



An incorporated club

A0035462V

A friendly family social motoring club

Edition 91

November 2005

Your ABCCC News

A RARE GRAND TOURER



RACV Fly The Flag Tour 2005,
Jim Spence's splendid Triumph GT-6 waits patiently at
Metung for the 'official' morning flag-off.

*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 ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC., FOUNDED - SEPTEMBER 23rd 1997
THE ABCCC IS AN ACTIVE MEMBER CLUB OF THE ASSOCIATION OF MOTORING CLUBS INC.

"Owning And/Or Appreciating the Spirit of Fine British Classics"

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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.

October 2005

29 – 30 Australia's Open Garden Scheme Nello Mafodda (03) 9719 7949
Venue – 300 Alma Road, Kangaroo Ground, Victoria.

November 2005

1 Yarra Glen Races (Cup Day) – An ABCCC Event Colin Brown (03) 5964 9291
20 Mystery Bus Tour – ABCCC Event Ray Higginson (03) 9310 5286 BH

December 2005

4 Christmas Luncheon – ABCCC Event Frank Douglas (03) 8704 2533
NOTE THE CHANGED DATE!
Venue – RACV Country Club, Healesville.
18 Event to be advised.

January 2006

22 RACV Great Australian Rally – ABCCC Major Event Frank Douglas (03) 8704 2533

April 2006

1 – 7 5th RACV Fly The Flag Tour – ABCCC Major Event Frank Douglas (03) 8704 2533

EDITORIAL NOTES – ISSUE 91

In last month's issue of *Your ABCCC News* an error crept in. Right at the end of Page 4, the last sentence should have read:

"We don't want anyone who said they were coming earlier in the year to miss out".

Just three little words and yet they transform the entire meaning of the sentence. Just how the error happened is not known, but the perpetrator is right here. We trust that no one suffered any distress nor were inconvenienced by this error. The electronic version was corrected as soon as the error was discovered.

It is not your Editor's policy to place red cars on the front cover of the magazine, one sees enough of them on the news agents' racks. This time we bend the habit so that Jim Spence's very nice Triumph GT-6 can be shared with you.

As part of our Jupiter's engine refurbishment, it was decided to opt for 'set & forget' electronic ignition. It was soon discovered that a 1982 Honda Civic distributor would do the job, rather than go through the hassle of converting the Lucas distributor. It seemed an easy task finding a suitable second hand distributor assembly from the wreckers – that was the impression anyway. The Yellow Pages were consulted and several specialist wreckers were put on my list. It was quite a surprise to find just how rare a 1982 Honda distributor is! After contacting six wreckers, a distributor was found at last. During this process, the Internet was referred to and an interesting saga was unearthed. There was some poor fellow looking for a rear brake rubber boot for his 2001 Honda Prelude – a fairly reasonable request, one would think. It seems that, because that model Prelude has been superseded, there is no requirement to stock spare parts for that model. There was an offer to import a boot from Japan for the repair, but at prohibitive cost. Makes one feel quite smug about the heap of Jowett spares stored in the back shed!

Back to the distributor, it was taken to Performance Ignition Service for checking and having its advance curve changed to match that of the Lucas unit. After an expensive repair, I have a good electronic distributor. It was discovered that the art of bodgerism is still alive and thriving. What had happened in the case of my distributor was that a new upper bush had been machined, probably because no spares were available early in the donor car's life! The sad point was that the bush had been machined from pure brass, not sintered bronze, and the shaft and bush didn't like living together – to the extent that the metals had picked up and worn a deep groove in the bush. This condition made it very difficult to withdraw the shaft for the overhaul procedure. The traps we fall into!

It was while researching the Honda distributor that another concern was discovered. It is very difficult to find a genuine Honda service manual. There was the usual Haynes manual, but it seems that in the age of standardisation, all Haynes manuals have the same contents pages at the front, but whether there are

actual chapters inside the book is a different matter. The ignition system was described as being in '5B', however, upon investigating, there was no '5B' at all. Examination of the book revealed that no pages had been removed. A Ford/Mazda Laser/323 manual revealed the same contents information, but did contain the section on 'Ignition System'. Just how Honda owners get on when trying to overhaul their cars' ignition systems is a mystery. Probably it really is a case of use it for a weekend and throw it away!

Recently, while browsing at the newsagent's, I purchased a copy of that good British magazine, *Practical Classics*, to get re-acquainted after a lengthy period of abstinence. It was interesting to note that the British enthusiasts are now heavily into restoring such beloved vehicles as Toyota Corollas, Honda Civics and Datsun Sunnys. But there is a major problem – no spare parts. This shortage of spare parts does not seem to daunt the British restorers, because I read that Ford Escort mudguard wheel arches are the same as for one of the Toyota models. After reading that magazine, I feel even better about the spares availability for the many British classics that are either back on the road or are being faithfully restored. Yet another example of how things, over the years, have changed – and not for the better welfare of historic vehicles.

