



An incorporated club

A0035462V

**A friendly family social motoring club**

**Edition 75**

**June 2004**

**Your ABCCC News**

**Everyone Aboard!**



*Walhalla Excursion – Frank (Club President) and Pat Douglas (Membership Secretary) on the scenic train trip from Thompson River to Walhalla station.*

*Photo – Robert Nolan.*

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**The ABCCC is interested in your car! If you would like to write a brief of your car and have it published with its photo, please contact the editor.**

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

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

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## IMPORTANT CLUB INFORMATION

### Introduction

The All British Classics Car Club of Victoria Incorporated, hereafter called the ABCCC, is a fully incorporated club in accordance with the Associations Incorporation Act. Accordingly, any publication or document officially issued by the ABCCC, must carry the ABCCC's Association Incorporation Registered Number: A0035462V.

### The ABCCC Magazine (Including Disclaimer)

The publication, *Your ABCCC News*, is the official magazine of the ABCCC Inc. It is published once a month, with the exception of December. The magazine's issue date is during the week of the 25<sup>th</sup> of each month. To make the editor's task a little easier, it is requested that articles, events information and photographs are with the Magazine Editor prior to the 14<sup>th</sup> of each month.

Articles published in *Your ABCCC News* may be used without permission. However, the ABCCC does ask that appropriate acknowledgment be given.

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

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

For those members who receive their issue of *Your ABCCC News* via E-mail, the magazine will be available to download from the ABCCC website <http://www.abccc.com.au> at the same time that the printed copy of the magazine is mailed to those club members who do not have access to the Internet.

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

### The Association of Motoring Clubs Inc.

The ABCCC Inc. is a long-time member club of the Association of Motoring Clubs Inc. (AOMC). It maintains two Delegates to the AOMC, who attend four Delegates' Meetings conducted by the AOMC per year. The meetings are on the fourth Monday of February, May, August and November and they commence at 8:00 pm. The venues for the meetings can be obtained from the ABCCC Delegates. Visitors are very welcome at all AOMC Delegates' Meetings.

The ABCCC also sends representatives to AOMC conducted Information Seminars. The ABCCC also supports, enthusiastically, the motoring shows presented by the AOMC.

### **The Victorian Club Permit Scheme**

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

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

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

### **Membership Subscriptions**

The annual membership subscription for the ABCCC Inc. is \$35.00.

There is a joining fee of \$20.00.

Please send membership subscriptions to Pat Douglas, 12-14 Grandvalley Drive, Chirnside Park, Victoria, 3116.

Membership subscriptions should be paid prior to the end of December.

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## **COMING EVENTS**

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

### **June 2004**

- |    |  |                              |
|----|--|------------------------------|
| 6  | Peninsula Tour – ABCCC Inc.                | Mary Nolan (03) 5978 7798    |
| 20 | Confectionary, Capers & Lunch – ABCCC Inc. | Lyn Higginson (03) 9336 7306 |

### **July 2004**

- |    |   |                              |
|----|---|------------------------------|
| 10 | Trivia Night – ABCCC Inc.<br>Venue – Meg Woods Deli & Wine Bar, 372a Warburton Hwy, Wandin. | Frank Douglas (03) 8704 2533 |
| 25 | Annual Dinner – ABCCC Inc.<br>Venue – Tokar Estate, Coldstream, Victoria.                   | Colin Brown (03) 5964 9291   |

### **August 2004**

- |    |                            |  |
|----|----------------------------|--|
| 8  | Scheduled ABCCC Inc. Event |  |
| 22 | Scheduled ABCCC Inc. Event |  |

### **September 2004**

- |    |  |  |
|----|--|--|
| 12 | Scheduled ABCCC Inc. Event                 |  |
| 26 | To be Organised by Tom and Heather Cannon. |  |

### **October 2004**

- |               |   |                            |
|---------------|---|----------------------------|
| 9 – 17        | Tasmania Temptations – 04 – ABCCC Inc.                    | Don Johnson (03) 9830 0945 |
| 30 -<br>2 Nov | Cup Day Weekend at Lorne.<br>Early Details, but Book Now! | Tony Hodges (03) 5263 1580 |

### **November 2004**

- |         |  |                              |
|---------|--|------------------------------|
| 13 – 14 | Bendigo National Swap Meet – FVV & CVC   |                              |
| 21      | RACV Wings & Wheels Day – ABCCC INC.<br>Venue – Lilydale Airfield, Lilydale, Victoria. | Frank Douglas (03) 8704 2533 |

