



An incorporated club

A0035462V

A friendly family social motoring club

Edition 126

March 2009

INTERIOR TRIM? - RED NO DOUBT!



Everlasting style, the superb 1962 Jaguar Mk II, 3.8 litres with automatic gearbox and wire wheels recently acquired by Brian and Nayda Kelly. Here's hoping we shall see this first-rate Jaguar at one of our events very soon.

Please send in photographs of your British Classic so that it can be featured here – otherwise, definitely more Jowett pictures!

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the ABCCC 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 should be paid prior to the end of December.

Your ABCCC News

THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC., FOUNDED - SEPTEMBER 23rd 1997
THE ABCCC IS AN ACTIVE MEMBER CLUB OF THE ASSOCIATION OF MOTORING CLUBS INC.
Club Founder – The Late Frank E Douglas

"Owning And/Or Appreciating The Spirit Of Fine British Classics"

ALL BRITISH CLASSICS CAR CLUB (VIC.) INC. – YOUR COMMITTEE

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THE ALL BRITISH CLASSICS CAR CLUB WEBSITE IS <http://www.abccc.com.au>

IMPORTANT CLUB INFORMATION

Introduction

The All British Classics Car Club of Victoria Incorporated, hereafter called the 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: A0035462V.

The ABCCC Magazine (Including Disclaimer)

The publication, *Your ABCCC News*, is the official magazine of the All British Classics Car Club Inc. It is published once a month, with the exception of December. The magazine's issue date is during the week of the 25th of each month. To make the editor's task a little easier, it is requested that articles, events information and photographs are with the Magazine 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 acknowledgment be given.

This publication contains general information that should not be relied upon without specific advice from a suitably qualified professional. The authors and the All British Classics Car Club Incorporated 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' listed events.

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 <http://www.abccc.com.au> at the same time that the printed copy of the magazine is mailed to those club members who do not have access to the Internet.

Address all correspondence to: The Magazine Editor, 59 Rowson Street, Boronia, Victoria, 3155. Other editorial contact information is listed above.

The Victorian Club Permit Scheme

The ABCCC Inc. is a club that is authorized by VicRoads to operate vehicles under the Victorian Club Permit Scheme. On the Committee there are two Victorian Club Permit Scheme Officers, and their contact details are listed in the Committee Directory.

Club members will be kept up to date with respect to changes and improvements to the Victorian Club Permit Scheme. However, it cannot be stressed enough, that a vehicle operated on the Scheme, must carry the VicRoads Permit (current), the AOMC Victorian Club Permit Scheme Handbook and a copy of *Your ABCCC News* that contains details of the event the permitted vehicle is participating in.

All enquiries should be directed to the ABCCC Victorian Club Permit Scheme Officers.

THE VICTORIAN CLUB PERMIT SCHEME

For your Victorian Club Permit Scheme (VCPS) renewal, please forward your completed renewal form to Colin Brown at PO Box 40, Coldstream, Victoria, 3770. Please enclose a stamped envelope, addressed to VicRoads along with a cheque/money order for your VCPS Fee, and I will sign on behalf of the club and forward it on to Vic Roads for you.

Please note that the Customer Copy and VicRoads Copy must be intact. It is your responsibility to maintain the motor car in a safe operating condition.

Colin Brown.

NEW VCPS APPLICATIONS

For members wanting to place a car on the 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 pleased to provide all the information required to place a motor car on the VCPS.

Nello's position is entirely voluntary, so due consideration should be given when contacting him.

ABCCC EVENTS DIRECTORY – 2009 PROVISIONAL

Note: All events listed in this directory are placed in good faith. Events for inclusion must be with the Magazine Editor prior to the 14th of each month. Events organised by other clubs or associations have a contact telephone number, that should be contacted prior to the event, if giving consideration to take part in it, to confirm date and venue.

March 2009

21 - 27 RACV Fly The Flag Tour – An ABCCC Major Event Tony Pettigrew (03) 9739 1146
Touring – Kerang, Yarrowonga, Shepparton, Beechworth and Mansfield.

April 2009

1 Peninsula Meander – An ABCCC Mid-week Event Karen McDonald 0409 028 534
Venue – Mornington Peninsula area.

18 - 19 Como Gardens Open Day – An ABCCC Assist Event George Hetrel (03) 9761 3239
Venue – Como Gardens, 79 The Basin-Olinda Road, The Basin, Victoria.

May 2009

3 Morning Tea and Classic Run – ABCCC Event Geoff & Judy Birkett (03) 9755 1772
Meet At – Sassafras & Ferny Creek CFA.

17 RACV Classic Showcase – An ABCCC Supported Event Mike Allfrey (03) 9729 1480
THIS IS THE NEW AND CONFIRMED DATE!
Venue – Members' Car Park, Flemington Racecourse, enter from Epsom Road.

June 2009

4 – 9 Two Clubs' Reunion – An ABCCC Event Frank Sawyer 0408 633 778
Venue – Richmond & Hawkesbury Area, New South Wales.

20 The Great ABCCC Trivia Challenge – An ABCCC Event Geoff Birkett (03) 9755 1772
Venue – To Be Advised.

July 2009

5 Wool Museum & Ford Centre Visit – An ABCCC Event Anne Tootell 0412 549 906
Venue – Geelong, Victoria.

26 Christmas In July Luncheon – An ABCCC Event Colin Brown (03) 5964 9291
Venue – To Be Advised 0408 343 176

August 2009

2 Anne's Big Day Out – An ABCCC Event Anne Tootell 0412 549 906
Venue – To Be Advised.

14 - 21 ABCCC Holiday – An ABCCC Event Marjorie Pepper (03) 9439 7875
Destination – Norfolk Island, Pacific Ocean.

September 2009

2 Maxine's Picnic Day – An ABCCC Event Maxine Pettigrew (03) 9739 1146
Note: A Mid-week Run not to be missed!
Venue – To Be Advised.

