



An incorporated club

A0035462V

A friendly family social motoring club

Edition 87

July 2005

Your ABCCC News

A CAT BASKING IN THE SUMMER SUNSHINE



Grace, Space and Pace

Here is a nice summery bay-side image that will push away those winter blues! This is Geoffrey Entwistle's splendid 1965 Jaguar 3.8 Litre 'S' Type. The car is pictured at the start of the 1999 RACV Great Australian Rally.

Please send in photographs of your British Classic so that it can be featured here – otherwise, more Jowett pictures!

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the ABCCC Inc. is \$35.00. There is a once only joining fee of \$30.00. Please send membership subscriptions to:

Pat Douglas, 14 Grandvalley Drive, Chirnside Park, Victoria, 3116.

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

**THE ABCCC IS AN ACTIVE MEMBER CLUB OF
THE ASSOCIATION OF MOTORING CLUBS INC.**

"Owning And/Or Appreciating The Spirit Of Fine British Classics"

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

President	Frank E Douglas	(03) 8704 2533	frankdouglas@abccc.com.au
Vice President	Ray Higginson	(03) 9370 5236 AH (03) 9310 5688 BH	higginson@abccc.com.au
Treasurer	Tony Hodges	(03) 5263 1580	tonyhodges@abccc.com.au
Secretary	Val Jefferyes	(03) 9725 1117	valjefferyes@abccc.com.au
Membership Secretary	Pat J Douglas	(03) 8704 2973	patdouglas@abccc.com.au
Magazine Editor	Mike M Allfrey	(03) 9729 1480	mikeallfrey@abccc.com.au
	Facsimile No.	(03) 9720 0283	moubray@tpg.com.au
Assistant Editor	Mary Nolan	(03) 5978 7798	marynolan@abccc.com.au
AOMC Delegates	Bill Allen	(03) 9846 2323	
Club Regalia	Bill Allen	(03) 9846 2323	
Victorian Club Permit Scheme Officers	Frank Douglas	(03) 8704 2533	frankdouglas@abccc.com.au
	Colin Brown	(03) 5964 9291	colinbrown@abccc.com.au
Events Co-ordinators	Lyn Higginson	(03) 9370 5236	higginson@abccc.com.au
	Pat Douglas	(03) 8704 2973	patjdouglas@abccc.com.au
	Colin Brown	(03) 5964 9291	colinbrown@abccc.com.au
	Tony Pettigrew	(03) 9739 1146	tonypettigrew@abccc.com.au
	Bill Allen	(03) 9846 2323	
Website Maintenance	Chris Newell	(03) 9735 2335	chrisnewell@abccc.com.au

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

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 25th 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 14th 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 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.

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 14th 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.

July 2005

- | | | |
|----|---|-------------------------------|
| 10 | Run to the Portsea Pub for Lunch – An ABCCC Event | Tony Pettigrew (03) 9739 1146 |
| 24 | Annual Dinner – ABCCC Event.
Please note that this event is fully booked – thank you for your support. | Colin Brown (03) 5964 9291 |
| 30 | AOMC Clubs' Information Seminar | Bill Allen (03) 9848 2323 |

August 2005

- | | | |
|----|---|---------------------------------|
| 12 | The Great ABCCC Trivia Challenge
Note the new date! | Frank Douglas (03) 8704 2533 |
| 27 | Escape to Norfolk Island – An ABCCC Event | Rob & Mary Nolan (03) 5978 7798 |

September 2005

- | | | |
|----|--|------------------------------|
| 14 | Mid-week Run – ABCCC Event | Frank Douglas (03) 8704 2533 |
| 25 | A Treasure Hunt with a Twist! – An ABCCC Event | Mike Allfrey (03) 9729 1480 |

October 2005

- | | | |
|----|--|-------------------------------|
| 9 | Mystery Run – An ABCCC Event | Rob Nolan (03) 5978 7798. |
| 23 | Morning Tour & Lunch Run
This will be a scenic run and will finish for lunch at Kelly's Restaurant, Olinda. | Tony Pettigrew (03) 9739 1146 |

November 2005

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

December 2005

- | | | |
|----|---|------------------------------|
| 11 | Christmas Luncheon – ABCCC Event
Venue – RACV Country Club, Healesville. | Frank Douglas (03) 8704 2533 |
| 18 | Event to be advised. | |

EDITORIAL NOTES – ISSUE 87

Our calendar of events is progressing well this year. There have been a few glitches, however, and we thank you for your forbearance on this. Most importantly, the date of the Great ABCCC Trivia Challenge has been brought forward by one day to Friday 12th August. Start time and all other aspects will be the same as advertised. There will be a \$2.50 trivia game fee to cover cost of the ABCCC Great Trivia Challenge Trophy. The omission of this charge was entirely my fault, my memory of the previous year's event not serving me correctly. Humblest apologies here!

In this issue I have commenced an occasional series titled Top Marques, a series that features British marques and my association with them. If you have a marque that you have been associated with and would like to tell us, then please send in your experiences and appropriate photographs. They will be most welcome.

Having just gone through the trouble of building a Jowett engine, and then finding that it had to be pulled right down because of a weld repair to the crankcase, reminds us all that our old engine parts have to be examined minutely prior to assembly. The really sad fact is that, for the first time for me, the completely rebuilt engine fired within half a crankshaft revolution! We all learn.