To date we have not had any responses to our 'What Colin Brown was describing captions' in the September issue. There must be some humorous captions out there somewhere.

Tony Pettigrew has kindly taken on the running of our *Cup Day at Yarra Glen Races*, please let Tony know that you intend to join in the fun. The last time I spoke with Tony, he had one more space for an interesting car for the display.

Mike Allfrey.

PAST AND FUTURE EVENT REPORTS

OUR VERTICAL TOUR – 25th September, 2005

This tour was not quite as easy to organize as was expected, in fact we weren't at all sure about our lunch reservation. This was because on our reconnaissance run during the week before, the people at the base of the tower were not aware of who was working at the top. As it turned out, we need not have worried too much! Our goal was to have twenty people in our group to qualify for group discount, and in the weeks before the event it did appear that the event be cancelled. However, in the few days prior, the numbers increased steadily and we resoundingly beat the twenty deadline.

As ever, in Melbourne, the day started out a bit grey – but then in mid morning – fined up to a lovely sunny day. This meant that conditions for looking down and across at those below would be reasonably good.

Right: The changing scene that is Southbank

We all met on the ground floor and checked in with the staff and at precisely 10:37 am, flashed our Seniors Cards and were guided to the lift that would take us fifty-five floors up to the viewing deck. It seemed quite strange to travel downstairs to the lift, before we actually went up. Upon arrival on the deck, first impressions are that all is normal. It is when you move up close to the window that you realize just how high the Rialto Tower really is. It took but a



few moments to get rid of the tummy butterflies and start enjoying the view of our fair city. The viewing conditions were good, if a bit hazy in the distance. Entertainment of a motoring nature was watching traffic behaviour. We found it amazing how frequently motorists changed lanes on the multi-lane roads. Way out on the bay we could see the large 'stain' generated by the controversial channel dredging operation.

It was a great relief to note that a table had been set for us in our own area for lunch. The entire thing had clicked! We spent an hour and a bit taking in the views, from both inside and outside. On one side the breeze was cool and fresh. All too soon it was time for lunch at the Café 55. Orders were taken and excellent lunches were served by the friendly staff. After lunch we all headed our different ways for home.

Our thanks to those of you who took part. It was great to meet the Farinola family and we look forward to seeing the MG on a future run with Mauro.

Mike Allfrey.

THE GREAT GOOSEBERRY PIE AND GIPPSLAND RUN – Sunday 9th October, 2005

It was wet, grey and gloomy at 7:31 am at Narre Warren for the start of the Gippsland run. A good number of us arrived in time for a leisurely cooked breakfast and others arrived early enough for a hearty snack before our departure time of 9:00 am. We were in the supremely capable hands of Rob and Mary Nolan for our day's activities, and, just before the official off, we were handed touring kits with detailed route instructions, maps and other useful items. No one could possibly get lost on this one! Until our lunch stop, we had a full fleet at every interesting stop.

We set off in a loose convoy, it was soon loose due to the restricting traffic lights between Narre Warren and Berwick. There was a multitude of them and, obviously the good people at VicRoads had targeted green Rovers on the day. At every intersection, as the Rover approached, the lights resolutely set themselves firmly at red. Our first stop was at a bargain shopping style pottery on the north side of Pakenham. There was some nice crockery on display and several items were purchased.

Then it was onwards to that big intersection on the Princes Highway that is at Nar Nar Goon. Here we turned left and drove up to the Light Horse Museum. We were given a warm welcome by Bernie Dingle and he told us all about the use of Australian horses in the Great War. There was much of interest to see and Bernie was a fountain of knowledge. There were some gory details which made some of us wonder why mankind still goes to war and achieves nothing. We had a cuppa with Anzac biscuits, and after examining the exhibits, it was time to continue.

Right: Bernie (right) addressing our group



We came back to the main highway and crossed the notorious intersection to head for Nar Nar Goon township. Here we turned left and drove parallel to both the Princes Highway and the railway line, through Long Warry and on to Drouin through some scenic country to the Grand Ridge Road to wind our way along the Strzlecki ridge to our luncheon destination. The roadway down, we had to go down because we were on the ridge, to Clearview Farm was wet and slippery. There was just sufficient parking space for all of us, and it was such that we would have to leave in parked order. There was a blazing wood fire in the heater and lunch was enjoyed in snug comfort.

Our lunch was superb and there was a good choice of local wine to go with it. Then came the sensational part – desserts! It has to be stated here that the gooseberry pie was the best ever. At the first taste, vivid memories of those gooseberry pies we used to have as youngsters. The Clearview Farm gooseberry pie has to be right up there in the league of Dot Sawyer's sausage rolls – yes, it was that good.

