



An incorporated club

A0035462V

A friendly family social motoring club

Edition 111

September 2007

EARLY PERPENDICULAR!



This is the superb Austin Sixteen Light-Six 'Burnham' Saloon now owned by Ian and Pam Hankey. Its purchase from an enthusiast in Adelaide could be the subject of a good magazine article in the near future. See Page 7 for more details about this splendid and well kept motor carriage.

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

VENUE CHANGE – MID-WEEK RUN 5TH SEPTEMBER – SEE INSIDE!

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:

Val Jefferyes and Jim Spence
PO Box 8092

Burnt Bridge Shopping Centre
Croydon VIC 3136

Please Note: 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.

Club Founder – The Late Frank E Douglas

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

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

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

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 All British Classics Car Club 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.

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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.

Events organizers, please get your event information to the Editor – SOON!

September 2007

- 5 Mid-week Run to Yea – An ABCCC Event Maxine Pettigrew (03) 9739 1146
NOTE THE VENUE CHANGE!!!
Venue – Country Club Hotel, Goulburn Valley Highway, Yea.
- 22 – 23 Indulgence Tour to Bright – An ABCCC Event Peter McKiernan (03) 9787 6003

October 2007

- 7 Pub Lunch Run – An ABCCC Event Marjorie Pepper (03) 9439 7875
Venue – St Andrews Hotel, Kangaroo Ground – St Andrews Road, St Andrews.
- 20 – 21 Como Gardens Open Day
- 28 The RACV/AOMC City To Cape Run – The AOMC Inc. Iain Ross (03) 9890 0524

November 2007

- 3 – 6 Club Holiday at Wilson's Promontory – An ABCCC Event Jim Spence 0412 808 050
- 17 – 18 National Swap Meet – Bendigo
- 25 Run to Point Nepean – An ABCCC Event Anne Tootell (03) 9891 6905

December 2007

- 9 Christmas Luncheon – An ABCCC Event Tony Pettigrew (03) 9739 1146
Venue – Lilydale International Club, Nelson Road, Lilydale.
- 16 To Be Advised.

January 2008

- 20 RACV Great Australian Rally – A Major ABCCC Event Colin Brown (03) 5964 9291
Rally from the City to Mornington.

April 2008

- 5 – 11 RACV Fly The Flag Tour – A Major ABCCC Event Tony Pettigrew (03) 9739 1146
Touring The Famous Western District

June 2008

- 7 – 9 The Echuca Steam Rally – An ABCCC Weekend Run Lyn Higginson (03) 9336 7306
Please Place it in your Diary!
- 28 The Great ABCCC Trivia Challenge – An ABCCC Event Mike Allfrey (03) 9729 1480
Please note that this is a Saturday evening event, and the booking is firm.
Venue – The Lilydale International Club, Nelson Road, Lilydale.

Note: The above listed events may require confirmation.

THE VICTORIAN CLUB PERMIT SCHEME

For your Victorian Club Permit Scheme (VCPS) renewal, please forward your completed renewal form to Colin Brown at PO Box 40, Coldstream, Victoria, 3770. Please enclose a stamped envelope, addressed to VicRoads along with a cheque/money order for your VCPS Fee, and I will sign on behalf of the club and forward it on to Vic Roads for you.

Please note that the Customer Copy and VicRoads Copy must be intact.

It is your responsibility to maintain the motor car in a safe operating condition.

Colin Brown.

NEW VCPS APPLICATIONS

For members wanting to place a car on the VCPS, under the auspices of our club, please contact: Nello Mafodda on (03) 9719 7949, who is the ABCCC VCPS Officer in Charge. Nello will be pleased to provide all the information required to place a motor car on the VCPS.

Nello's position is entirely voluntary, so due consideration should be given when contacting him.

EDITORIAL NOTES – ISSUE 111

Recently the Association Of Motoring Clubs conducted another quality Information Seminar for car clubs. Due to there being several of our club's members present, representing other clubs, we were well represented! The first session was presented by Steve Bowman, who has spoken to us in previous years about streamlining club management. This was an explanation of the roles of committee members in managing the affairs of not-for-profit clubs. Steve really knows his subject and gets the message over really well.

The second session was about how to use a microphone and present yourself when making an address to a club meeting or at any other club function. There were many useful tips on microphone use and how a room should be set up for addressing a group.

We also heard details of a Public Liability Insurance scheme that has been set up especially for motoring clubs. The premiums are based on how many active members a club has, not simply on membership numbers. For a number of clubs, this could represent a valuable saving in premium costs.

The final speaker was Rod Amos (*Vintage Sports Car Club*), and he spoke about issues relating to vehicle re-registration at VicRoads. It seems that a Statutory Declaration is needed when re-registering a vehicle after the original registration has lapsed. Rod also reported no progress by VicRoads on the 90-day Club Permit Log Book set up that is being reviewed. Feeling was that, based on VicRoads' tardiness to date on this matter, it could take two to four years to come into effect.

Mike Allfrey.

MAJOR EVENTS NEWS

RACV GREAT AUSTRALIAN RALLY – Sunday 20th January, 2008

'Rallying For A Cure'

This will be the new slogan for the RACV Great Australian Rally, a major fund raising event for the Peter Mac Cancer Institute. The All British Classics Car Club has conducted and supported this event in the past and we have been invited to use this slogan when promoting the Rally in our magazine. The 2008 event will be run as a tribute to the late Frank Douglas, who founded the Great Australian Rally concept in Victoria.

