



YOUR ABCCC NEWS

ISSN 2208-0112

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N^o. 238

February 'B', 2020

MOTOR CAR OF THE MONTH



The late Ross Wolstenholme's splendid Aston-Martin DB 4GT, see Page 10.

COMING SOON – THE CREAM SPONGE RUN!



The Cream Sponge Run, 2008. Our best ever event?



Associations Incorporation Registered Number: A0035462V



THE ALL BRITISH CLASSICS CAR CLUB VIC INC. – YOUR COMMITTEE

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The Federation of Veteran, Vintage and Classic Car Clubs Website http://www.federation.asn.au/			

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On The Web <http://www.abccc.com.au>
 On Facebook www.facebook.com/AllBritishClassicsCarClub
 Postal Address PO Box 201, Chirnside Park, Victoria, 3116

CLUB INFORMATION

Visit the club's Website for information about how club matters are conducted. This Website also features information about how the Victorian Club Permit Scheme (VCPS) is operated by the All British Classics Car Club Vic Inc.

Our club does have one explicit rule – for those motor cars operating on the Victorian Club Permit Scheme (VCPS), using the auspices of the All British Classics Car Club Vic Inc., for the ongoing benefit of the VCPS, their owners must continue to be a financial member for the duration of the permit period, and attend a minimum of three club events during the permit's active year. Failure to respect this rule will result in the VCPS renewal being insupportable and void.

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Vic Inc. is \$45.00 per annum. This subscription fee also includes the club member's partner. In addition to that, there is a once-only \$30.00 Joining Fee. Please address membership enquiries to: Gordon Lindner, 9 Hagen Drive, Berwick, Victoria, 3806. Telephone Number 0418 540 920.

Note: Membership subscriptions are due before the end of December each year.

**The All British Classics Car Club Vic Inc. was founded by the late Frank E Douglas
on 19th September, 1997**

LIFE MEMBERS

**The ABCCC Vic Inc. is proud to grant Life Membership to those who provide exceptional service to our club.
Current Life Member: Pat J Douglas**

ABCCC EVENTS DIRECTORY

Special Note: This ABCCC Events Directory lists only those events organised by the ABCCC. There have been other events placed in this directory and, they can be found on Page 14.

March, 2020

- Wednesday 4th Mid-week Run – An ABCCC Event Greg Anglin (03) 9876 3293
A visit to the California Redwood Forest at Cement Creek, near Warburton. 0419 882 155
Venue – Meet at Lilydale Lakes at 9:45 am for a 10:00 am departure. gregsbusy@msn.com
- Friday 13th to Sunday 15th The ABCCC No Frills Tour – An ABCCC Event Maxine Pettigrew (03) 9739 1146
Venue – Touring the Rutherglen Area.
- Sunday 29th Scoresby Picnic – A Federation Event, Supported by ABCCC Bill Allen (03) 9846 2323
Venue – National Steam Centre, 1200 Ferntree Gully Road, Scoresby.

April, 2020

- Sunday 5th Tour to Organ Pipes National Park – An ABCCC Event. Bryan Tootell 0412 549 906
Lunch at Riddles Creek Hotel, 10-12 Hamilton Street, Riddles Creek, Near Gisborne, Victoria.
Start Venue – BP Service Area, Thunderdome, INBOUND side of Calder Freeway.
- Sunday 19th The Famous Cream Sponge Run! – An ABCCC Event. Geoff and Judy Birkett (03) 9755 1772
Start Venue – Sassafras/Ferny Creek CFA, Clarkmont Road, (Melway Map 75; Reference: D1).
- Tuesday 21st to Thursday 23rd **ABCCC Lakes Entrance Mid-week Jaunt – An ABCCC Event.** Bryan Tootell 0412 549 906
Our Effort for the Bushfire Affected Area.
Start Venue – BP EastLink (Melway Map 72; Reference: E11). Time to be advised.

May, 2020

- Sunday 3rd Rex's Big Day Out – An ABCCC Event Rex Hall (03) 9795 7669
Meet Point – TBA.
- Wednesday 27th Visit to Bayswater Ambulance Museum – An ABCCC Event Greg Anglin (03) 9876 3293
Followed by lunch in the hills. 0419 882 155
Start Venue – 1/55 Barry Street, Bayswater at 9:30 am. gregsbusy@msn.com

June, 2020

- Friday 5th to Monday 8th Hamilton Queen's Birthday Rally – The Hamilton Club. Tony Pettigrew (03) 9739 1146
A Very ABCCC Supported Rally.
Venue – Hamilton, Victoria.
- Monday 22nd to Tuesday 23rd Revisiting The Old Hume Highway – An ABCCC Event Leigh and Sandra Wishart 0403 243 700
Start Venue – TBA

July, 2020

- Sunday 5th Pakenham Race Meeting – An ABCCC Event. Gordon Lindner 0418540 920
Venue – Meet at McDonalds, Cnr. of Heatherston Road and Matthew Flinders Avenue, Endeavour Hills.
- Sunday 19th The ABCCC Annual Luncheon – An ABCCC Event. Colin Brown (03) 5964 9291
Venue – TBA.

