



An incorporated club

A0035462V

**A friendly family social motoring club**

**Edition 84**

**April 2004**

**Your ABCCC News**

## *AT FULL SONG!*



Club member, George Hetrel, at speed in his Bugatti on Gardner Straight at Phillip Island. This historic meeting was on Sunday 27<sup>th</sup> February, and this image shows George on the same lap that one of the wheels came off. We trust that George was not too shaken and that the car is easily repaired. It was wonderful to see the Bugatti in action in company with an ERA, which later had magneto trouble, probably in commiseration.

The car is not English, but the image shows George enjoying himself to the full, and that is what club motoring is all about!

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*Please send in photographs of your British Classic so that it can be featured here – otherwise, more Jowett pictures! Someone has had the audacity to ask – Why no more Jowett pictures? Keep them coming in please! A small description of the car and how it was purchased would also be nice.*

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**"Owning and Appreciating the Spirit of Fine British Classics"**

## 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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## ABCCC EVENTS DIRECTORY

**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.**

### April 2005

- |    |   |   |
|----|---|---|
| 3  | Pub Lunch – ABCCC Event<br>Note the venue and the change of event organizer.<br>Venue – Panton Hill Hotel, Panton Hill. Meet at 12:15 pm. | Lyn Higginson (03) 9336 7306                                |
| 16 | Set-up Session for RACV American Motoring Show.   | Frank Douglas (03) 8704 2533                                |
| 17 | RACV American Motoring Show – AOMC<br>Venue – Mornington Racecourse, Mornington.  | Frank Douglas (03) 8704 2533<br>Mike Allfrey (03) 9729 1480 |

### May 2005

- |         |  |                               |
|---------|--|-------------------------------|
| 1       | Como House Luncheon & Tour – ABCCC Event<br>In addition to the lunch and tour, there will be a Farmers' Market in the grounds.<br>Como House, Como Avenue, South Yarra.<br><b>Please call Lyn NOW! Firm numbers are required for catering reasons.</b> | Lyn Higginson (03) 9336 7306  |
| 22      | Event deferred – see 25 <sup>th</sup> September for details.   |                               |
| 28 – 29 | Historic Winton – Austin 7 Club.<br>For group parking in the display area, contact Mike Allfrey (03) 9729 1480   | Noel Wolcox (03) 5428 2689 AH |

### June 2005

- |         |   |                                |
|---------|---|--------------------------------|
| 11 – 13 | Weekend Away – ABCCC Event<br>On the Sunday, take part in display at the Echuca Steam Rally.<br>Venue – Flag River Country Inn, Meninya Street, Moama, New South Wales.   | Lyn Higginson (03) 9336 7306   |
| 25 – 26 | RACQ Motoring of Yesteryear 2005 Centenary Celebrations<br>Finish point of run from Cairns to Brisbane organized by the RACQ.<br>Venue – St Joseph's College Playing Fields, Vivian Street, Tennyson, Brisbane, Queensland. | Albert Budworth (07) 3361 2424 |
| 26      | Event to be advised.  |                                |

### July 2005

- |    |                              |                            |
|----|------------------------------|----------------------------|
| 10 | Event to be advised.         |                            |
| 24 | Annual Dinner – ABCCC Event. | Colin Brown (03) 5964 9291 |

### August 2005

- |            |  |                                 |
|------------|--|---------------------------------|
| 14         | The Grand ABCCC Trivia Challenge<br>Note – The date has changed! | Frank Douglas (03) 8704 2533    |
| 27 - 3 Sep | Escape to Norfolk Island Paradise                                | Rob & Mary Nolan (03) 5978 7798 |

### September 2005

- |    |  |                             |
|----|--|-----------------------------|
| 14 | Mid-week Run – ABCCC Event                     |                             |
| 25 | A Treasure Hunt with a Twist! – An ABCCC Event | Mike Allfrey (03) 9729 1480 |

## October 2005

- 9 Event to be advised.  
23 Morning Tour & Lunch Run Tony Pettigrew (03) 9739 1146  
This will be a scenic run and will finish for lunch at Kelly's Restaurant, Olinda.

## November 2005

- 1 Yarra Glen Races (Cup Day) Colin Brown (03) 5964 9291  
20 Mystery Bus Ride – ABCCC Event Ray Higginson (03) 9370 5236

## December 2005

- 11 Christmas Luncheon – ABCCC Event Frank Douglas (03) 8704 2533  
Venue – RACV Country Club, Healesville.  
Note – The date has changed!  
18 Event to be advised.

### PLEASE NOTE!

*THIS COMING EVENTS DIRECTORY IS AS ACCURATE AS WE CAN MAKE IT. HOWEVER, IT IS POSSIBLE THAT AN EVENT'S DATE, FORMAT OR VENUE COULD CHANGE. ALL CHANGES TO EVENT INFORMATION WILL BE PLACED IN THIS DIRECTORY AS SOON AS THEY ARE CONVEYED TO THE MAGAZINE EDITOR.*

*IN FAIRNESS TO OUR EVENT ORGANIZERS, PLEASE ADVISE THEM OF YOUR INTENTION TO TAKE PART IN AN EVENT. THEY NEED TO KNOW NUMBERS, PARTICULARLY IF ANY CATERING OR MEAL BOOKINGS ARE INVOLVED.*

