



## **All British Classics Car Club (Vic)**

### **A Friendly Family Social Motoring Club**

Edition N<sup>o</sup>. 187

September, 2015

#### **GOING A LITTLE BIT RURAL**



*Close to your Editor's heart, club members inspect a nicely restored Ferguson TEA 12-volt model, modernised in parts, but nicely done.*

**Associations Incorporation Registered Number: A0035462V**

#### **MEMBERSHIP SUBSCRIPTIONS**

The annual membership subscription for the All British Classics Car Club Inc. from October, 2014 will be \$45.00. There is a once-only joining fee of \$30.00. Please send membership subscriptions to Gordon Lindner, 9 Hagen Drive, Berwick, VICTORIA, 3806.

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

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

[www.facebook.com/AllBritishClassicsCarClub](http://www.facebook.com/AllBritishClassicsCarClub)

**Life Members: Pat J Douglas, Ross Wolstenholme**

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

**Club Founder – The Late Frank E Douglas**

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

**Your ABCCC News**

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

Executive Committee	Name	Telephone
President	Tony Pettigrew	(03) 9739 1146
Vice President	Nello Mafodda	(03) 9719 7949
Treasurer	Bill Allen	(03) 9846 2323
Secretary	Pat Douglas	(03) 9739 4829
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Membership Secretary	Gordon Lindner	0418 540 920
AOMC Delegate	Michael Allfrey	(03) 9729 1480
AOMC Delegate	Bill Allen	(03) 9846 2323
VCPS Officer (Applications)	Nello Mafodda	(03) 9719 7949
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291
Web Master	Ed Bartosh	(03) 9739 1879
Club Events Registrar	Sue Allfrey	(03) 9729 1480
Club Regalia	Maxine Pettigrew	(03) 9739 1146
Committee Member	Frank Sawyer	0408 633 778
Committee Member	Colin Brown	(03) 5964 9291
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The All British Classics Car Club Website: <a href="http://www.abccc.com.au">http://www.abccc.com.au</a>		
The Association of Motoring Clubs Website: <a href="http://www.aomc.asn.au/">http://www.aomc.asn.au/</a>		

## CLUB INFORMATION

Visit the club's Website, <http://www.abccc.com.au> for information about how club matters are conducted.

## THE VICTORIAN CLUB PERMIT SCHEME

For information about how the Victorian Club Permit Scheme is conducted by the All British Classics Car Club please visit the club's Website, <http://www.abccc.com.au>.

## ABCCC EVENTS DIRECTORY

**Note:** For up to date requirements that are related to club (and other club supported) events, view the calendar at the club's Website <http://www.abccc.com.au>

### September 2015

Sunday 27<sup>th</sup> **Tour To Lara** (revised) – An ABCCC Event Christopher Constantine (03) 9898 4431  
Start Venue – The car park at front of Melbourne Zoo (Melway Map 29; Ref: F12).

### October 2015

Sunday 11<sup>th</sup> Picnic Run – An ABCCC Event Phil Cook (03) 9842 5449  
Start Venue – In front of Harvey Norman, Nunawading (alarms should be 'off').

Saturday 17<sup>th</sup> & Sunday 18<sup>th</sup> Como Gardens Open Weekend – An ABCCC Supported Event George Hetrel (03) 9761 1341  
29 Basin-Olinda Road, The Basin, Victoria. (Melway Map 65; Ref: J8) Bill Allen (03) 9846 2323

Saturday 31<sup>st</sup> 2016 ABCCC Events Calendar Planning Meeting Tony Pettigrew (03) 9739 1146  
Venue – 16 Lawler Lane, Coldstream. Note: Only those planning to run an event should attend.

### November 2015

Tuesday 3<sup>rd</sup> Melbourne Cup Day At Yarra Glen – An ABCCC Event Colin Brown (03) 5964 9291  
Venue – Yarra Valley Racecourse, Armstrong Grove, Yarra Glen (Melway Map 275; Ref: B1)

Sunday 8<sup>th</sup> **Deaf Children Aust.** Display – Triumph Car Club Event. Chris Sallmann [csallmann@bigpond.com](mailto:csallmann@bigpond.com)  
Venue – 597 St. Kilda Road, Melbourne.

Friday 13 <sup>th</sup> to Sunday 15 <sup>th</sup>	The ABCCC Indulgence Weekend – An ABCCC Event Venues – Southern Ocean Coast Area	Peter McKiernan (03) 9787 6003
Sunday 29 <sup>th</sup>	Farm Tour – An ABCCC Event Cost – \$32.00 per person – Includes Farm Tour and Roast Style Lunch. Venue – Warrook Farm, Monomeith, near Koo Wee Rup.	Greg Anglin TBA

## December 2015

Sunday 13 <sup>th</sup>	The ABCCC Christmas Lunch – The ABCCC End of Year Event. Venue – Natalie's, 669 Maroondah Highway, Mitcham, Victoria.	Maxine Pettigrew (03) 9739 1146
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## January 2016

Sunday 17 <sup>th</sup>	RACV Great Australian Rally – An ABCCC Major Event	Colin Brown (03) 5964 9291
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## March 2016

Sunday 13 <sup>th</sup> to Saturday 19 <sup>th</sup>	15 <sup>th</sup> RACV Fly The Flag Tour – An ABCCC Major Event Exploring – The West.	Tony Pettigrew (03) 9739 1146
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**NOTE: TBA = To Be Advised**

## EDITORIAL NOTES – Issue Number 187

In this issue, with useful assistance from Peter Hibbert, there is a special treat for Aston-Martin enthusiasts, analysers of performance and dimensional data and those who admire, arguably, one of the most respected of British Classic motor cars – the, new for 1958, Aston-Martin DB Mk. III. There is, first, the story of how Peter came to own one of these exceptional motors. Then, there follows a reprint of the official *The Autocar*® road test complete with full data tables. The test text was taken from a rather poor quality photocopy, which featured virtually unusable photographs, proving that photocopiers, then, were a long way behind what they are now! The actual copy came with the compliments of Aston Service-Dorset, Aston-Martin and Lagonda Specialists, 72 Ringwood Road, Longham, near Wimborne in Dorsetshire.

Along with Peter's DB Mk. III ownership article, there came a set of photographs of his Aston. One of them proved to be identical to one of those in the Road Test article. A decision was made to place the other two in the re-typed test to make it look a bit more 'reader friendly' and, overall, the idea has worked well because the original captions were used for the scanned photos.

Our readers will have to put up with another *Space Filler* from the UK's *Jowett*er, however, it is a nice little piece put together by Diana Palmer, wife of the car designer, Gerald. The poem should raise a rueful smile from some of our members! If there are any such treasures out there, please send them in to share, with source acknowledgement of course. It would also be good if we could have a few articles in the *Cars I Have Hankered After* vein as well as more *It Happened To Me* stories otherwise – yet more mention of Jowett 'stuff' or, maybe, even a bit of Rover 'stuff'. How about something on Humbers, Austin Westminsters and proper Daimlers?

Enjoy *Your ABCCC News!*

*Mike Allfrey – Editor.*

## AOMC NEWS

### AOMC Delegates' Meeting Dates

The next Delegates' Meeting will be held on November 16<sup>th</sup>, 2015, it is also the Annual General Meeting.