August, 2020

- Sunday 2nd A Yarra Valley Motor Tour – An ABCCC Event. Bryan Tootell 0412 549 906
Start Venue – TBA.
- Sunday 16th Lunch at the Cuckoo Restaurant – An ABCCC Event. Gordon Lindner 0418 540 920
Venue – Meet at the Restaurant, 508 Mount Dandenong Tourist Road, Olinda, Victoria..
- Sunday 30th A tour of Chinatown and the Chinese Museum – An ABCCC Event. Greg Anglin (03) 9876 3293
A guided walking tour with Yum Cha lunch to follow. 0419 882 155
Start Venue – Meet at the Chinese Museum, 22 Cohen Place, City. gregsbusy@msn.com

September, 2020

- Sunday 13th A Visit To The Morris Minor Garage – An ABCCC Event. Gary Prewett (03) 5417 2283
With lunch in Castlemaine.
Venue – Harcourt, no address available.
- Sunday 27th The Creaking Wooden Frame Run – An ABCCC Event. Phil Cook (03) 9842 5449
Venue – TBA.

October, 2020

- Friday 2nd to Sunday 4th The 'Terri Allen Garden Tour' – An ABCCC Event. Kate Senko (03) 5169 6626
Venue – Macedon Open Gardens Fair.
- Saturday 10th Visit to Holden Proving Facility – An ABCCC Event. Ian Terry 0409 097 496
Venue – GMH, Lang Lang, Victoria.
- Friday 23rd to Sunday 25th The Justly Famed Indulgence Tour – An ABCCC Event. Peter McKiernan (03) 9787 6003
Touring – TBA.

November, 2020

Thursday 5th to Sapphire Coast Tour – An ABCCC Event.
Wednesday 18th Details with opening for bookings.
Sunday 29th Our Car Boot Picnic – An ABCCC Event.
Venue – TBA.

Maxine Pettigrew (03) 9739 1146

Christopher Constantine (03) 9898 4431

December, 2020

Sunday 13th Christmas Luncheon – An ABCCC Event
Venue – TBA.

Maxine Pettigrew (03) 9739 1146

EDITORIAL RAMBLINGS – Issue N^o. 238

Here we go again, not one, but two issues of *Your ABCCC News* for February; this is a leap-year so the extra can be justified. Circumstances have conspired, or aligned themselves with certain star groups, to require that somewhat urgent event information needs to reach our membership in a timely manner. The initial action to rush the original February issue was to ensure that our membership received the RACV AOMC British Motoring Show map in good time for taking part. There was some confusion in finding our reserved position last year, hence the urgency with the map.

Thus, in this issue we have up to date information about the ABCCC run to view the Californian Redwood Forest on Wednesday 4th March – which is now very fast approaching. Then there is the new event, our Mid-week Lakes Entrance Jaunt, a trip into the part of our State that needs assistance for the local tourism places that desperately need our help. In addition to that, we have an interesting recipe, supplied by Terry and Leonie Conway, that could well form a vital part in our Lakes Entrance Jaunt, or on our Sapphire Coast Tour later this year (November). Just typing it all up was quite mouth-watering and should be tried at some time in between magazines.

This issue has been given an Aston-Martin theme, on the cover is a photo of the 007-like DB4 that was a regular at a number of our events. It was owned by the late Ross Wolstenholme, who himself was just as suave as James Bond. Inside there is a reprint of an article about a later Zagato bodied Aston-Martin, the 1987 Aston-Martin Zagato – of which only about fifty cars were built. This low quantity run was intentional and all were supplied to bespoke purchasers. This raises the question, where are they now? Sadly, the photos accompanying the article were either too dark or too grainy for placing in this magazine, but those that did scan reasonably, show off the style adopted.

Back in September last year, brief mention was made of the **GN Spider** that was campaigned by the late Basil Davenport. Recently, I have been re-reading books given to me as Christmas and birthday presents during my school days. Mother always said that I only got the books father wanted to read himself! Two of them are of interest, *Motoring Entente* by Ian Nickols and Kent Karslake, and *Three Pointed Star* by David Scott Moncrieff and St. John Nixon. These books have sort of gathered dust over the years (after bouncing around amongst stuff in my Jupiter) have made good reading while I was off the road for a spell. Most interesting was that Basil and his GN *Spider* was, in the 1920s, very successful in beating such well-engineered racing cars as Sunbeams, Talbots (proper ones) and Mercedes-Benz that he competed with in sprints, sand racing and hill climbs. I feel greatly honoured to have been able to stand alongside the bellowing and violently shaking GN *Spider* in the 1960s, still enthusiastically driven by Basil the old campaigner!

Motoring Entente is a book that chronicles the rather mixed story that was Sunbeam, Talbot and Darracq motor car history. Believe me, it takes a second read some sixty-five years later, to gain a slender grasp on the whole story. It is and was the Sunbeam part that always interested me – pre-Rootes Group, that is.

Enjoy this extra reading that has been provided by Your ABCCC.

Mike Allfrey – Jupiter, Bringer of Jollity!

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	Car	Model	Year
John and Marilyn Lambert	Triumph	2500-TC	1976
	MG	A	1957
	Jaguar	XF	2010
	Alfa Romeo	GT	2006
	Nissan	300-ZX Conv.	1992

Gordon Lindner – Membership Secretary.

SAYINGS

“I had some words with my wife, and she had some paragraphs with me.” – Sigmund Freud.

“The great question, which I have not been able to answer . . . is, ‘What does a woman want?’” – Dumas.

“Woman inspires us to great things, and prevents us from achieving them.” – Anonymous.

Colin Brown.

A RECIPE FOR OUR LAKES ENTRANCE JAUNT?

