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Your ABCCC Newsletter

Front Cover

Tony's Lea Francis on display at the RACV Club.

The vehicle is a 1950 model with 2.5 L engine with 125 hp. And it has windup windows, which is unusual for the period.

(photos courtesy of Maxine Pettigrew)

Editor's Note

Last month I neglected to place an article on the Jervis-Read Run to Woodend by Glenda Prewett, so it is in this edition.

I also attributed the cover photo to Shirley Craven when in fact it was taken by Peter Hibbert. I will just have to try and do better next time!

It appears from all reports the run to Orange to meet up with the Queensland ABCCC members was very successful. No doubt it will be considered again in the future!

No President's Report as such this month but in its place, Tony has provided an interesting story on his Lea Francis.

Until I joined the ABCCC and met Tony I had never heard of a Lea Francis so now I'm more aware than ever!

David Cook

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- More information on some of the upcoming 2025 events:
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President's Report

THE LEA FRANCIS STORY

Richard Lea and Henry Francis entered into partnership in 1895 to manufacture bicycles, but it was not until 1903 that they made their first attempt at building a motor car. This was indeed a most unusual design the engine having three horizontal cylinders with conrods 30 inches long and the whole lot mounted under the floor. A total of three cars were built with the project abandoned in 1905 and they concentrated their efforts into producing the best bicycles of the era until 1911 when they commenced the manufacture of motorcycles. Car production resumed in 1919 initially powered by a Coventry-Simplex engine and later by a Meadows, a name that was synonymous with Leafs until the late 30's. In 1928 they released the Hyper sports having a Cozette supercharged 1.5Lt Meadows engine, followed in 1931 by the Ace of Spades 2Lt OHC. These cars took all before them winning their class in all major competitions during this period until the company went into receivership in 1935.

Production resumed in 1937 with two models powered by a twin high cam engine designed by Hugh Rose who had designed a similar engine for Riley. After the war the 14hp saloon continued, joined in 1948 by a tuned sports model. In 1950 a new 18hp 2.5lt saloon and sports car were offered, the saloon was aimed at the luxury market and the sports was up against the Jaguar XK120. Unfortunately, though the sports had superior bodywork and compared favourably on performance and handling to the Jaguar it attracted a luxury car tax which made it twice the price and so was doomed to failure from the start. The last serious production finished in 1953.

My Lea Francis story started in Feb. 1997 when I answered a single line advertisement in the Age "Lea Francis 2.5L. sp. needs restoration" I convinced Maxine without discussing money it would make a very good retirement project, and I would just store it in the shed until I retired. After inspecting and researching I organized a c.o.d. delivery for the following Saturday. Having invited a few friends around for a BBQ dinner it was to be delivered early, however it turned up late afternoon so there were plenty of helpers. The guests went with Maxine for drinks around the pool while I settled the account and then joined the rest for a drink having foolishly left the receipt on the table. Maxine and my daughter-in-law to be went to the kitchen to

start preparing dinner when they spotted the receipt, "He paid \$1200 for that heap of rubbish, I'll kill him" said Maxine to which my dear Fiona replied, "Maxine that's not \$1200 that's \$12000"! I have never forgiven her.

