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Your ABCCC News

The Official Newsletter of the All British Classics Car Club of Vic Inc

Front Cover

Happy New Year 2023

The All British Classics Car Club would like to wish all members & their families a very Happy New Year

RACV OFFERS ADVICE FOR VICTORIANS ENCOUNTERING POTHOLES

November 2022 <https://www.racv.com.au/about-racv/newsroom/racv-pothole-advice.html>

RACV has urged Victorian motorists to exercise caution on the road following heavy rain and flooding across the state.

Heavy rain has contributed to flooding on metro and regional roads, as well as causing potholes, presenting hazards for car drivers, motorcyclists and cyclists.

RACV Head of Policy, James Williams, said it was important road users were aware of the changed conditions brought about by the extreme weather event.

“Victorians would be acutely aware of how quickly weather conditions can change – they would also know that the recent storms can have a significant impact on our roads,” Mr Williams said.

Rain is a key factor in how potholes form. The state has experienced an increase in rainfall and severe weather events in 2022 as a result of a La Niña weather phase.

RACV is urging caution for motorists encountering potholes, which can pose a safety hazard and cause damage to your vehicle.

“If you do encounter trouble while out on the road, you’ll be in safe hands with your coverage under RACV’s Emergency Roadside Assist,” Mr Williams said.

Silvia Morris, Senior Instructor for RACV Drive School, said the dangers of potholes should not be underestimated.

“Large potholes have the potential to cause severe damage to your tyres, wheels, suspension, exhaust and/or vehicle body, and in some cases can even lead to drivers losing control of their vehicle,” Ms Morris said.

“Even small ones can cause wear and tear to your vehicle’s suspension and steering which can be costly.”

“When you do encounter a pothole, avoid sudden braking and dangerous swerving into oncoming traffic. Keep a firm control of the steering wheel – which can be jolted with impact.

“If you do hit a pothole and you’re concerned about potential damage to your vehicle, pull over to a safe space and contact RACV Emergency Roadside Assist on 131111 for assistance.”

Flooded roads and deep puddles are also a factor following rain.

“Some puddles can be hiding large potholes underneath them, so you should avoid driving over puddles where possible, and never drive through floodwaters,” Ms Morris said.

Inside this Issue:

- RACV advice on potholes
- Club Information
- YouTube recommendations
- The Healey Story Part 3
- Events Directory 2022
- ABCCC Member finds Daly Waters Museum
- Reminders of what events are coming up soon
- What we have been doing
 - Christmas Lunch
- The Gordon Automobile
- Two great opportunities of interest to our members
- AOMC events
- Update on Tony’s very British Mark V project
- Membership renewal form

CLUB INFORMATION

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

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

YOUR COMMITTEE

Executive Committee	Name	Telephone	E-mail Address
President	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
Vice President	Colin Brown	(03) 5964 9291	colin@abccc.com.au
Treasurer	Bill Allen	(03) 9846 2323	treasurer@abccc.com.au
Secretary	Pat Douglas	0425 712 973	secretary@abccc.com.au
Committee Positions			
Committee Member	Frank Sawyer	0408 633 778	
Committee Member	Greg Anglin	(03) 9876 3293	
Committee Member	Rex Hall	(03) 9795 7669	rex@abccc.com.au
Committee Member	Walter Thompson	0408 507 890	wally@abccc.com.au
Membership Secretary	Ed Bartosh	(03) 9739 1879	membership@abccc.com.au
AOMC Delegate	Bill Allen	(03) 9846 2323	
AOMC Delegate	Mike Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
FVV & CCC Delegate	Bill Allen	(03) 9846 2323	
FVV & CCC Delegate	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
VCPS Officer (Applications)	Walter Thompson	0408 507 890	wally@abccc.com.au
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	colin@abccc.com.au
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VCPS Attendance Records	Sue Allfrey	(03) 9729 1480	sue.allfrey@bigpond.com
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Associations Incorporation Registered Number: A0035462V			
The All British Classics Car Club Vic Inc. Website http://www.abccc.com.au			
The Association of Motoring Clubs Website http://www.aomc.asn.au/			
The Federation of Veteran, Vintage and Classic Car Clubs Website http://www.federation.asn.au/			

CONTACTING THE ABCCC VIC INC.

- On The Web <http://www.abccc.com.au>
- On Facebook www.facebook.com/AllBritishClassicsCarClub
- Postal Address PO Box 190, Coldstream, Victoria, 3770



MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Vic Inc. is \$45.00 per annum. This subscription fee also includes the club member's partner. In addition to that, there is a once-only \$30.00 Joining Fee. Please address membership enquiries to: Membership Secretary PO Box 190 Coldstream Victoria, 3770. Telephone Number 03 9739 1879.