## EDITORIAL NOTES – ISSUE 84

This issue, which comes out right on the heels of the RACV Fly the Flag Tour, is a bit skimpy on club related reading matter. In this issue there is a full report from our AOMC Delegates on the meeting held on the last Monday in February. It is a full report and it contains interesting information. The meeting was well represented by our club, apart from myself there were Frank and Pat Douglas, Bill Allen, Ross Gardiner, Cliff Rattray-Wood and Nick Smith – very close to a quorum! If I missed anyone, my apologies. In addition to that item, a piece on automotive batteries has been lifted from a 1950 Service Manual. It makes interesting, if a mite technical, reading about how things were done so long ago. In those days it was the junior member of the workshop's staff who landed the job of keeping the battery house in order. Well remembered are the cold winter mornings when time was spent in that freezing cold concrete bunker where we maintained our batteries. Second hand tractors and MGs always had their batteries on charge, because it seemed, the trigger for trading-in a vehicle was the flat battery syndrome.

*Mike Allfrey.*

## A NEW HOME REQUESTED

The ABCCC owns a well equipped small trailer, that is commonly known as the Catering Trailer. Because of its built-in equipment it requires safe under-cover storage. One of our club members, Colin Jenkins, has very kindly stored our trailer for a number of years. Due to extensive building renovations, it is now time for our trailer to change homes. The trailer is seven feet tall (2.14 metres) and is a normal 6 x 4 size. If you can help with storage of this valuable club asset, then please contact me as soon as possible and we'll make arrangements for the trailer's transfer. Any help would be greatly appreciated.

Our grateful thanks to Colin for storing the trailer for us.

*Frank Douglas.*

# DON'T FORGET OUR COMO HOUSE LUNCHEON AND OUR RUN TO HISTORIC WINTON!

## Not a Brain Teaser – A Question:

Who's immaculate car was towed to the summit car park at Mount Baw Baw during the RACV Fly the Flag Tour?

Look for the answer, next month!

## PAST AND FUTURE EVENT REPORTS

### GIPPSLAND MEANDERINGS – Saturday 19<sup>th</sup> & Sunday 20<sup>th</sup> February, 2005

Those taking part were: Mary & Rob Nolan, June Hall, Shirley Ketchell, Marlene & Don Pepper, Rosalie & Peter McKiernan, Heather Cannon, Joy & Colin Brown, Sue & John Hudson, Vera & Graeme Ridgway, Sue & Mike Allfrey, Marjorie & Brian Pepper, Terri & Bill Allen, Pat & Frank Douglas, Lyn & Ray Higginson, Dianne & Nello Mafodda, Val Jefferyes & Jim Spence, Peggy & Bob Kilpatrick.

The cars taking part were just as interesting: MG, Jaguar, Rover, Triumph, Panther Kallista, Rolls Royce and Mercedes-Benz.

We all met at Caldermeade Farm in time for a morning cuppa and maybe a scone or two with the usual trimmings. This farm features an ultra-modern cow herd milking system which would be worth a visit when it is working. The milking theatre is open and operating at 3:30 pm daily, and is well worth a visit. All too

*Enjoying view of bay from Kilcunda*



soon there was the well known call of "All Aboard!" and we set off to our first stop at Kilcunda to view the surf coast and reminisce about how the area was in the days of the railway and its bridge over the road that has disappeared. It was cloudy but fine for the viewing and there was a fresh ozone laden breeze that supercharged us.

Then, we set off once again to our lunch stop at the Working Men's Club at Wonthaggi where a good lunch was enjoyed. After lunch, and a wander around town, it was time to head inland for the hills. This was a very scenic drive up to Poowong. The grass was, for the time of year, surprisingly green and made the area very picturesque. Our destination was the alpaca farm on Fitzgerald's Road, just before Poowong.

*Right: Young alpacas taking an interest in us.*



Here we met with Jim's friends, Peter and Sengha, who very kindly explained the breeding and use of alpacas and their fleece.

Apparently, when mating the male takes forty minutes to work up to a crescendo and immediately after, the female spits at him! Some reward!

These are delightful animals that take an interest in all that is happening around them. Maybe it is the use of their flexible long necks that gives this impression. They make a soft mewing noise, which, when a group gets going, sounds quite choral.

Peter and Sengha laid on coffee, tea and biscuits for us and we had a lengthy spell of questions and answers. We enjoyed our visit and found it most informative. Our thanks to Peter and the crew for making us so welcome. Then it was "All Aboard!" time again for the scenic run down to sea level again via Archies Creek and on to our motel at San Remo.



*Some unexpected admirers of our cars en route!*

Once again the admirable organisational capabilities of our club came to the fore. Jim and Val had a listing of our motel room allocation, and it was convenient to simply drive in and park, then check in at our leisure and relax before our dinner appointment.

Our evening meal venue was at Cowes Golf Club, and we set off in convoy. This was the writer's chance for a test drive in the Rover P6B that had been purchased at the AGM. It was a good drive and made the sale complete. We enjoyed a set menu dinner in good surroundings with capable and entertaining staff.



Next morning we enjoyed a communal breakfast out by the barbecue, with a massive range of cereals and copious amounts of toast. It was Frank's call that toast was ready that aroused the Sunday morning sleeper-ins. The toast process soon became buttered bread cooked on the barbecue plate – thus it was luscious fried bread on one side and plain toast on the other.