Two gold bracelets and a diamond ring later, having decided I was too young to retire, I started the restoration which was to become a three year obsession on a car deemed to be beyond redemption by many experts. Firstly, as I was not retired, I removed the carburettors slyly and took them into my factory (my day job) where I completely overhauled them replacing jets, needles, seats, spindles and bushes, polishing the aluminium body then taking them home to hide in the store room. I did the same with the starter motor, the generator, the distributor, and the radiator, until Maxine noticed the car was shrinking and I was spending more and more time in the shed. Now it was out in the open and Maxine realized I was not frightened of her she gave me permission to restore the Leaf. I stripped everything off the chassis, body, engine, gearbox, diff., wheels, springs, steering until there was not one nut and bolt left attached. I then took the chassis to the factory for sandblasting and then for powder coating after which it was back home to start the assembly. I had all the wheel cylinders re-sleeved, replaced all wheel bearings, rebuilt the diff, gearbox and universal joints and started on the engine overhaul. It was around this time I decided Maxine was due for a holiday doing the things she enjoys, going to the U.K to the antique fairs and markets, visiting old houses and driving over the Yorkshire moors. We returned with two suitcases full of spare parts. I had the engine block rebored and sourced new pistons to suit (Ford Falcon as I remember) I machined the conrods to take slipper bearings instead of the old white metal which was common in that era. All valves were replaced with new ones I had bought in England and the engine was assembled and fitted back in the chassis. I now had a full rolling chassis with every mechanical component as new, and now it was onto the body. The main body is made of aluminium, so rust was not a problem, but the floor and spare wheel compartment were completely rotted so I called on my friend and club member Bill Bonner for help. He replaced the floor, and hand beat a transmission cover which was missing so there was actually nothing to copy and a fine job he did. With the body now back on the chassis it was clear I had a problem with the doors, the timber frames were rotten, and the door skins were stretched and needed replacing, all beyond my capability. I had now entered the real world and realized what they mean with "cheque book restoration". While the doors were being fixed, I thought it would be a good time to give Maxine a holiday in England, I still needed hub caps, a rev counter lights and a heap of bits and pieces. Two years had now elapsed since the start and I now had a fully assembled car without an interior and without paint on a shiny aluminium body after many hours of hand beating, filing and sanding. It was around this time I had pranged my daily driver and on being given a lift home by my local panel beater he spotted the Leaf and expressed a desire to do the paint work. Though he was unproven I decided to give him a go, it turned out to be one of my better decisions and he delivered one of the best jobs I have ever seen. Since then, Marty Duncan has painted three cars for me and dozens from my recommendations, all first class. All that was left to do was the trimming which was done by Bill Main of Ringwood who had trimmed all my previous restorations and as always, he did a first class job. Almost three years to the day after I took delivery it had its first run to Drouin for a Lea Francis Car Club BBQ where it was received enthusiastically. The following day it was down to Flemington for the British and European Day where it was awarded the major prize which was a very satisfying result for a car deemed by Lea Francis experts to be beyond repair.

During my three years of labour, I had done a lot of research both in Australia and England and discovered I was the proud owner of a very famous car, having been owned by Alf Beasley. Alf and his brother Stud were famous Lea Francis speedway drivers, and my car was used to tow the race car to events and then used with great success in the road class events holding many hill climb records in the 50's including Rob Roy twice in 1954. Alf was killed in a speedway accident at Maribyrnong in 1958 after which the family sold the car to a Malcolm Ralton who drove the car for several years before smashing it and then moving to Cairns awaiting a disputed settlement. The car sat in the open behind a panel shop in Mornington for twenty years before my acquisition in 1997.

The car has been on the first five FTF tours and many rallies and though not seen so frequently on club runs these days due to Maxine disliking the hard ride and her hair being blown around, it still holds pride of place in my garage.

Tony Pettigrew

What We Have Been Doing

Sunday 29th June: Jervis-Read Lunch and Film at The Vic Bar and Bistro Woodend

What a wonderful way to spend a winter's day, it was a great venue!

The second Jervis-Read lunch and film event at the Vic Bar and Bistro at Woodend was a delightful experience filled with good company, a delicious lunch and the cosy ambience of an open fire.

A couple of new ABCCC members came along too and they were warmly welcomed.

We ordered our meals early to ensure we could settle in comfortably for the movie. During the interval we had the option to enjoy a magnum ice cream, adding a touch of elegance to the afternoon.

The movie FERRARI was a movie suited to car enthusiasts, not quite British cars, but close.

Although the talking parts and the Italian accents were occasionally hard to decipher, the roaring of the red racing cars with lots of revving through the surround sound speakers kept us engaged.

The story's build up was a bit slow but the dramatic accident towards the end had everyone on the edge of their seats. Overall, it was a good movie with stunning scenic shots around Italy.

A big thank you to Robin for organising such a fantastic day!

Courtesy of Glenda and Garry Prewett



Watching the Ferrari movie at the Vic Bar and Bistro



Robin addressing the group

Sunday 13th to 19th July ABCCC Clubs - VICTORIA & QUEENSLAND Gathering – ORANGE NSW

The following Victorian members participated in the run to Orange – Lance & Adele Brazier, Leigh & Sandra Wishart, Peter & Michelle Flavelle, Barry & Margaret Collett, George Chrystie & Lorraine Hickson, Theo Hendriks & Mark, Tore & Connie Pannuzzo, Richard & Barbara Wellard, Graham Talmage & Kate Senko, John & Jenny Mason, Robin & Freya McCann, Mike & Jan Loton, Glenda & Gary Prewitt, & Peter McKiernan & Joan Clements.

There were about 20 people from the Queensland clubs.

A brief report on the run was written by some of the Victorian travellers.