The Easiest and Quickest Seafood Recipe Ever

Ingredients

Fresh green prawns or scallops (or both)

Japanese Kewpie mayonnaise

Olive/avocado/peanut oil

Salt and pepper to taste

Skewers

Small gas gun or blow torch

Method

1. Put 2 or 3 prawns on each skewer so that they lay straight.
2. Scallops should be on double skewers to facilitate turning.
3. Lightly coat with a little oil, sprinkle with salt and freshly ground pepper.
4. Grill on a hot plate/grill/barbecue etc. until they just turn opaque.
5. Remove from grill and place on a heat-proof surface.
6. Brush liberally with Kewpie mayonnaise.
7. Finish cooking with blow torch until hot and bubbly, eat immediately!

Fast method for cooking This Recipe

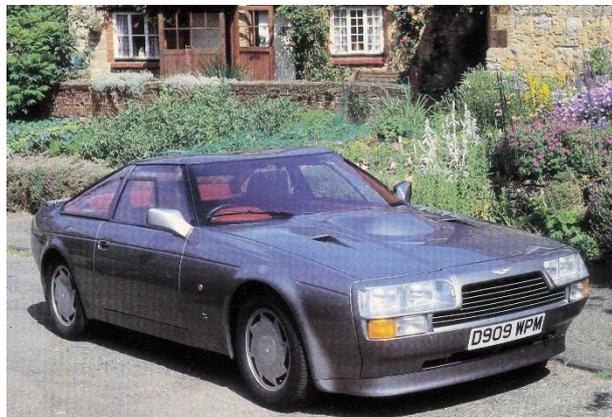
With this recipe, if you're hungry and can't wait. You can skip the grilling part, just hit 'em with the blow torch until they have a bit of colour (not too much), hit 'em with the Kewpie, and hit 'em again with the blow torch as before. YUM! Rinse and repeat!

Note: The major difference between common and Kewpie Japanese mayonnaise (available in all supermarkets), comes easily – up the egg count, drop the egg whites, switch to vegetable oil, use rice vinegar instead of white, and add MSG. The latter is a controversial ingredient, but if Japanese mayonnaise flavour is what you're going for, it's essential.

Author Terry Conway – See [Camps Australia-Wide Community Cookbook](#).



NON-HOMOLOGATION SPECIAL – ASTON MARTIN ZAGATO



Italy has always been fruitful ground both for dedicated manufacturers of sportscars and for inventive coachbuilders. A healthy interest in competition meant that there was always a new lightweight model to be bodied and while coachwork was hand built on separate chassis, individual variations were simple – indeed inevitable. But beginning in the Sixties the almost universal adoption of monocoque construction has altered the role of the coachbuilder, in most cases to that of a specialist small-scale development facility charged with such limited runs as convertible and homologation specials.

Left: Hardly elegant, but the picture of power; roof humps proclaim Zagato origin. Sawtooth wheels are a Zagato special fitment.

While such work as this fills an essential niche in the motor manufacturing world, offering a flexibility the production line cannot, it lacks the glamour of an era when designers vied to put their creative mark on a car, and on sportscars in particular. As in most things, favourites come and go, and it has been a long time since the 'lightning Z' for Zagato graced an entirely fresh production body. Yet such a project has come to fruition only recently, as if to prove that its instigator, Aston Martin Lagonda Ltd, has put its troubles behind and is again ready to compete on equal terms with the Grand Tourers of Italy and Germany.

In its near seven decades existence, Carrozzeria Zagato has been closely tied with the racing successes of several firms, particularly Fiat, Lancia, Abarth, and most gloriously, Alfa Romeo, with whom a continued and intimate connection both pre-war and post-war brought about some of the very greatest automobiles.

Always distinctive, the house style has not been static. The slender lines exemplified by Zagato's designs for that most desirable of Alfas, the 6C L750 of 1929, gave way over the years to the consistently more aggressive and muscular style pursued by Ercole Spada, chief designer between 1960 and 1970.

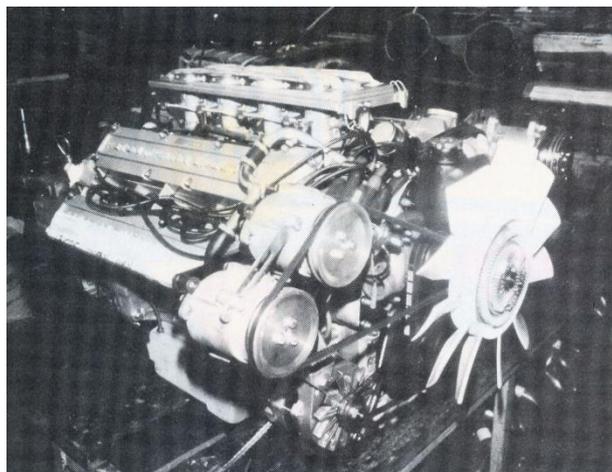
In between were the years of racing glory: Zagato cars dominated Italian racing and won class and overall victories again and again in international events. In the early Fifties these were usually Fiats, a collaboration which brought about one of Zagato's greatest cars, the Fiat 8V, whose simple, powerful proportions hinted at the slender tail and massive bonnet which characterised the company's work in later years.

In 1956 both Lancia and Abarth turned to Zagato for special bodies, and the series of tiny Abarths which followed taught Elio Zagato (son of founder Ugo and himself a successful driver) a great deal about minimising aerodynamic drag.

