



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition 154

October 2012

Your ABCCC News



Above: RACV President and Chairman of the Board, Peter Chandler about to Flag-off Matthew Lambert's and Kristi Beaglehole's fine Hillman Imp on the 2012 RACV Great Australian Rally at the Melbourne start location.

Photo – DMC-ZS3.

MEMBERSHIP SUBSCRIPTIONS

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

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

Life Member: Pat J Douglas

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

Club Founder – The Late Frank E Douglas

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

THE ALL BRITISH CLASSICS CAR CLUB – YOUR COMMITTEE

Executive Positions	Name	Telephone No.	Other Telephone No.
President	Tony Pettigrew	(03) 9739 1146	
Vice President	Ray Higginson	(03) 9336 7306 (AH)	(03) 9310 5286 (BH)
Treasurer	Bill Allen	(03) 9846 2323	
Secretary	Pat Douglas	(03) 9739 4829	
Membership Secretary	Pat Douglas	(03) 9739 4829	
Other Positions	Name	Telephone No.	Other Telephone No.
Contributing Editor	Michael Allfrey	(03) 9729 1480	
Assistant Editor	Betty Taylor	(03) 9739 1879	
AOMC Delegate	Ross Gardiner	(03) 9589 2013 (AH)	
AOMC Delegate	Bill Allen	(03) 9846 2323	
VCPS Officer (Applications)	Nello Mafodda	(03) 9719 7949	
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	
Club Events Registrar	Sue Allfrey	(03) 9729 1480 (AH)	
Club Regalia	Maxine Pettigrew	(03) 9739 1146	
Committee Member (Events)	Frank Sawyer	0408 633 778	
Committee Member	Colin Brown	(03) 5964 9291	
Web Master	Ed Bartosh	(03) 9739 1879	
The All British Classics Car Club Website Is: http://www.abccc.com.au			
The Association of Motoring Clubs Website is: http://www.aomc.asn.au/			

IMPORTANT CLUB INFORMATION

The All British Classics Car Club (Victoria) Inc., (ABCCC) is a fully incorporated club in accordance with the Associations Incorporation Act. Accordingly, any publication or document officially issued by the ABCCC must carry the ABCCC's Association Incorporation Registered Number: A00035462V.

The Official Club Magazine – *Your ABCCC News*

Your ABCCC News, is the official magazine of the ABCCC (Vic) Inc. The magazine's issue date is during the week of the 25th of every second month – February, April, June, August, October and December. To make the Editor's task a little easier, it is requested that articles, event information and photographs are with the Editor prior to the 14th of each of those months. Articles published in *Your ABCCC News* may be used without permission, however, the ABCCC does ask that appropriate acknowledgement be given.

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

Disclaimer

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

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

All correspondence should be addressed to the Editor *Your ABCCC News*, 59 Rowson St, Boronia, Victoria, 3155. Other Editorial contact information is listed above.

It is club policy to have the right to refuse placement of advertising material in *Your ABCCC News*, from those who are not members of the ABCCC Inc.

The Victorian Club Permit Scheme

The ABCCC Inc. is a club that is authorised by VicRoads to operate vehicles under the Victorian Club Permit Scheme (VCPS). On the Committee there are two VCPS Officers and their contact details are listed above.

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

THE VICTORIAN CLUB PERMIT SCHEME

NEW PERMIT APPLICATIONS

For members wanting to operate a motor car on the Victorian Club Permit Scheme (VCPS) under the auspices of our club, please contact Nello Mafodda on (03) 9719 7949, who is the ABCCC VCPS Officer In Charge. Nello will be able to provide all the information required to operate a motor car on the VCPS. Nello's position is entirely voluntary, so due consideration should be given when contacting him.

The ABCCC has the following conditions for operating a motor vehicle [twenty-five (25) years old and older] on the Victorian Club Permit Scheme:

1. Initial contact should be made with the club's VCPS Applications Officer, currently Nello Mafodda. He will advise the procedure for application with respect to the conditions set by the ABCCC.
2. A club member who proposes to place his/her motor vehicle on the VCPS under the auspices of the ABCCC must have been a ABCCC member for more than one year.
3. A Roadworthy Certificate must accompany an application for the Victorian Club Permit Scheme under the auspices of the ABCCC.
4. A club member who operates a motor vehicle on the Victorian Club Permit Scheme, under the auspices of the ABCCC, must attend a minimum of three (3) club events per year. The car does not have to attend three events, just the owner. Excluded from the count are the Annual Winter Luncheon and the Christmas Luncheon events.
5. VicRoads requires a permit holder to be in good financial status in order to drive the car under this Permit.
6. The ABCCC will notify VicRoads when a permit holder becomes an unfinancial member.
7. The ABCCC will maintain a Register of those Motor Vehicles operated on the Victorian Club Permit Scheme under the club's conditions. Such Register will be submitted to VicRoads upon request.
8. The motor vehicle operated under the Permit Scheme should be used within the spirit of the motor vehicle club scheme.

PERMIT RENEWALS

VicRoads requires that an ABCCC authorised VCPS Officer's signature is entered on the permit renewal notice. Therefore, your VCPS renewal should be sent to Colin Brown, PO Box 40, Coldstream, Victoria 3770. Enclose with it a stamped envelope addressed to VicRoads, along with a cheque/money order for the VCPS fee. Colin will sign on behalf of the ABCCC, and then forward the permit renewal on to VicRoads. The form also requires YOUR signature, so be sure to sign it as the permit holder as well.