The RACV Great Australian Rally will start from four points on Sunday 20th January, 2008, in central Melbourne, Brandon Park, Casey Civic Centre and at Hastings for the older vehicles. The finish and display venue will be at Mornington Racecourse as in preceding rallies. Entry forms are now available and we look forward to a healthy participation from our club. The Rally's format will be slightly changed from those of previous years. There will be more information about these changes in coming issues of *Your ABCCC News*.



It is anticipated that vehicles will be on display to the public from 10:00 am until the awards presentation.

Left: A splendid 'Aunty' Rover P4 model arrives in the gloom at Hastings in 2007.

It is the intention, as a tribute to Frank Douglas, to well and truly break all previous RACV Great Australian Rally participation records. So, let's really get into *Rallying For A Cure* and help raise vital funds for that extremely worthy cause, the Peter Mac Cancer Institute!

As in the past, we are calling for marshals to help with the smooth running of the Rally. If you can provide some help with this, please contact the Rally Organizer, Colin Brown on mobile

telephone number 0408 343 176. E-mail: colinbrown@abccc.com.au or contact Ray Higginson on telephone number (03) 9336 7306 (AH).

The RACV Great Australian Rally is organized by our club and is, therefore, an authorized Victorian Club Permit Scheme event. All vehicles operated on the VCPS are eligible and welcome. *Rallying For A Cure* is heavily sponsored by the RACV and we appreciate greatly their commitment to this wonderful event.

Mike Allfrey.

RACV FLY THE FLAG TOUR – 5th to 11th April, 2008

The route for the RACV 'Western District' Fly The Flag Tour has been finalized and all the arrangements have fallen into place. The brochure/booking form has been sent out and more copies can be obtained from Tour Organizer Tony Pettigrew. Entries are already coming in fast, so, get your entry in now!

On the brochure there is a good range of merchandise specially created for our 2008 Western Districts Tour. Please get your orders in for those items you choose.

Mike Allfrey.

PAST AND FUTURE EVENT REPORTS

THE ABCCC CREAM SPONGE RUN – Sunday 5th August, 2007



The Ferny Creek & Sassafras CFA, with a modicum of pride, showed us their splendid new fire engine. It is shown here on the right behind some of our cars that took part in the Cream Sponge Run.

Forty-one of us brave souls braved a wintry day out in the Dandenong ranges for this fun event. There was a warm welcome for all of us from the Ferny Creek CFA crew and to set the mood, a hot cup of coffee was enjoyed while we tucked in to those sumptuous cream filled sponge cakes that were the theme of our event. Really, we should have walked up the hill from The Basin, to work up an appetite to do those cakes full justice!

The new fire engine was much admired and note was taken of the newness of all those pipe fittings at the rear. A modern fire engine is light-years away from the old Merryweather steam powered pumps that were drawn by horses to the scene of the fire. This example was bristling with all manner of safety features and our fire crews well deserve all the protection they can get. Here's hoping that our donations, which totalled \$115.45, will help keep its various tanks well filled.

Soon it was time to hand out our run direction sheets with the vital clues that would get us to our lunch venue. Before we set off, all the ladies were given a sprig of heavenly scented daphne. Remember Judy's statement that even the Allfreys and Pettigrews could not possibly get lost on this easy run, in the promotion blurb? Well, the Pettigrews were observed heading back towards where they started from. As for us, the clues just didn't make sense at all, and we found ourselves well on our way to Pakenham! Only as we pulled into Gembrook did we discover that Page 2 of the run sheets had stuck itself to the back of Page 1. Hence the mystery! It is fairly certain that we were the only team that really became puzzlingly lost. However, we were the first car to arrive at the Ranges Hotel in Gembrook – no prize for that.

A set menu, multi-course lunch had been arranged for us and, to be honest, it did not work out too well. The roast pork tasted very much like roast lamb that had been par-boiled. Apple sauce with lamb – I wonder? Those who ordered the fish seemed to be best off! There was no dessert course, even though one had been arranged, and coffee was available for purchase at the lounge bar. All of that for \$20.00 per person, not really good value, particularly as the 'Roast of the Day' was much cheaper on the wall board in the lounge bar, and the whole episode was yet another example of our declining 'hospitality' trade. This was all very strange, as we have previously had very good meals at this venue, both privately and with groups.

During our lunch, there was a modelling display along the catwalk between our tables, for the garments and hats that are available for next year's RACV Fly The Flag Tour. In overall charge of the promotion was Maxine Pettigrew ably assisted by Rosalie McKiernan, Sue Allfrey and Marjorie Pepper. Tony Pettigrew modelled the Tour cap. The ladies were particularly impressed with the new style jackets, Maxine drawing our attention to the fine cut and fit of the tailoring!

The winners with the highest score on the run sheets were Frank and Lorraine Bradley, I was not paying too much attention, due to pondering on the merits of genetic modifications to make pork taste like lamb and look like nothing on earth. But I did hear mention that Frank and Lorraine scored 37½ points on their clue sheets, which our run organizers rounded down to just thirty-seven. No matter, our hearty congratulations to them on that most impressive achievement!

Our special thanks to Judy and Geoff Birkett for putting together such wonderful cream sponges and organizing such a good run to our lunch venue. Next time, we will make sure that the running sheets are separated before we set off! We do have to improve our record somehow.

Mike Alfrey.

MID-WEEK RUN TO YEA – Wednesday 5th September, 2007

As we all know, the mid-week run to Trawool on the 5th September was scheduled as a Frank Douglas event. This event has now been taken on by myself, and I have to advise that the venue has been changed to the Spotted Cow Bistro at the Country Club Hotel, in Yea. The reason for the change in venue is because the cost of lunch at Trawool Resort has escalated to \$40.00 per person, which is a bit over the top for a two-course mid-week lunch.

