



ALL BRITISH CLASSICS CAR CLUB

VIC

An incorporated club

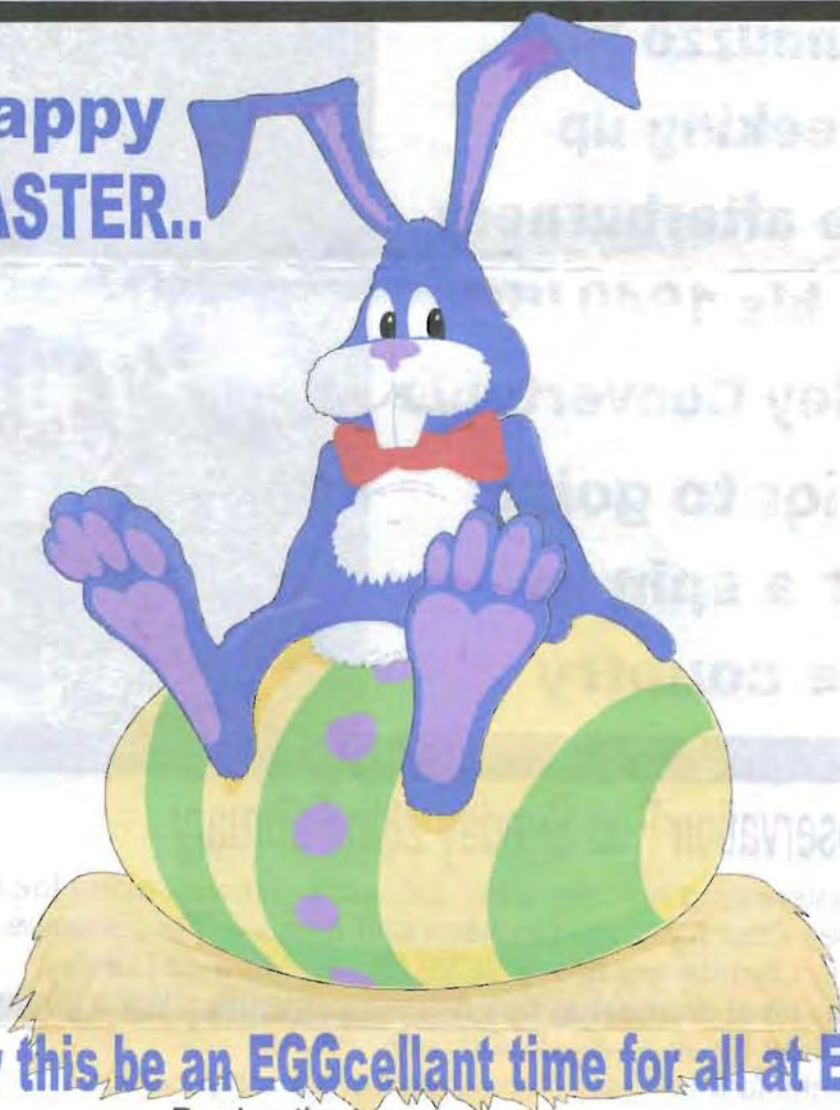
A friendly family social motoring club

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**Edition 14
April 99**

Your A.B.C. News

**Happy
EASTER..**



May this be an EGGcellent time for all at Easter

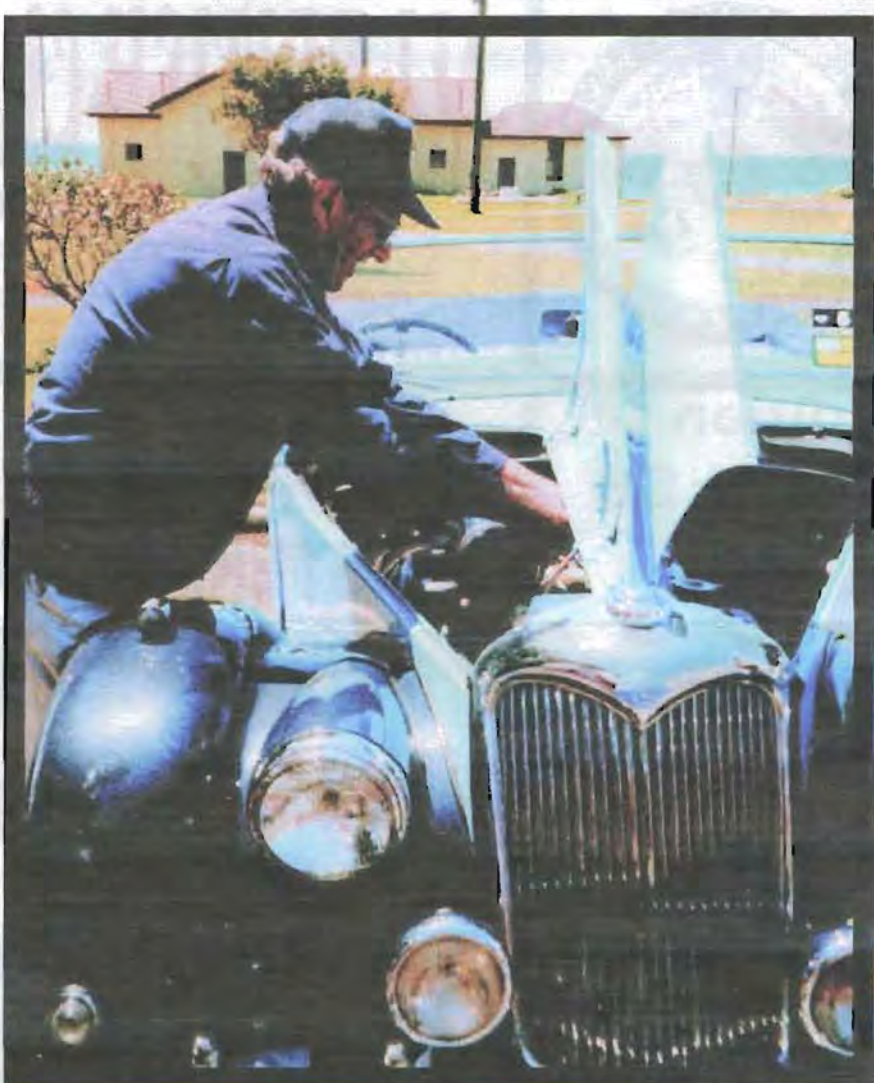
Pardon the typo

President
Frank Douglas
9801 3411
Treasurer
Tony Hodges
5263 1580
Secretary
Val Jefferyes
9879 1213

EVENTS
Chris Gardner 5942 7535
Lyn Higginson 9370 5236
Tom Cannon 9791 2949
Ray Higginson 9370 5236
Membership
John Gardner
5942 7535

Tore's Toy

Well known member, Tore Pannuzzo just tweaking up the afterburners on his 1949/50 Riley Convertable Prior to going for a spin in the country



Observation Run Sunday 28th February

An interesting run with a few teasers to unravel along the route. We started at the Yarra Valley Country Club in Bulleen and then via Templestowe, Warrandyte, Croydon, Chirside Park, Lilydale and finally SEVILLE. At Mont de Lancey.

A fair bit of discussion on points of contention, but a general agreement that a good time was had by all.

Thanks to Mario Napoleone.. For organizing the day

British & European Motoring Show Sunday March 14th

This event continues to grow with over 700 vehicles attending this years show.

The level of quality of the vehicles was very high and featured a number of top Mercedes as well as many other makes and models in pristine condition.

The weather was perfect, the only problem for the day was a queue of cars at least one kilometer in length, all waiting to get in to the display area.

Next year we will have to look at getting there earlier.

A nice brace of cars from our Club attended with their owners who enjoyed chatting to their fellow members..

Don't forget our visit to the Pine Ridge Motor Museum Sun 28th March.. See March Magazine

Events Events Events

April. Easter Run to Denman N.S.W.