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

ABCCC EVENTS DIRECTORY 2011/2012

Note: All events listed in this directory are placed in good faith. Events for inclusion here provided to the magazine editor prior to the 14th of January, March, May, July, September and November. Events organised by other clubs or associations have a contact telephone number to use prior to the event.

IMPORTANT: TEXT IN RED INFORMS OF CHANGED OR CORRECTED EVENT INFORMATION.

October 2012

- 7** High Tea On The High Seas! – [An ABCCC Event](#) Karen McDonald (03) 5975 1867
Start Venue – Meet at end of pier at walk-on terminal, Melway 157, C6&7 Lyn Higginson (03) 9336 7306
- 12 – 25** Club Holiday Abroad (**First Group**) – [An ABCCC Event](#) Paddy and David Bullard 0429 140 182
This Tour has been filled.
What It Is – A Very Comprehensive Tour of Vietnam.
- 20 – 21** Como Gardens Open Weekend – [An ABCCC Assist Event](#) George Hetrel (03) 9761 1341
NOTE: THIS EVENT HAS BEEN CANCELLED

November 2012

- 6** Classic Car Display **NOTE – THIS EVENT HAS BEEN CANCELLED** Colin Brown 0408 343 176
Venue – Yarra Glen Racecourse, Yarra Glen, Victoria.
- 11** A Mystery Picnic Run – This will be a good one! - [An ABCCC Event](#) Frank Sawyer 0408 633 778
Start Venue – Meet at the Frankston Bunnings car park, (Melway 102; F4)
- 14** Visit To The Healey Factory – Rover Car Club & [ABCCC Joint Event](#) Mike Allfrey (03) 9729 1480
An evening tour of this interesting sports car restoration facility.
Venue – 646 Whitehorse Road, Mitcham, Victoria.
- 16 – 29** Club Holiday Abroad (**Second Group**) – [An ABCCC Event](#) Paddy and David Bullard 0429 140 182
To make the Tour fully viable, we are looking for more participants.
What It Is – A Very Comprehensive Tour of Vietnam.
- 17 – 18** Bendigo National Swap Meet – Veteran, Vintage & Classic Club Bendigo info@bendigowrap.com.au
Venue – Prince of Wales Showgrounds, Holmes Road, Bendigo, Victoria.

- 18 Calendar Planning Meeting – [An ABCCC Event](#) Tony & Maxine Pettigrew (03) 9739 1146
Open to Committee members and event volunteers.
Venue – 16 Lawler Lane, Coldstream, Victoria.
- 25 Berry Street Show & Shine - Triumph Car Club of Victoria.
Venue: Waterfront Promenade at Docklands
All proceeds go to the Berry Street Foundation which is for the street and homeless kids.
- 25 Annual Concours and Display Day - Jaguar Car Club of Victoria. Contact: Peter Milikin (Concours Director)
0411 105 419 or e-mail
Venue: The oval at the Wesley College, Glen Waverley campus, 620 High Street Road, Glen Waverley
- 29 – Jindera Pop The Top Festival – Jindera And District Multi-purpose Stadium Committee (02) 6025 0200
Dec. 2 Venue – Quality Resort Siesta, Albury, NSW
- December 2012**
- 9 The ABCCC Christmas Lunch Run – [An ABCCC Event](#) Tony and Maxine Pettigrew (03) 9739 1146
Seal-off an astounding year of fabulous ABCCC Events of great note with a glass of good cheer!
Venue – Chateau Wyuna, 170 Swansea Road, Mount Evelyn. (Melway 52; G&H 2)
- January 2013**
- 20 [RACV Great Australian Rally – A Major ABCCC Event](#) Colin Brown (03) 5964 9291
Start Points – Melbourne, Stud Park and Hastings
Venue – Mornington Racecourse, enter from Racecourse Road, Mornington (Melway 146; B 2)
- March 2013**
- 16 – 22 [The RACV Fly The Flag Tour – A Major ABCCC Event](#) Tony and Maxine Pettigrew (03) 9739 1146
This tour of the lands north of Melbourne spends its first night in Shepparton, then on to Wagga Wagga for a two night stay. The tour then motors on to Wodonga, followed by two nights at Mansfield. It finishes with the farewell and presentation lunch at the Yarra Valley racecourse in Yarra Glen.
Start Venue – York on Lilydale, York & Swansea Roads, Mount Evelyn VIC 3796. (Melway 52; G 3)
- April 2013**
- 21 RACV Classic Showcase – An AOMC Event (03) 9555 0133
Formerly the British And European Motoring Show.
Venue – Members' Car Park, Flemington Racecourse.

EDITORIAL NOTES – ISSUE NUMBER 154

Recently, from one of the Jowett Car Club's members, the editorial office received an e-mail message about a local enthusiast's car collection being stolen. First reaction, from the computer, was that it was a SPAM type of message, and it was very nearly binned. Then, a few days later, I was given a hard copy of the same message, but this time coming via Jag Prestige Spares and addressed to quite a number of Jaguar-related institutions. I was asked to place the sad story in this issue of the magazine (see Page 6). The story is quite remarkable and, as the writer says, must have been quite a 'removalist' operation and would have consumed considerable time with respect to its undertaking.