Graham and Kate – travelling on Sunday and Monday

As we live in Gippsland we elected to drive via the Monaro Highway, which is an excellent driver's road, it has long winding hills and exquisite long-distance views and at this time of the year we had snow on the mountains. Our first overnight stop we choose Bombala which believe it or not is the platypus capital of Australia, a visit to the platypus reserve is a must for anyone passing through.

Peter and Michelle – travelling on Sunday and Monday.

We left home about 11am on Sunday and travelled to Albury where we met our fellow travellers at the Commercial Club for dinner. Michelle and I had earlier walked through the Albury Botanic Gardens and after dinner made another brief visit to the gardens to view the light show.

On Monday we travelled to our next overnight stop at Young via the Junee Chocolate Factory, had lunch and bought some of the chocolate produce. In the evening we dined at the Young Services club with our fellow travellers, another enjoyable evening.

Leigh and Sandra – travelling on Tuesday.

We left Young via Cowra to view the Japanese Gardens, Prisoner of War Camp, and Cemetery.

Continuing on our trip we stopped for lunch, meeting John and Jenny Mason who had found a local quilting and craft shop.

We arrived in Orange at 3pm, checked in to the motel, rested and travelled to the Ex Services' Club where we had a meet and greet with the travellers from Queensland at about 5pm.

Victorians and Queenslanders had a very warm and friendly dinner with much discussion about cars (of course).

John and Jenny – travelling on Tuesday.

Another cold frosty morning saw us leave Young on our way to Orange. Arriving in Cowra we drove around the area of The Japanese War Cemetery, beautifully kept grounds and passing the painted water tanks. We stopped at the Japanese memorial garden for morning tea. Too cold for most of us to walk around but we had a magnificent view of amazing gardens that were maintained meticulously. We joined with our fellow travellers from Queensland that night for dinner. Leigh was a standout in his wonderful hat. A few pictures were taken – artwork on the water tanks and Leigh wearing his hat.

Peter and Joan – travelling on Wednesday.

Enjoyed Morning tea at Millthorpe and prior to our visit to the Millthorpe Museum which in our opinion was one of the best Museums that we have ever been to, with machinery dating back to the 1800's. It was then off to Bathurst for lunch, after which we did a circuit of the race track and then a visit to Garry Baxter's property which is virtually on the track. Garry has a fantastic array of cars, mostly Jaguar's, both complete and in the process of restoration. There is an amazing view from his property over Mount Panorama.

We enjoyed Dinner at the Bowling Club, with lots of smiles and jokes.

Peter and Michelle – travelling on Thursday.

An easy day – travelled to Parkes to visit the “Dish”, we saw other fellow travellers during our journey, in town or travelling from the “Dish”.

After lunch in Parkes, we travelled back to Orange via Forbes.

Lance and Adele – travelling Friday, Saturday and Sunday.

We left Orange on Friday in good weather for Lithgow, visited the Old Blast Furnace, Mines, Zig Zag, & Railways, and with rain starting we headed over to Mount Victoria, through the Blue Mountains to Katoomba. For Adele to have her fix we visited 3 Antique shops, the 3 Sisters lookout, and into the Megalong Valley. Next 3 nights at Emu plains.

On Saturday some travellers headed home. Barry & Margaret travelled via Nowra to visit the Naval Flight Museum; Leigh & Sandra travelled to Batemans Bay for Oysters.

Peter & Michelle visited their daughter, Lance, Adele, George & Lorraine trained to Sydney, trammed to Circular Quay, and the Ferry to Manly for lunch. After lunch another ferry under the bridge to Darling Harbour where we visited the Maritime Museum. Both cruises were spectacular in excellent weather. Another tram brought us back to Central Station and a very entertaining train back to Emu Plains. A farewell dinner at O'Donoghue's Pub was a great way to end a wonderful trip. Thanks to all who came and our new Queensland friends.



Orange Run with roadside tank art



Leigh Wishart with artistic hat



Bathurst Raceway (photo by Sue Greasley)

Wesburn Run - 20 July 2025

Attendees: Lily and Greg Margetts, Judy and Geoff Birkett, Geraldine and Greg Anglin, Judy and Leon Cousins, Glenda Duncan and Ron Rogers, Sandy and Peter Hibbert, Maxine and Tony Pettigrew, Anne-Marie and Rob Wilson, Joy and Colin Brown, Deb Beal and Anne and Bryan Tootell.

It was a pleasant day for our run but the Boys in Blue and the Camera Cars were out and about. Our very select gathering had an excellent meal and plenty of chat time. Of those who took their classic for an airing, Jaguars were in the majority.