RING FRANK DOUGLAS IF YOU ARE INTERESTED. 98013411

Good Friday Lets help the kids in the CHILDRENS HOSPITAL

At Eastfield Park Melways 50 J7 from 10am till 5 pm will be a big display of items of interest. An admission charge will apply to all non exhibitors & any sales must be donated to the Childrens Hospital.. BUT if you would like to put your car on display for a good cause ring Chris Gardner on 59427535 & do something for kids

18 April Events committee Meeting & U.R.WELCOME 2

At the Studley Park Boat Shed at 10am. If you feel that you would like to join them, bring a thermos and something to eat plus some input into events. **P.S. if you can't find them they are behind the boatshed**

Why not have an enjoyable picnic & maybe paddle your own canoe

Early morning escape runs are on Sun 4th & Sun 18th Apl.. Meet at the Nunawading Civic Center at 7 am For a 7 15 Start sharp. Inquiries 0411 456 047 Finished by 9.30 am.....

23 April Committee Meeting

2 May Pakenham Picnic.

Hosted by the Dandenong Valley Historic Car Club inc.
Come along and enjoy an old fashioned country picnic..
BYO Picnic lunch-- Tea & coffee supplied..

We will meet at Mc Donalds car park Pakenham. Melways 216. C6 at 9.45 am so that we can drive to the Pakenham Racecourse AS A CLUB.

Details.. Ring Tom Cannon 9791 2949.

SPECIAL ADVANCE NOTICE

Keep 18-19 September free as we are planning a visit to the Phillip Island Racetrack.

WE DO NOT WANT TO LOSE YOU

As a member... **BUT**

If you have not paid your membership dues **PLEASE** Do so
THIS WILL BE THE LAST MAGAZINE THAT WILL BE SENT TO UNFINANCIAL MEMBERS.....

Please,,Please pay your subs.....THANKS.

Leaded Petrol

This is a synopsis of an article appearing in the February AOMC magazine .

The government has indicated a commitment to bringing forward the phase out of leaded petrol. The AOMC is concerned about this issue and is asking for input from interested parties to prepare a submission to government before the end of February, 1999.

National Lead Abatement Program : In 1993 the National Health & Medical Research Council (NH&MRC) established a goal for the level of lead in the blood of the Australian population. The goal, set at 10 ug/dl, replaced the previous level of 27ug/dl of blood. A program was initiated to reduce the Australian population's exposure to environmental lead as lead from motor vehicle exhaust was then, and still is, the most significant source of lead in urban air.

The Lead Abatement Program commenced in 1993 and achieved a significant reduction in emissions of lead from motor vehicles by :

- Reducing the lead content of leaded petrol to 0.2 grams per litre and
- Reducing demand for leaded petrol

A reduction in the research octane number (RON) of petrol was also made to assist in reducing the lead content.

Leaded petrol, which is required by the pre 1986 fleet, currently accounts for approximately 28% by volume of total petrol sales, and is continuing to decline steadily. By 2003 it will account for between 6% and 10% of total sales and fall to between 2% and 5% by 2005, when the number of pre 1986 vehicles is estimated to be about 850,000 of which approximately half will be collectors items. Historical owners will continue to demand suitable fuel beyond any phase out date.

The government is committed to bringing forward the complete phase out of leaded petrol from the projected timing of 2010. The timing of the complete phase out of leaded petrol needs to be determined in a way that provides the appropriate balance between minimising consumer and industry costs and maximising environmental and industry benefits.

Cash for "Clunkers"

The Federal Government will review a cash for "clunkers" scheme under which people would be paid up to \$1,000 to get rid of old cars. A transport task force has suggested the scheme to rid the roads of vehicles more than 20 years old that impose environmental or safety risks.

Statistics show the average Australian car is more than 10 years old and more than two million vehicles are more than 20 years old. It is yet to be worked out who would pay for a scrapping scheme – the government or car makers.

Scrapping programs have been successful overseas, with an Italian program removing 700,000 old cars from the roads.

From the Herald Sun January 11, 1999

Members Cars

1955 AUSTIN A30 4 DOOR SALOON - MARIO & ANGELA NAPOLEONE (VIC) Dark Green, CH 4140, AA30CC, PIARC, ABCCC

We have two Austin A30's - the first is a 1955 - 4 door sedan: the other is an original 1956 Austin A30 Countryman. Our intention is to have the Countryman fully restored and on the road by the end of this year. Having been the club captain of the AA30 CC for four years and being needed by the members for not having an A30 on the road we decided we had better get one pronto! We came across the sedan in our club magazine in May 1998. We also figured this was a good opportunity to practice our restoration skills and have a car to use on our club outings.