LIFE MEMBERS

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

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

CLUB PERMIT SCHEME

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

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

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

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

ANNUAL MEMBERSHIP RENEWAL

Payment of ABCCC Annual Fees of \$45.00 are due by 1st January each year
Please post or Transfer money to: All British Classics Car Club, Membership Secretary PO Box 190 Coldstream Victoria, 3770. Tel 0438 508 235

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

Bank details: BSB 063 863, A/c No.1001 3709, please provide your details as a reference. Renewal Form can be downloaded if required to update information, from the ABCCC Website. Thank you, Ed Bartosh



NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club. We hope to be able to welcome you and, in actual fact, your British classic motor cars, 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!

<u>Name</u>	<u>Car</u>	<u>Model</u>	<u>Year</u>
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Ed Bartosh – Membership Secretary



Did you watch last month's recommendation?
Links (copy & paste)

What's at Daly Waters?

<https://youtu.be/9nq7APmSZyE>

Gordon's Photo collection March 2017- Trydell Museum

<https://goo.gl/photos/yXqAnk7FDJbEcrYx9>

(thanks Gordon Lindner's collection) - Great memories

I am digressing away from the direct record of the development of this famous marque to cover an event, one in which an Austin Healey played a large role. This very dramatic and horrific event occurred in 1955; it was the worst accident in motor racing history.

The Le Mans twenty four hour race is world famous. In the earlier days when motor racing was a much more dangerous activity than it is today the race had already claimed many lives but nothing as awful as what occurred in June 1955 and of especial impact was that most of the 82 people who died that day were spectators rather than race participants. I knew and actually worked with a guy, older than me who was actually in the onlooking crowd on the fateful day, but more of his account later, lets go to the news accounts and images first.

The race, as the name indicates was run over a 24 hour period on closed public roads. Each car had a two man crew who alternated the driving, through sun, rain and storm, overnight included, all at a time when headlights are not anywhere near as efficient as those in our ordinary cars nowadays when we don't hurtle along at such speeds in the rain.

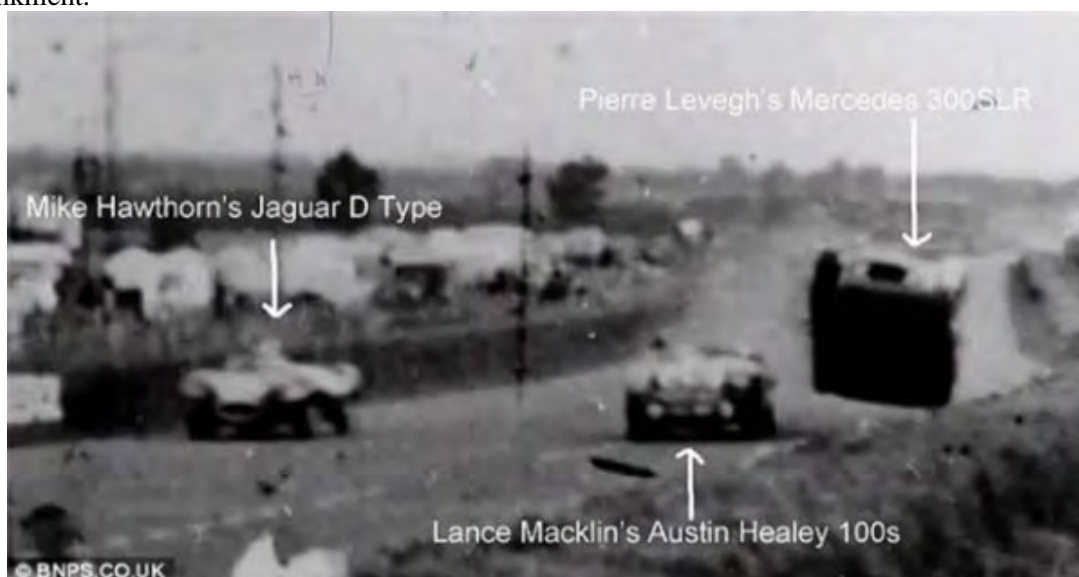
Teams of cars from manufacturers took part plus also a few entrants from wealthy individuals got involved. The cars were of all sizes and power abilities which to a degree made for more danger. Smaller engined models ran the same race as the more exotic, highly powered units, all overtaking and passing each other. At the time of the 1955 race the faster cars could reach over 180 MPH down the infamous Mulsanne Straight. These speedsters had to work around less powerful cars running slower but not wanting to give way if they could avoid it. Of particular note in the matter of avoiding collisions is that the cars all had different braking abilities. Take note here that Jaguar pioneered disc brakes and could stop quicker than almost all the other competitors a fact which helped them win many events. In modern much safer formula one racing all the cars have very similar power outputs and braking abilities, plus the drivers do not have to keep alert for a full day and night, not so at the fateful Le Mans in 1955.