- 13 A Special Club Run – An ABCCC Event Pat Douglas (03) 9739 4829
Venue – Tynong North, Victoria.
- 27 Diesel Hauled Out Of Nyora – An ABCCC Event Heather Cannon (03) 5659 0264
South Gippsland Tourist Railway and Lunch Trip.
Venue – Meet at 13 Hatch's Road, Nyora, Victoria.

October 2009

- 2 - 4 The Splendid Indulgence Run – An ABCCC Event Peter McKiernan (03) 9787 6003
Venue – To Be Advised.
- 17 - 18 Como Gardens Open Day – An ABCCC Assist Event George Hetrel (03) 9761 3239
Venue – Como Gardens, 79 The Basin-Olinda Road, The Basin, Victoria.
- 25 RACV City To Cape Run – AOMC Inc Iain Ross (03) 9890 0524
Start – Melbourne, Finish – RACV Cape Schanck Resort, Victoria.

November 2009

- 2 Yarra Glen Races – An ABCCC Display Event Colin Brown (03) 5964 9291
Venue – Yarra Glen Racecourse, Yarra Glen, Victoria. 0408 343 176
- 15 The ABCCC Members' Grandchildren's Picnic – An ABCCC Event Marjorie Pepper (03) 9439 7875
Venue – Werribee Open Range Zoo, Werribee, Victoria.
- 29 Visit To Heronswood Diggers Café – An ABCCC Event Heather & Tom Cannon (03) 5659 0264
Venue – Heronswood, 105 Latrobe Parade, Dromana, Victoria.

December 2009

- 13 Christmas Luncheon – An ABCCC Event Tony Pettigrew (03) 9739 1146
Venue – To Be Advised.

June 2010

- 6 – 8 Queen's Birthday Club Weekend – An ABCCC Event Frank Sawyer 0408 633 778
Put this one in your diary!
Venue – Tocumwal, New South Wales,

It should be noted that telephone numbers provided above are 'At Home' numbers.

Note: All ABCCC 'Noted Events' are Victorian Club Permit Scheme (VCPS) Authorized. To qualify for the VCPS, under the auspices of the ABCCC Inc., your VCPS permitted motor car must attend a minimum of three (3) club-run events per year, from the date of the vehicle's permit issue.

IMPORTANT NOTICE!

BEFORE YOU START READING ALL THE NEWS AND SCANDAL THAT GOES ON WITHIN OUR CLUB, READ THIS. AFTER THE RECENT RACV GREAT AUSTRALIAN RALLY WE ARE SHORT OF A NUMBER OF SAFETY VESTS (FLACK JACKETS). OPEN YOUR CAR'S BOOT AND HAVE A GOOD FERKEL, PROD AND RUMMAGE AROUND FOR THE VEST THAT MAY BE RIDING IN THERE. WE DESPERATELY NEED ALL VESTS RETURNED SO THAT WE CAN PROPERLY CONDUCT THE RACV FLY THE FLAG TOUR

ALL OF OUR SAFETY VESTS FOUND, SHOULD BE RETURNED TO MAXINE PETTIGREW, OUR CUSTODIAN OF SAFETY VESTS, WITHOUT DELAY.

MAXINE CAN BE CONTACTED ON (03) 9739 1146.

DON'T FORGET

**COMO GARDENS OPEN WEEKEND
18th & 19th APRIL**

EDITORIAL NOTES – ISSUE 126

Our Annual General Meeting has come and gone. It was a good meeting with all reports accepted and the Committee being re-elected *en bloc*, without any opposition, which shows that most of those present have faith in us. It was a glorious afternoon and we enjoyed a superb barbecue lunch in the shade under the huge oak trees. Our collective and appreciative thanks to George and Pat Hetrel for allowing us to use their famous garden for our meeting. This has to be the best location for a club meeting, maybe even in the world.

During our meeting there was some discussion about our club making a donation to the Victorian Bushfire Appeal. This was agreed to and the Committee will have further discussion as to amount and how. A personal view, and it is purely personal, is that, because in the past we have enjoyed some very pleasant runs to Marysville, maybe our donation could be directed to that aspect of the relief help? Still on that subject, we have reproduced a flyer put out by George and Joan Chrystie, they are holding a Bushfire Appeal fund raising event on Sunday 8th March. The venue is Chrystie's Museum in Tocumwal, and those who have been on the 2007 RACV Fly The Flag Tour, will know that there is much of interest in this museum. This is short notice, but it certainly deserves to be supported. To most of us, George and Joan were in Kinglake and, therefore, they have a very special motivation for helping with Kinglake's recovery. It will be an event well worth supporting and we are sure that George and Joan will give a very warm welcome to all of our members who make a weekend of it in Tocumwal.

In this issue, the Treasurer's and Editor's Reports to the AGM have been reproduced for the greater membership's information. In addition, we have notice of our changed 1st April run, which has been kindly taken over by Karen McDonald as a 'Peninsula Meander' and please ask Karen what you need to bring with you .

This issue also has confirmation about the changes to the RACV Classic Showcase, to be held on the *National Heritage Motoring Day*, Sunday 17th May, 2009. More on this big event further in.

Mike Allfrey.

A WARM WELCOME TO NEW MEMBERS

Since our last report, there has been another flurry of new members. A hearty welcome to you all from all of us in this splendid, well-oiled machine that is the All British Classics Car Club. We hope to see you, and importantly, your classics at club events soon. We have a fabulous calendar of events in 2009, so there is plenty of opportunity to get your classics out and about throughout the year. Welcome All!

Name	Make of Car	Model	Year
Chris & Helen Page	Morgan	Super Sports	1936
	Morgan	4/4	1937
	Morgan	Plus 8	1973
	Morgan	Aero 8	2007
Jane Attard	MG	'B'	1969
	MG	'F'	2001
	BMW Mini	Cooper	2003
Bruce & Helen Moran	Rolls Royce	20/25	1935

Val Jefferyes – Membership Secretary.