Some of us then headed for home directly on the Princes Highway, while the rest continued on the rest of the tour to finish with afternoon tea at Heather and Tom Cannon's home in Nyora. This was an excellent tour, brilliantly put together by Mary and Rob Nolan. Our thanks are due to them, and to Tom and Heather for their part in the day's touring. *Another splendid day's classic motoring. Our grateful thanks to Jim & Carole from Clearview Farm for their hospitality and exquisite lunch!*

Those who took part were: Pat and David Bullard, Len Butcher and Ben Mayne, Heather and Bill Bonner, Heather and Tom Cannon, Glenda and Phil Cook, Jean and Harry Cooper, Pat and Frank Douglas, Ross Gardiner, Lyn and Ray Higginson, John Holmes, Rosalie and Peter McKiernan, Mary and Rob Nolan, Maxine and Tony Pettigrew, Emily and Brian Skewes, Jim Spence and Val Jefferyes, Joan and Patrick Swinchatt, Pat and Ross Wolstenholme, Mike Allfrey.

Mike Allfrey.

OPEN DAY AT COMO GARDENS – 15th and 16th October, 2005

This extremely popular event, though not a club scheduled event, is worth reporting on. Club members George and Pat Hetrel opened their beautiful gardens on a wonderfully sunny weekend. Other club members Ross Gardiner and Bill and Heather Bonner kindly assisted with the smooth running of the show.

A feature of the show was the motor museum and the starting up of the 1897 Benz and George's favourite racer, the bright blue Bugatti. There were several guided tours of the collection, very ably conducted by Don Kinsey, who was assisted by Bill Bonner and a representative of Penrite Oil with the starting of the two historic cars.



Left: Don Kinsey explaining the intricacies of the 1897 Benz. Although, the two boys think their drinks are more important!

Also on display was a group of model boats being demonstrated to us and the ducks and geese on the large pond. It was most enjoyable to watch these fine pieces of modelling being put through their paces for us by the model boat club members. The train rides were also popular with young and old.

It was a most enjoyable day out and our thanks go to George, Pat, Bill, Heather, Don and Ross. We also thank all of those helpers who made the show the great success that it certainly was. Substantial funds were raised for the very deserving charities.

Mike Allfrey.

OPEN GARDEN AT 300 ALMA ROAD – 29th and 30th October, 2005

Club members Nello and Diane Mafodda are opening their garden to the public as part of the 'Australia's Open Garden Scheme' and the garden will be open for viewing from 10:00 am to 4:30 pm each day. The garden is showcasing a collection of natives and exotics chosen for hardiness and drought tolerance. It is a semi-formal design softened by sweeps of pink and white cistus, hebes and roses. Groups of trees and shaped shrubs provide definition, while Nello's veggie garden and orchard are not to be missed.

There will also be a wine tasting courtesy of 'King's of Kangaroo Ground', tea and coffee, and plants for sale. Admission is \$5.00 per person. The garden is located at 300 Alma Road, Kangaroo Ground, and it can be found in Melways Directory Map 272, Reference D41.

Telephone enquiries to Diane on (03) 9719 7949 AH.

Diane Mafodda.

OUR MYSTERY BUS TOUR – 20th November, 2005

It is on again! The Higginson Charabanc Tour Company this year has opted for a Mystery Tour. Some of us semi-insiders know that it is going to be a tour not to be missed. Being a Mystery Tour, there is not much that can be said about this excursion, suffice to inform you about start venue details. Our 454½ horse power coach (the extra half horse power is due to the fact that the engine has loosened up a bit since last year) will be waiting for us on the south bank of the Yarra River near the Anderson Street intersection with Alexandra Avenue. As in previous years, this is a bring-your-own breakfast start to the day. The legendary Higginson Super-Hot barbecue plate will be ready for you, as will hot tea and coffee.



Our breakfast will commence at 7:00 am and our Charabanc will be leaving at 8:59 am sharp for our tour.

Those of you who do not have the spirit of adventure, and wish for a comfortable breakfast at home can join us at 8:36 am to be in time to park your car and board our Charabanc. We advise you to bring your daily runner car, because it will be parked in the avenue for most of the day.

Morning and afternoon tea will be provided and, for lunch, orders will be taken during the tour and telephoned to our lunch venue. Make your choice from the

extensive menu that will be passed around. So, sit back, relax, enjoy the beautiful scenery and have a great time with good company. We look forward to you joining us on our Mystery Tour. If you haven't booked a seat yet – do so now, at the time of writing this, only four seats remain.

Fine weather has been booked!

Lyn and Ray Higginson.

THE ABCCC CHRISTMAS FUNCTION – 4th December, 2005

The ABCCC Christmas function is **definitely** on the 4th December at the RACV Healesville Country Club's Gazebo, not the 11th as has previously been published in the magazine and the calendar. Bookings are essential. We have booked the Blue Ramblers Band to entertain you. As previously, the club will provide wine, beer and soft drinks. Don't forget the Christmas Kringle, all gifts to be no more than \$5.00, and bring one Kringle gift each.

To make your booking, please call me on (03) 8704 2533 – do it soon to avoid disappointment!

Frank Douglas.