Please be sure to note a change in our Events Calendar. The date for our 2013 Calendar Planning Meeting has been changed to 18th November 2012. The reason for this late change is the running of the RACV Motorclassica Show at the Exhibition Building on our previously determined weekend, an event of particular interest to me because on display will be one of the Brabham BT Series Formula One cars designed by Ron Tauranac. In their day, these cars were most impressive with the fine performances put on by Jack Brabham and Denny Hulme in BT19s.

As you read this, a considerable portion of our club is enjoying a well organised tour of Vietnam. So, a belated *Bon Voyage!* and the same for the second group departing in November. Meanwhile, the organiser, Paddy Bullard, is off on an exciting visit to Canada and will probably feel a surge of thrill when standing on 304 metres (1,000 ft) thick ice on the Columbia Ice Field.

Bryan Tootell has sent in an article about the discovery of some rare photographs of the construction of London's Tower Bridge. This is fascinating material about a bridge but most of us will not know about the actual construction. Our thanks to Bryan and to its author for its placement here. Enjoy it!

On Page 7 is a letter from Lyle Cooper (*Wolseley Car Club*) asking for any information related to the pre-WW II Wolseley Hornet. The mention of the Hornet brings back memories of Technical College days of my apprenticeship. While attending college, one of my associates, Lance 'Banger' Baker of Weston-Super-Mare, acquired an early Hornet for the grand sum of £5 from Old Baker's car yard in Bristol. I have quite startling memories of visits to various pubs in the North Somerset area. Some of these pubs were well off the beaten track and the lanes had tight bends. The Hornet was always driven flat-out, with the hood down even on wet days, because Banger had the theory that the hood's leaks soaked us a more concentrated manner than if the rain simply lashed our faces. This was all in the days well before BS (Before Sue) and the MOT Test. Several times, in narrow lanes that demanded full steering lock, the front wheels would turn, from the straight ahead position, towards full lock. Once there and, with the steering wheel still being rotated in the same direction, the front wheels would start to turn back towards the straight ahead position. Quite frightening at times! Regrettably, that wheezing Hornet soon went for scrap. It was a true fun car.

If you can help Lyle in any way, please do so. It is a fact that, when such books are being written, personal experiences with respect to the subject motor car are extremely difficult to extract. The address is in the letter's heading, so please help the cause.

Mike Allfrey – Editor

A PUBLIC ANNOUNCEMENT

George and Pat Hetrel of 'Como Gardens' regret to advise us that, due to heavy winter rains which major erosion problems in the creeks area. The worst affected area is at the second railway bridge crossing, which in its present form is unsafe for both pedestrian and train use. These erosion and bridge structural repairs call for heavy equipment, which can only be accessed to the sites in dry summer conditions. So in the interest of public safety, we reluctantly must cancel our scheduled open garden weekend in October and look forward to resuming in April, 2013.

George and Pat

WANTED

A fine Jaguar Saloon with no work to be done other than normal maintenance.

Straight six engine, chrome bumpers and window surrounds, typical models.

Low mileage and past garaging care is essential.

All reasonable offers responded to.

Peter Hibbert, Vermont South. member ABCCC. 0419 800 122, 9800 1222. or

peter_hibbert@bigpond.com

“YET ANOTHER EXCUSE TO DRIVE YOUR CLASSIC REGULARLY”

My old Rover had been leaking fuel from the petrol pump for months and hence hadn't been driven on the road for ages. I occasionally fired up *La Black Beauty* (with fire extinguisher at the ready) to let the old girl know that I still cared about her. But each time I had to explain that I couldn't take her out while she had incontinence of the fuel pump.

One very wet day when I couldn't do anything outside with it too depressing to do much inside, I took a drive out to Airport West in my trusty modern car. I took the old fuel pump with me as I wasn't sure whether I should get a kit to replace the diaphragm and points on the old one or whether I should splash out on a new fuel pump for *La Black Beauty*. The guys at Wilson Carburetors were incredibly helpful. They mightn't have a website or an EFTPOS machine but they know that service is more than asking “Pin or Sign?” and demanding that you have a nice day.

Fortunately I had been to the hole in the wall that morning to re-supply my wallet so the lack of an EFTPOS machine didn't worry me. After parting with a few plastic notes I found myself the proud owner of a new electronic SU fuel pump (which ticks as if it had points, just like the old one). A few days later I set to work installing the new pump but found the MG was in the way so I decided to move it. As the MG is much younger than the Rover and rarely gives me trouble I confidently jumped in and turned the key. It turned over OK but wouldn't kick. Remembering I hadn't driven the MG for a couple of months I thought the battery might be a bit low on power, so I hooked up the charger and waited a few hours. Fully charged up, I gave it another shot – still no kick. I thought perhaps it might be an electrical problem so I spent another hour or so checking the electrics – and – it turned over beautifully, but still no kick.

As I sat pondering the problem it struck me that there was no ticking, just silence, when I turned the MG's key. Then I remembered the MG has a cut out switch on its electric fuel pump. I flicked the switch and the engine roared into life. In no time flat I had moved the MG and finished installing the new fuel pump in *La Black Beauty* which is now proudly back on the road.