OUR POST OFFICE – VERY HARD AT WORK

An E-mail message was sent to club members, Thomas and Anna Moore, from a Val Jeffery and it is reproduced here:

"Hello from Yorkshire, England. This morning in my post box was a letter containing your cheque for \$35.00. My home address is 35 Spring Lane, Burnt Bridge, Harrogate, North Yorkshire, HG3 1NP, UK. My name is Val Jeffery. How your letter came to me is a mystery.

"I am letting you know in case you need to contact the Classic Car Club with a new cheque, I will dispose of this one."

"Val Jeffery"

In a letter to our own Val Jefferyes, Thomas Moore wrote:

"Good Morning Val.

"Could you please mail to my above address another membership form, as the first one went astray.

"Thanks to Australia Post, Ha! Ha! it went to North Yorkshire as per attached E-mail. You can put the attached E-mail in the next *Your ABCCC News* if you think it might be worth a chuckle. Kind regards,

"Thomas Moore."

From Val Jefferyes – With Thanks.

BUSH FIRE APPEAL FUND RAISER

SUNDAY 8TH MARCH 2009

A DAY TO ENJOY **VINTAGE CARS AND MEMORABILIA**
AND AT THE SAME TIME HELP OUT OUR FELLOW
AUSTRALIANS IN THEIR TIME OF NEED

WHERE?

CHRYSTIES MUSEUM - THORBURNS RD TOCUMWAL 10AM TO 5PM

TIME?

FREE ENTRY TO CHRYSTIES MUSEUM - ALL DONATIONS WILL BE GRATEFULLY ACCEPTED

THE DONATIONS WILL BE EARTAGGED FOR A SPECIFIC REBUILDING TASK

BBQ, HOT AND COLD DRINKS WILL BE AVAILABLE FOR PURCHASE



* EXHIBITS FROM LOCAL AND SURROUNDING DISTRICT CAR AND MOTOR CLUBS WILL BE ON DISPLAY AT CHRYSTIES

PROUDLY SPONSORED BY:-
Chrysties Museum
Sun Country Vehicle and Machinery Club
Tocumwal on the Murray Regional Tourism

PAST AND FUTURE EVENT REPORTS

PENINSULA MEANDER – Wednesday 1st April, 2009

Announcing our run to replace Nello and Di's Mid-week Run, now a Peninsula Meander. Come along and join us as we sample some of the Mornington Peninsula's finest wines and food. Meet at the (now defunct) Cool stores site, on the corner of Moorooduc Highway and Eramosa Road, at 9:30 am for 10:00 am departure. Morning tea and wine tastings will be available at the born-again Merrick's General Store. Great food, hot coffee and local wines and produce. (See www.merricksgeneralsrore.com.au). Can personally vouch for this one! Before lunch we will head to renowned Montalto Vineyard and Olive Grove for wine tasting and a stroll through the sculpture exhibition. (See www.montalto.com.au).

Then we move on to the neighbouring winery, Tuck's Ridge. (See www.tucksridge.com.au). The lunch venue is still under negotiation but the latter is worth it for the venue and view alone. Don't miss this one.

Please contact Karen on 0409 028 534 by **March 14th** to confirm numbers. This is essential as we will be away on the RACV Fly the Flag Tour just prior to this event.

Karen & Ken McDonald.

COMO GARDENS OPEN WEEKEND – Saturday 18th & Sunday 19th April, 2009

This year's autumn opening of our gardens is going to be a bigger event than in previous times. We have added the attraction of a horse drawn coach ride that should be a favourite for all ages. There is something about the acceleration of a horse-drawn vehicle that can not be matched by many cars on our roads, 0 – walking pace instantly! Come along to experience it.

There will also be scale model boats on the lake, train rides around the gardens, expertly guided tours around the motor museum and some very special live music. So, with the carriage rides added, both days will be very full. It should also be remembered that there will be plenty of those very special 'Devonshire' Teas that Como Gardens is becoming renowned for.

Como Gardens are located at 79 The Basin to Olinda Road, The Basin, Melways Map 65, Ref. K7.

Your help with this special cause will be greatly appreciated.

George Hetzel.

RACV CLASSIC SHOWCASE – Sunday 17th May, 2009

National Motoring Heritage Day

Please note that this eminent event has been re-scheduled to 17th May. It has also been re-located back to the Members' Car Park at Flemington Racecourse. It is our intention to make this a big event for our club, so we are looking forward to a significant display of British Classics at this event.

Arrangements are already in hand to secure a large reserved area for our display. We have the capability to be able to mount a large display, so, please let me know if you intend to join in on the ABCCC Show Site. I can be contacted on (03) 9729 1480, or, preferred owing to eye operations happening during this period, please send an E-mail to michael.alfrey@bigpond.com to indicate your intention to join us on this event.

Because this day is also the *National Motoring Heritage Day*, a day when the general public should see a sizeable number of heritage vehicles on the roads, maybe it would be an idea to take a different and longer route home to gain maximum exposure for our movement. It is vitally important that the National Motoring Heritage Day and the RACV Classic Showcase be well supported by our club. We also need to outnumber the American Motoring Show participants!

More details next month.

Mike Alfrey.

THE AOMC DELEGATES' MEETING & ANNUAL GENERAL MEETING

(Graham Hutchinson's personal comments, as usual, in italics. Due to being overseas, the ABCCC Editor could not be present. Our thanks to Graham for his good reports and valid comment.)

The Delegates' meeting was opened at 8:00 pm by President Rod Adler, (*Vintage Drivers Club*). President Rod announced that long standing Committee member Paul Gorter (*R&S Valiant Car Club*) was in hospital very ill, and that we all hoped Paul would return to full health soon. The preliminaries of new Delegates and visitors introducing themselves, and naming the four new member clubs, were dealt with, then President Rod explained that the next item was our guest speaker.