The meeting will be held at the Chevrolet Car Club Rooms at 1/3 Edgecombe Court, Moorabbin (Melway Map 78; Ref: B7). Meetings begin at 7:30 pm and feature a guest speaker. Visitors from clubs are welcome to attend.

*Mike Allfrey – AOMC Delegate.*

## NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club. Our club is one of the fastest growing motoring interest clubs in this country. We hope to be able to welcome you and, in actual fact, your British classic motor car, at one of our events soon. Our club aims to have two motoring events each month, so there are plenty of fabulous events for you to select from. Welcome!

Name	Car	Model	Year
Richard and Suzanne Hogg	MG	TC	1947
	Jaguar	XJ6-X300	1995
K. Bruce and Maria Rowland	Rolls Royce	Silver Shadow	1968
	Aston Martin	DB-7	1998
	Range Rover	HSE	1993
	Jaguar	S-Type	1999

*Gordon Lindner– Membership Secretary.*



## A SAD LITTLE DITTY

They say that men are little boys,  
And some must always have their toys.  
They sprawl upon the nursery floor,  
Playing with model cars and trains  
And all through life this urge remains.  
Ask a small boy what he will do  
When he grows up he'll say to you:  
"I'll build a car. I'll fly a plane  
Or drive the engine on a train!"  
And though these are but childish dreams,  
He never loses them it seems.

The boy grows up and goes through life,  
He gets a girlfriend – perhaps a wife.  
And all goes well till they espy  
That vintage car he has to buy!  
And this can be a step most drastic  
Unless the dame's enthusiastic.  
For it becomes his pride and joy  
A man he is, but still a boy.  
So I've a little tale to tell.

And husbands mark the message well!  
I knew a chap – he ran a pub,  
He bought a Jowett – joined the club.  
And from then on from morn till night  
He worked to get that car just right.  
His aim of course was reconstruction  
But proved to be his self-destruction!  
What happened? His neglected wife  
With all the work said, "It's no life!"

Oh what a muddle we are in  
Since he bought his Javelin.  
And now he's taken off its wheels  
He simply won't come in for meals!  
And what I've worked for, wanted, planned  
He somehow doesn't understand.  
Well this time he has gone too far  
He's wedded to that wretched car!  
And being an attractive bird

Well, you can guess what next occurred.  
She'd always had some gay boyfriends  
And went along for long weekends.

With one she'd picked up in the bar  
He had an E-type Jaguar.  
Her sugar daddy was her choice  
The mink and diamonds, plus Rolls-Royce.  
The neighbours said "Ooh she's a slut  
Look how she fools that poor old man."  
Oblivious of his wife's affairs  
He thought of nought but cars and spares.  
The pub got in an awful state  
He found all out a bit too late,  
And was then quite brokenhearted  
To find his wife, his dear, departed.

So husbands for a happy life  
Just spare some time for your dear wife.  
Don't spend it all on that old car,  
But take her to the cinema.  
And sometimes ask her out to dine  
Soft lights sweet music, food and wine.  
You'll find it pays and as she's wise  
She'll know just when to compromise.  
Oh husbands here you'll not allow it  
Your marriage broken by a Jowett!  
And now having said what I intended  
Good night to you, my verse is ended.

*Editor's Note: Mrs. Gerry Palmer's (Diana) response to a Toast To The Ladies at a Jowett Car Club (East Anglian Section's) Annual Dinner in the early 'sixties, was published in the Autumn 1993 edition of the VSCC's Bulletin. After such a long period of time, it may be new to our readers.*

*Gerald Palmer is well known for designing the Wolseley 4/44 and the Riley Pathfinder – as well as the Jowett Javelin. Diana well knew what she was writing about!*

*From The Jowetteer – With Thanks.*

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## NEW CLUB MERCHANDISE NOW AVAILABLE!



New Regalia – Club Vest, wind-proof, at left – \$40.00 each, plus delivery.

New Regalia – Club Polo shirt, above – \$30.00 each, plus delivery.

New Regalia – Club Cap, above right – \$12.00 each, plus delivery.

We have new stocks of club apparel now in stock. The wind-proof over-vest, the polo-shirt and caps can be ordered by using the Contact Us form on the ABCCC Website, or direct from our Regalia Manager. Postage will be extra.

Be sure to attend one of our events soon to see the new apparel being modelled by members of our club.

It should also be noted that there are stocks of cloth patch badges, with the ABCCC logo, in standard and large diameters for sewing on to existing garments. There are limited stocks of club logo (miniature) lapel badges and the larger ABCCC motor car grille badges available.

We pride ourselves with our quality regalia and, it is also a very effective way to help promote our club. Please contact Maxine Pettigrew on (03) 9739 1146 for availability and postage/delivery costs. Cheques and cash are readily accepted for regalia items. Please make cheques payable to: The All British Classics Car Club Inc.

Maxine Pettigrew – Regalia Manager.

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## DON'T FORGET MOTORCLASSICA – 23<sup>rd</sup> to 26<sup>th</sup> October, 2015

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### THE PROTECTION OF MOVABLE CULTURAL HERITAGE ACT

*Following is a release from the Minister for the Arts Department which is reviewing the import and export of cultural heritage, and also the terms of reference for this review. (Editor's Note: This was received from the AOMC in August. It is here for information purposes only). Whilst in the main it looks at cultural artefacts that should be kept in or returned to the country of origin, it could also encompass the import and export of significant vehicles.*

In December 2014 the Minister for the Arts appointed Mr Shane Simpson AM to undertake a broad-ranging, independent review of the *Protection of Movable Cultural Heritage Act 1986*. Mr Simpson has now released a position paper, outlining a new model for the protection of cultural property. The position paper, along with a summary, is available at:

<http://arts.gov.au/topics/public-consultations/review-protection-movable-cultural-heritage-act>

The position paper is being supported by a national, online survey, seeking public comment on the proposed model. The survey can be accessed at [www.surveygizmo.com/s31223721/Review-of-the-PMCH-Act](http://www.surveygizmo.com/s31223721/Review-of-the-PMCH-Act), and will be open until 14 August, 2015. (Article received too late)

Information provided by stakeholders will be used in developing Mr Simpson's final report, which is due to be presented to the Australian Government by 30<sup>th</sup> September. You are encouraged to participate, and to distribute this information as widely as possible throughout your networks, to ensure that all interested stakeholders have an opportunity to participate.

The PMCH Act plays an important role in protecting Australia's cultural heritage by regulating the export of objects that are significant to our history. It also provides for the return of foreign cultural property which has been illegally exported from its country of origin. The review intends to provide improved clarity on the processes and requirements of those importing and exporting cultural objects in Australia. The position paper proposes a simpler legislative framework, objective standards to define those objects being regulated, a flexible and risk-based approach to assessment processes, and clearer guidance to decision-makers throughout the process.