The Spotted Cow Bistro has offered us a two course lunch (main and dessert, plus coffee) for \$25.00 per person. You can also order direct from the main menu for the day.

For this event, we will meet at 10:00 am for a 10:30 am start from the car park of the Lilydale International Club, Nelson Road, Lilydale (opposite the BP Service Station). We will then take a leisurely drive up the Melba Highway to Yea. The Country Club Hotel is the last hotel on your left when driving through town towards Bonnie Doone.

We do need to know numbers attending our lunch, so that reservations can be made. Please contact me on telephone number (03) 9739 1146.

Maxine Pettigrew.

A WEEKEND OF INDULGENCE – 21st to 23rd September, 2007

After our successful and enjoyable weekend in Nagambie in 2006 we are now off again for 2007. The venue this year is the alpine town of Bright and it's environs and the program is designed to excite.

Leaving from an eastern suburb venue (yet to be confirmed) on Friday 21st September, we will proceed along the Northern Ring Road and onto the Hume Freeway. In Glenrowan we turn off and proceed along Snow Road to our luncheon venue with opportunity to purchase local produce and wines.

After lunch we proceed along the Alpine Road with perhaps a stop to do some more wine sampling. We will then proceed to our accommodation on the banks of the Ovens River at Bright. Following a wash-up and pre-dinner drinks and nibbles we proceed to one of Bright's leading restaurants for a three course dinner and a complimentary glass or two of wine.

On Saturday after a cooked breakfast we will tour the regions of the high country visiting Antique Shed, an art gallery and then proceeding to lunch at a winery with a feature of a Wine Journey. After lunch we proceed over some of the most spectacular roads in the high country, returning to Bright for a sumptuous BBQ on the banks of the Ovens River at the rear of our accommodation (so .05 will not apply!).

On Sunday after a quick breakfast you may relax and shop or you can go to church. Later in the morning we will proceed to an apple orchard where you can purchase a 2 kg bags of apples for \$2 – yes they are seconds, but very edible. We then proceed to a country hotel for a home cooked lunch before returning to Melbourne and unfortunately, reality.

All this for only \$550 per couple!

Spaces are limited and filling fast and we need to have numbers confirmed as soon as possible.

Please confirm your booking to Peter McKiernan on (03) 9787 6003.

Peter McKiernan.

PUB LUNCH RUN TO ST. ANDREWS HOTEL – Sunday 7th October, 2007

We will meet at 12:00 noon at the historic old pub in St Andrews and enjoy a relaxed afternoon with reasonably priced meals that you may order as you choose, good food, good wine, good friends and a great country atmosphere. The Hotel is situated thirty-six kilometres north-east of Melbourne on Kangaroo Ground – St Andrews Road (C728), Melways Directory (No. 32) Map 250, Reference D11, (Note: Latest issue of Melways has Map 394, Reference G11). St Andrews is located between Kangaroo Ground and Kinglake.

Here is an excerpt from "The Australian Handbook of 1904", I thought was quite interesting about St Andrews:

'Originally called Queenstown, in the County of Evelyn/Shire of Eltham and Police district of Bourke, on Back Creek, 27 miles North East of Melbourne. It has a Hotel, State School (No 128), Mechanics Institute (650 vols) ,I,O,O,F. and Church of England. Court is held here. Two coaches (*that's horses and*) run daily to and from Heidelberg, fare 2 shillings return, thence train. District devoted to fruit and mining. Water from private tanks. Population 50 (including five Chinese)'. According to this we could have gone to the back of Bourke for two bob! Hope to see you there!

Please confirm attendance by 30th September. Marj Pepper, on telephone number (03) 9439 7875.

Marjorie Pepper.

GIPPSLAND GETAWAY HOLIDAY RUN – 3rd to 6th November, 2007

Come and join us on our Gippsland Getaway and share some of the varied delights that Gippsland can offer. We have managed to secure the Leongatha Motel for the four days of Melbourne Cup weekend in November. We are really hoping that some of our newer and younger members will join in on this little tour. Cost of the Getaway will be

\$184.00 per person on a twin share basis and includes three nights accommodation, continental breakfasts and two evening meals.

Our long weekend includes a tour of the lower Gippsland hills through Korumburra, to Leongatha. On Sunday we leave our cars behind and take a bus tour through an old village, a visit to an open cut mine and then return to our motel through near-forgotten old towns in central Gippsland. Next day will be a drive to the majestic scenery that is Wilson's Promontory. There will also be other little ventures to finish off our four great days.

We would appreciate just a phone call at this time to register your interest, so that we can secure our accommodation as the motel has only twenty rooms available. First in, best dressed and the booking is for Saturday 3rd to Tuesday 6th November, 2007.

Please contact Jim on 0412 808 050 to register.

Jim Spence.

OUR COVER CAR



Herewith, please find images in repose of Lady Jane (Austin, of course), now proudly owned by Lady Pamela and the Squire of Sas-safras. These shots were taken on a dull day when we got the car home, and in due course I will get some sunny shots.

Left: Rear view of the Austin, showing just how complete this splendid motor car really is.

Quote from 1928 Handbook

"This elegantly handsome 1928 Austin Sixteen Light-Six 'Burnham' Saloon is made to meet, and satisfy, the demand for a moderate sized car of the highest class, giving luxurious comfort, and continuous good performance, at an economical price.

Apart from several special features in the engine, the general design is similar to that which has proved so successful in other Austin models. This car – the latest in the Austin range – is therefore based on the very wide experience gained in over twenty-one years of motor manufacturing.