Standing orders were suspended and the Guest Speaker, Mr Ken Bradley from TCIS Insurance Brokers was introduced to the room. TCIS are specialists in insurance products for car clubs. Ken stated that they currently have arranged insurance for 237 car clubs. Of those, only 180 have the cover called "Association and Officials"; Mr Bradley explained why it is important for all clubs to have this type of cover.

He went on to explain the various types of cover which their Company provides, with interesting examples of

where things can go wrong in the normal running of a car club. *This man knows insurance, especially as it applies to our clubs. I do not propose to report in detail, as he proposes to pass on all of his presentation to the AOMC, to either distribute to clubs, or to include in the next Newsletter.*

Standing Orders were resumed, to commence the Annual General Meeting section of the meeting. Minutes of 2007 AGM had been distributed and were accepted, followed by reports from the various officers. When these were completed, the President announced a fifteen minute coffee break. As is often the case, this took a little longer than fifteen minutes, but it did give time for Delegates to catch up with friends and have a chat.

When we were all finally re-seated, President Rod called on Mr. Patrick Devine, (*Mercedes-Benz Club*), to act as "Temporary Chairman", to conduct the Election of Office Bearers for 2009. The results are as follows:

President	Iain Ross (<i>Bristol Owners Club of Australia</i>)
Vice President	Rod Amos (<i>Vintage Sports Car Club</i>)
Secretary	Richard Snedden (<i>Wolseley Car Club</i>)
Treasurer	Tony Aplin (<i>BMW Car Club</i>)
Publicity Officer	As there was no nomination, the Executive will appoint someone.
Committee	
	Peter Richards (<i>Mustang Owners Club</i>)
	Philip Johnstone (<i>Triumph Sports Owners Association</i>)
	Tony Dixon (<i>Daimler Lanchester Car Club</i>)
	Paul Vellacott (<i>Australian Lancia Register</i>)
	Frank Bourke (<i>MG Car Club</i>)

It is indeed sad to note that there is still no Committee representation from a motorcycle club (ABCCC editor).

Patrick Devine congratulated the people elected, and Rod Adler resumed the Chair, to open the General Delegates Meeting.

Treasurer's Report

Treasurer Tony Aplin reported on the finances from 1st July to the present. He indicated that the profit was down on the same time last year, and as a result, some slight increase in affiliation fees for next year would be required. This new set of figures were distributed prior to the meeting. Tony indicated that the new fees would apply to new clubs joining, but that the accounts had already gone out to existing clubs at the old rates, for the current term. The new rates were approved by the Delegates present.

Tony stated that the first RACV City to Cape run had been a financial disaster for the AOMC, but that the problems were to be overcome with the forthcoming event. The 2009 event was being planned to show a profit.

There were several questions regarding the 2009 City to Cape run, with some Delegates hoping to have the younger cars involved. Iain Ross explained that the RACV Cape Shank Resort could only cater for (*I think the figure given was 450 cars*), and the 50 year-old cars was taken from the original aim of setting up a function along the lines of the South Australian Bay to Birdwood Event. Next Year it is 25th Oct 2009 (see Page 9 of the November AOMC Newsletter)

Another question was directed to the Treasurer regarding the vast discrepancy in profits of about \$4,000 for the RACV Classic Showcase, and the \$19,000 gained from the American Motoring Show. It was explained that not only were there more than double the number of cars at the American day but there were more than double the spectators through the gate as well.

The Victorian Club Permit Scheme (VCPS) Review

Rod Amos (*Vintage Sports car Club*) was asked to report on the topic (*which may have been the main reason for the rather larger attendance*) Rod presented a very comprehensive report, outlining the history so far on what many people are calling "The 90-day Scheme". *To the surprise of many delegates, he did not appear to be as furious with the sabotage by the Federation Executive, as most of those present tonight.*

Rod, in fact, gave a complete and dispassionate description of the reasons the FVVCVC put forward for their wanting to change things all of a sudden after all these years of inaction. The result of the hastily put together survey to all of our affiliated clubs, asking for a quick response, resulted in an avalanche of replies from clubs wanting the new scheme to go ahead as soon as possible.

Rod explained that VicRoads had chosen 90 days because the fees we have been paying for the VCPS are 1/4 of the fee for full registration. He also justified the 90 days, by breaking down normal use of a VCPS operated vehicle. He presented figures showing the number of clubs involved with the four bodies VicRoads has been consulting about this new system. The Confederation of Australian Motor Sports (CAMS) have not shown interest, as they are only interested in competition, and the Street Rods Federation are interested in the segment dealing with vehicle modification, but are happy with the log book side as it has been developed so far.

AOMC has 212 clubs (33,000 members), FVVCVC has 93 clubs (10,000 members), Street Rods Federation 39 clubs (1,500 members) and the CAMS 96 clubs (n/a).

Many clubs are affiliated with both AOMC and with the Federation. The replies which came in show that 91% of clubs want the proposed scheme to go ahead. (The last survey of clubs in 2006 it was 84%).

One Delegate suggested that the Federation Executive and its clubs was a case of the tail wagging the dog, as it appears the vast majority of the clubs are in favour of the changes as outlined so far.

Rod explained that VicRoads had completed all they could, the police had been consulted and they were happy, and that VicRoads had appointed a consultant to draw up the document for presentation to the Government.

This review was instigated by the Victoria Police, who were desirous of being rid of VCPS Special Use Vouchers.

The only Delegate present to speak for the Federation idea of (official club runs, plus 30-day log books), gave as an example, a six-month run by model T Fords, where 90 days would not be enough. A Delegate who was an organiser of the recent model T rally, (*sorry, I did not catch his name*), stated that the six-month run had nothing to do with his event, just because they finished there. And anyway, those NSW cars were all on full registration.