In this issue are items that cover topics as diverse as Rover cars, petrol filtration and, "Them" and "Us" along with a recipe from Mary Nolan shows that our magazine is varied and reasonably well supported by our membership. Please enjoy this issue.

Sincerest good wishes Frank, on a speedy and successful recovery.

Mike Allfrey.

A VERY SPECIAL PORTRAIT

The RACV will soon be opening its new building at 501 Bourke Street in Melbourne. A RACV tradition has been to have portraits of past Presidents hanging on the walls of the Royal Automobile Club of Victoria building in Melbourne. These portraits will be moved from 123 Queen Street to the new building.

To keep the theme going, the ABCCC has commissioned a portrait of our club member, David Bullard, to present on behalf of our club to the RACV for placement in their new building. David is the immediate past President and Chairman of the RACV Board, and our painting is by noted portrait artist Di King. It is truly a magnificent work of art and we hope to have it on display at our Xmas in July Lunch function.

There will be a photograph of the painting in our next magazine.

Frank Douglas – President.

BEST WISHES TO OUR PRESIDENT

Over the past month, our President, Frank Douglas, has been undergoing surgery and treatment for a cancerous growth. There is plastic surgery involved and Frank will be undergoing his second operation for this early in the month. The Peter Mac Cancer Institute are going to monitor the situation regularly.

We all join together and wish Frank all the best and hope fervently that the operations end in success.

Good luck Frank – From All Of Us.

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.

New Members	Motor Car	Model	Year
Alan & Kathy Saul	Austin Healey	3000 BJ-8	1965

Pat Douglas – Membership Secretary.

PAST AND FUTURE EVENT REPORTS

QUEEN'S BIRTHDAY WEEKEND AWAY 11th to 13th June, 2005

A few telephone calls enquiring about the event, from complete strangers, made us realize that our telephone number was in the RoyalAuto magazine's Coming Events section. The first caller, from Ballarat, must have thought us a bit dim, as my response was not confidence boosting to start with!

We set off in our Rover 3500 full of confidence that the carburettor and electrical problems had finally been sorted out on a very wet Saturday morning. As soon as we were in Doncaster Road, the wipers stopped in mid-stroke with what seemed to be yet another electrical problem. The car's aerodynamics were such the screen, at speed, remained reasonably clear and thoughts went to either getting a stock of sliced potatoes or turn back and get the Modern 75. But we are made of sterner stuff, and continued on until we came to the undercover car park in Heidelberg. Here we stopped to investigate and found that the adjustable wiper arm had extended and jammed under the windscreen rubber. The arm was shortened and the loose clamp screw was tightened firmly. Presto! Working wipers again!

We were among the first to arrive at our meeting point in Heathcote where we were soon joined by the rest of our contingent. Tour organizer, Lyn Higginson, handed out our tour bags and we all had a welcome cuppa in the bakery across the road. It was then we discovered that one of our cars was suffering from a distinct lack of power. Several of us tried to suggest remedies and Ray Higginson even did his famous white paper at the exhaust act – all to no avail. It was time to call in RACV Total Care, the familiar yellow ute/van arriving quickly. The service technician approached the ailing beast with cocky confidence, until he saw the complexity laid before him, he slowed in his approach markedly and it was quickly agreed that the car should be taken to secure parking and a hire car arranged for the rest of the weekend.

The malady turned out to be no more than a blocked fuel filter and, unknown to us at the time, another of our cars had suffered the same trouble on the way to Heathcote. We all learnt a lesson here, change those filters more frequently!

We then set off for Echuca to have lunch and spend the afternoon at our leisure. After a nice lunch, we spent a bit of time in the Old Lolly Shop and bought some sweets from a British assortment. They even had Liquorice Comfits, not seen since school days. More time and money could have been spent in that establishment!

After checking in at our motel, it was time for a rest, beer and wine, nibbles and a chat before our barbecue dinner. The motel had put on a splendid meal for us and even allowed us to use the conference room to eat in as it was fairly cool. This boded well for next day's steam rally with good steam conditions. Some delicious desserts appeared like magic and we had a wonderful evening.

Next morning we set off for the Rotary Echuca Steam Rally venue in convoy and were allocated our parking area in the vehicle display area. This is a big event with steam power being the main attraction, but there were also displays of working horses and bullocks, axemanship, old hay presses, tractors, trucks and stationary engines to identify a few of them. Probably, it was the bullock team that was most impressive, the beasts looked magnificent, particularly as they drew their load in the grand parade. The animals were a credit to their owner who did not have to resort to the Bullockie's famed language.



Rolling the log – under supervision from our own Bill Bonner, fourth from left.

The weather was perfect, clear and cool, just perfect for viewing exhausting steam. After a short look at some of the exhibits, it was time to return to our cars for our parade lap of the Rotary Oval. We overheard quite a few appreciative comments as we slowly drove around. Slow was the operative word and Ross Gardiner had trouble maintaining the pace in his high-g geared Cortina. Once our cars were back in their allotted display area it was time for lunch. We elected to sample camp stew and damper – it was delicious but the meat could have been stewed a little bit longer. Then it was more viewing of other exhibits and a good look around the display cars.