### **December 2004**

- |   |  |  |
|---|--|--|
| 5 | Christmas Break-up Luncheon (Note could be on 12 <sup>th</sup> ) |  |
|---|--|--|

### **January 2005**

- |    |   |                              |
|----|---|------------------------------|
| 23 | The RACV Great Australian Rally – ABCCC Inc.<br>Start Points – Fox Classic Car Collection, Docklands; Brandon Park, Glen Waverley; Casey City Council, Narre Warren and, Western Port Marina, Hastings.<br>Finish point – Mornington Racecourse | Frank Douglas (03) 8704 2533 |
|----|---|------------------------------|

## COMING EVENTS (Continued)

### March 2005

12 – 19 4<sup>th</sup> RACV Fly The Flag Tour – ABCCC Inc.  
"Alpine & Lakes Tour"

Frank Douglas (03) 8704 2533

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## EDITORIAL NOTES – ISSUE 75

It seems like only yesterday, that we were involved with the RACV Centenary Great Australian Rally, already nearly half the year has slipped by and we are hard at planning next year's event. At this point in time, meetings are being held by sub committees working on the various Rally start point activities. This time around, the RACV Great Australian Rally will be fully organized by the ABCCC. This will work well from the Victorian Club Permit Scheme aspect, because our club is authorized by VicRoads to conduct events that have Permitted vehicles joining in. For this reason, it is required that a club member be present in a coordinating role at each start point and at the finish of the Rally.

At each of the four start points, and at the finish at Mornington Racecourse, we will need volunteers to assist with the administration of the vehicles and their crews participating in the RACV Great Australian Rally. Please help us to raise a virtuous amount for the Rally's beneficiary, the Peter Mac Cancer Institute. There will be heaps more information on this as we get closer to the event.

You have seen the outline for the 4<sup>th</sup> RACV Fly The Flag Tour in the preceding issue of *Your ABCCC News*. It is a good one, so mark your diary (or your other prompt device) now. Planning for this important event is well in hand and it is shaping up to be another good one. We will need help during this event with marshalling on this one, so please consider giving some of your time to provide assistance.

This magazine has, once again been a bit of a rush job, we had to get it out early so that the Peninsula Tour could be announced. Must get the Editorial Jowett ready for its run to Winton on 30<sup>th</sup> May, if you wish to join us, there is still time. It will be a great day out, even in an open car with the top down!

*Mike Allfrey.*

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## PAST AND FUTURE EVENT REPORTS

### WALHALLA EXCURSION – Sunday 2<sup>nd</sup> May, 2004

What a wonderful turn out of about twenty-four people for the trip to the historic gold mining town of Walhalla, famous for Cohens Reef which produced plenty of gold. The weather was fine to us as the rain held off until late afternoon when everyone went their separate ways. The sun came out warming the valley. As you looked up towards the sky, the clouds were moving very fast. We were fortunate the valley protected us from the wind.

After meeting at the intersection of Princes Highway and Belgrave-Hallam Road, the first stop was at Yarragon for a very quick morning tea before heading off to Thompson River via Erica for a scenic 20 minute train trip to Walhalla. The station masters kind-heartedly held the train for us until we were all on board. Or we thought so until when we pulled up at Walhalla station and found Val and Jim waiting for us there! They arrived at Thompson River station a little late. However the generous people at the station gave Val and Jim a lift to Walhalla station so that they can enjoy the ride back with us on the train!

A ten minute stop over at Walhalla station to read a bit about the history of the railway and township as well as picking up any snacks or souvenirs and signing of the guest / visitor registry. We then went back on board the train for a leisurely ride back to Thompson River station where we then drove into Walhalla Township.

A superb plentiful 2 course BBQ lunch was provided by Norm and his wife at the General Store in their dining room. Norm entertained us with some history of Walhalla and showed us a

beautiful good-sized nugget of gold which he found in the area. The cemetery in Walhalla is on the side of a very steep hill and Norm says you could almost be buried standing up! It is interesting to note Walhalla only received connection to electricity on 21/12/1989 – that's only 15 years ago! Norm is one of only 6 permanent residents living in the town.

After lunch, we wandered into the stores for souvenirs and lollies, and talked to the locals. Then some of us strolled leisurely towards the entrance of the Long Tunnel Mine.

By the time the last of the group left Walhalla, it was after 4.30 pm. A very enjoyable day! Thank you Colin and Joy Brown for organising such an interesting location to visit.