Delegates' Reports

Dennis Brooks, (*Historic Commercial Vehicle Club*), reported on the article on Page 11 of the November AOMC Newsletter re. Bunnings and the National Motoring Heritage Day. Dennis suggested contact at individual stores' Community Coordinator.

Graham Hutchinson (*CHACA*) reported on the recent Hupmobile Centenary Rally at Cessnock NSW.

The Morris Minor Club reported on the great display they had at Caribbean Gardens recently.

AOMC Newsletter, Pages 5 to 7 Events Directory shows all Federation Square club displays for 2009 (always last Sunday of a month and, it's free).

Graham Hutchinson and Mike Alfrey.

THE EDITOR'S REPORT – 2008

Introduction

During the past year, eleven (11) issues of our magazine were produced. The majority were issued on schedule, and Mary was a great help in finishing them all off properly. She and Rob also helped with event reports where I could not be present. Our collective thanks for all of this help, believe me it is appreciated!

I trust that you have found items of interest amongst my ramblings this year.

Magazine Statistics

Month	Paragraphs	Lines	Words	Characters	Cover Car
February	285	731	10,574	51,683	Rover 3500
March	379	791	9,270	45,524	Group Picture.
April	349	730	9,566	46,715	Triumph Roadster
May	341	741	10,118	48,069	Jensen 541-R
June	254	489	5,926	28,583	Standard
July	378	725	9,207	44,176	Jaguar Mk II
August	374	803	10,067	50,460	Morris Mini, Jowett
September	331	718	8,114	39,272	Reliant, Mini
October	306	674	9,059	43,365	Rover P5
November	362	695	7,809	37,840	MGs, Rover
December	270	689	10,206	47,578	Rolls Royce
Totals	3,629	7,786	99,916	483,265	

Perennial Request

The word Editor, according to the Oxford Dictionary, is *one who prepares the work of others for publication*. That means that he/she does not have to write every word of each edition of *Your ABCCC News*. To date the response to our continuing quest for the *Veritable British Classic Motor Car* has been, to put it bluntly, appalling. We also need articles of experiences with British Classics, your reports on club events, useful hints on classic car maintenance and reports on good service providers for our older cars.

I am afraid I am drying up, with respect to what can be readily written. Therefore it is my desire to step down as Editor at the end of this year. Editorial aspirants, please form an orderly queue for the Editor's position, in front of me, at our next Annual General Meeting, and give me a rest for a spell.

My thanks to all of those who have helped over the past year, it has been greatly appreciated. Thanks also for the appreciative feed-back – it helps a great deal.

Conclusion

I present this report for inclusion with the minutes of this meeting, can we have a seconder please?

Mike Alfrey – Editor.

THE HON. TREASURER'S REPORT

Set out below is the Report for the year ended 31st December, 2008.

Balance brought forward from 1 st January, 2008		24,634.87
Add back Unpresented cheques from 2007		500.00
ADD Receipts for the year:		
Members' Subscriptions		3,465.00
Donation – RACV Fly The Flag Tour	6,500.00	
Donation – RACV Great Australian Rally	4,500.00	
Donation – G Hetrel	<u>2,000.00</u>	
		13,000.00
Club Events – Tokar Estate	2,765.00	
Club Events – Indulgence Weekend	<u>6,398.00</u>	
		9,163.00
Sales of Merchandise		759.50
Bank Interest		103.31
Sale of Equipment (2-way Radios)		<u>250.00</u>
		26,740.81
Sub Total		51,965.68
DEDUCT Payments for the year:		
Annual General Meeting Fee		38.60
Purchase of 2-way Radios		564.99
Club Event – Annual General Meeting	888.00	
Club Event – Tokar Estate	5,265.00	
Club Event – Indulgence Weekend	6,433.00	
Club Event – RACV Fly The Flag Tour	794.70	
Club Event – Mornington Golf Club	3,927.00	
Club Event – Other	<u>610.24</u>	
		17,917.94
Name Badges and Car Stickers		614.00
Printing <i>Your ABCCC News</i>		1,428.20
Club's Catering Trailer		114.60
Postage and Stationery		302.00
Computer Costs (ISTOS)		350.00
Public Liability Insurance		355.50
AOMC Subscription		<u>165.00</u>
Total Payments		21,850.83
Balance Carried Forward – 31 st December, 2008		30,114.85
CBA Bank Statement – Page 137	\$30,114.85	

Tony Hodges – Hon. Treasurer.

ALL BRITISH CLASSICS CAR CLUB

MOTION PRESENTED AT THE 2009 ANNUAL GENERAL MEETING

That, the Executive Committee consider establishing a perpetual trophy to be presented at the club's Annual General Meetings.

The trophy be titled, '*The Editor's Award*', dated and be presented to the club member who writes, what the Editor considers to be the best article of the year placed in *Your ABCCC News*.

That the award recipient, upon handing the trophy back to the club, be presented with a miniature replica of the 'Editor's Award' trophy as a keepsake.

Conditions:

Your ABCCC News March, 2009.

Fellowship, Friendship = All British Classics Car Club

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The Editor can not present the award to himself/herself.
Event notices will not count towards the award.
Articles copied from other sources will not be eligible.
Jokes, recipes and such will not be eligible for the award.
The Editor's decision is absolute.

Objectives of the proposed award:

- Encourage club member participation in *Your ABCCC News*
- Add a bit of occasion to our Annual General Meetings

Presentation: Motion Tabled by – Michael Allfrey. Motion Seconded by –

WHY MEN DON'T HOST AGONY COLUMNS

Dear Walter,

I hope you can help me here. The other day, I set off for work leaving my husband in the house watching the TV as usual. I hadn't driven more than a mile down the road when the engine conked out and the car shuddered to a halt. I walked back home to get my husband's help. When I got home I couldn't believe my eyes. He was in our bedroom with the neighbour's daughter. I am 41, my husband is 44, and the neighbour's daughter is 22.

We have been married for ten years. When I confronted him, he broke down and admitted that they had been having an affair for the past six months.