Please direct questions to the review secretariat at [PMCHreview@arts.gov.au](mailto:PMCHreview@arts.gov.au)

#### TERMS OF REFERENCE – REVIEW OF THE PROTECTION OF MOVABLE CULTURAL HERITAGE ACT

The Protection of Movable Cultural Heritage Act 1986 protects Australia's movable cultural heritage and provides for the return of foreign cultural property which has been illegally exported from its country of origin and imported into Australia. It gives effect to Australia's agreement to the UNESCO Convention on the Means of Prohibiting and Preventing the Illicit Import, Export and Transfer of Ownership of Cultural Property 1970. The Protection of Movable Cultural Heritage Act 1986 has not been significantly amended since its enactment, and the scope of the proposed Review is therefore intentionally broad. It will consider the existing framework for the protection of movable cultural heritage material in Australia, as set out in the Protection of Movable Cultural Heritage Act 1986 and the Protection of Movable Cultural Heritage Regulations 1987. The Review will focus on the appropriate settings for protection and regulation in this area, and explore other, similar protection schemes in Australia and other international models for the protection of cultural property:

- Which objects are protected, including having regard to the following:
  - What are the categories and types of Australian cultural objects which should be protected via regulation?
  - What are the appropriate thresholds and definitions of significance?
  - What levels of protection should be extended to foreign material?
- How Australia's international obligations are fulfilled, including having regard to the following:
  - How Australia implements the UNESCO Convention on the Means of Prohibiting and Preventing the Illicit Import, Export and Transfer of Ownership of Cultural Property 1970;
  - How this scheme interacts with the obligations under the UNESCO Hague Convention for the Protection of Cultural Property in the Event of Armed Conflict 1954; and
  - Whether there are other international conventions or practices which provide useful benchmarks or guidance?

- How this protection is administered, including having regard to the following:
  - What is the most effective framework for protecting Australia's cultural heritage?
  - How are decisions regarding specific objects best made?
  - How is the scheme best enforced?

The Review may also examine and report on any other issues considered relevant or incidental, and will consult with stakeholders as is thought necessary. It will report to the Australian Government Minister for the Arts by 30<sup>th</sup> September, 2015.

## PETER HIBBERT'S 1958 ASTON MARTIN

**Manufacturer:** Aston Martin Lagonda Limited, Newport Pagnell England.

**Model:** DB2/4 Mk III/4 Coupé. **Body Style:** 2+2. **V.I.N.:** AM300/3/1807. **Engine No.** DBA 1398.

Around mid-year of 1981, I procured this fine English gentleman's 'racer' from a fellow at Glen Waverley who had imported it from UK and owned it for five years. Livery is British racing green (was daffodil) and parchment full leather interior. The frame is of space frame tubing supporting a full alloy body.

I had constructed a spacious two-story home for he and family and, as sometimes can occur during construction, the building contract is varied adding extra work and of course, relevant costs. The variations were agreed and signed off as a commitment to pay. At completion and my hand over, unfortunately his money pit was drained and I was stuck with his debt. He mentioned the possible option to settle immediately if I seemed interested, that he would offer the mint 1958 Aston Martin to cover the amount. I accepted the offer as the value of the Aston well covered the debt and a settlement was confirmed. I took delivery within the same week.

The picture, featured on the cover of *Your ABCCC News* (August 2015 edition), of the Aston Martin with the 1949 Riley was snapped at my Mother-in-law's home as they were gracious enough to allow storage of both, whilst I was constructing our new home in Vermont South commencing 1982. I built the eight-car garage to lock up first and housed four cars including a pair of 1926 and 1935 Dodges.

I worked on the Aston for a few years doing minor items to raise its standard of finish and performance. It had been restored prior by Melbourne's Dawes and North, in late 1976. It was then well placed in concourse events. The odometer reading at my acquisition was 68,500 miles, just 7,000 greater than when restored in Melbourne. The performance was neck-snapping, using the four-speed close ratio gearbox, and then settling into overdrive by a toggle switch on the instrument panel.

I attempted to lower the seat by removing the timber packers to clear my head clouting the roof but was to no avail. In 1990, I sold it to an investor, in England I believe, and it was shipped back to England.

No more English for me thank you!

*Yours in early FORDIN'. Peter Hibbert. July 2015.*

## Autocar® ROAD TESTS N<sup>o</sup>. 1666 – Aston-Martin MK III

An increase in power output from 140 b.h.p. at 5,000 r.p.m. to 162 b.h.p. at 5,500 r.p.m. (or to 178 b.h.p. at the same engine speed with the optionally extra twin exhaust system), Girling disc brakes at the front, a little more leg-room for occupants of the occasional rear seats, a new instrument layout, opening rear side windows and a new grille are among the changes which distinguish the Mark III version of the Aston-Martin DB 2-4. To these must be added Laycock-de- Normanville overdrive on top, available at extra cost. The car tested had this extra, the engine was the now standard, single exhaust unit giving 160 b.h.p. A number of smaller changes have been made which are described elsewhere in this Road Test.



*Left: Above the new grille is the Aston-Martin crest, and a chromium plated rib running up and back to the fresh air intake. Combined side lights and traffic indicators are fitted below the headlamps. the bumper overriders are standard fittings. Photos in this article are from Peter Hibbert, the original standard print photos did not photocopy very well.*

On balance, the latest car represents considerable improvement over the previous model, even though the increase in power does only a little more than offset an addition of nearly 1½ cwt to an already heavy design.

Very high standards of comparison must be used in judging a car of this character, partly because it is expensive, and also because it has a special appeal to the perfectionist. Yet, at an ex-works basic price of £2,050, the model is 'cheap' when compared with its main German and Italian 3-litre rivals. On a performance basis, too, it must be borne in mind that the Aston now has a pair of entirely practical occasional seats and a realistic amount luggage space. The finish and fittings are not skimmed in the interests of weight-saving; rather, a successful attempt has been made to combine the exhilaration of high-speed travel with the luxury of refined transport.



To enter, the driver steps over a sill which covers chassis frame members. Access is, nevertheless, reasonably simple in a low car of this type, and all the areas which might in time be scuffed by the feet are neatly protected with rubber; included are the lower parts of the doors, top and sides of the sills, parts of the floor, and the sides of the transmission tunnel. The front seats have 9-inches of fore and aft travel and adjustable backrests. With an adjustable steering column, all this means that the driver may get really comfortable and well placed in relation to the pedals and wheel. The comfort and lateral location provided by the newly designed seats is good, though not outstanding.

*Right: Driver's view of facia panel and driving controls. Note that in the lower left hand corner is shown the gear-change pattern. Taken from a not very good quality photocopy.*

A start from cold calls for use of the manual enrichment control (now central) for a minute or two. There is no longer a manual ignition advance and retard; when the car was left out overnight in freezing temperatures, starting was effected only after the engine had been turned over several times. In such conditions, a prolonged warming up period at a fast idling speed is required before the engine will pull evenly. The combined ignition and starter switch is at top right on the new facia where it is a little difficult to reach, more particularly if the swivelling ventilator window is open or the driver is wearing gloves.

Location of the remainder of the controls and of the instruments is splendid. Two main dials directly in front of the driver house rev-counter and speedometer, with ammeter and gauges for oil pressure, water temperature and fuel level grouped in two smaller dials. The rev-counter reads up to 6,000 r.p.m. – and there is no red line. In practice there is nothing to be gained from taking the engine up to this maximum – it was found that about 5,500 r.p.m. sufficed for maximum acceleration through the gears.