Moral # 1

It is not always the oldest car in your fleet which gives you unexpected trouble.

Moral # 2

Drive your classic regularly or you might forget a quirk such as the need to switch on the fuel pump before you try and start the engine.

Colin Oberin

SOME REALLY GOOD NEWS!

This Note Was Received From Tony Hodges

This is to advise you that I am now home recovering from my open heart surgery. I sincerely thank all those who sent kind messages of support while I was away! I hope to catch up as soon as I am able to come to an outing or meeting. With kind regards,

Tony Hodges

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

Get Your Bookings In Now!

Currently, the 2013 RACV Fly The Flag Northern Tour is three-quarters booked. This situation has arisen in a very short space of time since the booking notices were sent out. The Tour is limited to four-hundred total people – not entrants, due to the capacity of some evening venues.

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

Be sure to get your bookings in soon, the RACV Fly The Flag Tour is filling fast!

Mike Allfrey – Editor

BEWARE, IT MAY NOT BE THERE!

Keeping a small cachet of classic cars in a locked garage is not as safe as one thinks. The near 'terminal' 1950 Humber Tickford convertible has rested in its garage for the last thirty-five years and needs major restoration. Over the years the Humber has gained a few bedmates; being a Jaguar Mk II, with a hot Ford V8 being in good order but needing a restoration. Joining the Jag soon after, was the older Mk I Jaguar with body and mechanicals fully restored and awaiting my retirement to finish it. To compliment this trio there was another Jaguar Mk II, a mint rolling body shell was also crammed into the garage.

Recently we decided to renovate the house, and I left the cars in the padlocked metal garage. There was no one living in the house at the time. Everything was OK when I visited a coupe of weeks ago. Then a couple of days ago I discovered all the cars were gone. This must have been a mammoth undertaking to sort out the cars (flat tires, etc) and to load them would have taken a team of men a full day.

I have chassis numbers, etc and if any fellow enthusiast knows or hears anything please contact me, or Knox Police (senior constable Church) as I believe the cars will be offered for sale or broken up into bits. A brief description is as follows:

- Humber – 1950 Tickford, convertible, needs major restoration, spare rolling chassis and body panels. Colour is pale blue (this car is 1 of 2 in Australia).
- Jaguar – Mk I sedan in grey primer, restored body shell with rebuilt 3.4 litre engine and 4-speed gearbox, there are neither interior nor instruments nor doors (these are safely somewhere else). The car has bolt-on wire wheels.
- Jaguar – Mk II sedan, old English white with a Ford 289 V8/auto transmission. Car has excellent red vinyl interior and is lowered. Previous Victorian Registration Number 69-309.
- Jaguar – Mk II sedan, charcoal metallic grey, rolling body shell (no interior, engine or transmission) with new suspension and wiring.

I have done lots of work on all of these cars (a few years ago before kids) and decided to save them for my retirement - a couple of years away.

It would be unfortunate if a fellow enthusiast purchased one of these cars and spent considerable time and money, then to find he did not have title to it. Naturally enough, when you do your own restoration/repairs you remember all the tiny details. Assuming the thieves know this (and they may not), the cars could be broken up for bits or just broken up.

Any news or leads would be appreciated. John Brown at 0400 951 540, e-mail to: john@motto.com.au. Senior Constable Rod Church, at Knox police, at 9881 7000, or e-mail to: rod.church@police.vic.gov.au.

Please spread my bad news. The more enthusiasts who know about this, the better. I did not have insurance on these. There is a substantial reward for any information that leads to the recovery of the cars. I thank you for reading my article.

Kind regards, John Brown

ATTENTION ALL MEMBERS!

Can You Assist?

We would appreciate suggestions for donors of product and/or promotional leaflets for our Rally Bags for the RACV Great Australian Rally in January 2013. If just one-in-20 of us makes the EFFORT to assist, we are confident of supplying entrants with a super Rally Bag. We are not looking for car polish and vehicle cleaning product sachets which may compete with Meguir's Products. We have received generous sponsorship from that company.

To help, contact Bryan Tootell on 04125 49906, or, E-mail annbry@optusnet.com

We look forward to your input.

Bryan Tootell

Lyle Cooper
President
Wolseley Hornet Special Club of Australia Inc
C/- 11 Kernel Street
THE GAP QLD 4061
Ph 07 3312 2365
landmdcooper@optusnet.com.au



3 August 2012

Pat Douglas
Secretary
All British Classics Car Club Vic
PO Box 201
CHIRNSIDE PARK VIC 3116

Dear Pat

Our Club is presently writing a history of **Wolseley Hornet Specials** in Australia. We are seeking help in acquiring as many photos/articles on the Hornet Special as possible.

The Wolseley Hornet Special was built between 1932 and 1935 and took part in many races and hill climbs around Australia – and still appears at Meets.

We are approaching your Club to ascertain whether you may have anything in your archives that could be used – such as programs, photos, newspaper articles etc. These would be copied and returned to you.

Specifically we are looking for photographic records compiled between the 1930s-1950s of racing drivers of Wolseley Hornets such as Noel Spark, Jim Gullan, Bob Brooks, John Sherwood etc.

Should you have any queries, please contact me.