*Left: Breakfast is served!*

Jim soon had us lined up in readiness for the drive to Churchill Island. This is a wonderful piece of our history, and, thankfully it is owned now by the State for us to enjoy and participate in. It was here that the first wheat crop was

planted in this country. It was also an experimental area for growing a variety of trial crops for the first time. It is surprising that a site so close to the sea was chosen for these trials, but then, what better quarantine area than a small island? There were farm animals and antique farm machines to look at. There was a most lonely sounding guinea fowl wandering about, while two peacocks were perched elegantly on the fence railing. A cup of coffee was taken when we had finished our inspection of the property.

Then it was "All Aboard!" again for the drive to Silverleaves, near Cowes, for a superb lunch. Once again, organization was of the highest order and our lunches were placed before us outside in the garden setting. It was quite a surprise to experience the Silverleaves Store lunch, hidden away to the east of Cowes.

*Right: Terri Allen relaxes in a koala bear hug!*

After lunch, it was off to have a closer than expected encounter with the koalas in their reserve. Here, the koalas use the boardwalk up in the trees just as effectively as us. We were treated to a long look at a mother bear and her young one riding on her back or sides – it was a case of hang on for dear life. Once we had our fill of koalas and their activities, we set off for an afternoon cuppa at Jim's home. Here there was much to look at in the huge garage. A vast spread was laid on for us to enjoy with our tea or coffee. We left for home replete!



That then, concluded our Gippsland Meanderings and we set off for home well satisfied. Our thanks to Val and Jim for putting on such an enjoyable weekend for us. It was also a superbly organised and most interesting event with respect to alpacas and the history of Churchill Island.

*Mike Allfrey.*

### **COMO HOUSE LUNCHEON & TOUR – Sunday 1<sup>st</sup> May, 2005**

For the luncheon function of this event, if you have any dietary requirements, then please let Lyn Higginson know well in advance. Como House have advised that special dietary needs can be catered for. But, advance information must be provided. For further information please contact Lyn Higginson on telephone number (03) 9336 7306.

**Please contact Lyn if you are taking part in this event – now! The numbers are definitely required for catering, and need to be with Como House staff well in advance. (Ed.)**

*Lyn Higginson.*

### **HISTORIC WINTON – Sunday 29<sup>th</sup> May, 2005**

Yes, folks, it is on again and the Austin 7 Club are barracking for a fine weekend – who knows, they certainly need it! This event is going to be to the same format as last year, but with a 6:00 am start from the east bound side of the Maroondah Highway at Coldstream, just past the Killara Road intersection.

Be prepared for cool weather, particularly at the start point. It will also pay to bring wet weather clothing, just in case it rains up at Winton. Running notes will be provided.

We will travel via Yea, Yarck, Bonnie Doone, Mairdample and Swanpool to Benalla where a cooked breakfast will be ready for us. If there is a free race meeting entrance ticket, there will be a draw for it at our breakfast venue.

Please let us know your intention to take part to enjoy motor racing at its most pleasurable level, before 15<sup>th</sup> May. Mark your diary now. Please call Mike Allfrey on (03) 9729 1480.

### **QUEEN'S BIRTHDAY WEEKEND AWAY – 11<sup>th</sup> to 13<sup>th</sup> June, 2005**

If you wish to participate in this great weekend, then get your booking at the Flag River Country Motel – now! The motel has kindly offered to provide all the makings for the evening barbecue meal. This means that we will not have to carry uncooked foodstuff with us. The cost of the barbecue meal is a very reasonable \$12.00 per person. We have also received the entry form for the Echuca Steam Rally vehicle display and by the time you read this, the formalities will have been completed for our display.

*Lyn Higginson.*

### **ESCAPE TO NORFOLK ISLAND PARADISE – 27<sup>th</sup> August to 3<sup>rd</sup> September, 2005**

Final call for passengers to Norfolk Island! Accommodation numbers and flights will have to be finalised in the next few weeks. If you are interested, let Rob or Mary Nolan know ASAP on 5978 7798 AH.

Currently going are: Frank & Pat, Ray & Lyn, Jim & Val, Colin & Joy, Harry & Jean, Mike & Sue, Marjorie & Brian, Rob & Mary. **Don't be disappointed later!**

*Rob & Mary Nolan.*

## THE WAY IT WAS

### Battery Maintenance

About every two weeks, or more often in hot weather, take out the three filler plugs from the top of the battery and check the level of electrolyte in each cell. Contrary to the usual procedure, sufficient distilled water should be added to bring the electrolyte just level with the top of the separators.

NOTE: Do not place the filler plugs on to a metal surface, moisture residue can be very corrosive. Always use distilled water when topping up a battery. DO NOT use a naked light when examining the condition of the cells.

A hydrometer will be found to be useful for topping up as it prevents distilled water from being spilled on the top of the battery. If any is spilled, however, wipe it away immediately and ensure that the top of the battery is kept clean and dry. Remove any dirt from the vent holes in the filler plugs with a piece of suitable wire. Clean any corrosion from the battery terminals and smear them with petroleum jelly. Examine the connections to the terminals and make sure that they are tight. Great care must be taken when cleaning the negative lead's connector as it is soft and relies on matching tapers to make a sound connection.