Zagato-bodied Lancias had less impact on the racetrack (with some notable exceptions), but culminated in the highest production run of any Zagato: over 7000 Fulvia Sports were to be manufactured between 1965 and 1972.

Of the many Zagato Alfas of this time, the 159 with which Fangio won the 1951 World Championship and the TZ sports racer of 1963 are perhaps the most glamorous. But not all of Zagato's work was for Italian companies: Jaguar, Renault, MG and Bristol chassis all received prototype bodies, and one more went into extremely limited production the Aston Martin DB4GTZ.

Right: Aston Martin Vantage V8 engine ready for installation. Most assuredly, the best V8 in the world!



Although a mere nineteen AM Zagatos were built, and its racing successes limited, the model remains one of the high points of the histories of both companies, and it was this memorable association which the idea of a new Zagato sought to invoke.

With its long-running V8 Saloon and Vantage models still a long way from replacement, and the big Lagonda appealing to a necessarily restricted group of buyers, the company could not expect to grab headlines at the important shows. But that was exactly what Ferrari did when it announced the 288 GTO at Geneva 1984; and Victor Gauntlett and his co-chairman Peter Livanos immediately decided that Aston Martin not only could but should build such a car.

Zagato was the obvious coachbuilder, and at the Geneva show the following year, the Aston Martin stand had something to show – a styling sketch. No full-size mock-up or prototype photographs, not even a model; yet that was enough to bring forward the fifty buyers that the company envisaged. Each committed himself to a cost of £87,000, giving Aston Martin the promise of over £4-million to run the project. It was a clever plan in which the very exclusivity of the product guaranteed that it would be economically viable.

But the Zagato was to be more than an exclusive luxury coupé; it had to be able to claim position as one of the fastest road cars available, if not the fastest. It would be based on the phenomenally fast and powerful Vantage, already possessed of some 400 bhp; it would be shorter, lighter and lower, and would sport even more power, together with a claimed maximum speed of 186 mph.

At the 1986 Geneva show, three finished cars were shown, and at the Le Mans 24-Hour race that year a bold attempt was made to prove the company's speed claims along the Mulsanne straight before the race. It did not quite come off – minor engine difficulties held the car back to some 175 mph – but this failed to quell enthusiasm from customers and car fans alike, and the fact that soon afterwards a Zagato did indeed achieve its target speed seemed of minimal significance.



Aesthetically the new Zagato is very distant from the old; its forms are linear, extruded rather than plastic; its headlamps rather intrude on a flattened but still recognisable grille, and the front-heavy bunched-tail profile has been supplanted by a shallow Eighties wedge with a separate glass area added.

Left: The quintessential Zagato line embodied in the magnificent DB4 GTZ, first seen in 1961. (Note: The photo in the original article could not reproduce well, so, borrowed this from Google Images, with due acknowledgement.)

Aston Martin will keep strictly to the intended figure of fifty Vantage Zagato coupés, but at Geneva this year, a variant was shown: a convertible version fitted with the standard injection engine. This means the disappearance of the huge bonnet hump needed to

clear the downdraught Weber carburettors of the Vantage spec unit. Twenty-five of these cars will be built when the coupé orders are fulfilled.

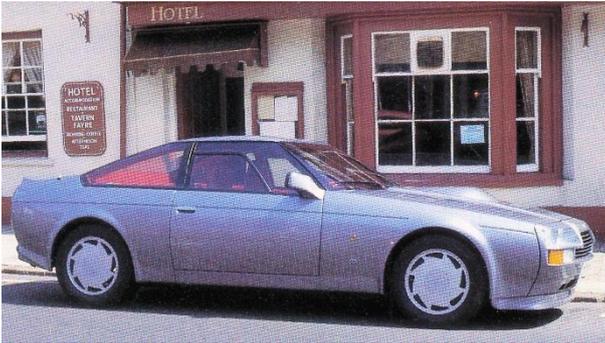
When we visited the company's Newport Pagnell premises, a pair of the last few Zagato 'chassis' were just ready to go off to Italy. The folded steel floor-pan is assembled with all the running gear over here, and is then dispatched to Zagato in Milan where the body is hand-built, trimmed and painted, before coming back to Aston Martin ready for its final inspection.

This arrangement is one of the few processes which occur out of the factory, which is proud of sub-contracting very little indeed. Quality is central to the products of Aston Martin, and it is a fascinating sight to watch the separate alloy pieces (wings are shaped outside, bonnets and valances in-house) being welded into a complete V8 front end which is checked over a solid steel master former. The three main subsections – nose, tail and roof – are then riveted onto the steel floor-pan and welded together.

Once doors, boot and bonnet are mounted and the shut-lines painstakingly adjusted, all shells (saloon, Vantage, Volante and Lagonda) pass through the paint-shop, receiving all except the last colour coat, which will not be applied until after the first of two road-tests. From here the cars converge on one hand-assembly line. Each sub-assembly receives careful attention: for example, the rear discs are fitted to the Salisbury differential and then dynamically balanced before being bolted to the chassis. Wiring, hoses and ancillaries follow, before the enormous engine is hoisted into the engine bay.

It takes one man one week to build each engine, the alloy castings all being machined at Aston Martin, and each unit is bench-tested prior to fitting either a ZF manual or Chrysler Torqueflite auto box.