The horsepower of the engine by RAC rating is 15.9 but at 2,400 revolutions per minute 36 brake horse power is developed. The carburettor is the Zenith, petrol is fed by vacuum tank (on Lady Jane this has subsequently been changed to electric pump for her better reliability), ignition by battery and coil, and the distributor is accessibly mounted on the dynamo and incorporates an automatic advance and retard mechanism.

Five models were made and this is the 6-window Burnham Saloon, with four wide doors to upholstery and equipment so that every comfort is afforded."

Some specifications

Engine	6-cylinders, cubic capacity 2,249cc, water-cooled, detachable head
Chassis Weight	17.5 cwt (900 kilograms)
Gearbox	Four speeds forward, and reverse
Steering	Worm and wheel (very light)
Brakes	On all four wheels, compensated and easily adjustable
Fuel Tank	10 gallons
Bodywork	Of Austin all-metal construction finished in cellulose

Jan Hanley.

A SPECIAL FEATURE FOR OUR CHRISTMAS LUNCH

This year, on 9th December, we will be having our Christmas luncheon gathering at the Lilydale International Club. That facility was used for our Great ABCCC Trivia Challenge, and the staff at the International, were kind enough to let us use their video projector and large screen for a slide show before and after our Challenge. Some images from the 2007 RACV Fly The Flag Tour were used and they proved to be very popular viewing.

For our lunch, it is proposed that a slide show of our 2007 events be presented.

There are so many images taken during our events, so it should not be difficult to put on a really good show of our past year's events. Some have already contributed images on disc and we have the basis of a good slide show. If you have images that can be placed in our show, please hand or send them to me on a CD. They will then be placed on to a master disc(s) and shown at our luncheon. Please join in and help put together a very enjoyable slide show. Our club achieves so much over a year and we really should share it.

Post CDs to – Mike Allfrey, 59 Rowson Street, Boronia, 3155. Discs will be returned if required.

Mike Allfrey.

TREASURER'S REPORT

For The Six Months Ending 30th June, 2007

Opening Cash Balance – 1 st January, 2007		15,694.65
ADD Receipts		
Members Subscriptions	2,882.00	
Donations Received	12,000.00	
Sales Of Merchandise	117.00	
Bank Interest Received	<u>68.40</u>	<u>15,067.40</u>
Sub Total		30,762.05
DEDUCT Payments		
Name Badges	176.00	
Annual General Meeting Fee	37.60	
Catering Trailer Modification Work	615.65	
Club Magazine	384.90	
Club Events	3,131.59	
Purchase Of Merchandise	880.00	
Gifts	307.40	
ISTOS (Internet)	<u>425.00</u>	<u>5,958.14</u>
Cash Balance At 30 th June, 2007		<u>24,803.91</u>
Commonwealth Bank Statement, Page 119		26,608.47
Deduct Unpresented Cheque 341	360.00	
Deduct Unpresented Cheque 342	230.00	
Deduct Unpresented Cheque 349	125.00	
Deduct Unpresented Cheque 351	1,089.56	<u>1,804.56</u>
Balance As Above		<u>24,803.91</u>

Tony Hodges – Hon. Treasurer.

**MARSHALS ARE NEEDED FOR THE RACV GREAT AUSTRALIAN RALLY. IF YOU CAN HELP, PLEASE CALL COLIN BROWN ON MOBILE 0408 343 176; OR RAY HIGGINSON ON (03) 9336 7306 (AH)
THANKYOU FOR YOUR HELP WITH THIS IMPORTANT CLUB FUNDS RAISER**

HISTORY OF THE HASTE WAGONS – Continued.

IV EXPLAINING THE DISSOCIATION

The previous section suggested that there was a dissociation between the *Motor Car Act 1909* (Vic) and the historical anxieties about the motor vehicle. While the Act responded to the community's concerns of danger, speed and noise, it did not pander to the popular mood by unduly restricting motorists. This section develops an explanation for this dissociation through a closer review of the parliamentary debates on the Bills. Given the community's anxieties about the motor vehicle and that the motor vehicle was new technology that in important respects exceeded, and could not be regarded as analogous to, any of the existing transportation technologies (the horse, bicycle, railroad), it might be expected that the passage of the Bills would have been accompanied by robust debate and a wide spread of opinion about the motor vehicle and the appropriate legislative response. However, this was not so. While there was a spread of opinion about the utility of the motor vehicle and the morality of motorists, the split of opinion was not hardened along class or faction lines. Furthermore, although there were some members who suggested very different ways to control motor vehicles and govern motorists, these opinions were not taken up or debated by the Parliament.

Through focusing on the parliamentary debates, four factors that influenced the Act can be discerned: the United Kingdom template; the lobbying of the ACV; 'legislating for the future'; and 'law as technology'. It is argued that the first two factors do not, of themselves, explain how the Victorian Parliament responded to the motor vehicle with registries, licensing and policing. While these factors offer partial explanations for the Act, they in turn disclose deeper understandings of how the Act emerged to regulate motor vehicles. Common to these deeper understandings is a movement away from explanations of the Act as the product of pragmatic historical politics — dependency on England, or the actions of an influential lobby group~ — to the Act as the product of diffuse cultural positions on technology and governance that became crystallised through legislating for the motor vehicle.

The explanation of the Act's motorist-friendly orientation through the lobbying of the ACV discloses the influence of narratives of 'progress' and the need to legislate for a certain desirable technological future. However, this factor in turn discloses yet another factor that moulded the Act. While 'legislating for the future' supplements the lobbying explanation to explain the motorist-friendly nature of the Act, it does not explain why the particular technics of registries, licensing and policing were adopted. This fundamental character of the Act is explained by a final factor: 'law as technology'. This factor sees the combination of law and technology recast. It is suggested that the Act regulated the motor vehicle through registries, licensing and policing because centralised executive action was considered the most rational and 'modern' mechanism for governing. In so doing, the law that facilitates this regulation, the *Motor Car Act 1909* (Vic), is revealed as technology itself.

