it was off on our 3.5 hour bus journey to Ha Long Bay. There we boarded the Dragon Pearl Junk for a majestic 24 hours long cruise in beautiful Ha Long Bay. A highlight was a row boat ride to see the floating fishing village. It was the unanimous view of all, we could have stayed on board much longer enjoying the tranquillity, outstanding scenery, fantastic fish meals and, of course, socialising together.
- Next day we disembarked around midday and drove back to Ha Noi where we caught our flight to Da Nang. On arrival we boarded our bus to take us to Hoi An with three glorious nights at the lovely Vinh Hung Resort.
- Our stay in Hoi An was very special; the highlights of which included the Red Bridge Cooking School and the shopping for tailor made garments. Our cooking school tour included a visit to the local market to observe the wide range of produce and in particular the comprehensive range of herbs and spices. This was followed by a boat ride on the river to the cooking school. Those attending found the whole experience most entertaining, informative and overall enjoyable. Our shopping was something else. It seemed that no longer had we placed an order that we found other things to add to the wardrobe. The net result was we were racing back for regular fittings and received deliveries literally minutes before departure. We were all amazed at the high quality and low prices.
- From Hoi An we travelled by bus to Hue (2 night stay) passing Marble Mountain on the way. A highlight of our tour that day was our election to take the tourist route over the mountains with stunning views of the ocean, mountains and local settlements.



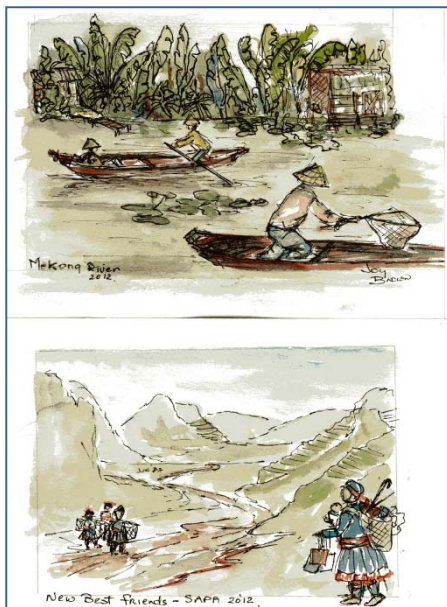
- Next day we visited the Thien Mu Pagoda followed by a Perfume River cruise in a sampan to the Citadel where our group photo was taken. It is tragic to see the result of the devastation to this wonderful historic site as a result of the Vietnam War. They are 10 years into a 20 year program to restore the site. This was followed by a magnificent lunch after which our day concluded with a tour of the old city by cycle before returning to our hotel.
- Next morning we were picked up for our transfer back to Da Nang where we boarded our domestic flight to Ho Chi Minh City.
- Our stay in Ho Chi Minh City was for three nights at the Northern Hotel. By the way, most of the locals still refer to HCM City as Saigon.
- Next day we proceeded by bus to the Cu Chi tunnels left over from the war years. A number of our group crawled through a section experiencing just how small they were/are. Only a very small section of the 200-kilometre system of tunnels is open to the public. On return to HCM City we visited the War Remnants museum. There wasn't one of us not moved by the graphical portrayal of the long term effects on the Vietnamese population of Agent Orange. There are in excess of 3-million young people who suffer from genetic defects today.
- Our final full day in Vietnam was indeed full. We left our hotel at 8 am and didn't return until 7 pm after a long day down on the Mekong Delta. During the day we had many experiences whilst travelling by boat; visiting a floating market, a rice paper factory, a soya sauce factory as well as travelling down canals, see Joy Brown's Sketch (above), to our lunch stop before returning back to the boat terminal for our trip back to HCM City.
- That evening the weary travellers gathered to share a farewell drink or two with a meal and reminisced over the wonderful experiences we had all shared together. And yes, there were some irritations along the way, but on reflection we all agreed the tour was a great success with each participant expressing their own particular highlight. There was no one in dispute that the group were a wonderful bunch to travel with.