*Robert & Mary Nolan.*

### **TRIVIA NIGHT – Saturday 10<sup>th</sup> July, 2004**

Come along and enjoy and enjoy another challenging night of pitting your wits against other groups for the grand prize. This is a great fun evening and there will be plenty of finger food, so, don't eat before you leave home, relish good food and participate in our ABCCC Trivia Challenge. Last year the food was sensational.

Cost of food and the ABCCC Trivia Challenge is just \$15.00 per head.

Drinks are available at individual cost.

The Trivia Night commences at 7:00 pm.

This event is being held at Meg Woods Deli & Wine Bar, 372a Warburton Highway, Wandin.

We would appreciate your advice of attendance so we can have food and table settings to suit. Please call Frank or Pat Douglas on (03) 8704 2533 or (03) 8704 2973 to confirm your attendance for this fun night.

*Frank Douglas.*

### **CHRISTMAS IN JULY LUNCH – Sunday 25<sup>th</sup> July, 2004**

This splendid event is also our Annual Dinner, so let's get together and really enjoy a Christmas in winter. The lunch will have all the trimmings, Christmas carols (song sheets will be provided), Father Christmas, bonbons and lots of good cheer!

The venue for this important function is Tokar Estate, Coldstream Melway Map 276 Ref. K10. We will be gathering at 12:00 noon for a 12:30 pm lunch. Tokar Estate is in the heart of the picturesque Yarra Valley.

Each person bring along a \$5.00 gift to exchange. Father Christmas will be there to assist.

All this for only \$35.00 per person.

### **BOOK NOW! NUMBERS ARE LIMITED!**

To make your booking, please call Colin and Joy Brown on (03) 5964 9291, or, you can E-mail Colin at: [colin.brown@hotmail.net.au](mailto:colin.brown@hotmail.net.au)

The following is a list of members who have contacted Colin and booked for the xmas dinner:

DOUGLAS , FRANK & PAT	2	PETTIGREW, TONY & MAXINE	2
HIGGINSON, RAY & LYN	2	MAFODDA,NELLO & DIANE	2
BROWN, COLIN & JOY	2	NOLAN,ROB & MARY	2
ALLEN,BILL & TERRI	2	CHRYSTIE,GEORGE & JOAN	2
HUDSON,HOWARD & WENDY	2	JOHNSON,DON & AURORA	2
GARDINER,ROSS & NATHAN	2	PANNUZZO,TORE & CONNIE	2
CANNON,TOM & HEATHER	4	SAWYER,FRED & DOT	2
SAWYER,MATT & FELICITY CAPP	2	BULLARD,DAVID & PAT	2
KELLY,BRIAN &	2	ALLFREY, MIKE & SUE	2

**TOTAL TO DATE 38**

We are limited to 72 places, so first in best dressed.

*Colin Brown.*



## **TASMANIA TEMPTATIONS – Saturday 9<sup>th</sup> to Sunday 17<sup>th</sup> October, 2004**

### **A Special Note for New and Prospective Members**

May I take this opportunity to extend a warm welcome to all new and prospective members of the All British Classics Car Club, and at the same time, invite you to join us for our 'Tasmania Temptations' tour in October.

As the name suggests, the tour will involve some of Tasmania's most notable attractions, including a Gordon River cruise, West Coast Railway excursion plus visits to historic homes, estates, etc. Passage on *Spirit of Tasmania*, featuring outer cabins (twin beds) with port-hole, and all island accommodation have been block-booked, with upwards of 26 club members confirmed to date.

We have reserved 30 places in anticipation of late starters – book now, don't delay; this is a truly first-class opportunity to find out how the club works and what makes it one of the most successful and sought after motoring clubs in Australia.

So, why not include our October Tour in your calendar of events? There will be a pre-tour briefing on Sunday 26<sup>th</sup> September, including a barbeque; time and venue to be advised.

If you would like to join us, please call Don Johnson on 0417 118 093 for further details, or,

**E-mail: [aurora@corplink.com.au](mailto:aurora@corplink.com.au)**

*Don & Aurora Johnson.*

## **LORNE, GREAT OCEAN ROAD WEEKEND TRIP – 30<sup>th</sup> October to 2<sup>nd</sup> November, 2004**

Following on from the great success of last year's Melbourne Cup weekend visit to Marysville, we are pleased to advise that another great weekend away has been planned for us by Tony Hodges. Provisional bookings have been made at the Coachman Inn at Lorne, south west of Geelong, on the Great Ocean Road. The Coachman Inn has been selected because its accommodation is somewhat cheaper than our previous booking. Tariff is \$140.00 per double per night and the rooms include kitchenettes with microwave oven and toaster etc, so that you can prepare your own breakfast if you wish.