If the engine r.p.m. are taken to 6,000 in each of the first three gears, speeds are respectively 42, 62 and 92 m.p.h. While no driver is likely to make regular use of these impressive maxima, they can be useful in special circumstances such as overtaking in first or second, or completion of an open curve or corner in second or third.

Traction in the dry is such that, in spite of the power available, there is virtually no wheel spin when getting away from rest under full power. Accelerating in first gear makes the rev-counter needle spin round with alacrity – in this ratio 30 m.p.h. is reached in but 3.5 seconds. When using all the gears to the full in moving off from rest to high speed, the second ratio seems a little low, even though 62 m.p.h. can be reached. In terms of speeds, the gap between the maxima on first and second is 20 m.p.h., whereas between second and third the figure is 29.

The acceleration of the Mark III tested proved to be better than that of the previous DB. For example, 70 m.p.h. was reached in 13.1 seconds, compared with 14.8 previously. Only at or near the car's maximum did the pattern change. At 31 seconds for 0 – 100 m.p.h., the latest car was but 0.7 of a second quicker, and the absolute maximum of 120 m.p.h. (in the more favourable direction) was the same, although the mean maximum was slightly better. Top overdrive has too high a ratio to enable speed to be increased beyond that of top gear maximum on the flat on a still day, but it leaves plenty of r.p.m. in hand for more favourable conditions and for those who select the twin exhaust version of the engine with its extra 16 b.h.p. at the top end.

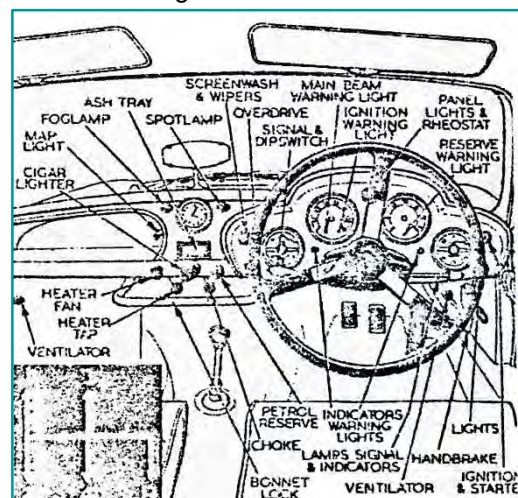
Overdrive was appreciated on the Continent, where much of the testing took place; it made cruising between 80 and 100 m.p.h. restful, almost to the point of seeming a leisurely form of travel, and the excellent siting of the switch enabled normal top to be regained in an instant. The switch is so convenient that if the steering wheel is set as close to the facia as it will go, the control may be knocked accidentally, but this is a fault in the right direction, and may be further excused as the overdrive acts only on top. The change into or out of overdrive is exceptionally smooth in all circumstances.

Many owners of recent Aston-Martins have expressed a wish for an overdrive, even though it might be in use less frequently on home roads. Medium-speed cruising becomes the more restful with the use of the unit, in part because exhaust noise is much reduced, and there is some gain in fuel economy.

In judging the gear box itself, the natural reaction to a fine piece of mechanism is tinged with a trace of disappointment. The central lever provides the means of very fast, precise changing, and the box, with synchromesh on second, third and top, is backed up by well-arranged pedals which make heel-and-toe technique simplicity itself. The main exception taken to this box is the spring loading of the lever to the neutral position: that is, halfway across the gate. It seems unnatural to have a spring first helping then hindering a simple change between the second and third ratios. It was found, too, that the lever engaged the appropriate gear, and in particular reverse, only on the last part of its travel. These points were noticed primarily in quiet lazy driving; when the driver was getting the most out of the car the nature of the gear change approached more nearly the elusive perfection. These reactions were occasioned by the gear box on the car tested in which, because of the geography of the overdrive installation, the selector mechanism is different from that of the box fitted to the standard car. When no overdrive is fitted, the selector mechanism is as on the earlier model, except for spring loading against reverse as opposed to the lifting required previously in obtaining this gear.

The axle is silent, but a 'clonk' exists in the transmission, partly, it was thought, as a result of windup in the rear suspension in conjunction with the back axle assembly. This is not noticed in open-road driving but can be heard when traffic conditions demand momentary closing and re-opening of the throttle at lower speeds. It is understood that the appropriate assemblies are being refined.

Never entirely smooth, this engine had vibration periods at two points in the normal operating range.



Suspension and steering of the Mark III are in the high Aston-Martin tradition and, on dry roads especially, difficult to fault. The ride is firm – almost to a fault over poorly laid cobbles and other rough surfaces – but on normal roads it is smooth and the tautness is welcome. An extra 4 lb. pressure in the tyres is recommended for sustained speeds of 100 m.p.h. or more and, to give the car every chance to show its powers of acceleration and speed, these higher pressures were used for much of the test. It was noticed that on indifferent surfaces encountered when the tyres were at normal settings the ride was, naturally enough, a little more joggle-free.

By the average buyer the Aston steering will be adjudged a near-perfect combination of ratio, precision and lightness. The characteristics are nearly neutral (a slight tendency towards oversteer is noticed in the wet) and corners can be taken very fast indeed with little movement of the wheel and with complete accuracy of line. The steering is not over-sensitive at high speed or on slippery surfaces, nor does it lack feel, and the ratio does not result in any unreasonable



heaviness in manoeuvring in car parks. It is sensitive to tyre pressure and, as is known from experience of the earlier car, to tread pattern. The combination of suspension and steering is not so impressive in the wet. The opinion was formed that the latest car tends more readily to slide and this may be attributed in part to the type of tyres fitted to the test car. It remained easily and quickly controllable, however, whatever the conditions.

*Left: There is a fair amount of luggage space at the back, which is easier to get at than the illustration suggests. When no more than two people are in the car, luggage space may be greatly enlarged by folding down the backrest of the occasional seats.*

Substitution of discs in place of drums at the front as standard makes the braking system of special interest,

but the expectation of good brakes being made even better is not entirely confirmed. The maximum efficiency obtained was less than one would like, and pedal pressures are high by contemporary standards for the retardation produced, though in normal driving on dry roads there is no other cause for complaint. When the system is made to work really hard there is some loss of efficiency, and an increase in pedal travel occurs in extreme conditions. Slight deterioration in the balance also is noticeable. This may result from the discs at the front and the drums at the rear reacting differently to temperature increase. These faults naturally were noticed more in the wet, to the extent that the power and speed of the car had to be used with more caution than has hitherto been associated with the *marque*.

All the disc brakes so far encountered on cars provided for test have made a noise, and those on the Aston are no exception. The sound varies from a fairly loud moan when stopping gently from very low speeds, to something nearer a squeal when braking hard at high speed. The hand brake is of the pull-out type under the fascia; it is effective and reasonably easy to get at, if a little out of character.

Overall noise level of the car is dominated almost entirely by the exhaust. The beautifully smooth body shape reduces wind roar to a negligible volume, and the swivelling ventilator windows may be swung (albeit with the use of rather awkward catches) into the airstream.