MAJOR EVENTS NEWS

THE RACV GREAT AUSTRALIAN RALLY

Work on this important event is progressing well. Meetings are taking place regularly at the various start venues. We have met with *The Independent* newspaper to discuss how the paper can help to promote the event. Provided information and pictures of suitable cars are handed to the paper in good time, they will publish the story and pictures. Some entrants on the Mornington Peninsula may be approached to have photographs of their cars taken.

We are putting out another call for marshals, ticket sellers and public gate assistants at Mornington. In last month's issue of *Your ABCCC News*, there was a volunteer application form. Please take the time and fill your copy in and send it to Lyn Higginson. The address is at the top of the form. We need to know who is going to help well in advance, so that marshal and ticket seller tasks can be coordinated by Lyn Higginson. It would be wonderful to get our marshalling and ticket selling schedules finalized early this time. Another option is to place the pertinent information and E-mail it to Lyn. Your help with this event will be greatly appreciated – not only by us, but by the paying public as well.

Mike Allfrey.

SOME HINTS ON GETTING BETTER PETROL ECONOMY

Recently, most motoring clubs received a circular in the mail from Bob Jane Corporation Pty Ltd, providing suggestions on how to save petrol costs. The instigator of the circular was, most likely the rising cost of our petrol at the bowser. The oil producers and our governments have encouraged the rise in cost per barrel of oil. This year there are several justifying reasons – increasing motor vehicle ownership in China and India, the effects of Hurricane Katrina and so on. Our federal government is rubbing its greedy hands with glee, due to the huge windfall in petrol tax revenue that is boosted by that tax that we would "never ever" have, the GST. The sad scene is that, despite this huge windfall of funds, none of it is earmarked for building safer roads for this motoring oriented nation.

The increase in petrol costs means that the cost of an extended tour, such as taking in the Bay to Birdwood Classic, has increased by a significant amount. Australia is just not accustomed to frugal style motoring, witness the number of huge four-wheel-drives that are used as school taxis, shopping trolleys and for collecting the morning newspapers. Another point to consider, at times of petrol rationing in the past due to various disputes, the average driver still accelerates hard from rest and shows no petrol conserving driving techniques that are visible. It was still very much press-on style motoring.

The scene in England is vastly different, where petrol costs much more than it does here. People buy their petrol by the gallon (or litre) and rarely fill their tanks to 'full'. Once, at a petrol station in Dorset, a Mini was seen being pushed to the petrol pump because it had run out of petrol a quarter of a mile short of the service station. Remarkably, the owner purchased just one gallon of petrol and drove off! The proprietor said that he had never put more than one gallon into that Mini's tank. Another instance of how the British treasure their hard earned petrol, was an owner of a vintage car proclaiming that he had used as much as two gallons driving his car to rallies and such for a summer season. The car was a two cylinder Jowett, so he probably went a fair way on those two gallons!

How different the attitudes to petrol consumption in these two nations are.

Back to petrol economy and its relationship to tyres. I have received two copies of the Bob Jane circular and note that the information provided is for the addressee only and that the contents are confidential. The copying and distribution of the circular, other than to the addressee is prohibited. So, to get around that piece of advice, we shall discuss this topic in our own words.

There are many ways of reducing petrol consumption, but the pros and cons need to be assessed before adopting the various strategies. Lets have a look at some of the more common petrol saving techniques:

1. Wheel Truth and Balance

If a car's wheels are not running true, due to a bent wheel disc or rim, the rolling resistance will be increased. As road speed increases the truth and balance of the wheels and their tyres have an increasing effect on petrol consumption. As a bent wheel rotates, its alignment is always changing and, to cope with the misalignment friction is generated, thus increasing the effort required to overcome the friction caused resistance.

If a car's wheels are out of balance, depending how much, there can be a considerable resistance due to the 'hammer effect' of the tyre on the road. The more severe the 'hammer effect' the more the rolling resistance will increase.

Apart from saving petrol, true and 'in balance' running wheels will return considerable savings on tyre and suspension component costs.

2. Over Inflating Tyres

This is a well known technique for helping to overcome the rolling resistance of the tyres. It does work, but care needs to be taken here. A cross-ply tyre can not tolerate as large an increase in tyre pressure that a radial type tyre can. The vehicle manufacturer's recommended tyre pressures should always be kept in mind, because these pressures are usually a determination of load carrying, speed related, rolling resistance and passenger comfort factors.

If the tyres are over inflated too much, increased wear of the tread will take place in the centre of the tread – thus reducing the life of the tyres. Never exceed the increase from recommended pressure by more than 27 to 41 kPa (4 to 6 psi).

3. Inflating Tyres With Nitrogen

This is a suggestion put forward by the Bob Jane circular. The use of nitrogen gas to inflate tyres is, very likely, helpful in improving petrol economy, but by how much has not been accurately stated. Bear in mind that air contains a certain proportion of nitrogen and that air is much cheaper than pure nitrogen. It is said that tyres and tubes hold nitrogen longer than air, so there is probably a small bonus there.