Lyn had booked a shuttle bus to take us to the Echuca Working Men's Club for our evening meal and the bus had to take us in two shifts. The meal was simple but very good and all too soon it was time for us to board our bus back to our motel. Our breakfast next morning was a communal affair in the barbecue area and, someone forgot to close the door in the third side, because that was where the fresh breeze came from! After breakfast, the small Ford group set off a bit earlier than the rest of us and we did not see them until we arrived at our first stop at Confectionery Capers, where they were all neatly parked and waiting for us. We had a good look at all the weird contraptions inside and learnt a fair bit about words and how they can be used.

Lunch was across the road at the Farmers Arms Hotel where a massive lunch was enjoyed. After all that, we set off for home and mixed it with the heavy and desperate traffic. We were travelling at an even 100 kph, but for most that was not good enough and there was a fair amount of dangerous overtaking on bends. Double white lines apparently mean absolutely nothing to long weekend home goers. Where were the police? It must have been quite daunting for our slower vehicles.

A grateful thanks must go to Lyn for her traditional 'Higginson Supreme Events Co.' organization. It was a lovely weekend and we all enjoyed it immensely. Thanks Lyn.

Mike Allfrey.

PORTSEA PUB LUNCH – Sunday 10th July, 2005

For this entertaining event we will be meeting at the TV World Media Museum, 990 Moorooduc Road, on the intersection with Eramosa Road, Moorooduc at 10:00 am for morning tea. After our refreshment we will motor down to the Portsea Hotel, 3746 Nepean Highway, Portsea. The hotel is on the bay side beach and we will be having lunch there.

After lunch, we can walk off our excesses and visit the Mornington Peninsula National Park and then maybe have afternoon tea together before heading for home. For bookings for morning tea and lunch, please contact Tony and Maxine on (03) 9739 1146.

Tony Pettigrew.

CHRISTMAS IN JULY LUNCH – Sunday 24th July, 2005

Please note that this popular event is now fully booked – your support is appreciated.

Colin Brown.

THE 3rd GREAT ABCCC TRIVIA CHALLENGE – Friday 12th August, 2005

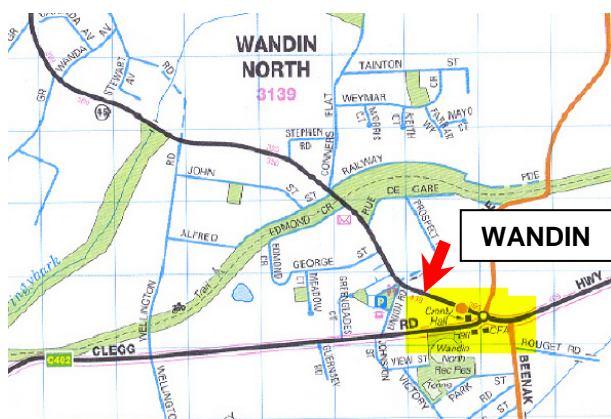
Note the new date!

Here we go again so, come along and enjoy another challenging night of pitting your wits against other groups for the grand prize. The Meg Wood's Deli and Wine Bar has been completely refurbished for our comfort. 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 Great ABCCC Trivia Challenge. At our previous challenges the food supplied was sensational, and there was plenty of it.

Note the change to the pricing – rectifying an editorial slip!

Cost of food is just \$15.00 per head, and the ABCCC Trivia Challenge is \$2.50 per competitor. Please note that this charge is imposed to cover the Great ABCCC Trivia Challenge Trophy. Drinks are available at individual cost.

The Trivia Night commences at 7:00 pm.



HOW TO GET THERE

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

Melway Directory Map 119 C11

UBD Directory Map 233 L16

Note: The Deli and Wine Bar is located on the right hand side of the highway heading towards Warburton. The Wandin roundabout is highlighted in yellow.

See red arrow that marks the spot (approximate).

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.

AN ABCCC MID-WEEK RUN – 14th September, 2005

During our calendar planning meeting, someone suggested a mid-week run – well, here it is. This is the one for those of us who are not so busy at the mid-point in the week. On Wednesday 14th September, we will meet at Coldstream at 10:00 am for a 10:15 am departure, close to the intersection of Killara Road.

Our route will take us up the Melba Highway (B300) to Yea, where we can have a refreshment stop before continuing on the Goulburn Valley Highway (B340), on which we will be passing through Homewood, Kerrisdale and Granite, before reaching our destination, Trawool Resort where a bistro lunch has been booked. Trawool Resort is located on the right hand side of the highway.

A suggested quiet return route would be to take the Upper Goulburn Road from Trawool to the Hume Freeway (M31), for the short run down to the Broadford-Kilmore exit and, at Broadford take the Broadford-Flowerdale Road (C382) to Flowerdale. Turn right in Flowerdale onto Yea Road (C725) to Kinglake West. From here we can disperse on our most convenient route home.

Route notes will be provided at Coldstream.

This is going to be a good one, fine spring weather has been organized, so it will be best to book early to avoid disappointment. We would appreciate your advice of attendance so that we can advise the Trawool Resort staff of our requirements. Please call Frank or Pat Douglas on (03) 8704 2533 or (03) 8704 2973 to confirm your attendance for this fun night.