A The Parliamentary Debates

The parliamentary debates that accompany the Motor Car Bills were, as might be expected given the public concern, full of rhetoric about the dangers and horrors of the motor car. However, some members praised the potential of motorised transport, if not motor vehicles directly. This diversity of opinion seemed independent of the factional or 'class' loyalty of the members.

It is generally assumed that prior to the formation of modern non-Labor parliamentary political parties in Australia, parliamentarians had greater freedom in expressing opinions and the way in which they voted. The evidence often cited was the churning of short-lived governments, brought about by unstable coalitions of individuals. During the pioneering period of motoring, Victoria went against this trend, having a period of political stability. One cause of this stability was that the Legislative Assembly was split into three clearly identifiable political groupings. The most visible group was the Labor party, whose parliamentary members post-Federation were nearly exclusively drawn from the ranks of the union movement. The non-Labor side of politics during the period was split between the Bent-led 'Ministerialists', who were a combination of rural members in conjunction with wealthy members with social conservative tendencies, and the smaller 'Liberal' grouping clustered around Sir Alexander Peacock, Donald MacKinnon and John Murray comprising the more socially progressive members of the wealthy elite.

From this identification of discernable class differentiation between Labor and non-Labor members, it might be expected that the class prejudice surrounding the first motor vehicles would have manifested in Labor members voicing strong anti-car sentiment and opposing motorist-friendly provisions.

Robert Solly, first elected to the Legislative Assembly as representing the railway workers and later as the Member for Canton, conforms to this expectation. The union organiser and boot maker seemingly took delight in documenting to the House another bloody accident:

A terrible accident occurred at St Kilda a little while ago. A man was driving a car at an enormous speed, and a young woman was killed. [Interjection – He drove the motor car up a telegraph pole.] He must have been driving at a very great speed. The woman [who] was sitting in the car with him was thrown out and killed.

However, Solly's simple position of opposition was not shared by his parliamentary leader George Prendergast, the Member for North Melbourne. Prendergast's initial comment concerning the 1905 Bill was that 'some of the clauses are much too stringent', and in the committee debates of that Bill he appeared to be taking up the Chief Secretary's invitation to assist the government in passing a 'measure which will not unduly or harshly interfere with those who have these vehicles at their command.' To this end, Prendergast orchestrated the reduction in licence and registration fees, and supported a government amendment allowing a driver 48 hours to present to the police their licence, on the ground that Prendergast 'wished to protect the drivers of these cars from the over-officiousness of any policeman.' Concerning the 1908 Bill, Prendergast professed that 'I do not believe in taking exception to every car in the street', although he was alarmed at the absence of speed limits and unsuccessfully attempted to introduce them. In 1909, he complained about the dust stirred up in his own street by motor vehicles and described the noise from~motor cycles as being 'like that of a battery of artillery', but also supported the ACV's position that the half fine revenue clause had to be removed or else 'owners and drivers of motor cars [would] be subjected to penalties for the mere purpose of providing revenue to the municipalities.' By 1913, Prendergast's concern regarding motor vehicles had become purely acoustic. In debate regarding the amendment of the regulation power in the *Motor Car Act 1909* (Vic) to provide for the standardisation of horns, Prendergast suggested: 'I think it would be very desirable if in regulating these sounds we could obtain a sound that was not only suitable for its main object but was also euphonious.'

Similarly, non-Labor members were not uniform in their opinions concerning motor vehicles. The Member for the western rural seat of Lowan, Robert Stanley, often voiced anti-motorist sentiments, notwithstanding his association with the governing 'Ministerialists'. He told the House how his 'blood boils on reading the death and destruction to children and the aged by the motor car ... I am greatly surprised ... that not one of these [motorists] has been hanged.' During the third reading of the 1908 Bill, Stanley moved an amendment that would deem a driver liable for damage arising from any accident involving motor vehicles. He justified the amendment in the language of radical class poli-

tics: 'I want it to apply everywhere, and especially the Hamilton district, where the swagmen have to get on the other side of the fence to get out of the way of the squatter kings.' The 'Liberal' John Murray, Member for Warrnambool and Premier from 1909-12, initially shared with Stanley a class analysis of motoring. Responding to the 1908 Bill's adoption of the Royal Commission's recommendation against speed limits, Murray decried the Commission as biased. Having listed the experience, past offices and peerages of the members of the Royal Commission, Murray explained: 'I thought I was going to ascertain that these gentlemen approved of the speed limit [but they do not] ... I suppose every mother's son of them has a garage full of cars. Their sympathies were all with reckless driving.' However, by 1909 and as Premier, Murray had changed his perspective on motor vehicles and he defended the no speed limit policy on the ground of the technical difficulty of detection and enforcement. After 1909, Murray conformed to the expectation that the non-Labor members would support motor vehicles. Not all non-Labor members needed the premiership to have the expected class attitude towards the motor car. During the pioneering period, Norman Bayles, the Member for Toorak, took upon himself to be the spokesperson for motor vehicles and motorists in Parliament. It was Bayles who defended motor vehicles, spoke for the ACV, became the personification of motoring in the speeches of other members, and introduced the joy-riding Bill.