4. On The Road

Driving style has the most effect on petrol consumption. It is fair to say that the use of the accelerator pedal has the most significant influence on petrol consumption. Tramping down on the pedal, whether or not the car has carburetors or fuel injection, increases petrol use. Careful modulation of the accelerator pedal can gain considerable savings. The only problem here is that, if thrifty use of the throttle is made, then you are about to become the biggest nuisance to following road users. This can lead to potentially dangerous situations.

5. Road Speed

It is a well known fact that high road speeds mean more petrol used to reach a destination. Reduction of road speed by just 5 to 10 kilometres per hour (3 to 6 miles per hour) can reward great petrol cost savings. This combined with careful use of the accelerator pedal can reap the greatest savings. However, again, you may be considered to be a confounded nuisance by other impatient road users.

Adopting slower speeds in built up areas can also yield great savings. Further savings can be achieved by coasting gently to a stop at traffic lights, rather than staying on the throttle and braking hard at the last moment. This will provide savings, not only in petrol use, but in tyre wear and brake and suspension component wear.

6. Air Resistance

A small difference can be made by keeping your car clean and well polished. Air flows much more freely over a highly polished surface than it would over a dull grimey surface. This is an area where small amounts of savings can be made.

7. Weight

Carrying around excessive weight can lead to significantly increased petrol consumption. Excessive weight can add twenty per cent and maybe more to the amount of petrol consumed by an overladen motor car. Any extra-weight item carried by a car results in extra cost of petrol. Think about the big tool kit that is never used, the set of golf clubs only occasionally used and the mountain of spare parts you take on a rally – just in case. All of this adds up to extra petrol used.

8. Mechanical Fitness

Of paramount importance, before any petrol saving techniques may be adopted, is the mechanical fitness of the motor car. Consider the following:

- Are the brakes binding?
- Are the front and rear wheel bearings adjusted and lubricated correctly?
- Is/are the carburettor(s) in good condition?
- Are there any petrol leaks?
- Is the engine in a good state of tune?
- Does the transmission and rear axle have the correct viscosity oil for lubrication?
- Is the electrical system in a good state of health?

All of the above questions have a direct influence on a motor car's petrol consumption. And, all of them have a great influence on the overall running costs of a motor vehicle. Considerate and frequent maintenance can provide great rewards in motor car ownership.

So, really, it is not all about just thrifty driving, but the overall character of a motor car and its maintenance can have a direct influence how savings can be made. With due care, and attention to detail, we can achieve significant savings in petrol costs.

The misanthropic trend amongst us older people means that it is very likely a combination of corporate greed and government voracity for ever more funds, that is really driving up oil prices. The time will come when we will all accept current petrol prices as the norm, and will settle back into our old petrol consuming habits again!

Mike Allfrey.

A DELICIOUS RECIPE FROM FRANK SAWYER

Smoked Trout Risotto

This one, from distinguished trout connoisseur, Frank Sawyer, is a mouth-watering risotto dish that impresses every time. So, prepare it, cook it and, most important of all – enjoy it!



*Top: Brown Trout – Lake Colouration
Bottom: Rainbow Trout*

What You Need

- 1 Whole Smoked Buxton Trout
- 2 Tablespoons Olive Oil
- 2 Cups Arborio Rice
- 1 Tablespoon Crushed Garlic
- 1 Tablespoon of Finely Grated Fresh Ginger
- 1 Bunch of Bok Choy, Washed and Sliced
- 1 Cup of Sliced Snow Peas
- ½ Cup of Mushrooms, Sliced
- 2 Tablespoons Finely Grated Lime Rind
- 3½ Cups of Simmering Fish Stock (Use Campbell's or Make Your Own)
- 3 Spring Onions Finely Sliced
- Freshly Ground Black Pepper to Taste

METHOD

Remove the skin and bones from the trout and break the flesh into pieces. Put to one side. Heat the oil, add the rice and cook for five minutes on medium heat. Reduce the heat and add the garlic and the ginger, then add half a cup of the fish stock. Stir continuously until the stock is absorbed. Continue to add the fish stock, half a cup at a time and then add the vegetables before the last half cup of stock. Cook for five minutes and then add the trout, lime rind and the pepper to taste.

Gently fold the ingredients together to allow the trout pieces to heat through. Add the juice of the fresh lime. That's it! All you have to do now is serve and enjoy!

Editor's comment: It is quite likely that one of the Norfolk Island group would prefer Dream Fish instead of the superb Buxton trout!

Frank Sawyer.

NOAH AND THE ARK

In the year 2005 AD, the Lord came unto Noah, who was now living in sunny Australia, and said, "Once again, the earth has become wicked and over-populated and I see the end of all flesh before me. I command you to build another Ark and save two of every living thing along with a few good human beings."

He gave Noah the blueprints from the original design and a softcopy in AutoCAD 2000 format saying, "You have six months to build the Ark before I shall start the unending rain for forty days and forty nights."

Six months later, the Lord looked down and saw Noah weeping in his yard, but no Ark. "Noah", He roared, "I'm about to start the rain! Where is the Ark?"