Frank Douglas.

THIS IS SOME REALLY GOOD ADVICE!

If a dog was the teacher you would learn stuff like:

When loved ones come home, always run to greet them.

Never pass up the opportunity to go for a joyride.

Allow the experience of fresh air and the wind in your face to be pure ecstasy.

When it's in your best interest, practice obedience.

Let others know when they've invaded your territory.

Take naps.

Stretch before rising.

Run, romp, and play daily.

Thrive on attention and let people touch you.

Avoid biting when a simple growl will do.

On warm days, stop to lie on your back on the grass.

On hot days, drink lots of water and lie under a shady tree.

When you're happy, dance around and wag your entire body.

No matter how often you're scolded, don't buy into the guilt thing and pout..! run right back and make friends.

Delight in the simple joy of a long walk.

Eat with gusto and enthusiasm. Stop when you have had enough.

Be loyal. Never pretend to be something you're not.

If what you want lies buried, dig until you find it.

When someone is having a bad day, be silent, sit close by and nuzzle them gently.

WUFF! Ross Gardiner via E-mail.

LETTER TO THE EDITOR

Dear Mike,

As new members to this club, Sandra and I enjoyed very much our first "official" club events, the visit to Como House on 1st May, and the Queen's Birthday Weekend in Echuca-Moama. It was great fun meeting you all and hope we shall see you on plenty of events in the future! We are grateful to Lyn Higginson for her hard work in organising these events for us.

My interests extend beyond British cars to other forms of British transport and, as I've told Ray Higginson, I'm particularly interested in British buses, having amassed a large quantity of 35mm colour slides of these over the past twenty-five years! It was whilst reading my newest bus book, "*Glory Days - Ribble*", by Roger Davies (Ian Allan Publishing Ltd 2005) that I came across something that may be of interest to ABCCC members. Ribble Motor Services Ltd was an old and well-respected bus company operating in

the former English counties of Lancashire, Cumberland and Westmoreland (remember those?), which has now disappeared into the great Stagecoach bus empire. Ribble buses were a very familiar sight to me when I lived in Blackpool, Lancashire between 1962 - 1973.

Tracing the early history of the bus company, Roger states, "*In June 1919 the fleet was made up of buses inherited from a Mr Hodson. Perhaps unsurprisingly there is some variation in the reporting of their details, but there is agreement that there were five used in service. Some were Karriers.... (built in Huddersfield, Yorkshire) of which two were double-deckers and the remainder single deckers. The earliest dated from 1913, the most recent from May 1919. Another double-decker, taken over but not used, was an ABC built by the All British Car Company of Glasgow*".

Yes, I couldn't believe my eyes and had to re-read that paragraph! There was actually a British motor vehicle manufacturer called the **All British Car Company**, who obviously built commercial vehicles as well as cars!! I cannot recall ever hearing of this manufacturer before, but it wouldn't surprise me if it was absorbed at an early date into a better-known company such as Albion of Scotstoun, Glasgow. You can rest assured that I shall be delving a bit deeper into this mysterious manufacturer - unless, of course, there is someone out there who can put me (and you) out of my misery!!

I can just visualize the scenario now, somebody forming a new club to preserve these vehicles and record their history, and calling it the **All British Car Classics Club!!**

Kindest regards,

BILL BALLARD

AOMC NEWS

Information Seminar – Saturday 30th July, 2005

Over the past several years, the Association of Motoring Clubs has conducted a number of very instructive Information Seminars for motoring clubs. This is an event for Committee members and should not be missed. The information Seminar is being held at the Veneto Club, 191 Bulleen Road, Bulleen, Melways Directory reference is Map 32 D9; UBD Directory reference is Map 225 Q14..

The AOMC seminar opens at 08:00 am and goes through till 12:15 pm. The attention-grabbing Agenda is as follows:

- 08:00 am Registration and refreshments.
- 08:30 am Welcome and Introduction by AOMC President – Peter Richards (*Mustang Owner Club*).
- 08:35 am Seminar Chairman – AOMC Secretary Iain Ross (*Bristol Owners Club*), outlining the morning's programme and housekeeping issues.
- 08:40 am Club Management – Steve Bowman (*Life Mastery Pty. Ltd.*).
Honorary Treasurer Responsibilities; Legal Responsibilities; Financial Policies; Internal Controls; Using Accountants and Reporting.
Steve is a warm and engaging conference keynote speaker and dynamic seminar facilitator. He brings thirty years of hands-on experience and delivers it in a down to earth style. He leaves his audiences inspired with practical leadership tools and tips.
- 10:45 am Morning Tea Break.
- 11:00 am Tax Issues for Not For Profit Clubs – Neil Green (*The Australian Tax Office*).
Neil speaks to clubs and other groups throughout Victoria and is experienced with tax issues as they impact on clubs.
- 11:45 am RACV Veteran, Vintage and Classic Vehicle Insurance – John Lyons, Rebecca Jones and Ruth Hartill-Law (*All RACV*).
- 12:00 noon Comments From The Floor.
- 12:15 pm Evaluation Completion, Wrap-up and Closure – Peter Richards (*Mustang Owners Club*).

To assist with catering, please register your intention of attending with Bill Allen (9848 2323) before Tuesday 19th July, a limited number of non-committee members are welcome.