In conclusion, we would like to record our appreciation to Paddy Bullard for all her efforts and those of son Martin (Tonkin Travel) and his staff member Huong for what was a most memorable, enjoyable and affordable tour.

Peter Lester

Here are a few more of Joy's sketches:



Pages from Joy Brown's sketch book.

A VISIT TO THE HEALEY FACTORY – Wednesday, 14th November 2012

We Joined In With The Rover Car Club

The response for this event was most enthusiastic and in the finish we contributed about twenty-four souls for a most interesting evening. In total, there were sixty-four interested people who took part in the tour. We were divided into four groups so that we could visit all the sections that make up The Healey Factory. The group was welcomed by the manager/owner of the business, Rob, who gave us an overview. The showroom appeared to be enormous, until I realised that both side walls were mirrors!

First up for our group was a tour of the showroom, presented by Salesman, Russell, who gave us a good review of how the various Austin-Healey models evolved. We saw how the Austin-Healey sports car developed into a sort of De Luxe sports car with rear seats and other 'soft' details like wind up windows, etc. This evolving of a single model revealed how the manufacturer pandered to the USA market and to some journalists', of the time, demands. In the showroom there was a lovely AC Bristol GT that really impressed me. There was also a most imposing dark green modern Bentley which, at a mere \$32,000 had to be a bargain. Not far from it, there was a Ford Mustang going for more than \$100,000, which made me sort of wonder a bit! There was also a very nice Jaguar E-Type rotating on a rather noisy turntable.



Left: Rob, the proprietor explaining some workshop wisdom.

From the showroom we migrated to the main workshop, where Rob showed us the type of work, of the service and repair sort that The Healey Factory undertakes. I now understand where the steering ball joints for my Rover P6B were pressed into the king-pins. We saw a part-restored Austin-Healey which had a Laycock de Normanville overdrive fitted, along with a modified top-shifter gearbox requested by the customer, in place of being located on the near side of the gearbox casing. This really suits left-hand drive versions better. Although, Rob stressed, there was nothing wrong with the original system.

Rob also mentioned a restoration of a 'big' Austin-Healey, was the provision of heat insulation boards mounted on the firewall to prevent excessive heat reaching the foot wells, particularly on the passenger side. This brought in some discussion about the amount of modifying that his organisation accepted. Rob did say that customers were demanding quite a number of modern 'upgrades' that removed some of the cars' original form.

Next for our group was the paint shop, where Chris took charge. It would be true to report that we were given a thorough course on modern car painting techniques. In the photo, at right, the rear portion of the training mule is the unrestored part, from there (forwards) is the welded and finished bare metal section followed by the various coats of paint from etch primer to clear top colour coating. Chris was most emphatic about good preparation of the surface, making sure that it is absolutely dry and dust-free prior to painting. His advice was that if there was the smallest trace of surface rust prior to painting, then it will come through eventually.



Right: The paint demonstration mule.

We were shown through the paint booth, the paint spraying process and the removal of excess paint spray was explained in great detail.

Then it was time to visit the panel beating shop. Here Peter (the enthusiastic lad from the country) explained some of the techniques used in car body repairing and modifying. This was quite a shock to some of us, particularly with respect to some modifications we observed. It seems that customers are keen to have the later radiator grille removed, the opening completely reworked and the early style grille installed. In addition to this type of change, front and rear mudguard lines are being subtly widened so that wider tyres and wheel equipment can be accommodated. Peter also informed us that getting the shape of the transition from the rear mudguard to the door shut post at the top was quite difficult to get absolutely correct. Peter feels quite strongly that a panel beater is more of an artist than pure technical tradesperson. What he meant was that there is not any practical means of grading the trade for consistent results from car to car and from workshop to workshop. Peter's enthusiasm for his department was obvious and this was a most interesting part of the visit. It was then time to return to the showroom for Jane Petryszyn to present four Rover Car Club coffee mugs, and a rousing round of applause from the ABCCC members. Our thanks to the Rover Car Club of Australia for doing all of the ground work on this exciting event. The compliments are still coming in, and, thank you all of you for sending them. They have been passed on to the Rover Car Club.