It is advisable to check the state of charge of the battery occasionally by measuring the specific gravity of the electrolyte in each of the cells by means of a hydrometer and comparing the result with the figures given in 'Specifications and Test Data'. When taking specific gravity readings, examine the condition of the electrolyte in the hydrometer. It should be fairly clear. If it is dirty, it is possible that the plates are in bad condition and the battery should be sent for overhaul. Ensure also that too much electrolyte is not drawn up into the hydrometer barrel so that the float is jammed and a false reading given. The readings for all cells should be approximately the same. If one cell gives a reading very different from the rest, it may be that acid has been spilled or has leaked from that particular cell, or there may be a short circuit between the plates. In the latter case the battery should be examined by a Lucas Service agent.

### Winter Operation

Battery capacity is greatly reduced during very cold weather as this has a retarding effect on the electro-chemical action. A fully charged battery with 100 per cent cranking power at 80 °F (26 °C), drops to 65 per cent cranking power at 32 °F (0 °C), and to 40 per cent at 0 °F (minus 17 °C). Stiff engine oil adds to the load of starting. At 0 °F (minus 17 °C) the engine requires 2½ times more power to crank than at 80 °F (26 °C). Therefore, the importance of a fully charged battery for efficient and dependable operation is apparent.

### Battery Service

Points to check in servicing batteries:

- Partial corrosion of the cables which restricts the current carrying capacity.
- Broken or cracked battery case which may allow the electrolyte to escape.
- Low specific gravity cells.
- Sealing compound broken away from the cell covers.
- Terminal posts broken or partially broken.
- Cell connector bars broken away from cell posts, or posts broken away from the post strap.
- Freezing due to a partially discharged battery.

Action to be taken:

- Clean the terminals for inspection with ammonia or a solution of baking soda and warm water.
- Inspect the battery carrier for looseness and bad or broken fasteners.
- Check for vibration and severe jarring loads shorten the battery's life.
- Check the charging rate and adjust it to specifications.
- High distilled water consumption is one indication of too high a charge rate. (See 'Regulator Test Data'.
- Open the battery cells as only a last resort in checking for trouble.

### Battery Storage

Never leave the battery in a discharged condition for any length of time. Have it fully charged and every fortnight give it a refreshing charge to prevent any tendency for the plates to become permanently sulphated. Batteries should be stored in as cool a place as possible to minimise self-discharge. All stored batteries must be fully re-charged before use.

### New Batteries

To prepare a new battery, supplied dry, for service proceed as follows:

#### a) Preparation of Electrolyte

The specific gravity of the electrolyte necessary to fill the new battery, and the specific gravity at the end of charge, should be as follows:



Temperature Range	SG of Filling Acid	SG at End of Charge
Ordinarily below 80 °F (26.6 °C)	1.350	1.280 to 1.300
Between 80 °F to 100 °F (26.6 °C to 38 °C)	1.320	1.250 to 1.270
Over 100 °F (38 °C)	1.300	1.220 to 1.240

The electrolyte is prepared by mixing distilled water and concentrated sulphuric acid of 1.835 SG. The mixing must be carried out in a lead lined tank or a suitable glass or earthenware vessel. Steel or iron containers MUST NOT be used. The acid must be added slowly to the water, while the mixture is stirred with a glass rod. NEVER ADD THE DISTILLED WATER TO THE ACID, as the resulting chemical reaction may have dangerous consequences. To produce electrolyte of the correct specific gravity as stated above, use proportions of acid and distilled water recommended as follows:

To Obtain Specific Gravity (Corrected to 60 °F)	Add 1 part by volume of 1.835 SG acid to distilled water by volume as below
1.350	1.8 parts
1.320	2.3 parts
1.300	2.5 parts

Heat is produced by the mixture of acid and water and it should, therefore, be allowed to cool before pouring it into the battery, otherwise the plate separators and moulded container may be damaged.

#### b) Filling and Soaking

The temperature of the acid, battery and charge room should be above 32 °F (0 °C). Carefully break the seals in the filling holes and half fill each cell in the battery with dilute sulphuric acid solution of the appropriate specific gravity (according to temperature). The quantity of electrolyte to half-fill each cell is 0.75 pint (0.25 litre). The mixing of the electrolyte with the distilled water contained in the separators, and the chemical action of the dilute acid upon the plates, especially the negative groups, results in the generation of heat. The battery should, therefore, be allowed to stand for at least six hours before further electrolyte is added, thereby allowing the heat generated by the first filling to be mainly dissipated and avoiding an excessive temperature rise which might cause damage to the plates and container.

After the lapse of this period, add enough dilute acid to fill each cell to the top edge of the separators and allow to stand for a further two hours before commencing the charge.

#### c) Duration and Rate of Initial Charge

Charge at a constant current of 5 amps. until the voltage and temperature-corrected specific gravity readings show no increase over five successive hourly readings. This period is dependent upon the length of time the battery has been stored since manufacture, and will be from forty to eighty hours but usually not more than sixty.

Throughout the charge, the acid must be kept level with the tops of the separators in each cell by the addition of acid solution of the same specific gravity as the original filling-in acid. If, during the charge, the temperature of the acid reaches the maximum permissible of 120 °F (49 °C), the charge must be interrupted and the battery temperature allowed to fall at least 10 °F (5.6 °C) before charging is resumed.