*Right: The 3-litre twin overhead camshaft engine, with its pair of S.U. carburettors, occupies most of the considerable under-bonnet space. Accessibility is particularly good. Smooth throttle operation is owed in part to the carefully arranged run of the cable. Photos from Peter Hibbert – with thanks.*

The exhaust note itself is similar to that of the previous models, and is known to the majority of sports car enthusiasts. It is entirely pleasant, even exciting; yet whether it would be entirely acceptable or not to an owner leaves room for conjecture. Apart from being a high performer, the car is also a tractable luxury model likely to be used for commuting, during which a fruity exhaust note may become a little trying.

The horns, on the other hand could well be louder. They are of the Windtone type fitted as standard to – and adequate for – many family saloons. On this express carriage, however, something of more clarion character would be justified. Shortcomings in the horns may frequently be by-passed by use of the lamp signalling arrangements. Within reach of the driver's fingertips are two levers, one for the wipers and the other a dip switch, each with a little button on the end. If either of these buttons is pressed, the head lamps can be flashed. On the fascia is a master control for the lamps, with off, side and head positions; but if off or side is selected the main beams can still be flashed. If the main or dipped beams are in use, signals can be made by flicking the dip switch; alternatively, if the dipped beams are in use then either the lever may be flicked or one or other of the buttons pressed. The system widely used in one form or another on Continental cars, is admirable, and well worthy of wider adoption by the industry in the U.K. The head-lamp beams themselves are a match for the performance. Very high speeds may be used at night in safety, and the necessarily long range has not been achieved by sacrificing spread. As it is, the balance of local and distant illumination is ideal.





Knowing that motorists are very much individualists in the matter of judging fog lamps, the DB company lets buyers choose their own 'standard' units. The car tested therefore, lacked such auxiliaries. The standard heater admits fresh air and its action may be boosted at will with a not very-quiet fan. In temperatures of around or below freezing point a higher maximum output of heat would be welcome. Also, buyers of this class of car would not expect to have to fumble under the scuttle to adjust vents.

Visibility is good to front and rear, but not quite so good at the rear quarters even though the proportion of glass is high. The twin sun visors are rather deep, and each has a large central hinge which would be better padded.

Maximum fuel consumption of the latest car recorded in hard driving is down (to 16 m.p.g.) by comparison with the

previous model. Driven quietly the m.p.g. figure at 22 is no lower than before partly owing to engine flexibility permitting free use of the overdrive when economy is more important than journey speeds.

*Left: Measurements in these ¼ in. to 1 ft. scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and, with the seat cushions uncompressed.*

The car is supplied with an exceptionally comprehensive handbook. Eight lubrication points require attention every 1,000 miles (for king-pins and front suspension).

This latest Aston-Martin has been assessed with an appropriately critical eye, and most of the faults mentioned might well escape the notice of the majority of motorists. After giving them due weight, however, the latest Aston-

Martin can still be placed only among the select group of the world's fastest and safest cars. It also enjoys those indefinable qualities which are manifest as character, and which instil confidence and affection in the owner.

*To be continued next month.*

## THE SHOTS THAT STARTED WW-I

In museums around the world there are many vehicles that have historic interest. Take for example Hitler's bullet-scarred Mercedes-Benz that can be found in a war museum in Ottawa. None, however, could better represent a symbolic turning point in history than a vehicle resting in an obscure war museum in Vienna.

It is the vehicle in which Archduke Franz Ferdinand and his wife were assassinated during a visit to Sarajevo in 1914. This of course triggered events leading to the outbreak of WW-I. The Heeresgeschichtliches Museum not only displays the vehicle

complete with bullet holes but also the sofa that the Archduke bled to death on and, for good measure, his blood stained jacket.

Car enthusiasts will want to know that the vehicle was made by Graf und Stift (the 'Rolls Royce' of Austria) and was lent to the Archduke for the visit to Sarajevo by Count Franz Harroch of the Imperial Royal Volunteers Automobile Association which sounds a bit like our RACV.

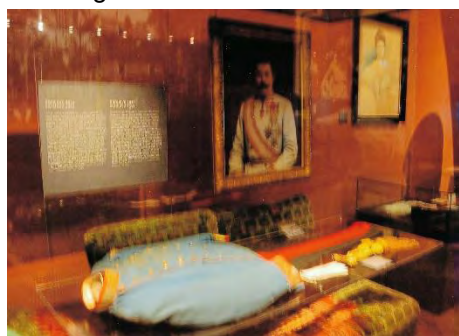
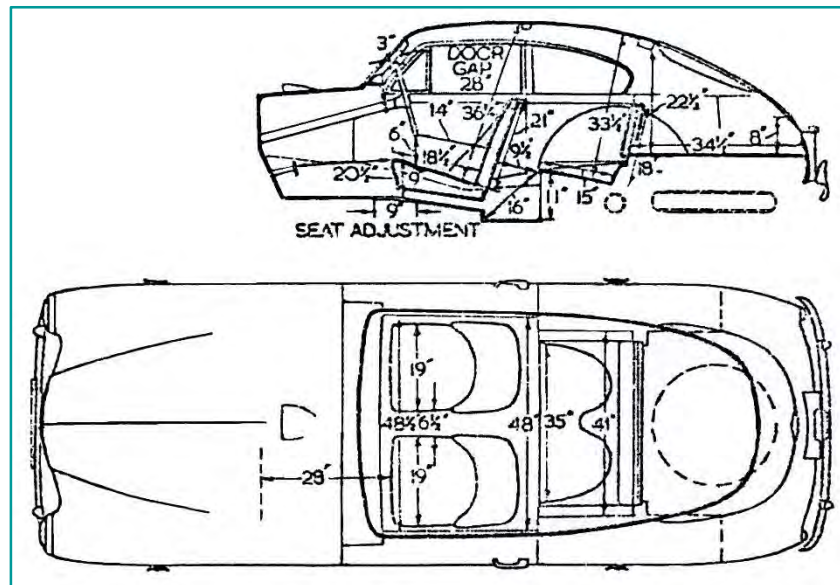
*Peter Chandler.*

## EVENT REPORTS

### WHAT WE HAVE BEEN DOING

#### JINDIVICK CULTURAL TOUR – Sunday 23<sup>rd</sup> August, 2015

Saturday was such a glorious warm sunny day in Warragul, so we were hoping that Sunday would be very much the same, and it was also good. The weather had been very cloudy with lots of rain lately, so we were so glad that the morning was pleasant for everyone.



It was good to see people at McDonald's Warragul early, and eager to go. The numbers have now increased to fifty-three people, and we gathered everyone together to mark off the list of attendees and give everyone a goodie bag comprising of information of the places visited as well as West Gippsland information, where we recently moved to in March this year. And, of course, the trip notes.

*Right: Val Jeffereyes' Jaguar, parked by Colin Forrest, sort of dominates the parking area at Bradley Hall.*

A lovely drive via Buln Buln, past a large herd of milking cows, to our first stop at Bradley Hall, home of famed local artist, Gary Miles in Drouin West, where morning tea was waiting for us on the veranda. Most of the ABCCC'ers cars parked in his garden and carpark for display. Gary had his Rolls Royce, also glistening out in the garden, along with a friend's Jaguar and restored grey Fergie tractor. There was plenty of the artworks to be admired on display in the hall. Gary graciously invited people up to his eclectic A-Frame art studio and talked about how he gets inspired and places he has been. It was a great setting where people mingled around or just sat in the garden, taking in the morning sun, or on the wide veranda admiring the cars on display.