Trimming and upholstering is the end of the line for fixed-heads, though the Volante hood, recently revised to include a glass rear window, is completed in the inspection hall. Only a second road-test, minus carpets, separates the car from its waiting purchaser.



After looking over the assembly process it was time to sample the product – the Zagato itself.

Left: In this view, the 'power bulge' can be more clearly seen.

Opening the door with its Zagato-inscribed handle and sliding inside reveals that this is a low car, and a compact one: gear-lever and centre console are close to the wheel, only a few inches remains behind the seats, and there is little headroom to spare. Instruments are grouped tightly behind the thick wheel; leather abounds, and air conditioning is a welcome fitment – only a small portion of the flush side-window slides open. Wheel, pedals and gearstick are well placed, and the seat is nearly comfortable –

nothing wrong with its shape, but it seems to slope forwards instead of back.

Every control reinforces the message of power: the hard clutch, the firm throttle, the click-clack of the narrow ZF gearchange, but most of all the burst of sound when the 5.3-litre V8 lights up. The car quivers even at idle, and blipping the accelerator twitches the body to the right in reaction to the immense torque. *Motor Sport's* bill of automotive fare can heavily deplete one's stock of superlatives from time to time, but Aston Martin's Zagato deserves most of them.

Sensational, yes, but also composed, brutish but obedient, razor sharp without being difficult to control. Effort is needed to change gear, but of an entirely pleasurable sort; it is electrifying to listen to the revs surging and dying away as you snick down from fourth to third to second, the huge discs rumbling as the speed plummets to the chosen turn-in point where you release the brakes, shift the right foot to the vital pedal and gently feed in more power than a 32-ton truck.

Huge Goodyears respond instantly to mild movements of the wheel and propel the Aston through bends which might as well not exist, except for the relentless lateral tug, while seemingly from all directions comes the all-pervasive noise, building up to a glorious vibrant crescendo which is felt as much as heard, before snapping back in tune with the next closely-spaced gear. Improved breathing allows this Vantage-plus unit to peak at 432 bhp; yet its apparently limitless torque means that the higher gears are superbly flexible, pushing the big vehicle away from relaxed town speeds with complete ease. But it was a pity our outing did not take us to safe territory to explore the upper sixty per cent of the performance curve, because it is a hard thing to hear this engine at full stretch in three gears and not to dare let it have its head in the next two.

Such potential has to be capably contained, of course, and everything else about this Anglo-Italian thoroughbred matches its magnificent engine. The dampers are quite stiff enough to show up any flaws in its construction, but the alloy carcass feels absolutely solid over ramps and ruts, the suspension yielding just enough to even the surface out while tying the car flat to the road. Steering wheel weight is satisfyingly heavy and informative and the staggeringly powerful brakes require a good push, which is just as it ought to be. The degree of concentration this vehicle invites needs a bare minimum of power assistance.

Handling? Superb as far as I dared experiment on the road, probably far short of any limits of grip. De Dion traction anchors the rear, while the front tyres give no signs of working hard through demanding corners. Like any well-balanced chassis, it is more secure under power in a bend, but only marginally so – a question of fine trimming. It seems equally stable at 30 and 110 mph, and there is remarkably little extra noise at the latter pace – perhaps engine noise is traded for tyre and wind noise in equal proportion.

It is easy – no more than that, it is part of a motoring writer's job – to run down a list of prices and criticise one car for offering poor value compared to another. But there are times, and this is one of them, when something AH wrote years ago in *Motor Sport* comes back to me. He had been driving a Porsche 911 at the then huge price of £19,000, and commented in effect that it excelled in so many ways that it would be a bargain at any price. A car with the brio of the Aston Martin Zagato cannot in fairness be assessed on 'value', because it would be valueless to anyone who was unable to appreciate what it can do. It is, after all, merely a car with only two seats. But to a devotee of the very finest sporting motorcars, its desirability is without question. If you can afford it, you buy it. If not, you read some lucky journalist's road test.

With the Zagato, Aston Martin has more than achieved its aim. After some worrying years during which a new car has been postponed again and again, this cost-efficient project has put the company back on centre-stage. With cabriolet Zagatos to show off this year, a twin-supercharged Lagonda under development (probably as a final version), and the promise of the new coupé at the Motor Show in 1988, Aston fanciers have much to look forward to. **GC**.

From Motor Sport Magazine, September, 1987 – With Thanks.

SAYINGS II

“By all means marry. If you get a good wife, you'll be happy. If you get a bad one, you'll become a philosopher.” – Socrates.

“When a man steals your wife, there is no better revenge than to let him keep her.” – King David.

ADVICE FROM THE WAIKATO POLICE, NEW ZEALAND

January 19th 2018

This simple trick prevents the police from ever giving you a speeding ticket again.

Every year hundreds get caught for driving too fast — with a great many caught by automatic speed cameras.

But did you know there's a way to avoid the hefty fines that come along with speeding?

Here's how to cleverly avoid speeding fines:

1. Look closely at the signs on the road that show you the speed limit. The number indicated is the maximum speed you can travel. Whether you're on foot, bike or car.
2. Try to locate your car's speedometer. You normally find it somewhere in front of the driver's seat, on the dashboard. It has an arrow pointing to the number that reflects the car's speed. On newer cars, the speed is sometimes displayed digitally, with numbers.
3. This last point is also the hardest. Adjust your speed according to the number shown on the road sign. The police cannot fine you for speeding if you do not drive over this number.