Looking at the old newsreel films taken at the time and listening to the accompanying commentary which you can do yourselves today on the net, the tragedy unfolds something like this.

The Jaguar driven by Mike Hawthorn a leading racing champion of the period (and a boyfriend of Petula Clark the famous singer) seems to make a late decision to move off the track and to head into the pit areas to his right. He brakes quite late no doubt using his superior brake performance. Travelling immediately behind him is an Austin Healey driven by Lance Macklin who seems unable to stop before colliding into Hawthorn so he swerves violently to his left away from the Jag to get onto the centre of the track. But hurtling down the track centre is one of the much fancied large Mercedes cars driven by Frenchman Pierre Levegh.

In an instant the Benz comes into contact with the traversing Healey. Now remember the sleek shape of the Healey with its sloping rear lines; well when the collision happens the fast moving Benz rides up the back of the sleek shape, flips onto its side and roars into the embankment.



Unfortunately, the graphics are not very good, however it gives you an idea of what occurred.



The fuel tank ruptures, the car catches fire immediately and then explodes. The Benz cars are very advanced for their time and feature magnesium alloy in their construction. Now everyone now knows what happens to Magnesium when it ignites. The burning wreck scythes through the area opposite to the pits where spectators in their hundreds are gathered to watch the action, my friend amongst them. A scene of unimaginable horror and carnage becomes evident. (Be warned if you do go to the news reels - its pretty harrowing to watch). The Frenchman is killed in the collision with the embankment, he is thrown from the car. Macklin miraculously survives but his car is wrecked; he leaps from what remains to get over the embankment away from the danger but he cannot see the horror behind him.

Now amazingly the race is not stopped, the cars continue to go around the circuit albeit slowed as they pass the pit areas. Mercedes quickly withdraws its team from the race. The Dream team of drivers of one Benz car comprising Juan Fangio and Stirling Moss who were leading at the time is now out of the race. In happier times they would have seemed unbeatable and I believe are never paired again. In fact Benz never engages in motor sport again for 34 years until 1989 as a result of the tragedy.

The Jaguar of Mike Hawthorn eventually runs on to win the race after which he stands on the podium, smiling with champagne flowing; this seems very callous and totally heartless in the circumstances but its there to be seen in the newsreels.

The recriminations emerged afterwards, even going to court when Macklin accused Hawthorn of causing the disaster. There was no resolution of this because Hawthorn was killed in a normal road accident before the case got into court. Hawthorn had in turn blamed the Frenchman but his evidence and Hawthorn's accusation died with both of them.

Now the non-recorded evidence from the guy I knew. It isn't recorded because he suffered a mental blackout. He told me of his horror at seeing the spiralling and burning wreck coming into the crowd where he stood along with others, fathers, some of whom had their children on their shoulders to give them a view of the race. After the image of that he told me he knew nothing until we woke up in the driving seat of his car stopped about fifty miles away long after the crash. Maybe the mind blanks out images we cannot accept as a way of protecting us. I never remember him as being a particularly happy person, always quiet.

I once saw a filmed interview of Lance Macklin much later in life wherein he said that the spectators had gone to the event to see a crash and they got one. Maybe my friend wasn't the only person scarred by that day.

As mentioned earlier motor racing although never without danger is far more controlled and regulated these days - thankfully.

Next issue back onto other happier Healey matters.

ABCCC EVENTS DIRECTORY

Note: This ABCCC Events Directory lists only those events organised by the ABCCC. Only those events scheduled in this Directory qualify for Victorian Club Permit Scheme requirements. All events are also listed on the club website.

ABCCC Calendar of Events for 2023

If you are attending any of these events please contact the Organiser, as numbers are often required
Further details will be provided closer to the event or updated on the website