This is a Victorian Club Permit Event.

Bill Allen – AOMC Delegate.

FUEL FILTRATION – IS IT REALLY NECESSARY?

Petrol, in its various local forms always looks crystal clear as it is poured from the four-litre can into the humble lawn mower. The same stuff is poured into the petrol tanks of our classics, but we don't see it going in, at least not until it spills over and then it is too late anyway. Most of us would be more concerned about the paint and our clothing, to examine the petrol closely. Thus, it would appear to us that we are pumping clean petrol into our cars. But is it really clean?

Since our run to the Echuca Steam Rally, with two cars suffering petrol filter blockages, we have just cause to have some grave doubts about the cleanliness of our chosen petrol. We cannot entirely blame contaminated petrol either, as mentioned a couple of issues ago, if an engine is left standing for a lengthy period, skin-like deposits can be left in float chambers after the petrol has evaporated. These deposits can play havoc with carburettor jets and cause symptoms of low power – mostly when you really need it – and erratic lean mixture running when the throttles are opened. More on this later.

Looking under the bonnets of many classics on display, in-line petrol filters are often observed. It appears that most of us are doing the correct thing and are filtering our petrol before it reaches the carburettors. That these plastic filters are unsightly is another matter, but they are obviously doing a good job by trapping dirt particles that come from the bowser, or from sediment and rust debris that has been long in our fuel tanks. However, there is dirt in modern petrol, and the fuel companies do not have a great degree of control in the matter. Modern cars, with fuel injection systems, are equipped with large fuel filters that are usually mounted close to the petrol tank. Maybe, the fuel companies are leaving filtration to the customer. In addition, there are many areas where dirt and corrosion particles can get into the fuel while in storage at service stations. And, we can't really blame them for that.

So, are petrol filters really necessary?

The totally honest answer to that question is – yes.

Getting back to the petrol evaporation gum concern, it is possible that some installations allow petrol to evaporate, not only from float chambers, but also from the in-line filter if the carburettor feed pipe is vented to atmosphere via the carburettor float chamber. If so, it could be that some filters are partially blocked with residues from evaporation.

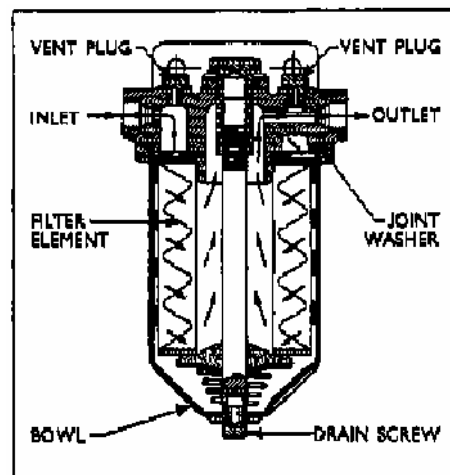
All of this gives us a clear message – renew those in-line filters more frequently.

There is an alternative, why not install a CAV diesel fuel filter? There are a number of benefits of doing so, such as vastly greater filtration capacity, longer periods between element renewal, extremely efficient filtration performance and the ability of the filter to trap water. The CAV diesel filter can be neatly mounted in an unobtrusive position upstream of the petrol pump.

For many years now, my Jowett has had a CAV filter installed, the prime reason for this installation was to keep the carburettor jets clean and to prevent water from entering the float chambers. The instigation was water contaminated petrol purchased on the north coast of Scotland in 1963. Since installing a diesel fuel filter all those years ago, there have been no problems of water droplets forming and blocking the main jets.

In the illustration at right, there is a cross-section of a filter as fitted to Fordson Major tractors, that will serve our purpose well enough. The only difference from a modern filter assembly is in the outer construction, the job done is still exactly the same. A major facility is the water drain screw that, because it is drilled, only requires slackening-off to drain any water that may have collected. The canister is about 100 mm in diameter, so the vastness of the filtration medium can easily be appreciated. A modern diesel fuel filter assembly would be more compact and have a glass bowl at the base so that water can be seen. At the top, just visible above the two vent plugs are 8 mm holes for mounting the assembly.

The two instances on the Echuca weekend have prompted an investigation into the Jupiter's filter at the SU electric fuel pump. It is all very well having a large filter upstream of the petrol pump, but all pumps are equipped with a gauze filter screen on the inlet side. An SU pump is usually fitted with the pipe work to the top and directly underneath in the aluminium body, there is a large brass plug that requires a $\frac{3}{8}$ " Whitworth spanner. More modern versions of the SU have a very fine mesh plastic filter sleeve attached to the plug. As the plug and filter assembly is screwed into the pump body, the upper ring on the



filter spigots into the suction valve port. Early pumps had a brass gauze filtration screen. Should these screens become blocked, there would probably be sufficient suction to collapse the upper ring of the gauze screen and allow particles into the pump and onwards to be trapped by the in-line petrol filter. Care needs to be exercised when removing the plug, because residual petrol will drain from the pump. On those cars with a pusher type pump mounted lower than the petrol pump, expect a gush of petrol to flow. This is a good feature because the petrol will wash out any residual dirt that may be in the filter chamber.

It is a good idea to carry a perfectly clean spare plug and filter assembly in a sealed plastic bag for a speedy change-over while the petrol is flowing.