One point that came through was the dedication to quality of workmanship all the way through a vehicle's restoration process. The Healey Factory uses top quality electrical wiring harnesses and prefers to use fabric for the fold down hoods rather than vinyl because of the more restrained colours that are now available.

On the way home, thoughts were buzzing around in my head about all that I had seen and heard. I am not a vehicle purist, but . . . I really wonder how the Austin-Healey historian is going to get on in, say, 2080. In addition, I mused about just how much time the 'products' of The Healey Factory would spend actually on the roads – something the cars were in point of fact, really designed for. I came away with the impression that some of those cars in the showroom were 'pretty' objects to own and be rarely shown-off at prestigious displays. The lads at Abingdon would, surely, not have envisaged such a situation!

Mike Allfrey – Editor

SOCIAL PLANNING MEETING FOR THE 2013 CALENDAR OF EVENTS

Sunday, 18th November 2012

The social planning committee met in the workshop where a beautiful Lagonda usually resides. We did inspect progress on this splendid restoration project, but that was after the important proceedings were successfully completed. As is now usual, monthly sheet calendar pages were supplied for pencilling-in our events for 2013. It was because of some already firm dates that our club is involved in, a spot of rubbing out and re-writing went on during the meeting. Most of us used pens though, and this meant that there was a fair bit of crossing out before re-writing events in!

Right: Snapped during a moment of intense discussion.

The outcome was that a very nicely balanced Social Events Calendar, starting on Page 3, has been put together for your enjoyment. We acknowledge that a number of details are yet to be filled in, however, there is sufficient to whet the appetite. As time moves on, you will be advised of the details of coming events in this section of the magazine. Above all, be supportive of our events' organisers and don't forget that, should your British Classic be operated on the VCPS, under the auspices of our club, then you and the motor car are required to attend three events in each year.

To prove that we are thinking ahead, a club holiday trip has been proposed for some time in 2014. Marjorie and Brian Pepper proposed that club members take part in a river cruise, in *MV Proud Mary*, along the River Murray, starting from Murray Bridge in South Australia. There are a couple of conditions that need to be established soon so that a block booking can be placed on our behalf. The conditions are:

1. An expression of interest is required.
2. A decision needs to be made with respect to the timing of the holiday (i.e. which month in 2014).
3. A decision needs to be made with respect to how long the cruise should be (i.e. two-days, three-days or five-days duration).

Simple decisions, but they need to be relatively unanimous so that planning can properly commence soon. Marj and Brian are happy to handle the holiday's organisation once the two main decisions have been knocked into place. So, please give this proposal some serious thought and then be sure to advise Marj of what you think is best. Marj and Brian can be contacted on (03) 9439 7875, or at bdpepper@bigpond.net.au. Be a part of this exciting holiday. You can be assured that with Brian and Marj involved, it will be a memorable holiday!

The meeting and its decisions were sealed off with a delicious barbecue lunch with much convivial discussion on what we had achieved. Next year the meeting will be held on 3rd December.

Mike Allfrey – Editor

COMING EVENTS

FAST-APPROACHING ABCCC EVENTS

RACV GREAT AUSTRALIAN RALLY – Sunday 20th January 2013

Rallying For A Cure!

This premier historic motoring event, sponsored by the Royal Automobile Club of Victoria (RACV), is an event organised by our club, will have three start points.

1. At the Victorian College For The Deaf, at 597 St Kilda Road, Melbourne. Location – Mel 2L, C11.
2. At the Stud Park Shopping Centre, Stud Road, Rowville. Location – Mel 81, J1.

Right: Part of the Rover Car Club's display at Mornington.

3. At the Hastings Marina Car Park, Skinner Street, Hastings. Location – Mel 154, K12. Entry to Marina is opposite Mullet Street.