At the end of the first charge, i.e. when the specific gravity and voltage measurements remain substantially constant, carefully check the specific gravity in each cell to ensure that it lies within the limits specified. If any cell requires adjustment, the electrolyte above the separators must be syphoned off, and replaced with either acid of the strength used for the original filling-in, or distilled water, according to whether the specific gravity is too low or too high. After such adjustment, the gassing charge should be continued for one or two hours to ensure adequate mixing of the electrolyte. Re-check, if necessary, repeating the procedure until the desired result is obtained.

*That was the way it was done in the early 1950s. In today's Nanny Society there are a few procedures that could not be contemplated today.*

*From a Tractor Service Manual – With Thanks.*

## AOMC DELEGATES' MEETING REPORT

The Association of Motoring Clubs (AOMC) conducted the first Delegates' Meeting for the year on 28<sup>th</sup> February. The meeting was well attended and commenced on time. New Delegates and clubs were welcomed and apologies were recorded.

## Guest Speakers.

The first speaker was Mr Paul Byrne, from Federation Square Management, who outlined their plans to have regular displays of cars, at Federation Square. They are keeping the last Sunday of each month open, and have made bookings so far for --- April (BMW), May (Alfa Romeo), June (Monaro Club), September (Citroën). Other dates for the year are available.

They are looking to display about 40 cars along the Flinders St. area. There would be no charge to clubs, and they were happy to assist with club promotion. Suggested times are -- arrive 10:30 to 11am, depart 2:30 to 3pm. Paul suggested that they were hopeful that people interested in cars, who had nothing better to do on the last Sunday of any Month, would know that there would always be a display of cars (or bikes) for them to see at Federation Square.

They are flexible on numbers, as they have spaces other than the Flinders St. site, such as their car park, or the area on the far side, where Batman Av. used to be. Paul explained that they own the whole site, and do not have to get permission from Council or anyone else for what they do there. Even the car park, which is leased is still available to them at any time.

Mr Byrne indicated that the Management team were very keen to get this scheme rolling, and would be willing to discuss any ideas your club might have. With prior arrangement, even a gathering point prior to a run could be arranged. **Paul did stress that the surface of the areas where cars are to be parked must be protected from contamination, such as oil drops etc., so you may have to bring along your own drip tray. Oil on some of the floor surfaces, such as sandstone, would be impossible to remove.**

Paul left a 5 page document explaining the rules, an application form and postcards showing the area. The ABCCC has a copy of this, but if we should take up this offer, we had better be quick, if interest from Delegates is any indication.

The next of our guests were from the Gippsland Historic Car Club. re. the Bairnsdale to Ensay Centennial Run. Mr Hal Shandy spoke first, giving the history of this re-enactment of a 1905 trial run in an Argyle and crew of four men, (one of them being his Grandfather). They were doing a trial run with the aim of setting up a regular bus route to go from Bairnsdale to Omeo. Unfortunately they only reached about half way, to Ensay, seventy miles, a broken spring due to the poor state of the road, forced them to return to Bairnsdale on that occasion.

Mr Shandy reported that a 1905 Argyle is to take part in this event on 1<sup>st</sup> October this year. Brochures were sent out with the minutes of the AOMC November meeting. Also see Page 9 of the current AOMC Newsletter for the contact number of the main organizer, Mr Ron Yates, who spoke next about this event, which takes place 1<sup>st</sup> and 2<sup>nd</sup> October.

There are numerous veteran cars entered already, as well as the Argyle mentioned above. Entries were coming in for vintage and classic cars as well. Ron was expecting many more entries as October approaches. The run is seventy miles each way, through great scenery.

Arrangements have been made with numerous sponsors, and the local council has decided to close the main street between 10:00 am and 12:00 noon on the Sunday, to allow for full viewing of all the cars.

Looks like a great event and weekend.

Mr. Brian Kelly (RACV Motoring Clubs Liaison Officer), then reported on the recent Wings and Wheels Day. Brian said that while there were plenty of people, wings, and wheels turned up, the actual take was not great, due to the cost of insurance. The proceeds were to be shared between the RACV Foundation and the AOMC. Brian stated that the total take after expenses was only \$5,200, and presented a cheque for \$2,600 to the AOMC, the other half going to the RACV Foundation.

Brian thanked all who had helped with this function, and a special mention to Mr. Frank Douglas for his overall organization.

## The Meeting, Continued

Standing orders were resumed with the passing of the minutes, and Secretary Iain Ross (*Bristol Owners Club*) elaborated on Inward and Outward Correspondence, a summary of which had, as usual been distributed prior to the start.

Treasurers Report Pam Hill (*Veteran Car Club*) reported a favourable result this quarter, due to a \$6,000 payment from the All Makes Swap Company for the AOMC's share in that group, and a forward payment from the RACV for their sponsorship of the Motoring Shows.

The major expenditure item was the purchase of a Data Projector at a cost of \$3,100. This is a piece of equipment which in the past we have had to hire, every time it is required. It is to be made available to affiliated clubs to hire at a price which has yet to be determined, but presumably cheaper than it could be hired from a hiring company.

Pam Hill exhorted clubs to support the All Makes Swap Meet and also the RACV AOMC Motoring Shows as they are its major source of funds.

Delegates are reminded, that the clubs involved in the "All Makes Swap Co." are – AOMC, VDC, Chev., CHACA, and Chrysler Clubs. So support for these swap meets is benefiting all clubs through the AOMC, as well as these individual clubs.