Yours sincerely

Lyle Cooper
President

STRIPPED DOWN AS YOU'VE NEVER SEEN HER

Pictures Of Tower Bridge During Construction Found Dumped In A Skip

This article is about one of the London's most beloved landmarks as you've never seen her before. Stripped down to her underwear, the long lost photographs of Tower Bridge - one of the world's most recognisable structures. They have been unveiled after the stash of hundred-year-old prints were found in a rubbish skip. Coinciding with the 125th anniversary of the bridge's foundation, the fifty sepia photos reveal, in incredible detail, the ingenuity behind one of the capital's most popular tourist destinations. It was the first bridge of its kind in the world. The unique pictures, dating back to 1892, document the construction the iconic bridge, which at the time, was a landmark feat of engineering nicknamed 'The Wonder Bridge'.

The 59-year-old, who wishes to remain anonymous, said that after the occupants of the Westminster office building moved out, the album and a number of documents were thrown into a skip outside. He said, "I took the ledgers to the Tower Bridge Museum because I thought they might have some historical value. They included records of the materials and techniques used in the bridge's construction and what they cost. I told the man at the museum that I had also found some photos but he told me they already had plenty of those."



It wasn't until earlier this month, when the owner of the photos mentioned them to his neighbour, City of Westminster tour guide, Peter Berthoud, that the significance of the find fully emerged. Mr Berthoud, an expert in the history of London who gives guided tours around famous landmarks including Tower Bridge, said he was gobsmacked by the haul.

Left: Peter Berthoud spent hours going through books to find similar photos, only to discover they are unique.

And contrary to popular misconception, the images reveal the bridge is a sturdy steel frame beneath the instantly recognisable stone-cladding. Mr Berthoud said, "When my neighbour gave me a disc with the images on it, I just couldn't believe it."

"I spent hours going through my books to see if these pictures were already around, but I couldn't see them anywhere; they are unique. Quite simply, Tower Bridge is the world's most iconic bridge, and it's the only bridge over the Thames which has never needed to be replaced at some point. It combines elements of a suspension bridge, a high level bridge and a bascule which allows it to open for ships to pass", he said. "Nothing had ever been made like it before, and nothing since. People are always surprised when I tell them Tower Bridge is a steel bridge, as the stone cladding is so recognisable."

According to the tour guide, the bridge's original architect, Horace Jones, wanted to clad the bridge in brick. Following his death he was succeeded as architect by John Wolfe-Barry who decreed the bridge should be clad in stone. Although many of the century-old pictures are in a state of disrepair, around twenty are in good condition.

Many of the 12" by 10" photographs are dated and clearly show how the bridge was put together over a space of eight years. Memorable scenes include turn-of-the-century labourers taking orders from a site foreman in a bowler hat, and a shot of the bridge's original steam-powered engine room - which could open the bridge in less than a minute. In one poignant photograph flags decorate the body of the bridge and a hand-written pencil note reads: 'Note, flags denote Mr Hunter's wedding day'.

Mr Berthoud said, "My favourite pictures are of the simple, humble workers building the bridge; unaware that what they are making will be so historic. People are so used to seeing images of the Empire State Building being built, but this is part of British history being created fifty years earlier."

Editor's Note: This article, originally appeared (in the main) in the UK *Daily Mail* newspaper. It came in via the Internet and our thanks are due to the paper and to the copyright holders, Barcroft Media, of the photos.

Sent in by Bryan Tootell

Note: Although the bridge is an undoubted landmark, professional commentators in the early 20th century were critical of its aesthetics. "It represents the vice of tawdriness and pretentiousness, and of falsification of the actual facts of the structure", wrote HH Statham; while Frank Brangwyn stated that, "A more absurd structure than the Tower Bridge was never thrown across a strategic river".

Found At Wikipedia

Editor's Note: The photographs were in the document as received, not consecutively numbered or labelled. The photographs are shown here in the order on which they arrived. However, the photos do show fascinating detail of how the Tower Bridge was built. A nice Thames barge is shown in one photo.