There will be free sausage sizzle breakfast provided for all rally entrants. It is advisable to arrive at the Start Point of your choice well before rally flag-off time at 9.15 am for Melbourne and Rowville, and 9.30 am at Hastings.

Rally entrants from all three Starting Points will come together for a grand display at Mornington Race Course – Mel 146, A2. Entrants will have a choice of two routes into Mornington, a shorter more direct route for those cars that are older and for those cars that will be judged for an award. The longer, scenic route is a tour of the Mornington



Peninsula. The display at Mornington is not a concours type of event. Therefore the cars of the various categories entered for judging will score mainly on visual appeal to the judges.

The RACV Great Australian Rally is a major fund raising event. In 2012 more than \$60,000 was raised exclusively for our friends at the Peter Mac Cancer Centre. Our club stipulates that all monies raised on the day, be used for cancer research. Joining the ABCCC for the 2013 running are the following providers of assistance – RACV, Magic-1278, Stud Park Shopping Centre, 3AW-693, The Weekly Review (Your Community Voice), Meguires and Mornington Peninsula Shire. Without their generous assistance there could not possibly be a Rally on this scale.

A fascinating element of the Rally will be the presentation of awards. The categories are listed in the brochure. You can get an entry-form by downloading the Rally brochure from the web site at www.greataustralianrally.com.au.

For our club's membership, the RACV Great Australian Rally is a 'must attend' event and we look forward to a wonderful display on the day. This Rally will be a marvellous opportunity for us to show the public, and other car clubs, just how good a display of classic British motor cars we can put on. If you cannot bring a car, then simply bring yourself and enter the display on the day *via* the public entrance gates. We look forward to seeing you all there!

SPECIAL NOTE: We are holding a lucky draw for 5 double passes for free entry to the Rally at Mornington, breakfast and lunch, return trip from Stud Park Shopping Centre, Stud Rd, Rowville to Mornington on board the Reo Speed Wagon bus (which will be waved off as the lead vehicle of the rally). Complete the entry at www.greataustralianrally.com.au by clicking on the 'Bus Ride Entry' menu button.

Mike Allfrey – Rally Advisory Committee

THE RACV FLY THE FLAG TOUR – Northern Tour – March 16th to 22nd, 2013

Please Note That Bookings Have Closed!

We are pleased to announce that the 2013 RACV Fly The Flag Northern Tour is fully booked. This situation has arisen in a very short space of time since the booking notices were sent out.

To re-cap, the RACV Fly The Flag Tour will be taking us to Yea, Seymour, Nagambie, Shepparton (first night). Then it will be on to Cobram, Tocumwal, Finley, Jerilderie, Urana, Lockhart and Wagga Wagga (second night). Day three is a Hub Tour to Ariah Park, for a *Town Take-over*, Temora, Junee and Wagga Wagga (third night). The Tour then continues to Henty, Culcairn and on to Wodonga (fourth night). From Wodonga we travel to Beechworth, Milawa, Moyhu, Whitfield and Mansfield (fifth night). Then there is a local tour to Jamieson, Kevington and return to Mansfield (sixth night). The last day takes us to Bonnie Doone, Alexandria, Black's Spur, Healesville and concludes with a gala luncheon and presentations at the Yarra Glen Racecourse.

Mike Allfrey – Editor

ADVANCE NOTICE – Sunday, 7th April 2013.

Run to Geelong to view part of 'The Stanton Collection'. For many years Mr Robert Stanton has been collecting around 50, 1960's and 1970's Fords, of which half are garaged at his home (about 24, all running and registered), which is the sort of place we dream about.

After this we will proceed to a lunch venue (TBA). If time permits, we will visit a shopping 'Barganza'.