The diversity of opinion regarding motor vehicles, irrespective of class or factional loyalty, continued more remarkably in the Legislative Council. In Victoria during 1905—09, members of the Legislative Council had to possess over £500 in freehold property and represent an electorate that had either to own a minimum of £10 in freehold property, or lease property worth more than £15. For Serle, these limits explained the class homogeneity of the Council and its obstructionism towards progressive legislation during the period. Given the Council's class bias, it might be expected to be a pro-motoring chamber. However, motor vehicles and their regulation also provoked a split of opinions in the Council. Alfred Hicks attacked the elitism of motor cars, '[s]eeing . . . that they were owned mainly by bloated capitalists, those who had them being nearly all millionaires.' Yet many others members were favourable to motor vehicles and the Bill. Frederick Brawn suggested 'that the Bill as a whole would commend itself to honourable members'. Some members thought that the utility of the motorcycle for farmers meant they should be excluded from the Bill, while many agreed with the sentiment that 'there was no more unsafe vehicle used on the roads than the motor cycle.' There was also clear disagreement between members who supported the Municipal Association's call for the local councils to directly receive an income from motor vehicles as compensation for the damage that motor vehicles did to roads, and strong objections to this claim based on a different assessment of the impact of motor vehicles on road surfaces. As in the Legislative Assembly, where opinions were not dictated by class or factional loyalty, the representatives of the property-owning classes in the Legislative Council were not unified in their opinions.

To Be Continued.

THAT SPECIAL CREAM SPONGE CAKE RECIPE

During our recent Cream Sponge Run, several of us asked for the recipe to bake such wonderfully sumptuous sponge cakes. Well, with great thoughtfulness, Judy has provided the recipe so that we can now make incredibly light sponge cakes. Judy mentions eight inch cake tins, and, for those of us who are really with it, that equates to 203.2 mm diameter. These recipes never mention how deep the cake tin should be, maybe there is a Mrs Beaton standard there somewhere?

Judy continues:

I promised that the sponge recipe would be printed in the newsletter for those ladies who asked. My friend Joan gave the recipe to me, she got it from her sister, who got it from a friend, and this is sounding more and more like the TV advertisement for soup! So, now it is special to you – really.

Ingredients

- 4 Large eggs (at room temperature and separated)
- 1 Cup caster sugar (less ¼ inch [6.35 mm] down from the top)
- 1 Overflowing cup of custard powder (or 50/50 custard powder and cornflour)
- ½ Teaspoon bi-carb of soda
- 1 Teaspoon cream of tartar
- 1 Teaspoon vanilla extract
- Pinch of salt

Method

- Grease and flour two 8" (203.2 mm) cake tins, line the base with Gladbake and grease this also.
- Set oven to 350 degrees Fahrenheit (176.666 degrees Centigrade)
- Beat egg whites and salt until stiff
- Gradually beat in caster sugar until thick and glossy, and all the sugar is dissolved.
- Lightly beat egg yolks with the vanilla extract and add to the egg white mixture.
- Sift the dry ingredients three (3) times and fold into the mixture.
- Bake at 350 °F (176.666 °C) for 20 to 25 minutes.

So, there you are, we will leave the cream filling and icing to you!

Judy Birgett.

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 and your motor cars at one of our events very soon.

New Members	Motor Car	Model	Year
John & Shane Isaac	None Yet		
John & Tricia Fleming	Jaguar	XK 150	1958
	Morris	Mini Minor 850	1961
	Citroën	DS Pallas	1974
	Panhard et Levassor	X45 Tourer	1924
Alex & Sandra Farrow	Austin Healey	Sprite Mk III	1967
John & Beth Davidson	Jaguar	420	1967

Val Jeffereyes – Membership.

SPEED MEASUREMENT

This article is taken from the Australian Metrologist (March 2005), the journal of the Metrology Society of Australia. The author is Leslie C Felix, and is an article presented to MSA 2004 Conference in Melbourne.

It should be carefully noted that this article has been computer scanned into editable text. This appears to have been carried out twice. Therefore there could be some anomalies in the text.

VEHICLE SPEED MEASUREMENT 11

Abstract

This paper discusses uncertainties and errors in vehicle speed measurement and the legal implications of these. It provides a proven method of measuring vehicle speed over its working range, without the use of extrapolation, which is conducted in a controlled environment rather than on public roads.

Keywords: speed, speedometers

Introduction

Both Federal and State legislation set standards for the accuracy of speedometers installed in motor vehicles. Unless these legislative provisions are compatible, and prosecution policies recognise the accuracy achievable by speedometers installed in vehicles, there is danger that motorists could offend unwittingly. This paper will discuss the interaction of the Federal design standard, individual state prosecution policies and the performance of speedometers and associated testing equipment.

The Australian Motor Vehicle Standards Act, (known as the Australian Design Rules, or ADR [1]) sets requirements for speedometers installed in vehicles to be used on the road throughout Australia as:

"indicate the actual speed, for all speeds above 40 km/h, to an accuracy of plus or minus 10 percent."

State Legislatures have also set their own minimum requirement. For example New South Wales Traffic Law [2] requires that speedometers:

"indicate when the vehicle is travelling at a speed in excess of 50 km/h, a speed that is not more than 10% less than actual speed".

The individual State requirements are all worded differently and may impose different constraints on the performance of speedometers. However none change the "10% less" requirement, which is a main contributing factor to the system failure. This accuracy guide method has severe limitations and is only used by persons with a lack of understanding of measurement.

Uncertainties are an integral part of regulations administered by the National Standards Commission, such as those concerning the weighing of products in commerce. Since there is a trend to base the level of fines on exactly how much the speed limit is exceeded, the policy should recognise the effect of uncertainty of measurement and fall into line with other measurements with financial implications. The ADR [1] should take account of the requirements of the ISO Guide to the Expression of Uncertainty in Measurement [3]. This reference to uncertainty is an integral part of weight measurement and is found in Australia's adoption of "Organisation Internationale de Metrologie Legale Recommendation RUI" [4].