Strangely, there seem to be surprisingly too few who are aware of this simple yet genius trick. And best of all, if you stick to it, you'll never have to pay a speeding fine ever again. Even better — the road will become much safer for everyone!

Editor's Note: Victorian motorists pay an average of \$1-Million per day for speeding and red light running.

From Rick Lloyd.

A TYPICAL POLITICIAN

A politician visited a village and asked the villagers what their needs were?

"We have two basic needs Honourable Sir", replied the village leader. "Firstly, we have a hospital but no doctor."

On hearing this, the politician brought out his mobile phone.

After speaking into his phone for a while, he told them that there'd be a doctor there tomorrow and asked for the second problem.

". . . secondly Sir, there is no mobile phone coverage anywhere in this village."

From Rob Nolan.

WHAT WE HAVE BEEN DOING

A GIPPSLAND CLUB RUN – Sunday 19th January, 2020

We met at Lang Lang bakery where we greeted friends and caught up on what they have done since we last saw them. Leaving Lang Lang, we drove up the Westernport Road, through the scenic countryside around Poowong, Korumburra then Kongwak, with some stopping to wander around the market.

Arriving at the State Coal Mine we ordered our lunch and a short film about the Coal Mine was put on for us to watch.

After a lovely lunch some had a wander around the grounds while some went on the underground tour. Then we all made our way home after a lovely day out.





Heather Cannon.



WHAT WE ARE ABOUT TO DO

A MID-WEEK RUN – Wednesday 4th March, 2020

ABCCC visit to the Redwood Forest at Cement Creek (near Warburton). Meet at Lilydale Lakes at 9:45 am for 10:00am departure. We will travel to Warburton for morning tea/coffee stop with ample time for Op-Shopping.

We will then proceed to the Redwood Forest at Cement Creek to walk amongst and admire and hug some beautiful Sequoia Semperivens (Coast Redwoods) that were planted in the early 1930's and 1960's by the MMBW.

Lunch will be at an old country pub. For those attending the Pub requires numbers by Thursday 27th February, 2020.

To book contact Greg or Geraldine Anglin on Telephone: 9876 3293, Mobile: 0419 882 155 or gregsbusy@msn.com

Greg Anglin.

RUTHERGLEN 'NO FRILLS TOUR' – March 13th – 15th, 2020

We will meet for lunch in Euroa (venue to be arranged) and then drive to our motels, I have booked two motels the main one is the Rutherglen Motel and the overflow will be directly opposite at the Walkabout Motel. We will have BYO nibbles and drinks at the Rutherglen motel which has an excellent outdoor area after which we will walk or take a very short drive to the Poacher's Paradise for dinner in our reserved room, dinner will be from the hotel menu and you pay as you go.

Saturday, the day is free, you can explore the area and wineries on your own (Corowa, Chiltern and Beechworth are close by) or the owner of the Walkabout has a stretch-limo and is presently working on a deal to do a shuttle service. On Saturday night there will be a BBQ organised by both motels and will be at the Rutherglen Motel, it will be 'no frills', thick sausages, thick hamburgers, veggie burgers, roasted potatoes, Green salad, Potato salad, Pasta salad and Coleslaw. Fruit salad and ice cream for dessert, all supplied by the local country butcher and greengrocer. Sunday we leave to return home and we might organise a stop for lunch along the way.

Cost for dual occupancy will be \$330, including continental breakfast and BBQ dinner, single occupancy will be \$280.

The Rutherglen Motel is the oldest motel in Rutherglen and after many, many, visits to Rutherglen we had never stayed there until recently and then only by chance, the Walkabout was closed due to a water supply problem and they referred us across the road. Incidentally the Walkabout is the newest motel in Rutherglen and we stayed at the Walkabout on it's opening night and have had a long association since. Rooms will be allocated on a first come first served basis and the first rooms will be the Rutherglen Motel unless you request the Walkabout as your first option. When all the names are in, I will notify you to contact your relevant motel to confirm and supply your credit card details.

Please send your reservation to Maxine Pettigrew E-mail tonypettigrew@bigpond.com or telephone 9739 1146.

Maxine Pettigrew.

THE FEDERATION SCORESBY PICNIC – Sunday 29th March, 2020

Organised by the Dandenong Valley Historic Car Club Inc. and will be sponsored by the Federation, this event starts at 10:00 am on Sunday 29th March, at the National Steam Centre, 1200 Ferntree Gully Road, Scoresby, Victoria. Entry will be free, free raffle tickets for all display vehicles (drawn at 1:00 pm) and trophies will be awarded for six categories, including Best Club Display. There will also be free entry into the buildings with stationary steam engines and other exhibits on site. This is an event that is fully supported by our club. There will be an area reserved for ABCCC cars, which, for display need to be 25 years old or older to be eligible for display. Please contact Bill Allen on 0400 209 018 to reserve your place.

Bill Allen.

ORGAN PIPES RUN – Sunday 5th April, 2020

We will meet at 9:30 am at BP Thunderdome INBOUND, (i.e. from Melbourne proceed along Calder Freeway approx. ½ km beyond BP OUTBOUND, and undertake a 'U' Turn). Following morning tea, we will visit the 'Organ Pipes', and then proceed to our Lunch venue, the Riddell's Creek Hotel. If you would like to join us, please respond by 30th March, 2020 so catering requirements can be finalised, contact us on 0412 549 906 or E-mail to: annbry@optusnet.com

Anne and Bryan Tootell.