I told him to stop or I would leave him. He was let go from his job six months ago and he says he has been feeling increasingly depressed and worthless. I love him very much, but ever since I gave him the ultimatum he has become increasingly distant. He won't go to counselling and I'm afraid I can't get through to him anymore.

Can you please help me?

Sincerely,
Sheila

Reply from 'Walter'

Dear Sheila:

A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the vacuum pipes and hoses on the intake manifold and also check all grounding wires. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the injectors.

I hope this helps,
Walter.

Ross Gardiner – With Thanks.

THE ULTIMATE ANNIVERSARY PRESENT

A wife was hinting as to what she wanted for her upcoming anniversary. When her husband asked her, she said, "I want something that goes from 0 – 130 in under three seconds."

So the husband gave her a set of bathroom scales.

From Harry Cooper – With Thanks.

BRITISH MOTORCYCLES

Now that we have reached the point in time where a whole generation does not have a clue as to what a British motorcycle is, it is probably a good idea to reflect a little on these fine machines. It is just possible that, the foregoing statement is not true, a *whole' generation does not know what a British motorcycle is*, because, in Bayswater a young apprentice (they're about as rare as British bikes these days) informed me that it was his ambition to buy one of those yellow Triumphs that are still made where they ought to be. I congratulated him on his original thinking, on wanting a British bike and suggested that when he did, he should keep it, because fifty years after selling it, he would tearfully regret that decision – just like I do!

In our youth, most of us in this club very likely owned a British motorcycle for a spell. I was seventeen and firmly into my apprenticeship, when one night at dinner, my father put the question, "Isn't it about time you bought yourself some transport?" The next weekend, I went out and invested all my money on a 50 cc moped. I bought a set of 'L' plates, found some insurance and obtained a learner's licence. All this on a Saturday afternoon after work and on public transport, try doing that today! I mastered the art of riding this wonderful machine on the way home, and so, commenced a wonderful relationship with British bikes. This means that I get great enjoyment in reliving the past by reading good books on the classic era of British motorcycles.

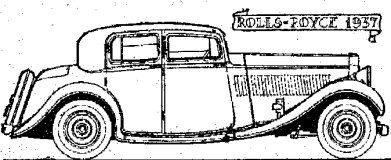
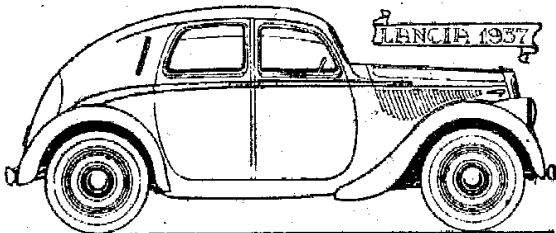
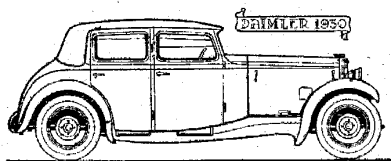
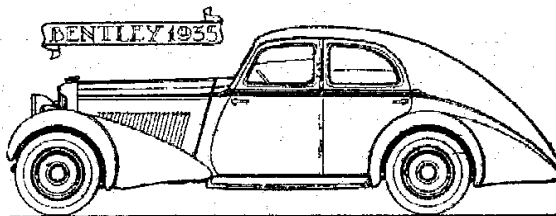
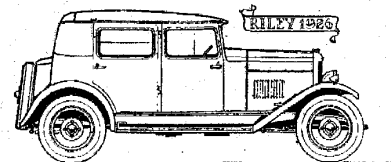
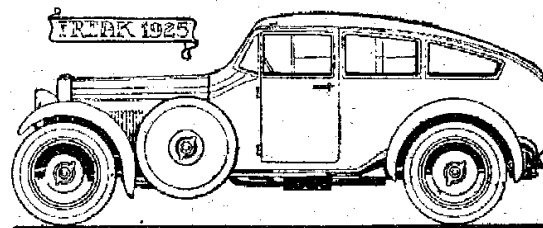
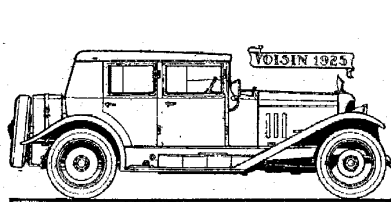
Reading such books, the memories come flooding back. Best of all, the nicknames that were popularly given to some bikes have been preserved. There were such names as the '*Mechanical Marvel*' given to a pre 1940s Ex-

celsior that was so mechanically complicated, it was a marvel it actually ran! Then there was the famous AJS 7R 'Boy Racer' that every teenager aspired to. Another good one was the 'Plumber's Nightmare' the name given to the justly famous Vincent HRD 1,000 cc V-twin – a real man's V-twin too! It got its name from the number of external oil pipes that adorned the engine. A favourite of mine still is, the 'Cammy Velo' and, if you owned one of those overhead camshaft Velocettes, you were quite respected in the race to the next pub, last there buys the beer. There were also 'Cammy Manxies', barely road legal Nortons, there was always a soft spot for the 'Duggie Draggies' – the Dragonfly model that was supposed to fix all of the financial problems that followed Douglas all the way. We all remember those 'Jam Pot' AJS and Matchless bikes with their distinctive rear suspension units. There was also the 'Noddy Bike', the quiet LE model Velocette that the police forces favoured. The name Noddy came when it was decided that a constable should not take a hand off the handlebar to salute a superior officer, but to simply nod his head in salute. Talking of handlebars, there were those awful imitation North American high risers that we called 'Ape Hangers' – think about that one!

Mike Allfrey.