There is a system that would enable drivers to reliably determine if they are travelling within the posted speeds limits. This paper will endeavour to prove the accuracy and safety aspects of a test system that once used, will enable the public to travel within the posted speed and furthermore be expected to do so.

Monash University Research Notes

The Monash University Accident Research Centre published research notes with the heading "Accuracy of vehicle speedometer readings with respect to speed enforcement tolerances" [5]. Table 1 gives a compilation of statistics summarised in the notes.

The University used some collated results from other sources and whilst the test methodology was not described these results indicate either a failure by manufacturers to meet the minimum requirement of the relevant ADR [1], or that other mechanical factors are affecting the results.

Actual Speed Relationship To Indicated Speed In km/h					
Actual	40	60	80	100	120
Max indicated	43	64	83	108	130
Min indicated	27	48	71	84	105

Table 1: Summary of results of speedometer tests carried out by Monash University Accident Research Centre and others between 1982 and 2001

Speed Indication Errors And Variations

Speedometers in vehicles respond to the rotational velocity of the wheels. Errors and variations in vehicle speed indication will then be due to either the relationship between a rotation of the wheels and the actual distance travelled, or to the errors in measuring rotational velocity. The nature of the tyres contribute the first type, and instrument errors the second.

Rolling Road Testing

The speed indication in a vehicle is tested by either measuring the time to travel a known distance (measured by numerous methods), or on an apparatus consisting of rollers with known circumference and measurable rotational velocity (a "rolling road"). Some instrument repair companies merely "check" the odometer over a distance and conclude the speedometer accuracy from this data. Some have recently used GPS units. The latter options require conducting tests on public roads.

Testing of speedometers should ideally be conducted throughout the usable range as this eliminates the need for extrapolation. There are obvious safety implications if speedometers installed in vehicles are tested throughout their range on public roads. However using a rolling road for such measurements reduces the safety issues and the latest computerised rolling road machines provide a printout of the parameters tested.

Another machine that utilises rollers is the dynamometer and these can be used to test speedometers. Most rolling road testers are primarily a dynamometer. Its main function is to introduce resistance to wheel rotation by absorbing test vehicle energy into a load, and measuring the force developed by the drive wheels. Care should be taken when using a dynamometer that slippage is not induced by the machine's resistance. Some operators use the loading to minimise hunting (the failure to maintain a constant speed due to engine behaviour). Load generation should be minimised as should tie down pressures. It is normal practice to chain or strap the vehicle under heavy loading conditions for measuring engine torque to avoid the vehicle climbing up and out of the roller valley. In these tests lateral restraining of the vehicle was used, instead of tie down, since vertical restraining caused tyre distortion, which can lead to an error in the region of 2 km/h. It would be difficult to balance normal tyre load distortion, aerodynamic and centrifugal force to a corresponding offset for the rollers, because the forces are not linear and combined to create a complex response curve. At best only a "best fit" correction can be given.

Except where indicated otherwise, the tests described in this paper were carried out on a free-running rolling road, that is, without applying a load to the wheel rotation. This machine held a current NAT A accredited certificate of accuracy. The measurements described in this paper are traceable to an Australian National Standard and have adhered to the requirements of ISO 17025 [7].

Editor's Note: This item was presented to the AOMC by Len Kerwood, Austin 7 Club Delegate for use in the AOMC Newsletter. Our thanks to the Austin 7 Club for this article. The entire article is of seven pages and will be continued in the next issue of Your ABCCC News.

TIME FOR A GENTLE CHUCKLE

KEEN EYESIGHT

A Polish immigrant went to VicRoads to apply for a driver's licence.

First, of course, he had to take an eyesight test. The optician showed him a card with the letters:

'C Z W I X N O S T A C Z.'

"Can you read this?" the optician asked.

"Read it?" the Polish migrant replied, "I know the guy."

A CASE OF MISUNDERSTANDING

Mother Superior called all the nuns together and said to them, "I must tell you all something. We have a case of gonorrhoea in the convent."

"Thank God," said an elderly nun at the back. "I'm so tired of Chardonnay."

AN APT COMPARISON!

A wife was making a breakfast of fried eggs for her husband.

Suddenly, her husband burst into the kitchen. "Careful", he said, "CAREFUL! Put in some more butter! Oh my GOD! You're cooking too many at once. TOO MANY! Turn them! TURN THEM NOW! We need more butter. Oh my GOD! WHERE are we going to get MORE BUTTER? They're going to STICK! Careful . CAREFUL! I said be CAREFUL! You NEVER listen to me when you're cooking! Never! Turn them! Hurry up! Are you CRAZY? Have you LOST your mind? Don't forget to salt them. You know you always forget to salt them. Use the salt. **USE THE SALT!**"

His wife turned and stared at him. "What in the world is wrong with you? You think I don't know how to fry a couple of eggs?"

The husband calmly replied, "I just wanted to show you what it feels like when I'm driving."

Ross Gardiner – From Somewhere Else.

BIG PROFITS

Paddy and Mick are walking down a street in London. Paddy sees a sign in a shop window that catches his eye. The sign says, "Suits £3.00 each, Shirts £1.00 each, Trousers £1.50 a Pair."

Paddy says to his pal, "Mick, look! We could buy a whole lot of dose, and when we get back to Ireland, we could make a fortune – Now when we go into that shop, you be quiet, OK? Just let me do the talking, 'cause if they hear our accent, they might not be nice to us. I'll speak in my best English accent."