Upon removing the filter from my SU pump, I found a fair amount of debris collected against the gauze. The image at right, with the pump removed from the car for clarity, a fair amount of dirt can be seen. The assembly was placed on a piece of paper towel and the extent of debris left by eight months' petrol flow can be seen – that was the last time it was cleaned. Even finer particles have been trapped by the large diesel fuel filter and the carburettor bowls are spotlessly clean.



One point about an in-line petrol filter is that it should always be mounted on the delivery side of the petrol pump. This prevents possible suction leaks and, if the car has a rear or under-chassis mounted electric petrol pump, then hiding those objectionable in-line plastic filters is a real possibility. But, never think that 'out of sight, out of mind', is appropriate, that filter may require changing more frequently than you may think! Or, you can install a diesel fuel filter and forget it for a few years!

After all, losing power on Pretty Sally Hill could prove embarrassing.

Mike Allfrey.

THE “US” AND “THEM” SCENARIO

I do not wish to be accused of “splitting” this club, but I’m afraid there is always going to be an “us” and “them” scenario when I’m about (and Wally or Sue Thompson will vouch for that!). This is not due to any clash of personalities - far from it! I like to think that Sandra and I can get on with anybody! No, this is due to sheer physical fact, which I will do my best to explain.

The name of our club is the All British Classics Car Club. Now what constitutes a “British Classic” is open to conjecture. Some would argue that a “British Classic” is simply a car of British manufacture built since the war, because if it had been built before the war, it would fall into the “veteran”, “vintage” or “post-vintage (or pre-war)” category. Others would argue that a “British Classic” is an iconic car of British manufacture, and so would be a representative of such marques as Bentley, Jaguar, Humber, Lagonda, MG, Rolls-Royce, Rover, Triumph, etc. Then a third group would argue that “British Classic” embraces every car made in Great Britain over 25 years old, regardless of the name of the manufacturer (on the grounds that if it was under 25 years old, it would not be considered a “Classic Car” in the normal acceptance of the term).

I have joined this club on the presumption that my collection of small English Fords are considered to be “British Classics”, fitting into the third category above. My conscience would not allow me to contest them in the second category (although one of my cars could be included in the first category)!

So what is it that makes my cars and those in the second category so different? Apart from the price when the vehicles were new (mine being at the exact opposite end of the price structure to those “iconic British Classics”) and build quality (my cars being very representative of those built to a price and hence were usually the cheapest of their kind on the market), it has to be their power and speed. “You gets what you pays for”, I hear you say, and I would agree! So, my cars aren’t exactly the fastest on the road today, but there again, they might be pretty economical on fuel compared to some of those “iconic British Classics”!

What has this to do with “us” and “them”, I hear you ask. Well, it is because I decided to take one of my “oldies” to Echuca-Moama over the Queen’s Birthday Weekend, and knew that there would be other

members with their faster, more powerful "iconic classics", I had to make allowances for the slower, more sluggish performance of my car and therefore had to set off earlier in order to reach the destination at the appointed time. This meant "us" ("us" in this instance being Sandra & I in my 1936 Ford **Model CX** roadster, known as "Bluey", and the Bridle family in their 1950 Ford **A494A Anglia** tourer, known as "Teddy") setting off from home at 7am, a good hour before "them" (the other members in their "iconic classics") on a very wet morning to reach the rendezvous at Heathcote at 10 am. At least that was the plan, but the gremlins were to strike and "Bluey" suffered a series of mysterious breakdowns, and it eventually took "us" (by now swelled to include Wal and Sue Thompson in their 1955 Ford **100E Prefect**, known as "Dame Nellie", and guests John Rimon and Jenny Free from Tasmania, in their 1936 Ford **Model CX** sedan, known as "Percy"), four hours to cover the 49 kms from Kilmore to Heathcote, and as a consequence we only missed the rendezvous by some 3 hours! By the way, after trying many things, it was replacement of the in-line fuel filter which seemed to cure "Bluey's" ills, and we had no more trouble with her over the weekend. Coming home on the Monday morning, Lyn had said in the official programme that we would have "a leisurely drive down to Bendigo, commencing at 9:30 am, in order to be at Confectionery Capers by 11am". This brought a wry smile to my face, as what Ray & Lyn might consider to be a "leisurely drive" in their lovely **Jaguar Mk X** isn't necessarily a "leisurely drive" for us in our little Fords, as we would have to have our accelerator pedals pressed firmly to the floor if we were to achieve anything like their "leisurely speeds"!! So, whilst "them" were having a friendly chat after breakfast in the secluded grounds of the motel, I gathered my "Sidevalver" friends and pointed out that "us" had better set off no later than 9:15 am if we wanted to stand a chance of being at Bendigo around the same time as the others. So we duly set off a quarter of an hour early and once clear of the built-up area and its speed restrictions, we cruised at a steady 42 – 43 mph for most of the way to Bendigo (except through restricted areas) and I had calculated that "them" would pass us somewhere between Goornong and Huntly (north of Bendigo) - but no! We passed through Huntly, then Epsom and on into the outskirts of Bendigo before picking up the Mclvor Highway and passing through Junortoun till we got to our destination, Confectionery Capers – and still no sign of "them"! "Us" had beaten "them" to Bendigo - wonders never cease!!