A MATTER OF FORM

The General Appearance Of The Sports Saloon, And That Of The Rear Quarters In Particular

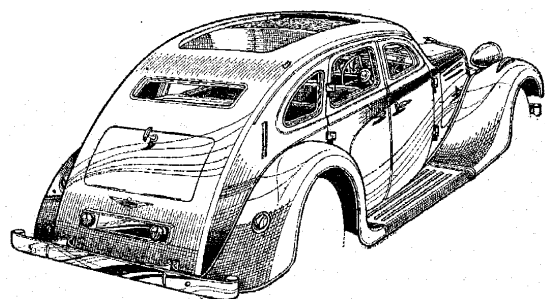
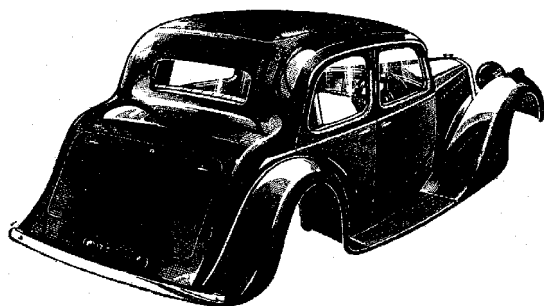


Evolution of the 'step-down' style.

It is wrong to regard the car as gradually developing towards any predetermined shape, for the first obligation of the designer is to cater for present, not future needs.

It is quite in order to look back and see an ordered evolution from the beginning of motoring into the determined form of modern practice; but quite wrong to suppose that the car is inclining gradually towards an ultimate fish-like shape, that eventually engines must be at the rear or that cruising speeds will necessarily go on rising. It is simply a matter of what is suitable to one decade of motorists being made acceptable to those of the next. The process must also be gradual; for the motoring public mistrusts entirely new departures.

Streamline types.



Above Left: The 'step-down' tail gives roominess, ease of access, ease of visibility and handy luggage accommodation. Above Right: A 1934 streamline design characterised by many bad features (see text).

Witness the streamline craze of 1934. Here was an attempt to make an entirely new idea – new, that is, in its proportions – acceptable. The lead came, as it often does, from foreign practice via the special coachbuilders, and Your ABCCC News March, 2009. Fellowship, Friendship = All British Classics Car Club Page 12 of 14

the public was promised higher speeds, more economical running and more practical layout in the streamlined cars. What did they actually offer?

The answer is simple. They offered in general, less headroom, restricted visibility and ease of access, considerable overhang and a shallow back light to make reversing a bit tricky, all manner of problems at the time unsolved concerning instability at speed and wind roar; and it was patent to everyone that the job had only been tackled from the coach builders' point of view. There was no co-operation on the part of the chassis manufacturers, so that bonnets and radiators failed to match the general treatment, high floors restricted headroom, and owners complained of claustrophobia in the hack seats, due to that necessity for comfort, a sense of roominess at head level, having been neglected almost entirely.

In short, the public failed to accept the type and in the main it was dropped. Modified, however, in the light of common sense, several examples have survived, but these are not "streamlined" as the cars of 1934 were streamlined. They have headroom, a rounded-off sweep instead of a severe one, giving more headroom, more luggage space, less overhang, better rearward visibility and a distinctive appearance.

On the other hand, the gradual development of the "step-down back, in which the rounded off right angle of the roof-line and back panel is matched by the curve of the inbuilt trunk, is extremely popular. This has grown from the separately mounted trunk of 1925-6, via the original Riley Monaco, in which the undersized trunk became in-built, to the scores of examples which give little overhang, unrestricted headroom, easy access, good luggage accommodation and the rest of the conveniences upon which the discriminating owner insists.

Editorial Note:

It is quite remarkable how, if the 'Freak' of 1925, is looked at from the door rearwards, how similarly it resembles 2009 soft off road vehicles that are so popular today!

From The Motor, December 1st, 1936 – supplied by Bill Ballard. With thanks.

Tenon.

WINTER MOTORING MEMORIES

Watching some extremely cold-looking British winter weather video clips, during our recent heatwave, vividly brought back some memories of winter motoring in England. Back in those days, there was always something very special, for me, about being the first out on a snow covered road. We lived in the country, so there was plenty of opportunity for such enjoyable motoring experiences. To wake up and find that, overnight, there had been a good fall of snow, was always a very special occasion – the country looked so clean and everything was so absolutely still and quiet – there were also blizzards in contrast.

My first winter motoring, of my own, was with a 1947 Austin 8, and a ritual was the fitting of *Town & Country* tyres on the rear wheels, in readiness for some difficult traction situations. It was always amusing to see BMC Minis fitted with such tyres on the rear wheels! A friend of mine fell for that one with respect to his Austin Seven model Mini van. I think this ritual was better for tyre sales than the dubious extra amount of traction at the Austin's rear wheels. Well, it looked the part anyway!

Our first experience with the Jowett in freezing conditions, was when it started snowing while Sue and I were visiting relatives in country Somerset. As the evening wore on, I suddenly realised that there was no anti-freeze in the Jupiter's cooling system, and I went quickly outside to check the car. The engine was still warm (just) and as it was getting late we decided to head for home. This soon revealed one of the quirks of Jowett ownership – within a mile or two, the engine boiled merrily. It did not take long to find that the radiator had frozen solid in the core! We waited in the cold, with a woollen travel rug draped over the engine and radiator, while engine heat melted the ice in the radiator and set off, expecting to stop frequently for the ice melting process, but it was not necessary.

We were motoring along gently, making new tracks in the snow, and noting that the car had better traction in snow than on wet grass. Soon, we came down a hill where there was a pub at the bottom, before a climb up another hill on our way to Long Ashton. Speed going down the hill was increased for some extra momentum up the next rise. We were just approaching the pub, when an alert gent leaped out into the narrow road and flagged us down to a complete halt. "What is the matter?" I asked. The response, "The road here is very slippery!" I testily responded that I knew that, and reversed as far up the slope we had descended as the car would grip, and raced past the pub and its spectators, to not quite make it up the next rise. It took several reversing manoeuvres to breast that steep little hill! We would have probably made it, but for the wise fellow with his useless information!