Come and join us at Lorne for a weekend of motoring and other activities. Yes, there is television at Lorne, so you won't miss the action of the Cup!

If you wish to join in, please contact Tony Hodges on (03) 5263 1580, or you can E-mail Tony at:

[siddeley@pipeline.com.au](mailto:siddeley@pipeline.com.au)

To ensure that our accommodation is firm, please contact Tony as soon as possible. The Coachman Inn is already asking for firm numbers, so early booking is paramount. We look forward to your company in Lorne.

*Tony Hodges.*

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## **PROHIBITION ON THE USE OF CHRYSOLITE ASBESTOS**

On 17<sup>th</sup> October, 2001, the National Occupational Health and Safety Commission (NOHSC) declared a prohibition on the use of chrysolite asbestos in Australia. The prohibition will take effect simultaneously under regulations in each Australian OHS jurisdiction on 31<sup>st</sup> December, 2003.

Chrysolite asbestos is a naturally occurring fibrous silicate mineral that is a known carcinogen (causes cancer). Like other forms of asbestos, exposure to chrysolite can cause asbestosis, lung cancer and mesothelioma, in humans and animals. The objective of this prohibition is to reduce future death and illness.

Chrysolite asbestos is found in:

- Friction materials – brake linings, brake pads, clutch linings.
- Compressed gaskets – cylinder head and exhaust gaskets.

- Older type exhaust system repair putties.
- Sealing materials – water pump gland seals, rope type seals (older vehicles), high stress seals.
- Thermal and acoustic insulation.
- Cement sheeting and meter boards (in the home).

All use of chrysolite asbestos will be banned, except for:

- Bona fide research or analysis;
- Removal or disposal (in accordance with South Australia's safe removal requirements utilising a licensed operator where this is appropriate and as described in the asbestos regulations in the Occupational Health, Safety and Welfare Regulations 1995);
- Where it is encountered during non-asbestos mining or quarrying; or
- Where there is another specified exception.

The ban will not apply to chrysolite products 'in situ'. Therefore, if you have chrysolite products in place in your business at the date when prohibition took effect, 31<sup>st</sup> December 2003, they can stay in place until they are required to be replaced or disturbed. When they are replaced, it must be with non-chrysolite asbestos alternatives, the chrysolite asbestos products must be removed and disposed of in accordance with OHS regulations.

The Commonwealth Government will prohibit the export and importation of chrysolite asbestos and products containing asbestos, through amendments to the Customs legislation. The Commonwealth has indicated that these regulations will be proclaimed to come into operation on 31<sup>st</sup> December 2003.

The European Union will ban all uses of asbestos (including the importation and exportation of products containing asbestos) from 1<sup>st</sup> January 2005.

*From the AOMC Newsletter – With Thanks.*



*"You must come on a rally, you said. You'll meet really interesting people, you said. You'll stay at quaint old inns, you said . . . ." A familiar scenario! From The Automobile – with grateful thanks.*

## DELIBERATIONS ON PETROL

Over recent times, when historic vehicle buffs have come together for whatever reason, the conversation has, in all probability, come around to how our older cars perform on modern fuels. Not very well, seems to be the consensus, for whatever occurrences have been experienced. For many years I have thought that petrol was just petrol – be it with differing octane ratings. In my youth, just as I started filling the tanks of a succession of motorbikes, there was a great amount of advertising bally-hood imparted by the major petrol companies. Come to think about it, there were no minor companies purveying petrol in those days. All petrol refiners seemed to be well represented at the bowsers.

We were assailed by slogans such as, "Roses, roses all the way, on Super Shell with ICA" from Shell, or "Put a tiger in your tank" from Esso. We all tied a toy tiger's tail around our vehicle's filler neck and drove around merrily with tiger tails waving in the slipstream. No thought was given to the actions necessary when the tigers in our tanks started to moult in summer – but who cared!

My father, in those days was a firm believer in using Cleveland Discol, but now I know that it was not related to any extra performance derived from the Discol marked bowser, but due to the garage proprietor giving a farthing discount on every five gallons purchased. My own preferences lay with National Benzol, mainly because they supplied ready mixed two-stroke fuel.