Some of 'Them' and some of 'Us' at Confectionery Capers on the way home.

"Them" were to get their own back on the way home from Junortoun. Once again setting off from the Farmers Arms some 20 minutes or so earlier than "them", "us" had been overtaken by most of "them" before we got to Heathcote, and never saw "them" again after they'd shown us a clean pair of heels. Still, it had all been good fun and for the record, Sandra and I got back to Boronia (having stopped for a comfort break at Somerton) just before 6 pm that evening. It had been a great weekend, despite the problems on Saturday morning (and I would like to thank Bernie, Wally and John for their assistance and patience in that respect). Here's to the next event, and may "us" and "them" continue to share fun and happiness (and the odd joke or three)!

Bill Ballard.

TOP MARQUES – THE ROVER

Occasional Ruminations By The Editor

For many years now, Rover cars have been much admired classics, having a reputation for solid build quality, good ride comfort coupled with exceptional road performance, and 'club style' comfortable interior appointments. Over the years, the Rover has travelled a rather rocky road – its time of greatest stability was probably in the 1950s and 1960s. The P4 and P5 models conveyed very well that solid Rover quality. It was the P4 model that earned the affectionate nickname, attributable to WB of *Motorsport* magazine, of 'Auntie' Rover. In those days an aunt was staid and dependable – a very fitting description for a P4 model, mind you, there have been many instances where *Aunties* lifted their skirts and really performed!

It was in the early 1960s that I had my first brush with the Rover marque. A local car dealer had a faultless '75' model P4 for sale at £145 15s 6d. Its colour was what would be described as Sage Green and was a four cylinder with twin SU carburettors. It was the two big SUs and the prospect of hire-purchase payments looming over me that made me walk away from it, only to buy a clapped-out old Jaguar. Several times since I have regretted that decision. My next brush with Rover was several rides in a friend's uncle's Rover 2000, just after that model's release. It is remembered for its comfort and overall ability.



A fine example of the Auntie Rover – a late P4.

My next encounter with a Rover, was while in England in 2000 for the Jowett Jupiter 50th birthday celebrations. The Jupiter had just been returned to the shipping agent for its return home, and, being without a car, I asked for directions to the nearest railway station. The agent offered us a lift in his new Rover 75. This was a revelation and knowledge that this model was coming to Australia made me take notice. In 2001, very likely, the head turner was the silver 75 that David Williamson had borrowed from Lance Dixon for the AOMC British & European Motoring Show. This car made me really take notice. Later in the year, out of the blue, in the post came an invitation from MG Rover Australia to have a test drive of the Rover 75. The fact that the invitation arrived in an envelope with our address printed in exactly the same format as the mail we had been receiving from Jaguar, raised an eyebrow at first. Poachers!

The bait was a Fortnum & Masons hamper, whether a car was purchased or not. That sealed it, and we arranged the test drive and were suitably impressed, but decided to hang on to the XJ-S for a bit longer. Then Sue's mother accepted an invitation to visit us, and would it be alright if uncle Vernon came along too? Of course it would, but then there were thoughts of levering in and out two mid-eighty year-olds from the Jaguar's miniscule back seat. We would have to get something with four doors again. The XJ-S was a perfect car for two, but . . . Other recent Jaguar (post Ford) models were looked at, but obvious Ford switches and door handles left me less than enthused. Then there was the vastly over-assisted steering – to the extent that it felt as if the steering wheel wanted to spin ahead of my input. A prolonged visit to the Rover dealer, helped to make a decision.

The very first physical contact with the Rover 75, the door handle's solid feel, was probably a contributing factor in the buying decision. A deal for a Copperleaf Red 75 Club was struck and the poor XJ-S slid down into 'the trade'. Ownership of this modern Rover has been a very pleasant experience indeed. After the Jaguar, it was wonderful to drive the motor car for the entire inter-service period without any mechanical problems. Ownership of the XJ-S revealed that there was a queue of problems patiently waiting in an orderly line to present themselves between services. It is gratifying to record here that none of them were of an electrical nature – and the main system was Lucas.

With the distressing news that, recently, MG Rover has been placed into administration and virtually closed-down, is disturbing. We probably now own an orphan, and realise how, fifty-two years ago, the owners of near new Jowetts felt. In Jowett Cars Limited's favour, they did promise to continue making and supplying spares for ten years after production ceased. They, in the name of Jowett Engineering Limited, did honour that promise, in fact they exceeded it by three years. Will such a promise be made in the case of those Rover owners who have been left stranded? It will be interesting to see what develops.

Our next brush with a car from the justly famous Solihull factory was the purchase of Heather Cannon's 1977 registered, Spen King designed, Rover 3500 (P6B). After looking at a couple of classic Rovers, a 3 litre Coupé Series III and a very grotty 3500, Heather's car was quite a revelation and a decision to pur-

chase was made at the AGM this year. The 3 litre was the one I wanted, but the owner took far too long to actually come to terms with selling it.