Anne and Bryan Tootell



Rob Wilson's Jaguar XJS at the Wesburn (photo by Bryan T.)



Some of the ABCCC attendees at the Wesburn Lunch (photos courtesy of Tony Pettigrew)

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.

YOUR COMMITTEE

Executive Committee	Name	Telephone	E-mail Address
President	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
Vice President	Colin Brown	(03) 5964 9291	colin.brown@hotmail.net.au
Treasurer	Phil Cook		treasurer@abccc.com.au
Secretary	Peter Flavelle	(03) 9870 4450	secretary@abccc.com.au
Committee Positions			
Committee Member	Pat Douglas	0425 712 973	
Committee Member	Greg Anglin	(03) 9876 3293	
Committee Member	Rex Hall	(03) 9795 7669	rex@abccc.com.au
Committee Member	Walter Thompson	0408 507 890	wally@abccc.com.au
Membership Secretary	Ed Bartosh	(03) 9739 1879	membership@abccc.com.au
AOMC Delegate	Mike Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
FVV & CCC Delegate	Garry & Glenda Prewett	0418 345 499	
VCPS Officer (Applications)	Walter Thompson	0408 507 890	wally@abccc.com.au
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	colin.brown@hotmail.net.au
Web Master	Ed Bartosh	0438 508 235	webmaster@abccc.com.au
VCPS Attendance Records	Walter Thompson	0408 507 890	wally@abccc.com.au
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Associations Incorporation Registered Number: A0035462V			
The All British Classics Car Club Vic Inc. Website http://www.abccc.com.au			
The Association of Motoring Clubs Website http://www.aomc.asn.au/			
The Federation of Veteran, Vintage and Classic Car Clubs Website http://www.federation.asn.au/			

CONTACTING THE ABCCC VIC INC.

On The Web <http://www.abccc.com.au>

On Facebook www.facebook.com/AllBritishClassicsCarClub

Postal Address PO Box 190, Coldstream, Victoria, 3770



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: Membership Secretary PO Box 190 Coldstream Victoria, 3770. Telephone Number 03 9739 1879.

LIFE MEMBERS

The All British Classics Car Club Vic Inc was founded by the late Frank E Douglas on 19th September 1997. The Club is proud to grant Life Membership to those who provide exceptional service to our club.

Current Life Members are: Pat J Douglas, Mike Allfrey, Tony & Maxine Pettigrew, Colin Brown

CLUB PERMIT SCHEME

ABCCC is a VicRoads authorised Club to participate in the VicRoads Club Permit Scheme (CPS)

The ABCCC has set rules & conditions for operating a motor vehicle [twenty-five (25) years old and older on the CPS, for further information about how the CPS is conducted by the All British Classics Car Club please visit the club's Website Link [ABCCC Club Permit Scheme information](#) All the information is available online.

1. **Initial contact** should be made with the club's Vehicle Logbook Club Permit Scheme (VLCPS) Applications Officer, currently Wally Thompson. He will advise the procedure for application with respect to the conditions set by the ABCCC. He must also provide a first inspection of the vehicle.
2. **PERMIT RENEWALS** VicRoads requires that an ABCCC authorised VLCPS Officer's signature is entered on the permit renewal notice. Therefore, your VLCPS renewal should be sent to Colin Brown, PO Box 40, Coldstream, Victoria 3770. Enclose with it a stamped envelope addressed to VicRoads, along with a cheque/money order for the VLCPS fee. Colin will sign on behalf of the ABCCC and then forward the permit renewal on to VicRoads. The form also requires YOUR signature, so be sure to sign it as the permit holder as well.

Both Wally & Colin's position are entirely voluntary, so due consideration should be given when contacting them.

ANNUAL MEMBERSHIP RENEWAL

Payment of ABCCC Annual Fees of \$45.00 are due by 1st January each year.

Please post or transfer money to: All British Classics Car Club, Membership Secretary PO Box 190 Coldstream Victoria, 3770. Tel 0438 508 235

Bank details: BSB 063 863, A/c No.1001 3709, please provide your surname and "dues" as reference.

Please note that, should you be unfinancial and driving a classic car under the auspices of our club on the Victorian Club Permit Scheme, you are effectively driving an unregistered motor vehicle.

Renewal Form can be downloaded from the ABCCC Website if required to update information.

Thank you, Ed Bartosh

NEW MEMBERS

No new members this month.