THE WORLD FAMOUS CREAM SPONGE RUN – Sunday 19th April, 2020

We will meet at the Muster Room of the Sassafras/Ferny Creek Fire Brigade, 21 Clarkmont Road, Sassafras (Melway Map 75; Reference: D1) at 9:30 am for a 10:30 departure. A strawberry cream sponge morning tea will be provided for a gold coin donation – needless to say a larger donation on your part would be gratefully received by this wonderful organisation who have been giving their all in the recent fires.

The first half of the run will be an observation run, with questions to answer and prizes to be won, then a gentle cruise through some lovely country to our luncheon destination at a country pub.

Please register your interest with Geoff or Judy on telephone (03) 9755 1772, or E-mail greengem3@bigpond.com before 13th April, so Judy has an idea of how many sponges to bake, and catering arrangements can be made with the pub.

Bring along a clipboard and pen and a big smile to assist with answering questions on your run sheet.

Geoff and Judy Birkett.

SPECIAL EFFORT!

ABCCC LAKES ENTRANCE MID-WEEK JAUNT – Tuesday 21st to Thursday 23rd April, 2020

As at the time of the Calendar Meeting no-one anticipated the Horrendous Bushfires that have been occurring in our State, and of course this date is a late inclusion due to that fact.

We are all aware of the devastation that it has caused for so many people thus prompting us to quickly organise a SPECIAL EFFORT RUN which will assist in putting some much-needed money into at least one Community. Every little bit Counts, as they say.

We invite ABCCC Members to join with us for a two-night stay in Lakes Entrance, for a Mid-week Jaunt.

Those Prawns are looking nice . . . if Seafood takes your fancy?? "I won't promise Crayfish this time" (for those that remember??)

PLEASE ACKNOWLEDGE PROMPTLY YOUR INTENTION TO JOIN US, TO ENABLE US TO SECURE BOOKINGS FOR ACCOMMODATION. TO BE FINALISED BY LAST WEEK IN MARCH.

Departures will be from BP Eastlink and our Morning Tea Stop, Yarragon. Time will be confirmed at a later date.

We look forward to your confirmation and your Company on the Run.

Anne and Bryan Tootell 0412 549906, E-mail: annbry@optusnet.com

Anne and Bryan Tootell.

HAMILTON QUEEN'S BIRTHDAY RALLY – Friday 5th to Monday 8th June, 2020

Rooms have been booked at the Grange Burn Motel, so please get in touch to book for this great event. We will meet at a location to be advised for lunch on the Friday and dinner will be arranged for that evening. More details as they surface, and entry forms will be published in this magazine as soon as they arrive.

Tony Pettigrew.

PAKENHAM RACECOURSE, LUNCH AND RACE-DAY – Sunday 5th July, 2020

Preliminary Information

A day out to the new Pakenham Racecourse at 420 Nar Nar Goon-Longwarry Road, Tynong. Meeting point is McDonalds, on the corner of Heatherton Road and Matthew Flinders Avenue, Endeavour Hills. **Meeting at 9.30 to depart at 10.00** for a 50-kilometres drive along country roads.

Our Reserved Dining Special Luncheon includes: Racecourse entry, a Race Book per person, two-course meal (main and dessert), one complimentary drink. Have a look at the Mounting Yard before each Race, also you have access to the Stables and see how they operate on Race-day.

Dress Code; neat casual, bring along your Classic Car for a display in the Courtyard, all modern vehicles to park in public area. Come along and enjoy a day out with friends, no requirement to be interested in the Racing.

If you wish to attend please advise by the 28th June with payment so catering arrangements can be made. Cost will be announced in this magazine prior to the event. Payment is required seven days before, so Venue can arrange staff. Payment can be made to GH & EP Lindner BSB 013 795 A/C No. 4813 30325 (*include your name*) or cheque, post to – Gordon Lindner, 9 Hagen Drive, Berwick, 3806, or, telephone 0418 540 920, or, E-mail ghl40@internode.on.net .

Gordon Lindner.

THE TERRI ALLEN GARDEN TOUR 2020 – Friday 2nd to 4th October, 2020

The Victorian Open Gardens Scheme has the Macedon Garden Fair, (for the past 3 years it has been held the first weekend of October, so I am assuming that it will be the same in October 2020, with at least two same gardens open on both the Saturday and Sunday). The initial itinerary would be to drive to Lancefield on Friday 2nd October.

Accommodation at the Grange Macedon Ranges Motel Friday and Saturday nights. Dinner either in Romsey or Lancefield Hotel Friday and Saturday evenings. Saturday, drive to Macedon/Mt. Macedon for the open gardens. Lunch at the Post Office Café – optional. Drive to the cross. Hanging Rock Winery.

On Sunday, either return to the gardens or run to Heathcote, lunch in Kyneton before returning home. This could vary on Markets etc. or other events that maybe happening at the time.

Kate Senko.

ABCCC VISIT TO GM HOLDEN PROVING FACILITY – Saturday 10th October, 2020

Here is some preliminary information – the General Motors Holdens' Proving Facility at Lang Lang will be opened for us as a group of visitors to the Facility. Obviously, the entire grounds are in a high security area and, because of local security measures in operation at all times, we will have to follow some special conditions:

- No cameras are permitted to be brought through the gates.
- No mobile telephones are permitted to be brought through the gates.