This particular model is the AS 4 which was produced between approx 1954 and 1956 and in turn being replaced with the A35 in 1957. Our car still has its original 803cc engine. We bought it from Ken Holland of the Austin Seven Club in Victoria. He had the car for a period of time but had not done anything to it. He was also unsure of its past history but it was last registered in Victoria on 19 July 1984 with the number GHH 810. We still have the original B & W plates at home. We were pleasantly surprised not only to find the original owners handbook in the glovebox but also an original workshop manual behind the spare wheel.

It seemed like a goer at the time we bought it - or so it seemed! All it appeared to need was the master cylinder to be overhauled and new tyres purchased. Well as all of you know that was just the start. Additional work that was required came to light a little later was as follows:- welch plugs; clutch; all brake linings, brake cylinders and drum machining; rear axle oil seals; exhaust system; windscreen rubbers and seat belts. It took three months to get it on the road but it was all well worth it. Now I know whats in front of me when I get around to restoring the Countryman.

Technical information:

Chassis Number:	AS4 86145	Weight:	1,575 lbs	(714 kgs)
Engine Number:	2A 86145	Fuel tank:	5.75 gals	(25 litres)
Body Number:	414345	Turning circle:	35 ft	(10.6 m)
Engine:	58mm x 76mm (803cc)	Length:	11ft 4in	(3.47m)
Power:	28bhp @ 4,800 rpm	Width:	4ft 7.in	(1.43m)
Torque:	40lb ft @ 2,200 rpm	Height:	4ft 10in	(1.49m)
Compression ratio:	7.2 to 1	Brakes:	Hydraulic Front, Cable Rear	



**Want your car featured in your A.B.C.Club magazine????
Send a photo & written information & we will print it.....**

This page is reserved for Members contributions... Put pen to paper????

Begonia Gold Rally 1999

by Toré Pannuzzo

This was a two day rally and there were over 150 cars involved, of all varieties. Because of other commitments I was only able to attend on the Sunday. Connie and I got up at 6am after only four hours sleep, to be in Ballarat by 9am. With the top down, it was magic driving in the crisp morning air in our Reiley Roadster. We took our little "Treasure" (the dog) with us, as she loves the open car.

Our first stop was Beringa, the Aboriginal word meaning "rainbow". The town was a gold digging area from 1850 until 1918 when the gold dried up. At the turn of the century it boasted 7000 people, today approximately seven. The only buildings that remain are the school and a church which have been restored and are kept as a museum by the local community. We were given a great talk by Mrs. Joy Menhennet on the history of the area and the local community. Afterwards we enjoyed a fantastic morning tea with homemade cakes and scones.

From there we went to Greenshoad Gully to visit a property owned by Mrs. June Barrett. Well did the ladies love this place! It was like a garden of Eden. It was like a rain-forest in the middle of nowhere, and I must say it was magnificent. Connie and I had the opportunity to speak to June and she said that she does all the garden maintenance by herself, with occasional help from a man for any heavy work.

Then off to lunch at the North Ballarat Sports Complex and for trophy presentation. After lunch everyone went their respective way.

Connie and I, along with another three couples, were given the opportunity to visit a private museum of cars and memorabilia on a country estate just a short drive from Ballarat. It was called Merv's Museum and it was unreal, totally mind-blowing. Mind you he was an American car buff, no English cars, but I did spot a pre-War radiator and grill from an Armstrong Siddeley. I mentioned to Merv that it looked out of place, and he laughed.

The cars were all in showroom condition and the place was spotless. All the walls were adorned with posters, enamel signs, badges, hub caps, wheel trims and show cabinets of miniature cars. I was amazed that this place is not open to the public as it had more to show than some of the museums that one often visits.

After this lovely but extremely exhausting day, we had tea with friends that were staying at the caravan park. I was so tired that instead of coming home as planned, ended up staying the night!!

Toré, Connie and Treasure

Thanks Tore...Who has the next item??