Website: www.abccc.com.au/calendar

Facebook - don't forget to like ABCCC on facebook



Disclaimer: the opinions expressed in this magazine are not necessarily those of the All British Classics Car Club Inc Vic or its officers. Whilst all care has been taken neither the club nor its officers accept responsibility for the accuracy of information printed and or the quality of any items or services advertised or mentioned in this publication. The editor reserves the right to edit contributions submitted for publication.

Club Calendar

		20 th Aug	Pub Run to Beaconsfield Greg & Geraldine Anglin	19 th to 22 nd Sept	Sandra's September Tocumwal Air Show
October 2025		November 2025		December 2025	
12 th Oct	Tops Down Phil Cook	14 th to 16 th Nov	The Justly Famous Indulgence Tour Peter McKiernan	14 th Dec	Christmas Lunch Maxine Pettigrew
22 nd Oct	Picnic in the Park Greg & Geraldine Anglin	26 th Nov	Coffee with the Braziers Lance & Adele Brazier		
26 th Oct	Terrys Tour Ian & Lyn Terry				

Look at what events are coming up soon?

A Pub Run to Beaconsfield with Greg and Geraldine 20th August 2025

Morning tea or afternoon tea your choice tour which can be enjoyed before or after lunch with a cuppa.
Lunch will be at Cardinia Park Hotel, 200 Beaconsfield – Emerald Road, Beaconsfield. (Melway 212, A7)
Lunch is booked for 12.30 pm and if you wish to join us, please let us know by 13 August.

Geraldine and Greg Anglin 0418 502 202



The Bush Inn - early days of Beaconsfield Park



Entrance to bistro



View of bistro interior

A trip into Gippsland in your favourite classic on Wednesday 17th September 2025



Take a trip for lunch into the wilds of Gippsland, meet at the Lilydale Lake at 9-30 am for departure by 10 am. We will drive to our lunch spot via such places as Neerim South, Ripplebrook, Loch for a loo stop and stretch those muscles and on to the Cape Patterson Tavern where Michael is waiting to welcome you into his restaurant.

I have invited members from Bass Coast Historical Automobile Club who will join us at Loch.

I need to confirm numbers by the 10th of September as Michael is opening specially for us.

Please either ring my mobile 0419 399 752 or e-mail hydewood@bordernet.com.au

Graham Talmage



Sandra's September Run – 19th to 22nd 2025

This year we are off to Tocumwal for the Air Show, and we only have 17 rooms available. Starting point will be McDonalds on the Hume Highway, Wallan @ 9.45 am for 10.30 am departure on the Friday. We will be going through some lovely little towns following the Art Silo Trail on the way to Barooga and we will be stopping for lunch at Goorambat Railway Hotel where a booking has been made for 12.30 pm. On Saturday George and Lorraine have put together some ideas for us, one being a visit to a property where the owner has some very interesting machinery. One is a tractor that he installed an aircraft engine into for a tractor pull. In Berrigan the Op Shop will be open from 10.30 to 12.30. The bakery will be open until 1pm and the book shop will be open until 4pm. Lorraine mentioned that the book shop has 18 rooms of all kinds of books with chairs and couches in various spots to sit and peruse the books. Of course on Sunday we will be off to George and Lorraine's to watch the Air Show. At the moment there are 3 spaces available for anybody wanting to come along. If you want any more information, please don't hesitate to call either Leigh 0403 243 700 or Sandra 0402 215 367. Looking forward to seeing you there.



Events of interest: Calendar dates from Federation and AOMC, All the details of these events are published on AOMC or Federation websites



2025

- 2nd August 2024 Federation – Delegates Meeting – (Woorineen)
 - 3rd to 9th August 2025 Federation - Open Tour **
 - 31st August 2025 Federation - Marong Picnic
 - 18th October 2025 Federation – Delegates Meeting – (Llanelly)
 - 2026 August/September 2026 Golden Oldies Tour <https://www.aomc.asn.au/events> **
- Open Tour Entry form available from [Federation website](#) 3rd to 9th August 2025



Classifieds

Car For Sale: 1973 Jensen Healy Roadster – Mk 1



Body completely rust free.
New genuine floors and rails, professionally welded and sealed.
Older red paint with some minor dents.
New soft top and tonneau cover.
New tyres and wheels refurbished.
Drives OK with original engine and gearbox.
Registration recently expired with no RWC.
Requires suspension and steering bushes with some wiring tidy up, etc.
Interior requires a new complete carpet kit and dash pad repair plus fascia, available ex. UK.
Some parts and history available.

Asking: \$9,500.

Call Rob 0418 538 155

Available to view during business hours in Braeside, Vic.