		Sun. 5th Feb.	3G's run Greg Anglin	Thur.2nd Mar.	Day on Philip Island with Leigh and Sandra Wishart
		Wed.15th Feb.	Morning Cuppa in the Hills Deb Beal	Sun 5th Mar.	Kalorama Rally Geoff Birkett
		Sun. 19th Feb.	AGM Eastwood Golf Club, Liverpool Road, Kilsyth	Wed.15th - Tues.28th Mar.	Tasmanian Holiday, Maxine Pettigrew
Sun.22 Jan.	Event organised by Jack & Shirley Craven	Sun 26th Feb.	British and European Day at Caribbean Gardens		
Sun.2nd April	Scoresby Picnic Bill Allan	Wed. 10th May	Morning Cuppa in the Hills Deb Beal	Fri.9th - Mon.12th	Hamilton King's Birthday Rally Tony Pettigrew
Sun. 16th April	Event to be organised by the man from Otley and his child bride Judy Birkett	Sun 21st May	Heritage Day with Rex's Big Day Out	Wed.21st Jun.	Lunch at The Naked Racer. Trevor Beaumont
Sun.23rd April	Picnic in the Park Greg and Geraldine Anglin			Sun.25th Jun.	Liberator Museum Werribee, Peter Lester
Wed.5th July	Christmas in July lunch at King Henry Restaurant in Sassafras Contact Debbie Beal	Sun.6th Aug.	Pub Run Brian Tootell	Wed.13th Sep.	Morning Cuppa in the Hills Deb Beal
Sun.9th July	Event organised by Jack and Shirley Craven	Sun. 20th Aug.	Annual Lunch, Colin Brown	Fri.22nd Sept.- Sun.24th Sept.	Sandra's September
Sun.23rd July	TBA	Wed. 30th Aug.	A day out with the intelligentsia. Anne Tootell		
Sun. 1st Oct.	Castlemaine Market and lunch Ian Terry	Sun.12th Nov.	A day out with the warm weather man Phil Cook	Sun. 10th Dec.	Christmas Lunch Maxine Pettigrew
Wed.18th Oct.	Morning tea at Como Gardens then visit private collection in Highett followed by lunch. Pat Hetrel	Fri.24th.- Mon.27th	No frills weekend TBA Maxine Pettigrew		
Sun.29th Oct.	A day out with a Morgan Phil Cook				

Website: www.abccc.com.au/calendar

Facebook - don't forget to like ABCCC on facebook link.....

<https://www.facebook.com/AllBritishClassicsCarClub/>

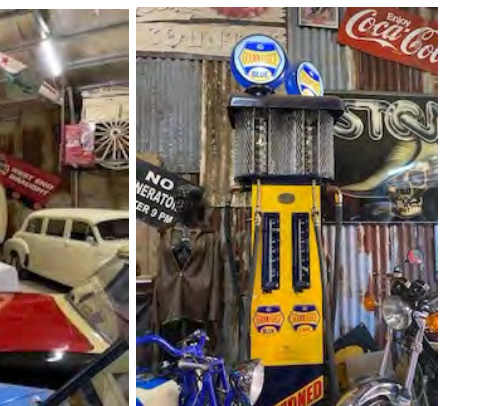


Daly Waters Museum

By Alan Quantrell ABCCC Member

On a recent fishing trip up north, called into Daly Waters. So surprised by what was there in the museum. Thought they may be of interest to the members.

Regards Alan Quantrell



Daly Waters – bit of history!
During World War 2 Daly Waters played a significant part in the protection of the Northern Australian coastline. The Australian and American air forces were based here along with Mitchell Bombers, Kitty Hawks and a fighter squadron.

Editor's Note: thank you Alan for sharing your interesting outback find, hope the fishing was as good!

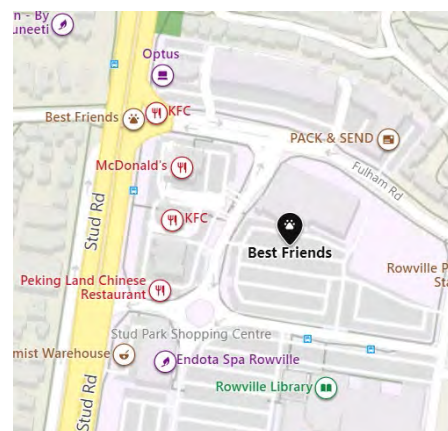
Reminder for upcoming ABCCC events

22 January 2023 - Jack and Shirley's inaugural ABCCC Eastern suburbs

Route instructions will be provided at the starting point: Time is 9.15 for 9.45am take off.

Meet at Stud Park (Rowville) Melway 81 J1 and suitably the car park we selected is regarded at least to us as good for Best Friends. **Turn from Stud Road Rowville into Fulham Rd and then turn at first right and then left turn into the car park- "Best Friends" is easy to see in the car park - the entrance is on the opposite side to Macca's.** The car park is lower than the Shopping centre and always the least populated.