It was on a very cold, but clear, evening that mate Dave and I attended a District Scout Leaders' meeting in Bath. We forsook Dave's cosy Austin A30 and used the Jupiter because it was quicker. This was a very cold January night and all too soon, there was ice on both sides of the windscreen. We carried that new invention, the plastic ice scraper and, Dave used it and his gloves to scrape furiously at the two layers of ice as I drove home. Dave swore that the ride was much colder than any he had experienced in several years on his 350 cc Matchless! The shavings of ice were still frozen when I got home, so they were easily swept out of the car's interior.

During the winter of 1966 my Jupiter was being used to shuttle personal belongings from home to digs close to my new job in Staffordshire. It was a late departure on a January Sunday night and I set off on the one-hundred and forty mile journey on a very still, starlit night. As I left Sue's home, the hood was down and I was rugged up

against the cold. As I approached Gloucester, it became a bit warmer and then it started snowing. The heater was going with all the zest with which Smiths Industries had endowed it and the demisters made two small tokens of de-misted screen for me to see through. Being so late, there was a good traffic light run through towns and the car could be kept moving. Thus the hood stayed down and I ploughed on through the snow storm that lasted for more than the rest of my journey.

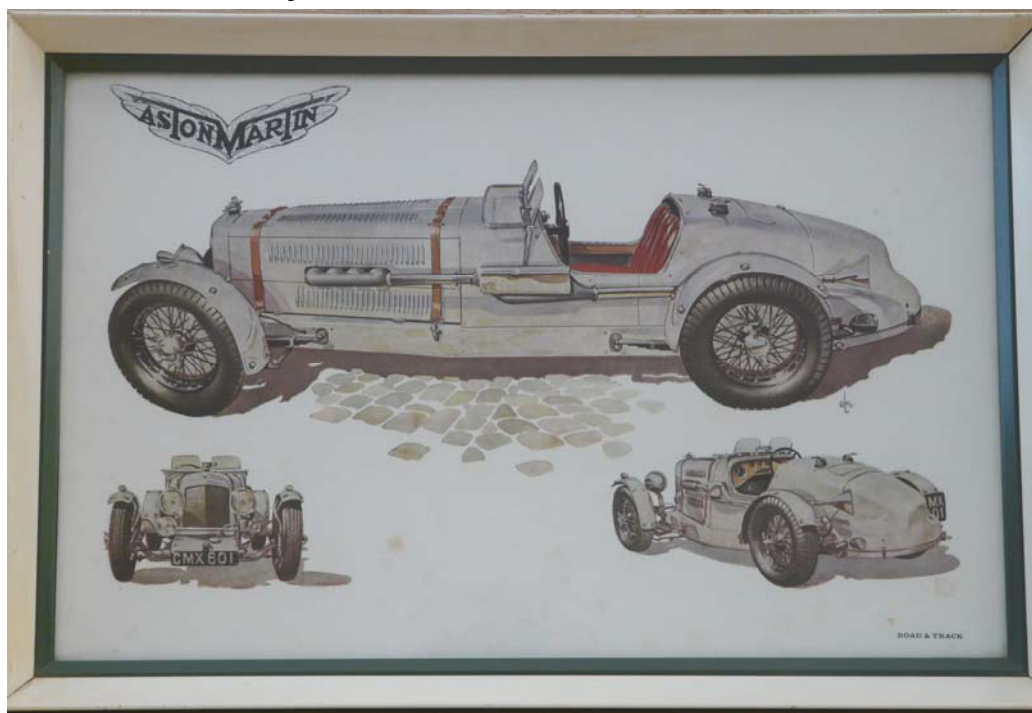
In all, it was a most satisfying drive and there was that special view over the distinctive bonnet, with the head-lamps bright on the whiteness ahead. I arrived at my digs, a farmhouse beside the River Dove, the farm was called Noah's Ark Farm. I put the Jupiter in the shed and, because there were no doors on the shed, put up the car's hood. Next morning, I came down stairs to find the two bottom treads under water that was freezing cold. There is something about not having much sleep and then, in early morning darkness, stepping unknowingly into freezing cold water, that makes you hope you will never do it again! The river had risen in the early hours of the morning and it was then revealed why the farm was named the way it was. Outside it was clear but freezing and where there was no flooding, all was sparkling white. As I lowered the Jupiter's hood for the short drive to work, I noticed that there was a large wedge of ice in the boot compartment that is only accessible from the inside of the car. It then dawned on me that my small long-playing record collection was locked inside that ice.

There was a snap thaw that afternoon and I fished the records out and dried them. Then the water was bailed out of the boot compartment and mopped dry. It became clear that, while driving through the snow storm, the snow must have swirled behind the seat back and into the boot. Those records are still in use today. Luckily, the man in the local record shop managed to get a new set of sleeves for my records.

I think my love for driving in fresh snow conditions came from school days in Derbyshire. At night we used to take our toboggans to the top of Marston Bank, near Marston-Montgomery, and ride our toboggans at a furious pace on the snow-packed road. Down the bank we flew, along the river flats, up over the single arch bridge over the River Dove and coast into the village of Rocester. In those days the roads around the school were not gritted and salted. There were dumps of grit spaced on the left hand side going up the, but motorists who went that way used snow chains and packed the snow down nicely. Our *Cresta Run* was especially fast when there had been a short thaw quickly followed by sub-zero temperatures late at night. Try doing that in the 21st century!

Mike Allfrey.

OUR ASPIRATIONS – Bryan Tootell



Keep dreaming Bryan, Anne may find one and buy it for you yet!

REMEMBER! IT IS NOW TIME TO HAVE A GOOD RUMMAGE IN YOUR CAR'S BOOT TO LOOK FOR UNRETURNED SAFETY VESTS. THEY ARE CLUB PROPERTY AND MUST BE RETURNED WITH A MINIMUM OF DELAY. SEE PAGE 4 FOR DETAILS.