Bryan and Anne Tootell

A VERY SPECIAL AWARD IS PRESENTED

It is with great pleasure I advise all of our members that at the annual general meeting of the Peter McCallum Cancer Institute, the All British Classics Car Club was formally honoured with the **Peter Mac Team Award For Community Contribution**. I would like to thank all of the club members who have assisted with the running of The Great Australian Rally, and a special thanks to all of the committee members who give generously of their time and expertise.

I am sure that Pat Douglas will be pleased with the recognition of this event as tribute to the efforts of her husband, the late Frank Douglas, who worked tirelessly to make this event successful.

Colin Brown – For the ABCCC Committee

Editor's Note: Congratulations and thanks are due to Colin for the huge amount of work, and a degree of patience too, for his commitment over the past few years, while in charge of the RACV Great Australian Rally Advisory Committee. Each year the amount donated has risen steadily under Colin's stewardship. Thanks!

NEWS FROM THE ASSOCIATION OF MOTORING CLUBS

A VERY USEFUL WORKSHOP TIP

Since May 2009 I have read in the region of 3,500 club magazines and newsletters. As noted in an earlier writing I have been amused, entertained and educated by the range of articles. Elsewhere in this issue are a few of recent writings reflecting a range of thoughts.

The most noteworthy item, in my humble opinion, has been the recipe for a penetrating fluid that has appeared a number of times. Mix 50% automatic transmission fluid with 50% acetone and apply to seized fasteners. It fizzes and bubbles and works. I speak from experience. Try it.

Dennis Brooks – Historic Commercial Vehicles Club

NOT FOR PROFIT UPDATE

From Consumer Affairs Victoria — October 1st, 2012

The Associations Incorporation Act 1981 will be replaced by the Associations Incorporation Reform Act 2012 on 26th November 2012. The new Act has many implications with reduce reporting burdens for associations in Victoria's 37,000 incorporated associations. Among other things, it will:

- reduce reporting burdens for associations,
- give associations the right to keep records in a language other than English,
- allow associations to make better use of technology when holding meetings.

I hope you can help us inform associations about these changes. We can provide you with content for newsletters or E-mail updates for you to distribute to your associations. For further details, please E-mail: cav.communications@justice.vic.gov.au.

For more about associations' responsibilities, please visit our New Legislation affecting Victorian incorporated associations page.

Yours sincerely

Phil D'Adamo

Acting Director, Consumer Affairs Victoria

THE VICTORIAN CLUB PERMIT SCHEME

Work Is Continuing On Improving The VCPS

The following is a letter received from the manager of Registration and Licensing Policy VicRoads in response to a letter sent by the AOMC regarding windscreen labels and the permit forms.

I refer to your letter of 17th June 2012 in relation to the club permit scheme. Thank you for providing VicRoads with the feedback from your members in relation to the club permit label and permit renewal form.

To accommodate any changes to the current label, VicRoads would have to make significant and costly changes to the current club permit database. As you are aware, the Government has recently announced that VicRoads registration and licensing databases will be replaced with a more flexible system in 2014. As it is intended that the club permit scheme will be a component of the new database, it would not be appropriate to undertake any changes to the existing club permit database for what is essentially a temporary measure pending implementation of the new database.

However, the matters you have raised regarding the labels will be considered prior to the introduction of the new system. As you will appreciate there are a number of differing views on the use of a label and/or the information contained on the label.

I note your comments regarding the renewal form, and have asked that the form be revised and the renewal process be reviewed.

Should you require further details I would be pleased to assist and can be contacted on 9854 2924.