"Forgive me, Lord," begged Noah. "But things have changed."

"I needed a building permit. I've been arguing with the inspector about the need for a sprinkler system. My neighbours claim that I've violated the neighbourhood zoning laws by building the Ark in my yard and exceeding the height limitations. We had to go to Land and Environment Court for a decision."

"Then Integral Energy demanded a bond be posted for the future costs of moving power lines and other overhead obstructions to clear passage for the Ark's move to the sea, and the Road Traffic Authority wanted a further bond in case I damaged any of the existing roads. I did argue that the sea would be coming to us, but they would hear nothing of it."

"Getting the wood was another problem. There's a ban on cutting local trees, due to an order to save the Koala. I tried to convince the environmentalists that I needed the wood to save the Koala. But, no go! When I started gathering the animals, I was sued by an animal rights group. They insisted that I was confining wild animals against their will. In addition, they argued that the accommodation was too restrictive and it was cruel and inhumane to put so many animals in a confined space."

"Then the EPA ruled that I couldn't build the Ark until they'd conducted a full environmental impact study on your proposed flood."

"I'm still trying to resolve a complaint with Work Cover on how many previously disadvantaged individuals I'm supposed to hire for my building crew. In addition to that, the trade unions say I can't use my sons. They insist I have to hire only Union workers with Ark building experience."

"To make matters worse, the Office of Customs seized all my assets, claiming I'm trying to leave the country illegally with endangered species. So – forgive me – Lord, but it would take at least ten years for me to finish this Ark."

Suddenly, the skies cleared, the sun began to shine and a vivid rainbow stretched across the sky. Noah looked up in wonder and asked, "Do you mean you're not going to destroy the world?"

"No", said the Lord. "The Australian Government beat me to it!"

Forwarded to us by Ross Gardiner – with thanks.

IF EVERYONE

This item, author unknown, was sent in by Harry Cooper so that we can all share it:

If everyone who drives a car could lie a month in bed,
With broken bones and stitched up wounds, or fractures of the head.
And there endure the agonies that many people do
They'd never preach safety anymore to me or you.

If everyone could stand beside the bed of some close friend,
And hear the doctor say "no hope" before that fatal end,
And see him there unconscious, never knowing what took place,
The laws and rules of traffic I'm sure we'd embrace.

If everyone could meet the wife and children left behind,
And step into the darkened home where once the sunlight shone,
And look upon the vacant chair where Daddy used to sit,
I'm sure each reckless driver would be forced to think a bit.

If everyone would realize pedestrians on the street
Have just as much the right of way as those upon the seat,
And train their eyes for children who run recklessly at play,
This steady toll of human lives would drop from day to day.

If everyone would check their car before they take a trip,
For tyres worn, loose steering wheels and brakes that fail to grip,
And pay attention to their lights while driving roads at night,
Another score for safety could be chalked up in the fight.

If everyone who drives a car would heed the danger signs

Placed by the highway engineers who also marked the lines
To keep the traffic in the lane and give it proper space,
The accidents we read about could not have taken place.
And last, if they who take the wheel would say a little prayer,
And keep in mind those in the car are depending on their care,
And make a vow and pledge themselves to never take a chance,
The great crusade for safety would suddenly advance.

Author Unknown.
From Harry Cooper – with thanks.

WHY SPEED CAMERAS ARE NOT SAVING LIVES

The current road safety policy is based on a 'speed kills' philosophy. This is not working and is actually increasing the road toll.

The current use of speed cameras is making hundreds of millions of dollars for State Governments at the expense of Australian lives. The current State Government road safety policy uses a 'speed kills' mentality with lower speed limits stringently policed by speed cameras (*now, in Victoria, handily called 'Road Safety Cameras' – Ed.*). Sadly, its justification is based on lies about how many lives speed cameras can save and that speeding above the limit is the major cause of road fatalities.

There is no Government scientific data or study available that states how many lives are lost above the speed limit. The major studies and reports referred to by the Government, used to justify speed cameras are grossly misleading – some would say, fraudulent. The vast majority of the data they use is from crashes that occur below the speed limit.

The NSW Speed Problem Definition and Countermeasure Summary (August, 2000) is a prime example of a Government study used to justify the implementation and use of speed cameras. It claims, "Speeding still accounts for around forty per cent of all fatal crashes in NSW." So far, this statement is logical from their interpretation of the data, but then it states, "Speeding can also involve travelling too fast for the prevailing conditions, despite travelling under the posted speed limit." Study available here:

http://www.rta.nsw.gov.au/roadsafety/downloads/speedprobl_dl1.html

Their definition of 'speeding' therefore includes data from below as well as above the speed limit. Remember, this is a study used to justify the implementation of speed cameras that can only detect driving above the speed limit, not below it.

The same general definition of 'speeding' and other statements such as "involved excessive speed", "caused by speed" etc. are the axes of the lie. The studies invariably avoid segmenting above the speed limit crashes from below the speed limit crashes while using definitions such as "speeding" and "non-speeding" in their place.