We will be taking a drive of approx 50 mins and the destination is a private somewhat different Private car collection - the address will be provided when we meet up or give Jack a call if you cant make it at the starting point. An urn will be on call. The owner will give summaries on some of the vehicles. Hoping for a good turnout. Please let Jack or Shirley know if you are attending. (thanks)



Lunch will be in Wantirna details provided at the start of the run - booked for 1pm. **Important Please call Jack or Shirley so the booking can be confirmed.** Jack 0425 881 449 or Shirley 0413 795 504

5th February 2023 – 3Gs Run – Greg & Geraldine Anglin

Planning for a catch-up lunch, we will meet at the venue (TBC). We need numbers to confirm the booking, please call Greg on mobile: 0418 502 202 Any further information will be updated on the website

15th February 2023 – Wednesday 10:30am

'Morning Cuppa in the Hills with Deb Beal'

A casual get-together Wednesday 15 February 2023 for those who are free and interested in catching up for a morning cuppa/cake; or those with a real appetite, brunch. My first booking is at Ripe Café – 376 Mt Dandenong Tourist Road in Sassafra at 10.30am.

Ripe Café is nestled next to the teapot shop and Miss Marple's, opposite the garden centre. Parking is on both sides of the road. If you have time, this is a quirky village of gifts, pampering and clothing to explore/update.



Being mindful of planning needs for the café, I will seek definite numbers by Wednesday 8 February. I can be contacted by email worklife2@bigpond.com or text to 0458 274 252 to confirm. I look forward to seeing you then. Contact Deb Beal on mobile 0458 274 252

19th February 2023 – AGM – notice

THE 2023 ABCCC ANNUAL GENERAL MEETING (AGM) The venue for our Annual General Meeting will be at the Eastwood Golf Club, Liverpool Road, Kilsyth. The meeting will be preceded by lunch at 12:00 noon and the meeting will commence at 2:00 pm. Lunch details yet to be confirmed. Please advise Pat Douglas if you intend to join us for lunch for catering reasons, and with requests for items to be placed on the Agenda.

Telephone Number 0425 712 973 or, E-mail secretary@abccc.com.au .

All lunches to be paid for on entry with cash please. Pat Douglas – Secretary

26th February 2023 – AOMC British & European Day at Carribbean Gardens



AOMC official flyer and entry information can be downloaded from

<https://www.aomc.asn.au/events/2023/2/26/aomc-british-ampeuropean-motoring-show>

Thursday 2nd March 2023 - Leigh's Grand Prix.

Come & try your skills at go kart racing, bring along your helmet if you have one or just come along as a spectator & encourage your favourite driver.

It should make for interesting conversation over lunch. Meeting for morning tea at Churchill Island.

As Leigh & Sandra are going on a cruise in February they will **need numbers in by 8th Feb** as they are leaving on the 13th Feb. Please contact Leigh on 0403 243 700



SUNDAY 5TH March 2023 - 65th Kalorama Vintage and Classic Car Rally

This a great day out with all proceeds going to the Kalorama CFA.

A very worthwhile cause indeed. Plenty to see and do, food available, a trophy awarded to the Club with the best display.

Many of you would have gone as individuals before, this year we want as many members as possible to attend as a group to represent our Club.

We will meet at the carpark of the Olinda Community House on the Olinda/Monbulk Road which is next to the Olinda Swimming Pool. Melways Ref. Map 66 K8 for a PROMPT departure at 9.30am so as to arrive as a group at the Kalorama Reserve to enable all of us to display our cars together.

This is important, as areas are not allocated to individual Clubs, and we want to keep in a group, and be assembled before the public are admitted at 10am. Entry fee is \$10 per person, other occupants of the car are \$10 or free if under 16. Any driver under 25 in a car on Club Plates will be entered free. A programme will be issued to each car. Come along and make a picnic day for yourselves.

Contact Geoff or Judy Birkett

Email: greengem3@bigpond.com

Phone 9755 1772

Mob 0409 414 23



WHAT HAVE WE BEEN DOING

11th December 2022 Great Christmas lunch with Friends

Chateau Wyuna nestled in foothills of the Dandenong Ranges we all gathered for the end of year function. Thanks for Ed Bartosh for his around the table photos



More photos taken by Ed Bartosh around the table





Seated very comfortably Ladies; Anne & Robyn relax inside John & Jenny Masons beautiful Packard

[Query from Clive Dickinson](#)

Having received the Christmas Present from Tony (a pack of old car magazines of varying vintage) at the Christmas Dinner and scanned some for articles of interest incl the 1, 2, 4, 9, Le Mans wins, my interest is old MG, has anyone noticed any articles on MG model SA, VA and WA. I have recently purchased an SA 1936 model which was produced up until 1939 before the rise of Hitler. All reports it was superior to the MK IV Jaguar, to which there would be of course some contention. So if you see anything please call 0408547712 or mail me. Clive.dickinson@imponderable.com thanks Clive

The Gordon Automobile..... article by Gordon

What a difference 4 years make!