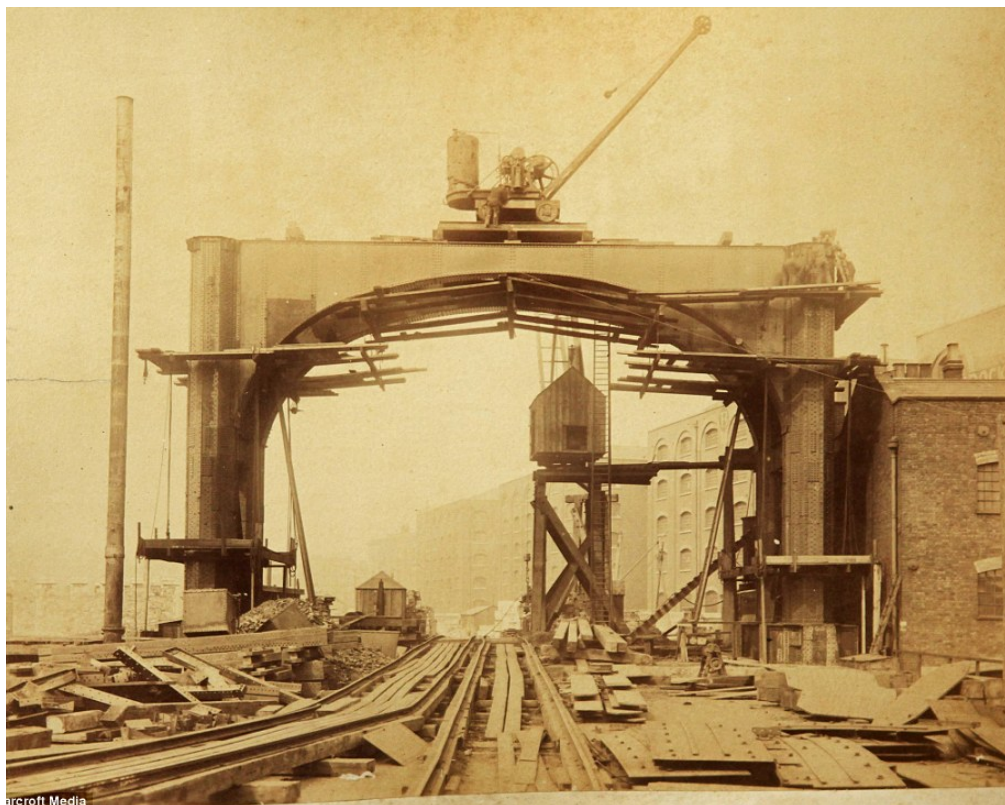
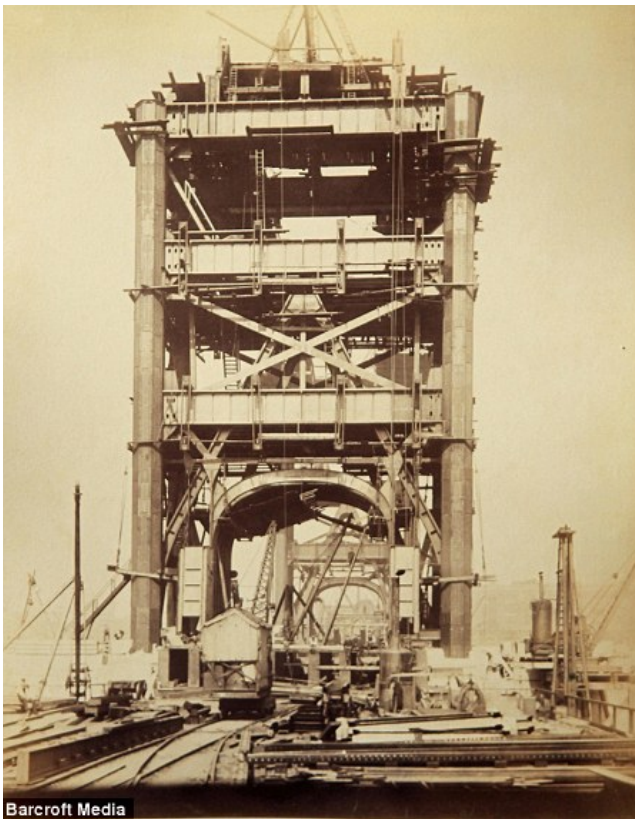






Figure 5. A view of the bridge: The sturdy steel frame of Tower Bridge can be seen, before it was covered with its distinctive stone-cladding on the orders of architect John Wolfe-Barry



Transformation: The bridge took eight years to build and at the time was a landmark feat of engineering, combining elements of a suspension and high level bridge and a bascule



Development: Photos show the progress in the construction process, from basic structures to something easily recognisable as Tower Bridge as we know it today



In 2012: Tower Bridge remains one of the capital's most iconic structures and featured strongly in the recent Olympic Games' opening and closing ceremonies. The paint colour scheme of red, white and blue was applied for the Queen's Silver Jubilee celebration.

EVENT REPORTS AND NOTIFICATIONS

ABCCC EVENTS OF YESTER-TIME

YARRA VALLEY ARCHERY PARK RUN – Sunday, 9th September 2012

Aiming For The Bulls Eye

Club members were aquiver as they arrived at Lilydale International ready for the short run up the valley to the Yarra Valley Archery Park. It should have been a twenty-minute run but a serious road accident on Warburton Highway forced the police to divert traffic along Lusatia Park Road. After some confusion as drivers tried to follow the road on various pages of the trusty Melway (NavSat didn't have a clue where we were) we were off, and had a great trip along the rolling hills through to Hoddles Creek. Then it was back to the highway thru Launching Place and on to the park.

It took a while to round everyone up but soon we were enjoying the warmth of a huge pot-belly stove and a cup of tea/coffee to warm us. Even the announcement by Colin Brown that the park had not renewed its liquor licence, didn't seem to dent the enthusiasm of the budding Robin Hoods and Maid Marions.

It wasn't long before our host Ian arrived and took us to the indoor range. He took pity on us as it was too wet to shoot on the outdoor range [where it is reputed some members' lost arrows from a previous tour are still waiting to be found!]. Ian gave us a lesson on how to put the arrow in the bow, use the sights, pull back the string and let go. It all sounded so simple to do. The one warning was to make sure we had a guard on our arms to protect us from string burn. Some members who have done archery before were quickly into stride while the rest of us just tried to hit the target several metres away. At least there were no lost arrows.