The Rover 3500 has turned out, surprisingly, to be a very pleasant classic car. It is just so unfortunate that it was a product of the Leyland era. Like the Jaguars of the same period, there is an intuition that Leyland's management's sole aim in business was to bring all of its products down to the same standard as that most inopportune vehicle, the Morris Marina. There are tell-tales of this intuition wherever you look when the car is examined. For example, the interior head-lining looks no different from that from a base model Marina, the mock-wood trim and, yes it is true, the electrical system. Those come readily to mind, but it is very likely that Joe Lucas should not be fully blamed for the standard of the electrics. Looking back, we have to appreciate those days thirty years ago, because one of the justifications for the Leyland conglomerate was 'buying power'. In other words – cheap electrics.

Sadly, the Rover name must now, after just one-hundred years, join the ranks of British Lost Causes of Motoring.

Mike Allfrey.

LAST LOVE AFFAIR – Our Cover Feature

Geoffrey Entwistle's 1965 Jaguar 3.8 Litre 'S' Type came to him from a friend who needed space for his Mother-in-law (i.e. her car) in 1986. The restoration took ten years. The colour scheme is black over metallic gold to Geoffrey's specification, although it has been frequently criticised by the 'purists'!

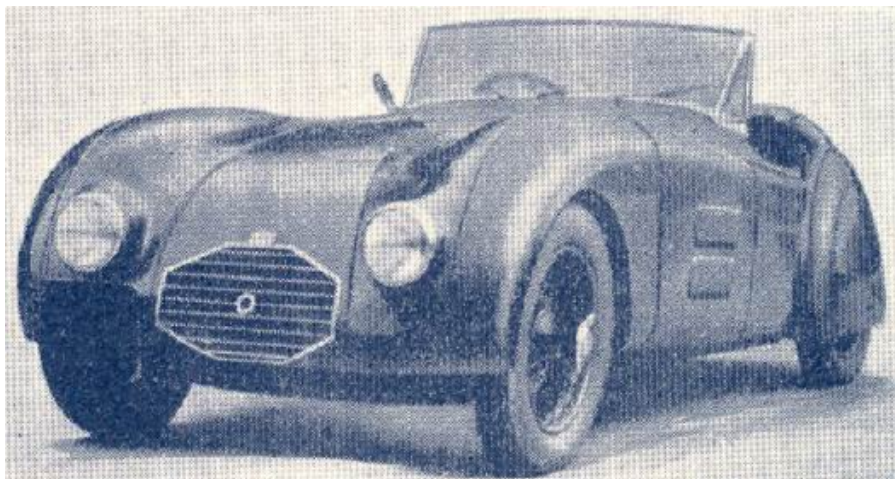
Following major mechanical and body rebuild the performance is still exciting for a forty year old lady – my sixth, last and best love affair.

Geoffrey Entwistle.

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 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 13:

H.R.G. 1½ Litre.



Messrs Halford, Robins and Godfrey are car builders in high esteem with the competition enthusiast who means business. These hand built cars have a modified Singer engine capable of developing 65 b.h.p. at 4,800r.p.m. but stock models will exceed 75 m.p.h. Separate exhaust manifolds, individually ground gears, twin S.U. carburettor inlet manifolds, dual rear shock absorbers (frictional and hydraulic), brakes of their own make and the highest compression ratio of any stock model - 7.35 to 1 – coupled with the o.h.c. power unit and racing body put the H.R.G. on the right track. This is the aerodynamic model, but there is also an 1,100 c.c. model of normal design.

From Motor Manual, 1949. With Thanks.

ANOTHER DELICIOUS RECIPE

Editor's Note: The gremlins managed to creep into last month's cake recipe. The correct method section, second sentence, follows:

"Melt 20 grammes of the butter in a frying pan, add sliced pears and cook over medium heat until tender. Cool." Note: The statement is not 'cool', – the pears have to be cooled!

Golden Glacè Fruit Cake

Ingredients:

250g butter, softened	¾ cup (125g) blanched almonds, toasted, halved
1 cup (220g) caster sugar	1 cup (150g) plain flour
4 eggs	1 cup (150g) self-raising flour
1 cup (185g) mixed dried fruit	¼ cup (60ml) Cointreau
¾ cup (200g) quartered glacè cherries	¼ cup (90g) apricot jam
100g glacè apricots, chopped	½ cup (80g) blanched almonds, extra
100g glacè peaches, chopped	
100g glacè pineapple, chopped	

Method:

Line base and side of deep 23cm round cake pan or deep 19cm square cake pan with one layer of brown paper and three layers of baking paper; bringing paper 5cm above the edge.

Beat butter and sugar in a small bowl with electric mixer until just combined. Add eggs, one at a time, beating until combined between additions.

Transfer mixture to a large bowl, stir in fruits nuts, sifted flours, liqueur and jam.

Spread mixture into prepared pan; decorate top of the cake with extra almonds.

Bake in a moderately slow oven (150°C/300°F) for about two hours.

Cover hot cake with foil; cool in pan.

Note:

This cake can be made up to three months ahead; store in an airtight container or refrigerate if humid. Suitable to freeze. Not suitable to microwave.

Mary Nolan.

CLUB REGALIA

New car badges are now available at a special LOW price of just \$10.00 plus postage. These are made of brass and are 90 mm diameter. They are very smart and can be obtained by contacting the writer. The pre-existing club car badge remains at \$35.00, so you will realize that this new badge is a STEAL! Get yours now.

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. 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.