Gill and I attended the ABCCC Christmas function, and we had a wonderful time. The only downside was that President Tony insisted that we all had to take home at least 2 copies of "The Motor" magazine.

They were a donation from the Symes organization, the original publishers of "The Age". The club had been given many boxes of them to distribute to members.

I tried to avoid taking the magazines, but Tony insisted, and I ended up with a February 1957 issue.

I arrived home and left the magazine on the end of the kitchen bench. The next morning, Gill asked the usual question "what are you going to do with these, they are not staying on the bench". I picked them up and I started reading and to my surprise, I found that there was an article about the "Gordon" car.

What excitement, a car named after me! My mind went into overdrive, I imagined a strong robust vehicle with a powerful, gutsy motor throbbing underneath the bonnet. I was so deflated when I read the information that it was a 3-wheeler vehicle powered by a 197 c.c. Villiers single cylinder, two-stroke motor, fuel was a petrol mix. The body style looked a bit like a cardboard box with one wheel at the front and two wheels at the back.

Later in the day, I remembered that I had seen some information about another "Gordon" car. I searched the bookshelves for my copy of "The Observer's Book of Automobiles (1961 issue)" and I was overjoyed to see the information that this one was powered by a V8 Chevrolet Corvette, 4939 c.c. motor and the body styling was by Bertone. The vehicle looked sensational, and I am so pleased at the difference that 4 years have made.


Some of the astute readers will note that the vehicles are made by different companies, manufactured in different locations and probably the only common fact is the name of the vehicle.

Gordon Paterson

THE MOTOR 58 February 15, 1957

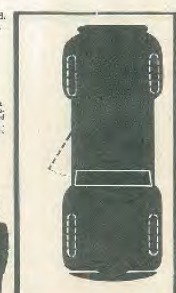


CITROEN 2CV

Manufacturers: Citroen Cars Ltd., Trading Estates, Slough, Bucks. Price: £598 7s.



THE Sleight-built 2CV superimposes beam-axle and hinges upon the brilliantly novel French design which puts practical and simple engineering in a roomy-car comfort before beauty of line. The ability of the manufacturer to "hide" (conceal) front and rear suspension to cope with rough roads or tracks is realized by coil-springs and heavy springs for four adults. Front-wheel drive leaves the rear of the car unobstructed for luggage carrying, although the spare wheel is stowed in the floor. The top can be rolled back.


Engine: 425 cc. 2 cyl. 500 BHP. Gear: 4. Gearbox: 4. Max. speed: 100. Range: 200. Fuel consumption: 45 mpg. Length: 215 in. Width: 45 in. Height: 55 in. Dry weight: 15 cwt.

February 17, 1957 59

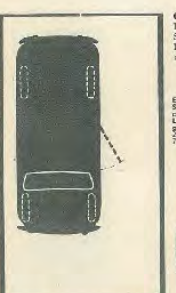


GOGGOMOBIL T300

Manufacturers: Goggomobil Ltd., 20 Colston Lane, London, S.W.1. Price: Saloon £494 11s.; with sun roof, £595 7s.



PARTICIPATION in rallies and endurance is favoured by keen drivers, two quick starts the Russian-built Goggomobil, a reputation for lightness and excellent roadholding. The interior will comfortably hold two adults and two children, a third small child could be carried on the rear seat in emergency. Luggage capacity is limited to unladen floor space, which would take a few soft bags or small cases but a roof rack is a feasible fixture. The parallel twin, four-valve engine is installed at the rear of the powered steel body, and cooling pipes with cut-glasses are used at front and rear. This solves will be joined by a very attractive but more costly sports coupe later in the year.


Engine: 292 cc. 4000 rev./min. Gear: 4. Gearbox: 4. Max. speed: 100. Range: 200. Fuel consumption: 45 mpg. Length: 215 in. Width: 45 in. Height: 55 in. Dry weight: 15 cwt.

Miniature Motoring

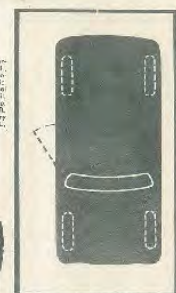


FAIRTHORPE ATOM

Manufacturers: Fairthorpe Ltd., Chalfont St. Giles, Bucks. Price: Mk. IV, £419 2s. 6d.; Mk. IIIA, £439 2s. 6d.; Mk. IIIE, £280 0s.