The next two swap meets are: 19<sup>th</sup> June, and 10<sup>th</sup> July, all at Sandown Park Racecourse.

## **RACV Motoring Shows**

Mr Frank Douglas (*All British Classics Car Club*) reported on the Motoring shows:

RACV AOMC British & European Motoring Show: Dandenong Showgrounds, 20<sup>th</sup> March.

RACV & AOMC American Motoring Show, Mornington Racecourse, 17th. April (Note new venue).

Frank reported that everything was in place for the B & E day with 600 entries already in. He will be away on this weekend with the RACV Fly The Flag Tour, which he is also running, so introduced his stand in for that event, Ross Gardiner (*Cortina Mk 1 Owners Club*).

## **General Business**

Delegates raised numerous points, so a summary, as far as it is remembered is given:

1. Review of the Victorian Club Permit Scheme. As 'CH' plates are now issued in the 9-thousands, VicRoads are going to have to make a decision soon. The AOMC has been trying to organize a meeting with them, but they have only just sent an acknowledgement to the AOMC's numerous letters. The AOMC and the Federation have been conferring on issues require resolving.

New style plates is only one of many issues. VicRoads people are suggesting (unofficially), that they would like the clubs to take over the issuing of plates. This is how it is managed in NSW. It would be a way to avoid people keeping their 'CH' plates long after they have ceased to be members of the issuing club. It would be some extra work for participating clubs.

Another matter is to see that "CH" numbers appear on police data files, to avoid the unregistered vehicle charge, from the majority of police officers, who don't understand the system.

2. The issuing of Special Use Vouchers for a member of another club was raised. Several Delegates thought that if their club was running an event, they should issue a permit for members of other clubs to enable them to attend the organizing club's event.

It is clearly pointed out in the latest (green) Club Permit Scheme Handbook, that – No voucher is required to attend any advertised event run by any authorized club. The only proviso is that a notice of the event should be carried in the vehicle, together with the current permit slip.

**Note: The event does not necessarily have to be advertised in your own club newsletter;** it can be in the newsletter from some other club, or it can even be in a newspaper.

This mention of the event notice being in other publications is revision which did not exist in previous issues of the Victorian Club Permit Scheme Handbook. This is memorable to the writer, because as a member of the delegation from the AOMC and the Federation which attended the meeting with VicRoads, back in 2000, it was I who put that very question to Bruce Chipperfield. He had no hesitation in accepting the proposition, and furthermore, if you look at the Foreword at the front of the Victorian Club Permit Scheme Handbook, it has Bruce's signature at the bottom.

When was the last time you actually read the Victorian Club Permit Scheme Handbook? Make sure it's the green one. Handbooks can be obtained by contacting your Editor.

It is interesting to note that Page 7 of the Handbook deals with Special Use Vouchers. While it does not specifically say so, issuing vouchers for non-members would not allow for control of abuse.

3. It was reported that VicRoads and Police had stated that learners and P plate drivers are never to drive Left Hand Drive cars.
4. The subject of clubs combining for the purchase of clubrooms was raised again. Chairman Philip Johnstone suggested that the AOMC would be happy to co-ordinate any such move. Frank Douglas (*ABCCC*) suggested that the new RACV building would be available for clubs to use for meetings etc. One Delegate reported that his club had recently located on a map, a position which was the most central point to where all members resided.
5. Secretary, Iain Ross (*Bristol Owners Club*) pointed out that so far, Victoria had not taken up the offer of a grant from the Robert Shannon Trust Fund to promote some young person with a restoration project. Delegates were asked to advertise this within their own clubs, to find a worthy recipient.
6. One Delegate alerted us yet again to the danger to our hobby vehicles from some local Councils, who were using their By-laws through the "Local Laws" rules, to confiscate cars under restoration. Delegates attention was drawn to the booklet produced by the AOMC some time ago entitled 'Code of Conduct'. This is available on our Web Site or, contact Judy Collins at the office. This booklet suggests various ways to avoid annoying neighbours to such an extent that they complain, and a Council has to take action.
7. These two matters were raised by Graham Hutchinson (*CHACA*):

a) Delegates were shown several sheets to demonstrate how the Hupmobile Engine No. Record cards turned out when they were added to Philip Johnstone's special AOMC format. Details on obtaining the cards are at back of the AOMC Newsletter.

All you have to do is find a person with time to key all the information in.

b) A reminder to Delegates that to become an AOMC Supporter at the cost of \$25 per year, not only does one help a worthy cause, but that it is pretty good value too, because not only do they send out a copy of the AOMC Newsletter each Quarter, but also complimentary tickets to both Motoring Shows. All this for the cost of about ¼ tank of petrol. It was also suggested that Delegates try to have the Supporters form printed in their own Newsletter once each year. There could be club members who appreciate the work done by the AOMC Executive for us all, and make a contribution.

The application form can be found at the back of each issue of the AOMC Newsletter, together with the form for listing office bearer changes.

Next Delegates Meeting 23<sup>rd</sup> May at VDC Clubrooms, Dorset Road, Pascoe Vale.

**The main item for discussion at the May meeting is the extension to what was introduced at the special seminar at the Italian Club last year MODIFICATIONS WHICH ARE TO BE ALLOWED to Club Permit Vehicles.**

A copy of the draft booklet was sent to all clubs last year. Further copies can be downloaded from the AOMC Web Site.