It must be stated that, back in England in the early 1960s, when motorway service areas were introduced, doubts started to emerge. In those impetuous times, there were ranks of bowsers representing every brand and type of petrol. There was no possibility that there were an equal number of underground storage tanks. It was soon obvious that what came out of the nozzle could have been from any refinery.

Moving forward a few decades, we have had to come to grips with the advent of unleaded petrol (ULP), lead replacement petrol (LRP) and premium unleaded petrol (PULP). And, it seems, we are once again favouring one petrol brand over another, but the reasons are a little bit different. It is not my intention to get too technical on this subject, but it is worthwhile sharing some of my experiences. My first concern about the quality of our petrol appeared while I was running a Jaguar XJ-S with the wonderful V-12 engine. This was a 1990 model and had electronic fuel injection managed by a reasonably modern engine control unit. The engine was supposed to be tuned to operate on ULP without any cause for concern. Using ULP it detonated its cylinder heads off, this was obviously no way to treat the V-12, so I started feeding it with PULP and things settled down and the engine performed quite well.

It was at this time that Shell started to introduce their Optimax branded petrol and the Jaguar ran well on this petrol, but the exhaust went awfully black and sooty. The sparking plugs were replaced and the injectors were serviced. The tail pipe bores were cleaned with wire wool dipped in engine degreaser fluid and car shampoo back to shiny stainless steel. After a short amount of use, the tail pipes were still very black and sooty. It was at this time that the car was stored for three months over winter, while we enjoyed the heavy dews in Scotland and the sunshine at Le Mans. The tank had been filled to prevent condensation rusting it out, as happens on Jaguars. When we returned, the Jaguar started up happily and was used for a few days, then it started to idle roughly and performance dropped off dramatically. Also, clouds of oil smoke would result at cold starts, with more seen from the left bank than the right bank. It really triggered fears of valve stem seals literally by the dozen, or, even worse, new valve guides. After some investigation, the sparking plugs were removed and were found to be thoroughly sooted and, diagnosis showed that some were breaking down when hot, but worked fine when cold – hence the clouds of oil smoke. I was accused of using bad petrol, even paint thinners!

It must have been the Shell Optimax petrol. From then on the car was run using Mobil and Caltex PULP petrols. The exhausts were still black, but nowhere near as sooty. It was at this juncture that BP released its Ultimate titled PULP, and after listening to the claims from two BP representatives at an AOMC Delegates' Meeting, I considered giving this new brand a try. We were assured that it was not to the same formula as Shell's Optimax, and that it was cleaner



burning. After a few tankfuls, the Jaguar's exhaust tailpipes cleaned up significantly, and the engine idled much more smoothly. From then on, BP Ultimate was the only petrol that was used in that car, even though it meant a 20 km round trip to get it! Currently, it is the only petrol used in the Rover 75, which has a clean tailpipe.

Alongside the traumas experienced with the Jaguar and its petrol, we were having all sorts of trouble with the Jupiter's engine, after its transition to unleaded petrol. This was a different situation altogether and there were problems with carburettors flooding, consequent rich running and severe flat spots upon opening the throttles. At times the engine seemed to be very lethargic and sounded asthmatic as well. The exhaust tail pipe was black, even sootier when running on ULP. The cylinder heads had been converted to hardened valve seats, so valve recession was not a cause of any problems. While the car was in England, it did not like some of the ULP petrols that were over there, but ran very well on Elf ULP while in France.

After struggling with carburettor settings, needles and seats, ignition timing and valve adjustment to no avail, I commenced using BP Ultimate in the Jupiter. The difference was astounding – but why should that be so? There are several unanswered questions on this:

- Why did the carburettors stop flooding?
- Why did the throttle opening flat spots disappear?
- Why did the engine settle down to an even low idle?
- Why did the exhaust system become much cleaner?
- Why is the engine much easier to start – cold or hot?

All of the foregoing are too much of a coincidence to be true, but all of the aforementioned changes took place once the regular use of BP Ultimate commenced. Once again, for very different reasons, I have become a one brand petrol user and, once on to a good thing – stick to it! All of the foregoing is personal experience and the usual disclaimers apply.