SALCOON and drop-head coupe versions of this plastic-bodied British four-wheeler are available with three different sizes of engine as listed here. Really roomy throughout seating is possible in a one-engine vehicle designed to provide better-than-average traction, loading and road-holding, especially on uneven surfaces. Coil springs and stabilizer, I.P.S. and non-susp. I.P.S. seats, one by poly urethane. A workable front bench seat, an unusually large fuel tank and a reserve battery provide ample luggage accommodation. Among the extras listed are differential drive, fuel pump and heater. Manual clutch is well-sited with a lever-actuated option to the foot, a timing included in the total price quoted here.

Engine: 150 cc. 1100 rev./min. Gear: 4. Gearbox: 4. Max. speed: 100. Range: 200. Fuel consumption: 45 mpg. Length: 215 in. Width: 45 in. Height: 55 in. Dry weight: 15 cwt.




GORDON

Manufacturers: Vortana Industries Ltd., Kirkby, Liverpool. Price: £201 2s. 9d.; de luxe, £315 5s. 4d.



BASED on a tubular backbone chassis with cast-iron front, the Gordon has front springing by torsion-bar shock and I.R.S. by simple trailing arms and coil springs. The engine is housed in an oblique nacelle and drives the right-hand rear wheel. In the standard model, two adults may be carried on the single bench seat, while in the de-luxe model two small homero-type seats are added at the rear to carry two children. Two colour paintwork distinguishes the latter model. Luggage capacity naturally depends on the use made of the rear seat, but even with children aboard there is a good deal of useful space in the wide body.

Engine: 197 cc. 1100 rev./min. Gear: 4. Gearbox: 4. Max. speed: 100. Range: 200. Fuel consumption: 45 mpg. Length: 215 in. Width: 45 in. Height: 55 in. Dry weight: 15 cwt.

Two great opportunities open to ABCCC members

There has been some good interest so far, if you wish to join in,
make contact now.....



An experience Gliding and or a Flight Simulator

The gliding club situated at Leongatha airport would like to offer an experience in a glider and or flight simulator. This event would be most suited for February as the weather is more suitable for gliding but of course if it happens to be raining it would be cancelled.

They can accommodate 20 people a day in a gliding experience and while waiting for your turn for a flight you may have the option of the flight simulator should you so desire.

As you can imagine one needs to have a level of agility to get in either the aircraft or flight simulator.

If you think this is worthwhile, we can put a costing together and a more detailed brief.

Contact Graeme Talmage: gtalmage67@gmail.com



Visit to the Shaky Isles – New Zealand

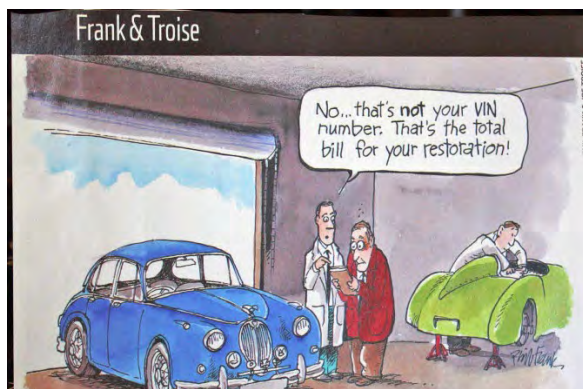
Suggested itinerary:

- 12 to 14 days from Christchurch on Southern Loop, mostly 2 night stops. Visiting West Coast, Fiords, Southland Otago, McKenzie Country.
- Plenty of time for walks, shopping, attractions, museums, sightseeing etc.
- Proposed accommodation would be motels, travel by rental cars (these can be shared)

Contact Lance Brazier by email: lwbrazier@hotmail.com

Once we get some numbers we can come back to you with some costings & more details.

Gotta get in a few laughs ...







Cruden Farm Festival of Motoring Sunday 29th January 2023

Organised by the Association of Motoring Clubs and proudly supported by the RACV
The charity for this event will be Beyond Blue.

Open to all classic and historic vehicles 25 years and older
Get your motoring year off to a great start by coming along to this new event at this historic property.
More details will be available soon so please save the date.



- **Sunday 12th February 2023 Picnic at Hanging Rock Classic Show**
Organised by the Macedon Ranges & District Motor Club –
Tickets available online at EVENTBRITE [http://www.mradmc.com.au/2022/12/13/upcoming-events/Hanging Rock Reserve, 139 S Rock Road, Woodend](http://www.mradmc.com.au/2022/12/13/upcoming-events/Hanging-Rock-Reserve,139-S-Rock-Road,Woodend)

- **Sunday 26th February 2023 British & European Show** . Open to all vehicles of British or European heritage. This show is now also going to appear at a different venue, Caribbean Park. Official AOMC Flyer can be downloaded from the AOMC website

<https://www.aomc.asn.au/events/2023/2/26/aomc-british-ampeuropean-motoring-show>



FLORENCE THOMSON *Tour*

**FRIDAY 28th - SUNDAY 30th
APRIL 2023**
Based around Wangaratta



Is proudly brought to you by the Association of Motoring Clubs (AOMC) on behalf of the RACV

To celebrate the pioneering spirit and contribution of Women to Australian motoring.