Our American visitors Joanne and Peter Schneider proved to be a formidable pair, quietly shooting their arrows and landing on the right spot most of the time. Those who had been before were mostly in one group and from the start took the lead in the three team competition. While the first round was pretty poor, everyone soon got the range and Ian was forced to change to targets - the bullseye and even resorted to the arrow closest the edge of the target to break open the competition. After leading all competition in the final round, Group three were beaten by Group two by just two points (or was it one point?).

By the end, everyone had enjoyed themselves. Although several were sporting several nasty bruises after the one arm guard proved inadequate. When the competition over it was time to enjoy the delicious roasted meal and a leisurely chat. We had a lot in common with Joanne and Peter as we had travelled through twenty-five States in America by train four years ago, during our five-week trip. Like then, all the talk was the up coming presidential election. We spent several days in New York so we chatted about the places we had been to and compared notes. Before long, it was time for everyone to take a leisurely drive home.

Thanks Colin and Joy for the fun day.

Sue and Wal Thompson

PS. Colin gave Joanne and Peter a bottle of wine for the longest distance travelled to join the run. We wonder if their thousands of kilometres will ever be beaten?

PHIL'S TOURING DAY OUT – Sunday 23rd September 2012



Dodging Pot Holes, Cattle and Strange Driving Habits

About forty-eight members met at the International, Lilydale at 9:00 am. The day was very overcast and the clouds looked as if they could drop a bucket load but held off. Thank goodness, for those brave enough to have the top down.

Phill rounded all up with instruction handed out and we were on our way to Yarra Junction for morning tea and a walk around the market. The weather became threatening again so up went for the hoods. This was a great shock to Peter and Lorraine Lester's Singer Roaster as it is a rare sight to see the hood up.

All departed Yarra Junction except one, when David Cook locked the keys in the Jag and had to wait for the RACV to rescue him. The drive to our lunch venue took us through the lush green pastures and tall forested areas within the Shire of Baw Baw. The recent rains has certainly encouraged growth. Philly warning – 'Beware of Potholes' was well headed, as the roads were full of them. Bad reflection on Baw Baw road maintenance.

We continued on to Piedmont, Neerim South with deteriorating road conditions, and gigantic potholes (we had been warned about) and a large black cow on the loose (we were not warned about); it was quite memorable. Then when heading down the old highway to Pakenham, a stranger caught up in our throng, realised he was on the wrong road and did a 'U' turn, back along the dual carriageway, heading into oncoming traffic with headlights flashing furiously.

We all arrived at the Pine Grove Hotel at upper Beaconsfield where we enjoyed lunch. That is with one exception, Colin and Val who, it appears, lost their way and headed home.

Well done Phil. A most enjoyable ABCCC day out.

Rex Hall, Bryan Tootell and Adrian Roberts

COMING EVENTS

A HIGH TEA ON THE HIGH SEAS – Sunday, 7th October 2012

Fancy a high tea on the high seas?

Come and join us on board the Sorrento – Queenscliff Ferry. Indulge in an afternoon high tea while watching the spectacular scenery.

When: Sunday, October 7th.

Where: Meet at end of pier at walk-on terminal, Melway 157, C6&7.

Time: 11.30 am to catch midday ferry.

Cost: \$40.00 per head which includes glass of champagne, tea, coffee, orange juice as well as high tea.

Interested? Please contact Karen at 0409 028 534 by September 21st, as numbers need to be confirmed for catering purposes. Payment is required on the day. Suggest you bring your everyday-drive car as we will be parking in public car parks, and we all know our classic cars are very precious!

Karen McDonald

FAST-APPROACHING ABCCC EVENTS

MELBOURNE CUP DISPLAY DAY AT YARRA GLEN – Tuesday, 6th November 2012

An Event Has Been Cancelled

Due to matters beyond our control, recent heavy rains and track construction works, we have had to cancel our display at the Yarra Glen Racecourse. We did investigate organising a special ABCCC luncheon, but at the quoted \$206 per double (before any bets have been placed), felt it was too expensive for a club run.

There will, however, be an opportunity for us to put on a display next year, to celebrate the opening of the newly constructed track. More details about this later.

Colin Brown

A MYSTERY PICNIC RUN – Sunday, 11th November 2012

The Peninsula Picnic Tour

We will meet at the Frankston Bunnings car park, (Melway 102; F4), at 9:00 am for a 9:30 departure. We will travel through some picturesque and stunning scenery, so don't forget your camera. Morning tea and some shops of the antique/craft variety will be our first stop. Then we'll drive through rolling hills to our lunch destination. **Remember** this is a picnic. so bring everything that you will need with you, for a relaxing afternoon in good company. Please let me know if you are going to join us. Frank Sawyer at 0408 633 778 or e-mail: classicautos@aol.com.au

Frank Sawyer

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

We Join In With The Rover Car Club

The Rover Car Club of Australia Inc., has organised an evening factory visit to the famous Healey Factory. They have kindly asked our club to join them. Details follow:

Where 646 Whitehorse Road, Mitcham, Victoria. (Melway Map 49, A9)

When Wednesday 14th November 2012

Time Meet at 7.00 pm for a 7.15 pm prompt start

Bookings Close Please note that, due to good response, bookings have now closed. Thank you for your support on this one.

Our thanks to the RCCA for doing all of the ground work on this exciting event.