Next stop was at Laurie Collins Garden Sculpture in Jindivick, where most of the cars managed to park in his carpark with a bit of marshalling help. Laurie has an amazing collection (all for sale) of metal sculptures that he created from recycling anything metal. His mosaic mirror Mercedes is permanently positioned in his garden. The interior is in good condition! I am sure the car is now much heavier with all the grouting and mosaics. Laurie's gallery, Red Tree Gallery, has a display of other artists' creations as well as his own miniature metal sculptures. It was wonderful to see people walking around his sculpture garden, figuring out what bits and pieces he used in his sculptures. There was plenty of room for people in the gallery to sit and relax or admire the art.

*Left: Our version of Superman!*

Two minutes down the road we stopped at Jindivick township to browse through the various rooms of antiques at B'Zarte or meander through the Country Gardener nursery for any special rare plants. The Jindi Café is a marvellous stop for a lunch or tea stop.

A lovely drive through the valleys of Jindivick and Neerim South before our lunch stop at Kings Arms Hotel in Neerim South, where we were welcomed with a warm, central fireplace and lovely views into the valley. There were plenty of choices off the menu, including two-course seniors, or the specials board. Definitely big servings and yummy too! The club took up most of the dining area, and great service from the girls.

There is more to see at Neerim South, which includes the Serigraph Gallery <http://www.serigraphgallery.com/> and Eric Irvine's Garage Gallery <http://www.garagegallery.com.au/> which we mentioned in our trip notes for those that stayed a little longer after lunch.

Thank you to everyone that attended, and for coming a long distance for the run. We hoped everyone had an enjoyable day and saw a bit of what West Gippsland has to offer, but there is more still hidden away, for next time!

*Mary and Robert Nolan*

## THE INAUGURAL TWILIGHT MID-WEEK RUN – Wednesday 2<sup>nd</sup> September, 2015

It was just too much to expect the Jupiter's rear brakes to be finished off in time for this auspicious event. Nearly got there, but . . . So, *Pea Soup* was pressed into action and, as it turned out, with the later weather conditions, it was a wise move. The TomTom device was set for the address where we should meet in Cranbourne and this was reached successfully. It did appear as if I had overshot the venue, but the only excuse was 'traffic conditions'. Peter McKiernan soon had us all booked in and we set off for our afternoon tea/coffee stop at Balnarring (the local branch of the Red Hill Bakery) *en route* to Portsea, our final destination.

*Right: Just some of our cars parked in Balnarring.*



The TomTom was re-programmed to take me to Balnarring. This it did not wish to do at all – it had a great desire to see the sights at Balranald in NSW, of all places! The power cord was disconnected for a short spell and then plugged in again. A bit of a wait for the device to establish where it was located – it did finally discover its position using three satellites 'up there' somewhere. By this time, everyone else had disappeared into the sunny afternoon distance, and my drive to the Red Hill Bakery finally commenced. Then the TomTom's readout went crazy, mainly because there were new (unrecognised) road-works' detours and a sprinkling of new roundabouts of the same ilk as the road-works. This



meant quite an amount of map-on-the-screen swivelling while the poor TomTom tried to establish where it was, again! It thought *Pea Soup* had been driven into a paddock – well, it is after all, related to the Land Rover. The smell of recently broadcast fertiliser was such that we may well have been in the middle of Melbourne's vegie patch, while in actual fact we were negotiating an unmade road, much to the TomTom's alarm.

Eventually all was sorted out, to the screen's satisfaction, and I arrived at the Red Hill Bakery, feeling extremely late indeed. The coffee was quick and good and I took the opportunity, while all participants were together, of handing out paper slips detailing the corrected date for the Ferny Creek Display Day in November. Sorry, Judy! It was nice that Roger Stanley called in for a chat while we were there. Roger had been over in Kununurra for a spell and had caught something terrible, that had taken his voice away. He said that he was much better than before.

I departed a little bit early for our dinner venue in Portsea, in order to position myself on a suitable corner to get photos of our cars on the road to Portsea. This was found and, as soon as I had parked and was sorting out the camera, it started to rain with a heavy squall, thus putting an end to photos of cars cornering against a pleasant sunset. The rain kept up its wetting effects, which meant a decision was made to continue on to Portsea and its famous hotel of the same name. Arriving in the rain, a bit early, meant that a good parking spot was levered into, to be accompanied by Ross Wolstenholme's Jaguar on one side, and Peter Hibbert's Ford Mustang on the other.

Dinner at the Portsea Pub was cosy and very good, the serving of 'fish and chips' (with salad) was an enormous serve and I should really have walked home to work it all off! It rained steadily all the way home, but it was snug and warm inside *Pea Soup's* cabin and the new headlamps lit the road ahead magnificently. Our collective thanks to Peter for putting this new style event together for us to enjoy.

*Mike Alfrey.*

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## WHAT WE ARE ABOUT TO DO – Coming Events

### EXCURSION TO LARA AND THE YOU YANGS – Sunday 27<sup>th</sup> September, 2015.

Here's hoping you can join us (particularly 'Westerners' and 'Northerners') on our excursion out west. We do need some indication of numbers for catering purposes. The day's activities will be as follows:

We intend leaving the car park at 8:50 am at the front of the Melbourne Zoo (Just to the right of the main entrance) for a drive along the old Geelong Road to the second pickup point (for Northerners and Westerners) at the Centre Link car park, corner Synnot and Werribee Streets, Werribee.

We will then head off from Werribee towards Little River via Bulban Road, which is over the river and railway line and along past the Werribee Racecourse. Where Bulban Road divides, we will take the right fork and follow the road to its end at Edgars Road where we turn left. When we reach You Yangs Road at Little River – turn right. When we reach Farras Road (at the base of the Hills) turn left and this will take us into Lara.

Morning tea has been arranged for 10:15 am at the Lara Historical Groups restored 'Lake Bank Hotel' on the corner of Forest and Canterbury Roads, Lara. *Devonshire Tea which will include the entry fee to the museum = Scones with Normal Coffee or Tea at \$7.50 per head, Scones with Cappuccino/Latte etc. \$9.00 per head.* All funds raised go to help the group develop the museum.

We head off for 'Serendip Sanctuary' on Windermere Road, Lara at 11:30 am. On the drive along Forest Road, we pass the Lara Lime Works – Lara lime being used in the construction of The Princes Bridge, Law Courts, Post Office and many other historic Melbourne buildings.

Leaving Serendip, we drive to the top car park on Flinders Peak for our BBQ picnic lunch this depending on the weather conditions of course, however, the conditions should be very pleasant at the top of the You Yangs.

After lunch we suggest a pleasant drive home through Little River. You do this by driving east along Branch Road to Farras Road where you turn left. At the intersection of You Yangs Road turn Right and this will take you into Little River. From there just follow the road through to the Princes Highway or Geelong/Melbourne Road. Please book onto this event by telephoning (03) 9898 4431. Looking forward to your company.