So, what are the real above and below the speed limit road crash figures? And, what is really the danger on our roads? Information is hard to come by but Roadsense.com.au research shows that less than two per cent of road deaths are caused through travel above the speed limit. Importantly this two per cent also includes police chases, criminal activity, suicides and more. Go to:

http://www.roadsense.com.au/misleading_data.html

This means that ninety-eight per cent of the 1,600 road fatalities last year in Australia occurred below the speed limit. Yet not a single study that justifies the use of speed cameras recommends how to reduce the road toll where the vast majority of road crashes occur – below the speed limit.

Because speed cameras can only possibly reduce the road toll above the speed limit, it means that these devices can possibly save thirty-two lives in a year – that is if it were possible to stop everyone from ever exceeding the posted speed limits. Take away the police chases and others that do not involve the average road user, then possibly sixteen lives could be saved while over 1,550 die below the speed limits.

Speed cameras don't deter speeding on corners where many young drivers come to grief.

The 'speeding' lie would be easier to accept if it was saving lives, but it is not. Prior to the introduction of speed cameras the road toll was declining steadily due to common sense policies, more visible police on the road, safer vehicles, improved roads, improved paramedic skills and more. Between 1980 and 1992 the road toll declined by around forty per cent. And, as more vehicles are fitted with air bags, electronic stability control and other safety features, we would expect that along with the Government's justification for using speed cameras, the road toll would decline – it has not. It has halted the decline in deaths, abruptly. According to Roadsense.com.au, based on Australian Transport Safety Bureau statistics, the

road toll would have been less by five-hundred lives in 2004 had the previous beneficial trend been allowed to continue. ATSB data here:

<http://www.atSB.gov.au/road/stats/current.cfm> and graph on Roadsense Website

The main reason is that in urban areas driver focus has changed from concentrating on getting safely to their destination to not getting caught by a speed camera while on the open road low speed limits lead to boredom, inattention and drowsiness. Speed cameras are a massive distraction. And obviously from the statistics, the Government is focusing on the wrong 'culprit' of Australia's road deaths.

So the main reason speed cameras are not reducing the road toll, is simply that so few crashes occur because of travel above the speed limit. But while speed cameras exist, along with low speed limits, the average Australian is paying out millions of dollars in fines, while driving safely and to the conditions of the road, their experience and their vehicle.

Urgent reform is required in order to save lives. Will the Government change its policy to actually make a difference to the road toll?

Meanwhile, speed camera revenue continues to flow to the State Government, while the road toll does not increase.

To bring about genuine road safety reform we need to get the message to the community and the politicians that the 'speed kills' policy has failed tragically. Make your voice heard by sending a message to the State Government Opposition and passing on this text to people you know.

RoadSense is a campaign calling for common sense road safety policies and the correct use of speed cameras for safety rather than revenue.

Visit: <http://www.RoadSense.com.au>

Editor's comment: A visit to this extensive and well presented Website is well worth while. The several graphs shown on the site are illuminating and show just how the road toll has not been declining since the introduction of speed cameras. It is indeed, most unfortunate that our State Government, and yes, the Federal Government too, give no consideration to sensible road safety policies, but are only interested in road safety when revenue can be easily raised. It is sobering to note that our State and Territory Governments have budgeted for more than one-billion dollars from speed camera revenue. In Victoria this coincided with the introduction of the three kilometres per hour, over the posted limit allowance. A fact that every MP should be thoroughly ashamed of.

From the Internet – with thanks.

A FLOATING CLASSIC – *El Carpintero de Venecia*



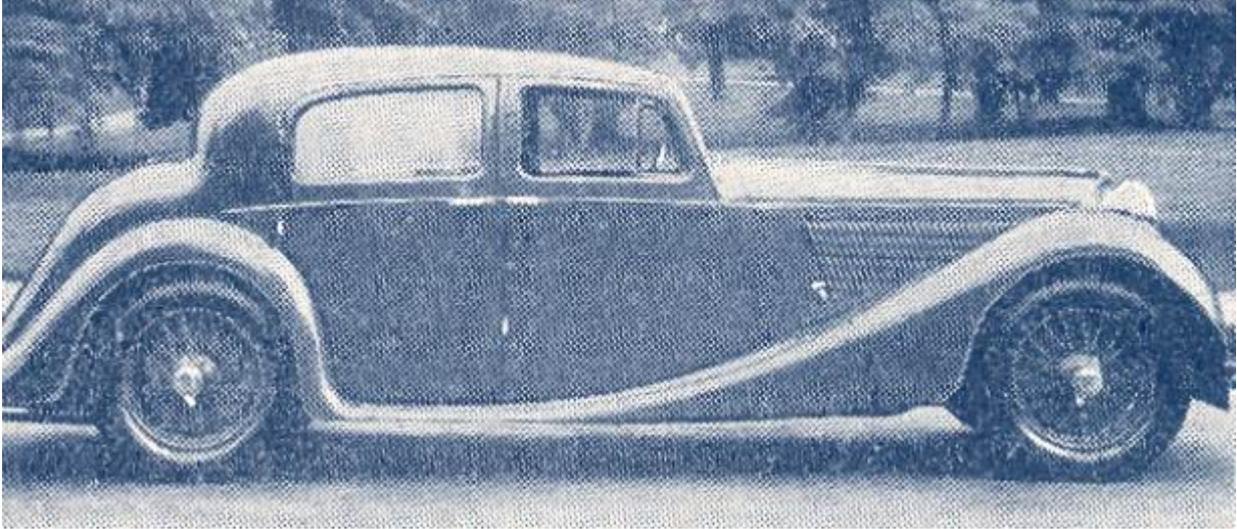
Wanted... Capable marine mechanic, skilled in working with timber mechanicals (must be good swimmer). If anyone knows what type of car this is, please let the editor know!