Should such devices be found on persons entering the facility, they will be placed in secure lockers at the entry point. Of course, such devices will be returned on our departure from the facility.

As a part of our visit, we will be able to drive our cars around the Lang Lang test track for a number of laps.

For information, please contact Ian Terry on mobile number 0409 091 496. Further information will be placed here as event information is put together.

Ian Terry.

ABCCC SAPPHIRE COAST TOUR – 5th – 18th November, 2020

The tour starts with a two night stopover in Lakes Entrance where we have arranged a cruise to Wyanga Park Winery for lunch. The next two days will be in Eden where we will organise an optional whale watching cruise then on to Narooma for the next two nights, with plenty to see and do along the way. We will spend the next three nights in Bateman Bay giving us plenty of time to relax and explore the area before travelling to Queanbeyan for two nights. From Queanbeyan we drive through Cooma and Thredbo (or Adaminaby, route not yet finalised) to Corryong for one night, last night will be Wodonga.

This tour will be along the lines of the Tasmania Tour and Outback Tour with one dinner organised in each town and the other nights free. Final details will be available to participants closer to the event, accommodation has been secured and participants will confirm and provide their credit card details when notified.

The Tour is fully booked and a wait list will be kept in case of cancellations.

Tony Pettigrew

'THE TON'

Captain Mark Phillips and lesser-known drivers have been in the news recently for exceeding 100 mph (160.93 kph), the once-magic 'ton', and being fined and/or disqualified accordingly.

To those old enough to remember when there were no speed-limits and it was legitimate to try to reach 'the ton' in a suitable car on narrow country roads, the present fuss over this pace being slightly exceeded on wide, one-direction motorways may seem a trifle droll. Especially if they hold the view that whether such a pace is dangerous or not depends on many factors, such as the type of car, the density of traffic, the weather and the experience of the driver.

When the writer first had 100 mph demonstrated to him in a 36/220-hp Mercedes-Benz along the Barnet Bypass before the war, no-one questioned whether this was dangerous or criminal.

In spite of enormous improvements in braking and road-holding and in roads themselves, and the sensible use one is allowed to make of motorways in Germany, droll is perhaps the word which best expresses the way in which 'the ton' and even speeds well below it are regarded in the 1980s! **W.B.**

From Motor Sport, November, 1987 – With Thanks.

Editor Note: Ah, the magic 'ton'! My first experience of the magic 'ton' was on a Saturday night express train from London to Bristol – steam-hauled by an ex-GWR King class locomotive. We could see the mile posts, lit by the carriage lights and timed the mile with a stopwatch. That lusty locomotive held 105 mph with ease. Good enough for us! Do parents still teach their boys how to do this? Most likely there is a GPS App that takes the good fun out of such activities.

There were also brief times, when my mother was not in the car, when my father showed me how it was achieved in his Railton, Daimler Majestic Major and, of all things, in a Perkins P6 powered ex-Army Humber Staff Car, incredulously on its second-cut desert sand tyres. How the Laycock de Normanville overdrive unit coped is still a mystery.

My next experience, of actually 'doing the ton', was on the A38 near Bristol riding an A7 BSA 500 c.c. twin with an engine that had been properly balanced (Bristol Aeroplane Company apprentices). Later experiences have been in various Ford Falcons, Jaguars and, more recently, driving 'Pea Soup' on the Western District roads where the 'ton-plus a bit' (112 mph) could be maintained with consummate ease. Satisfying times all of them!

Mike Allfrey.

OTHER MOTORING EVENTS DIRECTORY

March, 2020

Sunday 29 th	Shannon's American Motoring Show – The AOMC Inc. Show and Shine, Awards Presented (Sponsor and venue to be confirmed) Venue – Yarra Valley Racecourse, Armstrong Grove, Yarra Glen, Victoria.	Enquiries 0473 832 277
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April, 2020

Saturday 18 th	Echuca Swap Meet – The Echuca & District Historical Vehicle Club	Enquiries 0456 010 665
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Show and Shine, Awards Presented
Venue – Rotary Park, Rose Street, Echuca, Victoria.

Friday 26th to
Monday 27th

JCCA 2020 International Rally – The Jowett Car Club of Australia A Henshall roadster1@tpg.com.au
Venue – Beechworth, Victoria.

May, 2020

Saturday 16th

The Florence Thompson Tour – RACV
Venue – Touring the Surf Coast, Victoria.

Daryl Meek daryl_meek@racv.com.au

Sunday 17th

National Heritage Motoring Day – AOMC Inc. (Below)

Enquiries: E-mail secretary@aomc.asn.au

October, 2020

Friday 23rd to
Monday 26th

National Rove – Rover Car Club of South Australia
Venue – Victor Harbor, South Australia.

Paul Tol 0428 107 121

Cavalcade of Transport

Trentham Historic Railway Station

To celebrate National Motoring Heritage Day



SUNDAY 17TH MAY 2020

Victoria Street, Trentham.

Entry from 10am for Display vehicles & 10.30am for spectators

Veteran, Vintage, Classic, Historic and Collector Vehicles.

- Entry to venue by gold coin donation
- Catering available from local community groups
- Organised by Cool Country Classics Trentham
- Short walk to cafes and eclectic gift shops in Market and High St's
- Visit Quarry St Reserve & Trentham Falls

Promoted by the
Association of
Motoring Clubs



Enquiries: 9558 4829 www.aomc.asn.au fb.com/infoaomc