**Note:** There is more detailed information that has been issued to members as a PDF file.

*Geraldine and Christopher Constantine.*

### PHIL'S PICNIC DAY – Sunday 11<sup>th</sup> October, 2015

We will meet at the car park outside Harvey Norman located on Whitehorse Road in Nunawading, opposite the Civic Centre. Melway Map 48; Reference G9. Time 9:00 am for a 9:30 am drive off.

After driving through Warrandyte and Panton Hill, we will drive up the hill to Kinglake. Then on to Pheasants Creek where we will stop at the Flying Tarts Bakery for Morning Tea/Coffee.

After a short break, we will continue our drive to a lovely Country Pub where we will enjoy lunch. Hopefully, the weather will be good enough for us to enjoy the attractive garden at the rear of the pub in which we can enjoy our Picnic Lunch. Full route details will be given at the start of the event.

As catering needs to be confirmed, will those members who are interested in participating on this event, please let me know. Contact Phil Cook on (03) 9842 5449 or 0417 568 851.

*Phil Cook.*



**COMO GARDENS – OPEN WEEKEND – Saturday 17<sup>th</sup> and Sunday 18<sup>th</sup> October, 2015**  
**An ABCCC Assist Event**



Over the years our club has assisted Pat and George Hetrel to raise funds for St. John's Ambulance and the Knox SES. There are many different tasks that we can help with and such help will also promote our club within the local community.

The gardens open at 10:00 am and close at 4:30 pm and they are located at 79 Basin – Olinda Road, The Basin (Melway Map 65; Ref:H7).

Attractions in addition to the splendid gardens could well be: \* A Working Display in the Vintage Car Museum \* Rainy Day Book-stall \* The Basin Primary School students performing Peter Pan, Puff The Magic Dragon \* Rock & Roll band, **WHAT?**, will perform on the Sunday \* Horticulture – Ferns and Orchids for sale \* Conducted Garden Tours \* Sausage Sizzle \* Devonshire Teas and Refreshments \* Model Speed, Steam and Sailing Boats On The Lake \* Barrel Organ Music by Hans \* A Fine Display of Interesting Classic Cars \* Some Special Giveaways \* The Local Dog Club will put their dogs through some interesting obstacle courses \* Andy's Antics \* Teddy Bear's Picnic and Children's Activities \* Puppeteer and Ventriloquist – Gordon Ross \* A Giant Raffle provided by the RACV (a sponsor of the Open Days \* Helpful Hints and Giveaways from Seasol (another sponsor) \*



Please bring your British Classic along for the display and assist with the Open Garden Weekend and its activities. Your help in whichever way you can support the cause – whether it be helping with car parking, selling entry tickets, providing a hand with sausage sizzling and Devonshire tea making, assisting with train rides and so on, all will be most welcome! If you can provide some assistance, please call Tony Pettigrew (train operating roster) on 9739 1146 or Bill Allen (public car parking and Devonshire teas etc.) on 9846 2323. Pat and George Hetrel (03) 9761 1341.

*Mike Allfrey – Editor.*

**THE ABCCC 2016 CALENDAR PLANNING MEETING – Saturday 31<sup>st</sup> October, 2015**

This meeting is open to those members of our club who plan to conduct an event for Club Year 2016. If you have plans for conducting an event in 2016, please contact Tony Pettigrew on 9739 1146 and you will be advised of the timing schedule for the meeting.

*Tony Pettigrew – President.*

**TRIUMPH CAR CLUB SHOW AND SHINE – Sunday 8<sup>th</sup> November, 2015**

**(Listed for interest purposes only, but good to visit.)**

**Venue: Deaf Children Australia, 597 St Kilda Road, Melbourne.**

**Note Change Of Venue:** The annual Triumph Car Club's Show'n Shine will be held between 10:00 am and 3:00 pm on the lawns of this wonderful 149 years-old Melbourne icon, formerly the Victorian College for the Deaf. Please arrive by 11:00 am, via the High Street access gate, 100 metres east of St Kilda Road (Melway Map 2L; Ref: C-D/11). See map, at right.

Entry fee is \$20.00 per car and all proceeds go to Deaf Children Australia <http://deafchildrenaustria.org.au>.

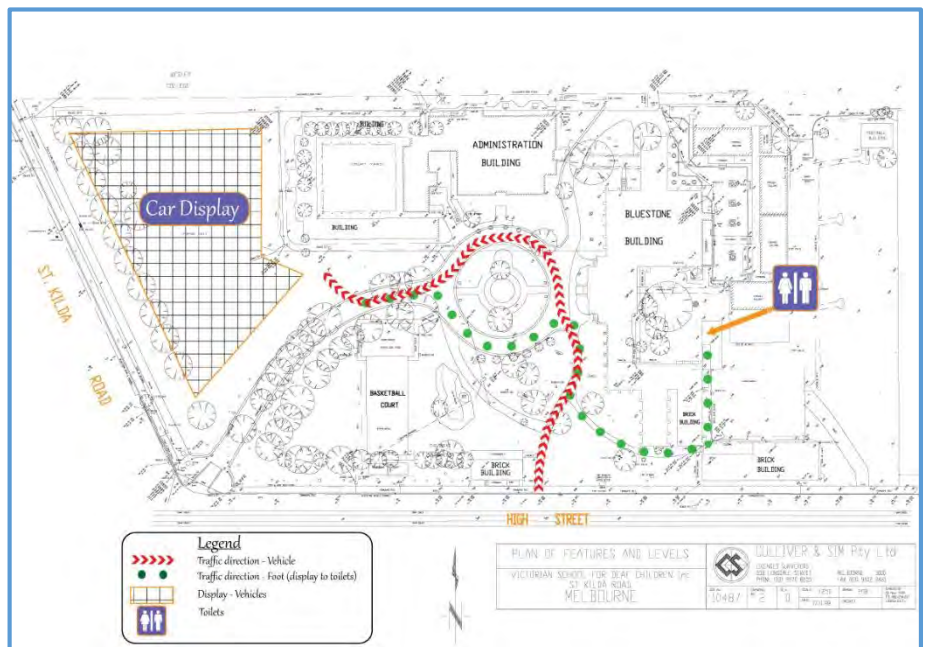
A Show'n Shine will be conducted for TCCV cars only, however all attendees will be eligible for the gate prize, donated by Caulfield Jag Service, along with Visitor's Car of the Day.

BYO everything, regalia, chairs, table, marquees; all welcome (no tent pegs due to watering system). Invited marques include Rover, Jaguar, Sunbeam, and Triumphs, from the TR Register and Triumph Sports Owners Association.

**PLEASE NOTE:** This is a non-smoking venue.

Note: Leaving early is accepted but please respect the presentation around 1:30 pm [csallmann@bigpond.com](mailto:csallmann@bigpond.com).

*Graeme Oxley – Triumph Car Club Inc.*



## **VINTAGE, CLASSIC AND CUSTOM CAR SHOW – Sunday 22<sup>nd</sup> November, 2015**

The Rotary Club of Belgrave are running this well supported event. The venue is the Ferny Creek Recreation Ground, Corner of Clarkmont and Hilton Roads, Ferny Creek. Listed for interest purposes only, but good to visit.