*Picture courtesy of Barry Coates.
Rob Nolan.*

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 19:

JAGUAR 2½ Litre 20 h.p. & 3½ Litre 25 h.p. Sixes



The two larger models have six cylinder O.H.V. high compression power units which enable this fine British breed to overtake anything in its class. These 20 h.p. and 25 h.p. models combine the best British coach craft with wise engineering. Comfort for the passengers is also a Jaguar advantage and it is as impressive in every department. No wonder then, that the Jaguar was voted the most attractive British car of 1947 in Motor Manual's Merit Awards. Their sports prestige is enhanced by the fact that the large model is capable of well over 90 m.p.h. Interior heating, de-misting and other luxury devices make it one of the finest cars of its class.

Comment: It is a shame that Motor Manual chopped off the ends of this graceful motor car. Next month we are at the end of the 'Js" and you all know what that means!

From Motor Manual, 1949. With Thanks.

FOR SALE

1956 Jaguar Mk VII

No picture of the car folks, this car is a good restoration project and is believed to be a one-owner car that is absolutely complete. The car features the free revving 3.4 litre engine and has automatic transmission. Some restoration work has been done but it needs completing. These cars are rare now, and there must be someone who is keen to preserve such a splendid example of the Jaguar marque.

The original registration number is GNU 114 and our Jim Spence knows the car. Asking price is \$5,000 and is probably negotiable. Please call Robert on (03) 9459 9285.

WANTED

A copy of the book, *Back From The Brink*, by Michael Edwardes. If you have a copy for sale or know of someone who has one for sale, please contact Mike Allfrey on (03) 9729 1480.

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.

WANTED!
**HELP FOR MARSHALLING AND TICKET
SELLING TASKS FOR THE
RACV GREAT AUSTRALIAN RALLY
AT
MORNINGTON**
**IF YOU CAN HELP US, PLEASE FILL IN
THE ATTACHED FORM AND SEND TO
LYN HIGGINSON**
THANKYOU.

PLEASE RETURN THIS FORM TO
LYN HIGGINSON, 784 OLD CALDER HIGHWAY, KEILOR. 3036
MARSHALS FOR THE GREAT AUSTRALIAN RALLY
SUNDAY 22nd JANUARY, 2006.

MORNINGTON:

I will be able to help marshal cars at Mornington () Yes

Starting times: 8.30 a.m. Yes/No
 11.00 a.m. Yes/No

BRANDON PARK:

I will be able to help marshal cars at Brandon Park () Yes

CASEY:

I will be able to help marshal cars at Casey () Yes

HASTINGS:

I will be able to help hand out rally bags at Hastings () Yes

MELBOURNE:

I will be able to help marshal cars at Melbourne () Yes

TICKET SELLERS AND RELIEVERS AT MORNINGTON:

I can be a ticket seller at Mornington: starting time 8.30 am Yes/No

I can be a reliever ticket seller at Mornington: starting time 10.30 am Yes/No

I can be a gate checker at Mornington: starting time 8.30 am Yes/No

I can be a reliever gate checker at Mornington: starting time 10.30 am Yes/No

Please write your details in capital letters:

Your Name:

Your Contact Details: Home:

Work:

Mobile:

Fax:

E-mail Address:

CONTACT PEOPLE FOR DIFFERENT VENUES & EVENTS:

MELBOURNE: Frank Douglas – (03) 8704 2533 (home)

BRANDON PARK: Tony Pettigrew – (03) 9739 1146 (home)

CASEY: Rob Nolan – (03) 5978 7798 (home)

HASTINGS: Mike Allfrey – (03) 9729 1480 (home)

MORNINGTON: Ray Higginson – (03) 9336 7306 (home)

TICKET SELLERS: Lyn Higginson – (03) 9336 7306 (home)

FLY THE FLAG TOUR: Frank Douglas – (03) 8704 2533 (home)

PLEASE NOTE:

Rosters will be made up from the information given.

If there is any change please ring the contact person before November 30th, 2005.