Now, to the subject of LRP. The sad point here is that, in the overall scheme of matters, the petrol companies have always seen the supply of LRP as being only temporary, because as the demand drops off it will become a less profitable product. It may also be true that, because of this situation, limited research has been put into substitutes for lead to prevent exhaust valve seat recession. There are several additives, some apparently not compatible with each other, that only reduce the rate of valve seat recession. Personally, I have never used LRP in the Jupiter, mainly because I have serious doubts about what happens inside those engines that are not used regularly. If the additive is sodium or potassium, is corrosion accelerated while the engine is not being used over a winter period? That question has not yet been answered satisfactorily. It is probably best to save up and, next time the cylinder head is off your car, install a set of hardened valve seats and have the valve guides bronze bushed.

There is also the option of using products like Flashlube and Moreys that supply an upper cylinder lubricant that is drawn in by the engine's induction system in carefully metered amounts. Sadly these kits are targeted at semi-modern vehicles, because they use plastic supply tanks. It is fortunate that cars such as Jowetts, Daimlers and Armstrong Siddeley used Girling brake systems with a remote supply fluid tank. So, there you have it, a period upper cylinder lubricant supply tank! It would be a simple matter to hide the modern metering valve that comes in the kit. The only problem is that we don't yet know if these products employ an additive, as used in LRP, to reduce valve seat recession.

The LRP acronym that has been changed by those in the historic motoring scene to mean, Lousy Rotten Petrol, probably with some justification!.

*Mike Allfrey.*

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## A WARM WELCOME FOR NEW MEMBERS

The All British Classics Car Club extends a warm welcome to our new members, and their cars, who have joined our club since the last issue of *Your ABCCC News*. We look forward to meeting you at one of our events very soon.

Bob and Judi McGrath	Jaguar	MK IV	1946
	Jaguar	XJ-12L	1973
	Jaguar	XJ-6L	1975
	Jaguar	XJ-40	1986
Geoff and Judy Birkett	MG	1600 Roadster	1960 (Under Restoration)
	Morris	850 Sedan	1962

*Pat Douglas – Membership.*

## JOKE TIME – or – YOUR EDITOR IS DESPERATE!

### Ferrari Sack Pit Crew

The Ferrari Formula One team, in Melbourne for the 2004 Grand Prix, fired their entire pit crew yesterday. The announcement followed Ferrari's decision to take advantage of the Australian Government's Work for the Dole Scheme, and hire unemployed Australian youths. The decision to hire them was brought on by a recent television documentary on how unemployed Australian youths were able to, in less than five seconds, remove a set of car wheels without proper equipment; whereas Ferrari's existing Pit Crew could only do it in eight seconds with millions of dollars worth of hi-tech gear.

This was thought to be an excellent yet bold move by Ferrari management. As most races are won or lost in the pits, Ferrari would have an advantage over every other team. However, Ferrari acquired more than they bargained for during the Australian youths' first practice session – not only were the crew able to change the wheels in under six seconds, but within twelve seconds they had resprayed, re-badged and sold the F2004 to the McLaren Formula One Team for four-dozen cans of VB, a couple of cartons of Winfield Blue and four litres of red wine.

*AAP Reuter: March 2004.*

### Tax System Enlightenment

You've all probably heard the cry in the last few days from ACOSS; "It's just a tax cut for the rich!" – and it is accepted as fact. But, what does it really mean?

The following explanation may help:

Suppose that every day, ten men go out for dinner. The bill for all ten comes to \$100. They decided to pay their bill the way we pay our taxes, and the system went something like this:

- The first four men (the poorest) paid nothing.
- The fifth man paid \$1.
- The sixth man paid \$3.
- The seventh man paid \$7.
- The eighth man paid \$12.
- The ninth man paid \$18.
- The tenth man (the richest) paid \$59.

All ten of them were quite happy with the arrangement, until one day, the owner of the restaurant said, "Since you are all good customers, I'm going to reduce the cost of your daily meal by \$20."

So, now dinner for the ten men only cost \$80. The group still wanted to pay their bill the way we pay our taxes.

As before, the first four men were unaffected. They would still eat for free. But how should the other six, the paying customers, divide up the \$20 windfall, so that everyone would get his 'fair share'?

They realized that the \$20 divided by six is \$3.33. But if they subtracted that from everybody's share, then the fifth and sixth men would each end up being paid to eat. The restaurateur suggested reducing each man's bill by roughly the same percentage, thus:

- The fifth man, like the first four, now paid nothing (100% saving)
- The sixth man paid \$2 instead of \$3 (33% saving)
- The seventh man paid \$5 instead of \$7 (28% saving)
- The eighth man paid \$9 instead of \$12 (25% saving)
- The ninth man paid \$14 instead of \$18 (22% saving)
- The tenth man paid \$49 instead of \$59 (16% saving)

Each of the six men was better off, and the first four continued to eat for free, but once outside the restaurant, the men began to compare their savings.