As this is a matter of great importance, especially with the forthcoming review of the Victorian Club Permit Scheme, an invitation is extended to club members who are able to attend – Club President, Secretary and Technical Officer as well as appointed Delegates and any interested members will be welcome.

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## SEEKING PUBLICITY?

There is a Saturday morning column in the Herald Sun, written by Graham Smith. Graham likes to feature older and unusual vehicles in his column. He has asked if any of our members would like to have their car featured in the Herald Sun paper. This would be good publicity for your favoured marque and for the ABCCC – should we get a mention.

Graham can be contacted on, Mobile 0409 705 062, or telephone number (03) 9583 4911.

His E-mail address is [grah.smith@bigpond.com](mailto:grah.smith@bigpond.com)

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## MODERN PETROL

Does your prized classic's engine give symptoms of running very lean, cutting out, running marginally better if the choke is operated? Plugs, points and fuel supply are checked and are in good working order, but the engine still falters under load? Does it start easily from cold, but exhibits the foregoing symptoms and performance deficiency?

The answer could be simple – modern petrol.

Many of our older cars have carburettors that feature a vented to atmosphere float chamber, and it is this system, allied to modern petrol use, that could be the cause of such ills.

In the situation where a car is not used for long periods, two months or more, the petrol in the carburettor float bowl can evaporate completely – leaving a skin-like residue. This residue can be likened to the skin that forms on clear varnish, if the lid is left off the tin. In our car engines this residue can break up and float around in the fresh petrol that is pumped into the float chamber. Thus pieces of residue can lodge in the main jet, causing a severe restriction to the flow of petrol through the jet. Hence the marginal improvement when the choke control is operated.

Some carburettors have a vent hole above the float chamber. If this is the case, then if the car is unused for lengthy periods, it may be a good idea to block-off the vent with adhesive tape or a suitable piece of rubber 'O' ring cord as a plug. It may be a better idea to join in on our events that ensure frequent use of your classic car. Norfolk Island excepted of course!

Whatever, it is worthwhile to be aware of this *benzine krankheit*.

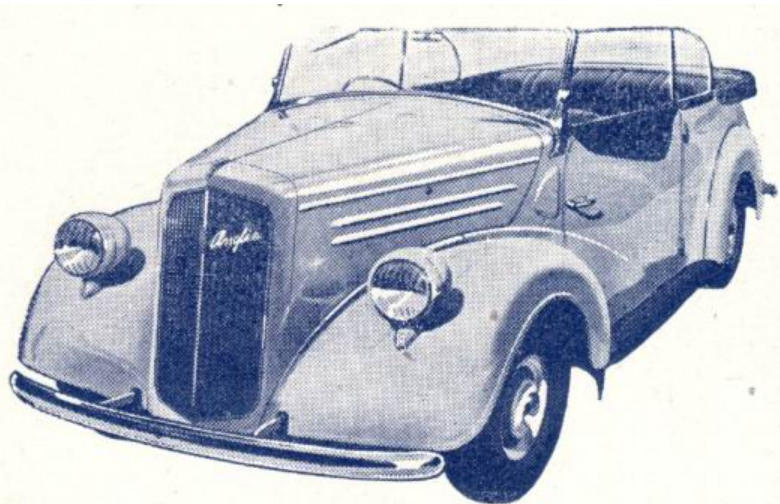
Mike Allfrey.

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## 1949 CLASSICS

The *Australian Motor Manual 1948-9 Annual* features interesting revues on all motor cars that were available in this country for 1949. Each month we are going to feature one of the British cars here. It is now 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. Here is Number 12:

### FORD ANGLIA 8 h.p.



The Anglia is the answer to the demand for a low cost car. With typical Ford tradition for value it gives its owner a Martin & King Coach built body in the Sports Tourer with rigid side screens adaptable for three-way styling:- 1. With windscreen and side screens down. 2. Hood down and side screens up. 3. Hood and glass screens up give closed car snugness. The revised radiator is a new 1948 refinement. Other advantages of this thrifty 8 h.p. are its low operating cost and spare parts service making it worthy of consideration in any low price new car budget, as it is still the lowest price car in Australia

Editorial Note: Today's small Fords feature many valves per cylinder, overhead camshafts in multiples, east-west engine/transmission with front wheel drive and heaps more power. Today, these little Fords come from various suppliers in Asia, Spain, Germany and Ireland – a victim of the global scene. Moreover, the Popular still lives on in the form of a buzzy and uncomfortable Fiesta. Maybe, our roads would be safer if we were all driving 8 h.p. Anglias, with ten per cent of today's cars' performance. In an Anglia, things didn't happen too quickly!

1949 Text from Motor Manual Annual - With Thanks.

## A VERY SPECIAL THANKYOU

To those of you who helped set up and run the RACV British & European Motoring Show, on behalf of the AOMC, a grateful thankyou. Your support was splendid in the extreme and your untiring enthusiasm for the task was something to really appreciate. Thanks are also due to Ross Gardiner for stepping in and putting it all together while we were away touring. Our finances are looking much healthier as a result of your effort – well done.