*Judy Birkett.*

## **OUR ANNUAL WEEKEND OF FUN AND DEBAUCHERY – Friday 13<sup>th</sup> to Sunday 15<sup>th</sup> November, 2015**

This year we are going west along the Southern Ocean coast. We will meet at the 'BP' Service Station, Princess Freeway, Little River, at 9:00 am for a 9:30 am start. After a 50 minutes' drive we arrive at our morning tea venue on the beachfront at Torquay, where coffee and a cookie will be served (additional food is available at your own cost). Following morning tea, we proceed at a leisurely pace along The Great Ocean Road, to arrive at our luncheon venue, The Wye River Hotel where a hot meal, and a glass of beer or wine is included (again additional drinks are available if you so desire).

After lunch we continue along the Great Ocean Road to our venue for the weekend, The Seaview Motel, Apollo Bay. Once we unpack and settle in we will assemble for nibbles and drinks (don't forget the nibbles), before walking a few blocks to our dinner venue, a boutique Italian Restaurant where dinner and drinks will be served. After dinner we will walk back to our motel for a good night's rest.

On Saturday morning breakfast for those who require it, can be provided from a number of interesting establishments located along the main street. At 9:30 am we board a coach for a tour of the Otway Ranges, with a visit to the 'Otway Fly' where you can walk across the Forest. Those not wishing to take the walk may care to remain in the cafeteria and enjoy a coffee, bun and a chat. We reboard our coach and proceed to our luncheon destination the Otway Brewery and Winery, where you will be able to sample their Beer and Wines, along with luncheon platters. A glass of your favourite selected beverage will also be provided (additional drinks will be available if required). We then continue on our tour, returning to our Motel where drinks and nibbles will again be available, prior to our evening Bar-B-Q (volunteer cooks are required).

On Sunday we arise and return to our treasured vehicles for a drive to Wye River, where at the Wye River Store a sumptuous 'Brunch' will be awaiting you. Following 'Brunch' we return home, and re-commence our dietary procedures.

The cost for this extravaganza will be \$480.00 per couple, or \$240.00 per single, plus the cost of accommodation, to be paid direct to the Motel. Bookings are now available by contacting Rosalie or Peter McKiernan on (03) 9787 6003 or mobile 0407 876 023. Please advise of any special dietary requirements at the time of registration. Early registrations would be appreciated.

*Peter and Rosalie McKiernan.*

## **WARROOK FARM VISIT – Sunday 29<sup>th</sup> November, 2015**

A Visit to Warrook Farm to see sheep shearing, sheep dog demonstration, have a try at milking a cow, visit the baby animal nursery and the native fauna park to feed the animals, have a wagon ride and enjoy a 2 course roast for lunch.

How about bringing the grand-children for a great day out. Contact Greg or Geraldine Anglin on 9876 3293 or 0419 882 155 or [gregsbusy@msn.com](mailto:gregsbusy@msn.com). Start venue to be advised shortly.

*Greg Anglin.*

## **CHRISTMAS LUNCH RUN – Sunday 13<sup>th</sup> December, 2015**

This year our Christmas Luncheon will be held at Natalie's Restaurant, which is within the Quality Hotel Manor complex located at 669 Maroondah Highway (also known as Whitehorse Road), Mitcham. The hotel is on the northern side of the highway between Warnes Road and Dampier Grove, and can only be accessed from the service road, enter from the Deep Creek Road intersection while motoring eastwards.

We will gather at 12:00 noon for a three-course luncheon, commencing at 12:30 pm. Drinks will be provided by our club. Cost of the luncheon will be \$35.00 per person, we advise that you book early. A booking form is on Page 14 of this edition of *Your ABCCC News*, and can be cut out, or photocopied and posted, with your cheque made out payable to the All British Classics Car Club Inc., being for full payment to:

Maxine Pettigrew, 16 Lawler Lane, Coldstream, Victoria 3770.

Father Christmas will, of course, be in attendance and we are asking that gifts for distribution in our 'Kris-Kringle' be of \$10.00 minimum – Please remember that if you do not put in, you are not eligible to take out gifts. Please note that this event is for financial club members only. In addition, updates (if any) will be issued in the October magazine.

*Maxine Pettigrew.*



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## **LOVE THIS DOCTOR**

**Q: Doctor, I've heard that cardiovascular exercise can prolong life. Is this true?**

**A:** Heart only good for so many beats, and that's it. Don't waste on exercise. Everything wear out eventually. Speeding up heart not make you live longer – it like saying you extend life of car by driving faster. Want to live longer? Take nap.

**Q: Should I reduce my alcohol intake?**



A: Oh no. Wine made from fruit. Brandy distilled wine, that mean they take water out of fruity bit so you get even more of goodness that way. Beer also made of grain. Bottom up!

**Q: How can I calculate my body/fat ratio?**

A: Well, if you have body and you have fat, your ratio one to one. If you have two body, your ratio two to one.

**Q: What are some of the advantages of participating in a regular exercise programme?**

A: Can't think of single one, sorry. My philosophy: No pain . . good!

**Q: Aren't fried foods bad for you?**

A: YOU NOT LISTENING! Food fried in vegetable oil. How getting more vegetable be bad?

**Q: Will sit-ups help prevent me from getting a little soft around the middle?**

A: Oh no! When you exercise muscle, it get bigger. You should only be doing sit-up if you want bigger stomach.

**Q: Is chocolate bad for me?**

A: You crazy?!? HELLO-O!! Cocoa bean! Another vegetable! It best feel-good food around!

**Q: Is swimming good for your figure?**

A: If swimming good for figure, explain whale to me.

**Q: Is getting in shape important for my lifestyle?**

A: Hey! 'Round' is shapel!

Well . . . I hope this has cleared up any misconceptions you may have had about food and diets. And remember:

**Life should NOT be a journey to the grave with the intention of arriving safely in an attractive and well-preserved body, but rather to skid in sideways – Chardonnay in one hand – chocolate in the other – body thoroughly used up, totally worn out and screaming "WOO-HOO, what a ride!!"**

And then – For those of you who watch what you eat, here's the final word on nutrition and health. It's a relief to know the truth after all those conflicting nutritional studies.

1. The Japanese eat very little fat and suffer fewer heart attacks than Americans.
2. The Mexicans eat a lot of fat and suffer fewer heart attacks than Americans.
3. The Chinese drink very little red wine and suffer fewer heart attacks than Americans.
4. The Italians drink a lot of red wine and suffer fewer heart attacks than Americans.
5. The Germans drink a lot of beer and eat lots of sausages and fats and suffer fewer heart attacks than Americans.

**CONCLUSION: Eat and drink what you like. Speaking English is apparently what kills you.**

*Colin Brown.*

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## BOOKING FORM – ABCCC CHRISTMAS LUNCHEON



### Timing

Date: 13<sup>th</sup> December, 2014

Time: 12:00 noon for 12:30 pm Luncheon Commencement

### Booking Details

Please reserve seats for: . . . . . People

Name(s): . . . . .  
. . . . .

*Note: This Special Event Is For Financial Club Members Only.*

Payment \$ . . . . .

Please Post this form and your Cheque, payable to the All British Classics Car Club Inc. to:

Maxine Pettigrew, 16 Lawler Lane, Coldstream, Victoria, 3770. Telephone No.: (03) 9739 1146

*Note: If you do not wish to damage your magazine, a photo-copy of this form will be quite acceptable.*