Yours sincerely,

Mario Cattapan

Manager Registration and Licensing Policy

From The AOMC Newsletter – With Thanks

THE WAY IT WAS – IN 1964

THE MANUFACTURERS – Continued

Introduction

*This is the continuation of a section from Pelican Books' edition called 'The Car Makers', by Graham Turner. The entire book makes fascinating reading and it is of considerable interest to the enthusiast for British motor cars of the early 1960s. We will continue with the section on the **Component Makers** in coming issues of Your ABCCC News. Our thanks are due to Pelican Books and to the writer for the information on which this series is based. Mike Allfrey – Editor.*

The **Rootes Group** is unique in that it has its own retail organisation with branches in seven cities. Several garage chains are wholly-owned subsidiaries. Members of the Rootes family also have a strong interest in the Robins and Day Company, with twenty-three garages. It is also the only major car-producing company still controlled by one family. The original Rootes brothers (now Lord William and Sir Reginald), their three Harrovian sons, Geoffrey, Brian, and Timothy, and an assortment of more distant relatives retain a powerful grip on the group. This is in despite of the fact that Chrysler have moved in with up to three directors out of a total of nine. 'Don't try to disentangle the whole web,' an executive warned me. 'It's far too complicated! Perhaps because of the family influence, the typical Rootes man tends to have a more pronounced public school and ex-military cast than in any of the other firms.

There are 25,000 workers in the group with the current schedule is for something like 7,000 cars a week. About 4,000 of these come in the light-car range – the Minx, which has been going strong since 1931 in various guises, accounts for 125,000 in a good year. The 3,000 are Imps (the new rear-engine small car) and the larger models make up the remainder. The main assembly plants are at Coventry and Linwood in the west of Scotland, which were built at a cost of £2.5 million to assemble the rear-engine small car. Rootes forced to go to Scotland although the company already had 300 acres in Luton; when the Board of Trade prevailed on it to take the 5,500 additional jobs across the border. Its target in Scotland is 150,000 units a year; bodies for the small car travel by an automatic conveyor belt from the Pressed Steel plant just across the road. Thrupp and Maberley, in North London, do the bodywork for the Rootes convertibles and trim the firm's 'quality' models, while British Light Steel Pressings (at Acton) turn out, among other things, bodies for the Humber range.

Vauxhall is the other American-owned company. Britain is the only country in the world where General Motors trail behind Ford, and the chances are that Detroit will progressively aim to close the gap. In 1960 a new sales peak of almost 250,000 cars and trucks was reached. Although 1961 brought a serious decline, by 1963 production was slightly above 1960 levels. (The first six months of 1964 brought an increase of no less than sixty-nine per cent on 1963 figures.) The reason for success was plain enough – after a long spell of producing cars with a transatlantic flavour about them, Vauxhall launched a new all-British Victor in 1961; the elegant simplicity of its lines has earned it a deserved popularity. All of the company's cars are assembled at Luton, where 21,600 of the total payroll of 31,100 work. Another 5,500 are at Dunstable, where Bedford trucks are manufactured.

Vauxhall has built a new factory at Ellesmere Port, on the Mersey, to make major mechanical components like gearboxes, engines for the Viva, back axles, and shock absorbers, but this development will by no means take up the whole of the 400-acre site it has acquired on Merseyside. In fact it will only require one-eighth of the ground. William Swallow, the Vauxhall managing director, says that the company is certain to produce cars there ultimately.

Vauxhall has the curious record, for an American company, of not having absorbed any other firms since it was first taken over by General Motors in 1925.

Standard-Triumph of Coventry is now in the last resort controlled from the Leyland headquarters in Lancashire. The Leyland coup was followed by promises from the new chairman, Sir Henry Spurrier (who died in 1964), of better quality products from Standard, and the company seems to be living up to his promises. In 1963, production was running at around 109,000 units a year, far below capacity, but the firm's sports cars had a very good year in America. Its largest plant is at Coventry (8,000 workers), where all assembly is carried out. The new Standard factory at Liverpool, in addition to producing the bodies for the Triumph Herald and the TR-4 sports model, also builds up the TR-4 bodies before transporting them to Coventry.