Mike Allfrey – Editor

ABCCC 2013 SOCIAL PLANNING MEETING – Sunday, 18th November 2012



It is that time of year again, when there will be a Social Planning Meeting. It will commence at 12:00 N and is open to our Committee and to those who have ideas for club events, and who are prepared to run them. This meeting is an important part of our club year and we need good-ideas inputted. Come along with your ideas and let's plan a really good year's classic motoring. Our club aims to have two events per month, and sometimes, three events. After the meeting there will be a barbecue to seal the events. Meat and drinks will be supplied. Please organise salads and desserts with Maxine Pettigrew.

Left: Snapped at the 2009 Calendar Planning Meeting.

The Meeting will be held at the home of Tony and Maxine Pettigrew, 16 Lawler Lane, Coldstream (Melway 280, K5). Please call Maxine on (03) 9739 1146 if you will be attending or e-mail tony3@tpg.com.au. We look forward to a good range of imaginative ideas for next year.

Tony Pettigrew – President

CHRISTMAS LUNCH RUN – Sunday, 9th December 2012

Come And Help Us Celebrate The Festive Season



This is an ABCCC members-only, pre-paid event at the superb Chateau Wyuna, 170 Swansea Road, Mount Evelyn (Lilydale), (Melway 52; H2.) From the west on Canterbury Road, make the slight right turn into Mount Dandenong Road. At the next round-about, take the second exit into Leith Road, which becomes Swansea Road (C401).

Continue straight on at the York Road round-about and, at the Marne Road intersection with Swansea Road, execute a 'U' turn. The Chateau Wyuna Reception Centre entrance is located about 200 metres back along Swansea Road. There is ample parking on the grounds. This could be a good opportunity for a group photograph of our cars, so bring along your British Classic.

Left: A presentation that shows our gratitude for club support provided for us by Lyn and Ray Higginson.

Luncheon cost, beer and wine included, is \$30.00 per person with payment by 1st December 2011. Cheques should be made

payable to the All British Classics Car Club Inc., and sent to Maxine Pettigrew, 16 Lawler Lane, Coldstream, Victoria 3770. Please note, late cancellations and 'non-shows' will not be refunded. A booking form is located on the back page. If you do not wish to damage your copy of this *news sheet*, please photocopy the form.

We will be running the popular Kris Kringle to maintain the standard for which our club is legendary. This year, we are setting a minimum of \$10.00 per item for placement in Santa's toy bags. So, come along and enjoy the real start to the festive season. It comes with good company and a very special yuletide luncheon. We have booked the room from 12:00 noon through to 4:00 pm.

To make your reservation booking, please contact Maxine at (03) 9739 1146. See you there!

Tony Pettigrew – Club President

AT LAST! PROOF OF THE PERFORMANCE OF BRITISH CLASSIC CARS

0 – 63 kph In A Few Metres (Or Is It Revenue Raising?)

Recently, in the mail an on the spot camera generated fine arrived, courtesy of the Civil Corrections folk. I was 'snapped' by a red-light c/w speed-camera at an outer eastern suburbs intersection. The notice informed me that my car (JKW 294) had exceeded the speed limit – 62 kph in a 60 designated zone. The folk at Civil Corrections were obviously in a good mood that day, because my 'offence' had been 'rounded down' from 63 kph.

I did cross the noted intersection in my Jowett Jupiter at about the noted time of day. However, I am now very impressed with my Jupiter's performance, because I had been stopped for a red light period on that intersection. This performance is particularly interesting, mostly because we Jowetteers no longer accelerate hard in first gear due to the fact that there are not many good 1st gear sets available any more.

I gave Civil Corrections my compliments, paid my bill and, a) put it down to experience, and, b) hoped that my contribution would go towards eliminating the Bayswater rail crossings which, interestingly, do not appear in the RACV's top ten congestion areas.

Take extreme care out there!

Mike Allfrey

A GENTLE LITTLE JOKE

The New Apprentice

A young family moved into a new home in suburbia and, next door was a vacant block with no house on it. The little girl, Jane, who was just five years old, used the block as an adventure playground. One day a large bulldozer arrived and the block was levelled for house building to commence. The builders came along and started with digging out and preparing the new house's foundations.

Jane was very interested in all the goings on and hung around the building site day after day. The workers gave her little tasks to do, such as fetching and carrying tools and bits and pieces. At the end of the first week, Jane was presented with a pay envelope that contained one shilling and tuppence. This was proudly shown to her mother a few minutes later and Mum suggested that they visit the local bank and open an account for Jane to bank her wages.

At the counter, all the formalities were finished and before saying thank you, the cashier asked if Jane would call in next week with a wage for banking?

"Only if those lazy bastards at Newsomes would get off their backsides (polite wording here!) and deliver the bricks!" informed little Jane.

Anon.



Above: Images from Phil's Touring Day Out – Sunday 23rd September.



CHRISTMAS LUNCH RUN 2012 – BOOKING FORM

Please Reserve _____ Seats For: (Name) _____

Note: Because the ABCCC Christmas Luncheon is subsidised by the club, this event is for financial members only.

Cost: \$30.00 per Financial Member

Enclosed is my Cheque/Postal Note/Money Order for \$ _____

Payable to: All British Classics Car Club Inc.

Send To: Maxine Pettigrew
16 Lawler Lane
Coldstream
VICTORIA 3770