"I only got a dollar out of the \$20", declared the sixth man. He pointed to the tenth man, "But he got \$10!"

"That's right!", exclaimed the fifth man. "I only saved a dollar too. It's unfair that he got ten times more than me!"

"That's true!" shouted the seventh man. "Why should he get \$10 back when I got only \$2? The wealthy get all the breaks!"

"Wait a minute", yelled the first four men in unison. "We didn't get anything at all, the system exploits the poor!"

The nine men surrounded the tenth and beat him up.

The next night the tenth man didn't show up for dinner. The nine men sat down and ate without him, but when they came to pay the bill, they discovered that they didn't have enough money between all of them for even half of it.

That, boys and girls, journalists and college professors, is how our tax system works. The people who pay the highest taxes get the most benefit from a tax reduction. Tax them too much, attack them for being wealthy, and they just may not show up at the table anymore. There are many good restaurants in Monaco and the Caribbean.

With thanks to David R Kamerschen, Professor of Economics, University of Georgia.

*Supplied by Rob Nolan – With Thanks.*

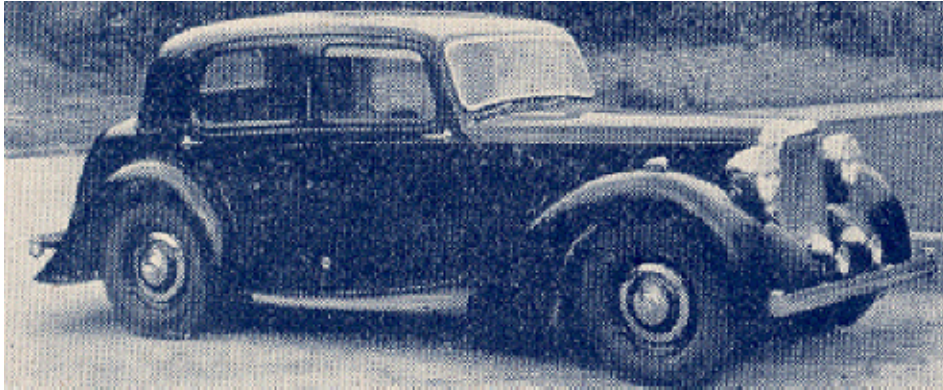
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## 1949 CLASSICS

The *Australian Motor Manual 1948-9 Annual* features interesting reviews on all motor cars that were available in this country for 1949. Each month we are going to feature one of the cars here. It is interesting to read what was said then, about the British cars in the market place. We now know how they all performed, but let's enjoy the writers' expectations of the British offerings for 1949. The motor cars described will appear in manufacturer alphabetical order.

Here is Number 3 in this series:

### ALVIS 14 h.p.



*Here is another car evolved from racing – but the first class imported coachwork and comfort lifts the appointments a long way ahead of its hardy Firefly and Silver Eagle forebears. The new 14 h.p. O.H.V. engine is characteristic of the best in British engineering and its ageless styling will always keep its fortunate owner contented. A rather conventional specification is to its advantage for servicing as the components are Lucas, S.U. and other makes that are fitted to other de-luxe British saloons. Its admirable roadability is astonishing for a car of such elegance.*

*From Motor Manual – with thanks.*

**DON'T FORGET TO BOOK YOUR PLACES ON OUR PENINSULA TOUR, CONFECTIONARY CAPERS, CHRISTMAS LUNCH IN JULY, TASMANIA TEMPTATIONS TOUR AND THE LORNE GREAT OCEAN ROAD ACTIVITIES. PLEASE CALL THOSE WHO ARE ORGANISING THESE EVENTS.**

**BE SURE NOT TO MISS OUT!**

## CLUB REGALIA

Set out below is a listing of the ABCCC's current stock of Club Regalia items:

- |   |               |
|---|---------------|
| 1. Metal Bumper/Grille Badge                                  | \$35.00 Each  |
| 2. Window Decals – Club Logo                                  | \$2.00 Each   |
| 3. Polo Top White, Blue and Black (some with ABCCC on collar) | \$35.00 Each  |
| 4. Tee Shirts White, Black with Club Logo                     | \$7.50 Each   |
| 5. Caps with Club Logo, Blue/Fawn                             | \$15.00 Each  |
| 6. Jackets with Club Logo (Heavy Weight)                      | \$140.00 Each |

Notes about the above listed items:

Various sizes of Polo Shirts are in stock. With respect to the Tee Shirts – one size fits all. The jackets are ideal for motoring in winter and are large size only.