Writer's Note: Though this book is concerned mainly with cars, it is worth noticing that the 'Big Five' also have a commanding grip on the production of commercial vehicles. B.M.C. had thirty per cent in 1960, while Ford and Vauxhall each control over twenty per cent of the market. In the range of vehicles up to six tons, they can claim no less than ninety per cent of sales. Vauxhall has for many years been the largest manufacturer of trucks in Europe with a record output of 67,000 in 1960. By far the largest manufacturer of heavy commercial vehicles is Leyland. Jaguar gained a foothold in the commercial vehicle world by its purchase of Daimler in 1960 and Guy Motors in 1961. Since the war, output of commercial vehicles has risen steadily and sharply; in 1950; it was 263,000. 1960 saw a new record of 458,000 set.

Such pickings as the 'Big Five' leave on the domestic market are largely gathered up by Jaguar and Rover. These two could be forgiven for a certain smugness, because they seem to be unaffected by the industry's periodic booms and slumps. In 1961, for example, when their bigger brothers had to cut production by between ten and fifteen per cent on the previous year, they were happily expanding.

The rise of **Jaguar** over the last five years has been startling, though of course the scale is much smaller. In 1957 the company was turning out 250 cars a week from its Coventry plant (5,200 workers). Now production is nearer 600. There appears to be an insatiable demand for Jaguars in America and on the Continent – in 1960-1 exports to Europe went up by seventy-eight per cent. Hopefully, Jaguar is now outselling Mercedes-Benz in Switzerland in the models for which the company produces an equivalent, though both enter the country on equal terms.

The acquisition of Daimler in 1960 (with another 2,000 workers) will bring considerable benefits in due course. A good deal of rationalisation will be possible, and the old Daimler plant will become an integrated manufacturing unit, while Jaguar will assemble both ranges of cars.

Rover has nine factories (in Birmingham, Coventry, Cardiff, and London) totaling 13,000 workers. Current production figures are 'not available', but since 1954, when Rover was turning out 10,000 cars and 25,000 Land Rovers, there has been an expansion comparable to that of Jaguar. The new Rover 2000 was one of the star exhibits at the 1963 Earls Court Motor Show. Maximum production is 25,000 units a year – which, if the car continues to be a good seller, should sharply improve the company's ratio of cars to Land Rovers. Work is still going ahead on the development of the prototype of Rover's gas turbine saloon.

Most of the other car manufacturers merely occupy one division in companies which also do a variety of other jobs. **Rolls-Royce** is primarily concerned with aero engines, and the vehicle division earns only ten per cent of total turnover. Rolls went through a very testing period after Selwyn Lloyd's 1961 Budget, which among other things limited the tax allowance on cars over £2,000. Without the support of the company's other operations, it is highly doubtful whether the car side could have weathered it alone. In 1962, production was probably as low as 1,000 cars. The

1963 Budget, however, changed everything. It permitted full allowance to be claimed on cars over £2,000, provided they are kept long enough. Rolls Royce goes so far as to claim that it now pays owners to change their models every year.

There have been persistent rumours that Rolls are collaborating with B.M.C. on the production of a cheaper Rolls. Rolls Royce denies this absolutely, but they do not deny the collaboration or that its objective may be to produce an improved model at the top end of the B.M.C. range.

There is currently a much greater air of optimism at Rolls Royce. 'The whole black chapter of tax relief is behind us,' said one executive, and we're doing very nicely thank you.' By the beginning of 1964, production was well over 1,000 cars a year – still a very substantial decline on Rolls Royce's best of 2,400. The Crewe plant, with its 4,500 workers, turns out a product of matchless quality for those who can afford it. Never the less it has just been through very tricky times.

Other car producers are similarly diversified. **Alvis**, for example, also manufactures aero engines and armoured vehicles, while **David Brown** (Aston-Martin and Lagonda) is a general engineering concern.

To Be Continued



WE WISH YOU A MERRY CHRISTMAS AND A HAPPY NEW YEAR!



JOKE TIME – HOW TO SELL BIBLES!



A pastor concluded that his church was getting into very serious financial troubles. While checking the church storeroom, he discovered several cartons of new Bibles that had never been opened and distributed. So, at his Sunday sermon, he asked for three volunteers from the congregation who would be willing to sell the Bibles door-to-door for \$10 each to raise the desperately needed money for the church. Jack, Paul and Louie all raised their hands to volunteer for the task.