So, Ladies, please put the date in your diary so you don't miss out

Enquiries to
florencethomsontour@gmail.com

Update on Tony's very British Mark V project

Jag. Mark V Report Jan 2023

Not a lot happening to the project through November and December, early November I was away on the Sapphire Coast Tour followed by two weeks of gardening. Unfortunately, I didn't get the crankshaft back from the grinder so it looks like it may be February before I can start reassembling the engine. I will be collecting the body within the next few days but that will only create a storage problem because I don't want to put the body on the chassis before I install the engine and exhaust. Tomorrow my son and teenage grandsons are coming to move the rolling chassis into another garage with a level floor which will make things easier for lifting the engine and body onto the chassis.

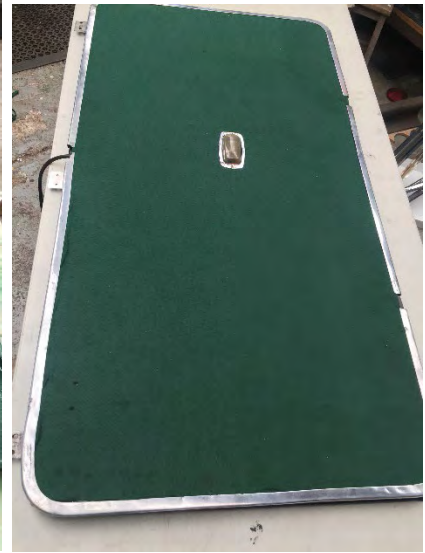
But in my spare time I have managed to keep things ticking along, I drilled out the 72 rivets holding the radiator grill together and sent it away for plating will be ready mid Jan. The radiator has been cleaned and tested and I flushed out the petrol tank and tested the sender unit all are painted and ready to go.



I polished all the body chromed strips fortunately they are brass so won't require replating.



The boot floor woodwork was completely rotted so I have replaced that and covered the aluminium cover in vinyl and the same with the toolbox lid.



Next I spent two days repairing the tool box and cleaning the tools, some of the tools that came with it were incorrect or missing but I managed to find them in my own collection of tools.

The dashboard and all the timber trimmings have been sent away to get repaired and veneered in burr walnut.

The next couple of weeks will be spent sorting nuts and bolts and consolidating the boxes of parts like finding the door locks, window winders etc. and putting them together in the same box.



Bit of history here with the old “State of Victoria” car registration Sticker.



Remember these! If you recall, it was in 2014 that Vic Roads scrapped registration stickers!

Tony Pettigrew



ALL BRITISH CLASSICS CAR CLUB (VIC), INC.

A0035462V

ANNUAL MEMBERSHIP RENEWAL

THE PRESIDENT AND THE COMMITTEE WOULD LIKE TO THANK ALL OF THE MEMBERS FOR THEIR ONGOING SUPPORT OF OUR CLUB. ATTENDANCE AT ALL EVENTS HAS BEEN EXCELLENT, AND WE TRUST THAT YOU WILL RENEW YOUR MEMBERSHIP.

MEMBERSHIP RENEWALS ARE DUE AS OF JANUARY 1ST EACH YEAR

ANNUAL SUBSCRIPTION IS \$45.00 PER FAMILY MEMBERSHIP

All members with cars on the Victorian Club Permit Scheme are required to attend three club events from the date of the motor cars permit issue, and renew their membership by the due date. Failure to do this; they will have their membership cancelled.

The ROAD SAFETY ACT says that you MUST be a financial club member at all times, or your Club Permit plates are invalid and you will be un-insured and ineligible for road use.

Please fill in your details below, payments may be made by EFT or CHEQUE made payable to the ALL BRITISH CLASSICS CAR CLUB (VIC)

Send to: Ed Bartosh
c/- PO Box 190
Coldstream. VIC 3770

Bank details: BSB 063 863, Account No. 1001 3709; provide your Surname and "dues" as a reference of payment.

Name.....Partner.....

Address..... Post Code.....

Mailing Address..... Post Code.....

Phones: Home.....Business.....Mobile.....

E-Mail.....

Please update your vehicle ownership as we need the information to keep our club records current. If your vehicle is on the Club Permit Scheme, please indicate below if it is with the ABCCC register.

Year	Make	Model	Reg No	ABCCC Reg Y/N
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Payment of \$45 is attached sent EFT