For all your Club Regalia needs, please contact me on (03) 9846 2323.

*Bill Allen – Regalia Purveyor.*



# Day Out Down 'The Peninsula'

Sunday  6<sup>th</sup> June

What a great '**Sunday surprise**' we have in store for you. Don't let your taste buds miss out! Not being the time of year for picnics, we will eat out – sensibly and economically.

Meet at **9.15 am** at **Pearcedale Village** Shopping Centre car park on Baxter-Tooradin Road, Pearcedale - **Melways Map 140 H6**.

Depart **9.30 am sharp** for a meandering scenic drive before we visit a **nostalgic car and memorabilia museum** (\$6.50 entry fee) where we will have **morning tea** (maybe scones, jam and cream could be on the menu). You will be reminded of your first car when you were 18. Oh the memories!

Next, possibly a **wine sample** as an appetiser in a lovely picturesque surrounding before lunch at the next venue.

**Lunch** is arranged with a **traditional English theme** (approx \$15 per head plus drinks), and of course a **roaring open fire** if the weather is inclement. There will be **live jazz music** to entertain us and get our feet tapping!

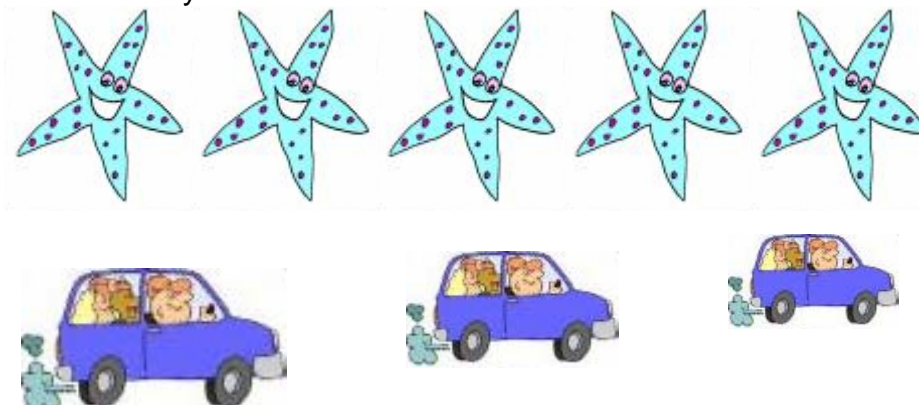
When we have had our fill of food, drink and entertainment, we will take the **seaside** route to our **late afternoon tea stop** (coffee and cake if you can fit it in) where we can see alternative transport (without wheels).

**No need to bring anything at all – just come and enjoy the day!**

We will proudly travel in **convoy** and a detailed **route map** will be given to everyone on the day. **So pump up the tyres, fill the tank, clean the windscreen and polish the badges!**

**Because of catering**, please **RSVP ASAP** to Rob and Mary Nolan on 03 5978 7798 or 0418 547 299 or email [marynolan@abccc.com.au](mailto:marynolan@abccc.com.au) **before 1<sup>st</sup> June at the latest**.

Special note: For anyone unable to meet at Pearcedale or wishing to meet at the first venue, please contact Rob and Mary Nolan.



# Confectionery Capers Trip

## Sunday 20th June 2004



We will assemble at **Heathcote** in the park at **10.00 a.m.** for **morning tea** and will then leave at about 10.30 for the Confectionery Capers venue.

It is just before **Bendigo** on the **Mclvor Highway**. We should arrive there about **11.15 to 11.30** and are booked in there for about one and a half to two hours. There is ample parking for the cars.

After visiting the Confectionery Capers we can leave our cars there and walk across the road to the **Farmers Arms Hotel** for **lunch** where we are booked in.

**You will be guaranteed of a fun day, it is a mystery venue and I don't think that we have been to anything like this before.**

**Come along and have a fun time. It is all under cover, except for the short walk across the road, so even if it is raining or cold you will be warm at each venue.**

Please let Lyn Higginson know by phone or email if you are wishing to attend this day out.

My phone number at home is 9336 7306  
or email at work is [lhigginson@kangan.edu.au](mailto:lhigginson@kangan.edu.au)

**MYSTERY VENUE MYSTERY VENUE**