*Frank Douglas – President.*

## 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.

<b>New Members</b>	<b>Motor Car</b>	<b>Model</b>	<b>Year</b>
Arno Van Straalen	MG	'B'	1968
Barry & Helen Kuriata	None	Yet	–
Graeme & Patricia Hutchinson	Armstrong Siddeley	Whittley	1949
	Armstrong Siddeley	Station Coupé	1950

*Pat Douglas – Membership Secretary.*

## WHAT THEY COST IN 1958

Colin Brown has handed in a faint photocopy of the horsepower and price of motor cars in this country as listed in *Modern Motor*. Our thanks to Colin for spotting this little piece of history. Listed here are cars of British manufacture, Holden data has been included for comparison. If the same task was undertaken for true British cars, the list would probably be of two lines only!

Make & Model	B.H.P	£	Make & Model	B.H.P	£
Alvis 3 Litre Saloon	104	–	Jaguar 2.4 Litre Saloon	112	2255
Armstrong Siddeley:			Jaguar 3.4 Litre Saloon Standard	210	2555
Sapphire Saloon (Automatic Drive)	130	3200	Jaguar 3.4 Litre Saloon Automatic	210	2725
Sapphire 236 (New Model)	85	2287	Jaguar XK-150 Coupé	210	2650
Aston Martin DB 2/4 Mk 2	140	–	Jaguar XK-150 Coupé Automatic	210	2858
Austin A55 Cambridge	51	1174	Lagonda 3 Litre 2-Door Saloon	140	4947
A55 Cambridge with Manual Drive	51	1241	MG Magnette Saloon	68	1577
Austin A95 Westminster	85	1449	MG 'A'	72	1376
Austin A105 Saloon	102	1599	MG 'A' Coupé	72	–
With Over-drive	102	1608	Morris Minor 2-Door Saloon	37	888
Fully Automatic	102	1780	Morris Minor 4-Door Saloon	37	936
Austin-Healey 6	102	1811	Morris Oxford Saloon	55	1234
Berkeley Sports	17	886	Morris Marshal	85	1478
Berkeley Coupé	17	–	Riley 2.6 Litre	108	–
Bristol 405 Saloon	105	2415	Rover 90 Saloon	93	2026
Daimler Century Saloon	100	2350	Rover 105/R Automatic Saloon	105	–
Daimler Century Automatic	100	2580	Land Rover	53	1094
Daimler 104 Saloon	137	3700	Land Rover Long Wheelbase	53	1219
Daimler 104 Saloon (Automatic)	137	3985	Singer 1½ Litre Sports, Single Carb.	50	808
Ford Prefect De Luxe	36	1003	Singer Hunter Saloon	50	1194
Ford Consul Saloon	55	1262	Singer Gazelle Saloon	53	1197
Ford Zephyr Saloon	80	1363	Standard 10 hp Saloon	33	945
Hillman Minx Saloon	51	1099	Standard 10 hp with Standrive Clutch	33	985
Hillman Husky Station Wagon	37.5	919	Standard 10 hp Estate Car	33	1090
Holden Standard Saloon	70	1142	Standard Spacemaster Mk 3	68	1391
Holden Business Saloon	70	1153	Standard Spacemaster De Luxe	68	1430
Holden Special Saloon	70	1204	Standard Spacemaster Sportsman	90	1872
Holden Special Sedan	70	1248	Standard Vanguard Estate Car	68	1778
Holden Special Station Sedan	70	1311	Sunbeam Rapier	67	1526
Humber Hawk (New Model)	78	1690	Triumph TR 3 with Over-drive	95	1631
Humber Hawk with Over-drive	78	1795	Vauxhall Velox Saloon	65	1288
Humber Hawk Automatic	78	1875	Vauxhall Victor Saloon	52	1123
Humber Super Snipe Saloon	113	1755	Wolseley 6/90 Automatic	95	2138
Jaguar Mk 8 Saloon Automatic	190	3067	Wolseley 1500 Saloon	59	-

*From Modern Motor – With Thanks.*

## 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. Stainless Steel Key Ring (New!)   | \$10.00 Each  |
| 3. Window Decal – Club Logo  | \$2.00 Each   |
| 4. Cloth Badge – 75 mm Diameter with Club Logo                               | \$3.50 Each   |
| 5. Cloth Badge – 205 mm Diameter with Club Logo                              | \$25.00 Each  |
| 6. Club Polo Top White and Blue (some with ABCCC on collar) All Sizes        | \$35.00 Each  |
| 7. Club Polo Top White and Black – Small Size Only                           | \$7.50 Each   |
| 8. Club Polo Tops 1 White, 1 Dark Blue (Small Size Only)                     | \$12.50 Each  |
| 9. Tee Shirts White, Black with Club Logo (Small Size Only)                  | \$7.50 Each   |
| 10. Jumbuck Jumper c/w ABCCC Logos   | \$120.00 Each |
| 11. Jumbuck Jumper Less ABCCC Logos  | \$100.00 Each |
| 12. Caps with Club Logo, Blue/Fawn   | \$15.00 Each  |
| 13. Caps with Club Logo, Black   | \$12.50 Each  |
| 14. Hats – Plain, Colour Fawn (Slightly Soiled) Large Size Only – Special at | \$5.00 Each   |
| 15. Jackets with Club Logo (Heavy Weight) S. M. L. XL. & XXL.                | \$140.00 Each |

I will bring a limited range of Club Regalia to all events that we attend for perusal or purchase. Some new items are due to come into stock, details at the AGM. The new key rings are rather special, place your orders now.

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

*Bill Allen – Regalia Purveyor.*