The minister knew that Jack and Paul earned their living as salesmen and were likely capable of selling some Bibles. But he had serious doubts about Louie who was a local farmer, who had always kept to himself because he was embarrassed by his speech impediment. Poor Louie stuttered badly. But, not wanting to discourage Louie, the minister decided to let him try anyway. He sent the three of them away with the back seat of their cars stacked with Bibles. He asked them to meet with him and report the results of their door-to-door selling efforts the following Sunday. Anxious to find out how successful they were, the minister immediately asked Jack, "Well, Jack, how did you make out selling our Bibles last week?"

Proudly handing the reverend an envelope, Jack replied, "Using my sales prowess, I was able to sell twenty Bibles, and here's the \$200 I collected on behalf of the church."

"Fine job, Jack!" The minister said, vigorously shaking his hand . . . "You are indeed a fine salesman and the church is indebted to you."

And then, turning to Paul, "Well Paul, how many Bibles did you sell for the church last week?"

Paul, smiling and sticking out his chest, confidently replied, "I am a professional salesman. I sold twenty-eight Bibles on behalf of the church, and here's \$280 I collected."

The minister responded, "That's absolutely splendid, Paul. You are truly a professional salesman and the church is indebted to you."

Apprehensively, the minister turned to Louie and said, "Well, Louie, did you manage to sell any Bibles last week?" Louie silently offered the minister a large envelope. The minister opened it and counted the contents. "What is this?" the minister exclaimed, "Louie, there's \$3,200 in here! Are you suggesting that you sold three-hundred and twenty Bibles for the church, door-to-door, in just one week?"

Louie just nodded.

"That's impossible!" both Jack and Paul said in unison. "We are professional salesmen, yet you claim to have sold ten times as many Bibles as we could."

"Yes, that does seem unlikely," the minister agreed. "I think you'd better explain how you managed to accomplish this, Louie."

Louie shrugged . . . "I-I-I re-re-really do-do-don't kn-kn-know f-f-f-for sh-sh-sh-sure," he stammered.

Impatiently, Peter interrupted, "For crying out loud, Louie, just tell us what you said to them when they answered the door!"

"A-a-a-all I-I-I s-s-said wah-wah-was," Louie replied, "W-w-w-would y-y-y-you I-I-I-I-like t-t-to b-b-b-buy th-th-th-this B-B-B-B-Bible f-f-for t-t-ten b-b-b-bucks – o-o-o-or – wo-wo-would yo-you j-j-j-just like m-m-me t-t-to st-st-stand h-h-here and r-r-r-r-read it t-to y-y-you?"

Remember when the funniest jokes were the clean ones? They still are!

Colin Brown

SPECIAL THANKS

At this time of the year we are pausing, just before the Christmas rush, to reflect on the past year's activities. There have been some wonderful club events this year and, it is most appropriate, to offer our collective thanks to those who so willingly gave up time to organise a selection of very enjoyable club events.

Reports indicate that the first group's tour of Vietnam was a great success. Our thanks are due to Paddy Bullard and Mrs Huong for making it all happen so smoothly. Another 'overseas' event of great note was the 'High Tea on the High Seas' mini cruise from Sorrento to Queenscliff.

Our Major Events call for a degree of favourable acknowledgement, too. First, thanks to all of our helpers who put in a magnificent effort for the successful running of the RACV Great Australian Rally. Without your help, and the help of sponsors RACV, Meguires, 3-AW, Magic-1278, *The Weekly Community Voice*, Stud Park Shopping Centre and the Hastings Marina, it would never have been the success that it was.

The RACV Fly The Flag Tour was another extremely successful tour. Thanks are due to the RACV, the organisers and to the marshals who make it run like clockwork. The fact that the 2013 Tour filled so quickly, speaks volumes!

THANK YOU ALL FOR 2012!



Our group of happy travellers in Vietnam.