"Roight y'are Paddy, I'll keep me mouth shut, so I will". Says Mick

They go in and Paddy says, "I'll take fifty suits at £3.00 each, one-hundred shirts at £1.00 each and fifty pairs of trousers at £1.50 each. I will back up my truck and"

The shop owner interrupts, "You're from Ireland, aren't you?"

"Well . . . Yes." answers a surprised Paddy. "How der hell d'y'know dat?"

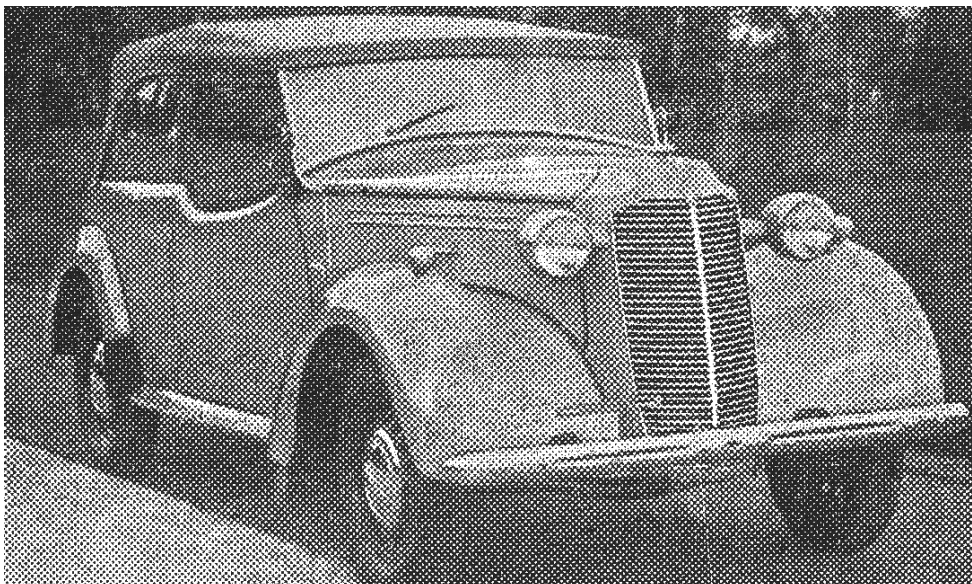
The shop owner answers – "This is a dry cleaners!"

From Chrome & Canvas – With Thanks.

1949 CLASSICS

The *Australian Motor Manual 1948-9 Annual* features interesting revues on all motor cars that were available in this country for 1949. Each month we are going to feature one of the British cars here. It is now interesting to read what was said then, about the British cars in the market place. We now know how they all performed, but let's enjoy the writers' expectations of the British offerings for 1949. Here is Number 38, in the series.

Vauxhall 12 h.p. Wyvern



Honours for the only 12 h.p. in the low price field belong to this favourite whose value and performance have made it a best seller in every part of Australia. The facilities of General Motors is another point in its favour as well as the astonishing m.p.g. for a 12 – the tourer making a smooth 35 miles on one gallon. The power-to-weight ratio is in this Vauxhall Wyvern's favour as it was formerly planned for a 10. Independent suspension and a knowledge of what is wanted for Australian conditions makes both the tourer and the sedan very impressive values.

From Motor Manual, 1949. With Thanks.

THE ABCCC SALEYARD

WANTED – A gentleman called Forbes Harrower rang recently asking that an advertisement be placed for a British classic car of more than twenty-five years old and having chrome bumpers. Forbes wants a car that is in very good condition, can be used easily for club events and is very reliable. He has leanings towards a Humber Sceptre of the mid to late 1960s. If you can help Forbes get into the historic motor club scene, please call him on (03) 5995 6343.

CLUB REGALIA

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

- | | |
|---|---------------|
| ➤ Metal Bumper/Grille Badge | \$35.00 Each |
| ➤ Stainless Steel Key Ring | \$10.00 Each |
| ➤ Cloth Badge – 75 mm Diameter with Club Logo | \$3.50 Each |
| ➤ Cloth Badge – 205 mm Diameter with Club Logo | \$25.00 Each |
| ➤ Club Polo Top, NEW! All Sizes (blue/white) | \$25.00 Each |
| ➤ Torch, Small Pocket & Key Ring with ABCCC Logo | \$4.00 Each |
| ➤ Pens, Good Quality with ABCCC Logo | \$5.00 Each |
| ➤ Wind-proof Jerkin (Blue/White), NEW! | \$30.00 Each |
| ➤ Jackets with Club Logo (Heavy Weight) S. M. L. XL & XXL | \$140.00 Each |
| ➤ Quality Ball Point Pen with ABCCC Monogram | \$TBA Each |

There is too much to list here, I will bring a range of Club Regalia to all events that we attend for perusal or purchase. For all your Club Regalia requirements, please contact me on (03) 9846 2323.

Bill Allen – Regalia Purveyor.

DON'T FORGET OUR CHRISTMAS LUNCH FUNCTION ON 9th DECEMBER, 2007. IT WILL BE HELD AT THE LILYDALE INTERNATIONAL CLUB, NELSON ROAD, LILYDALE.

COME AND SEE OUR EXCITING "YEAR IN REVIEW" SLIDE SHOW!

BOOKING DETAILS WILL BE IN THE NEXT MAGAZINE, BE SURE TO BOOK EARLY TO AVOID DISAPPOINTMENT!

SECOND NOTICE!

THE VENUE FOR OUR 5th SEPTEMBER MID-WEEK RUN HAS CHANGED. IT IS NOW THE COUNTRY CLUB HOTEL, GOULBURN VALLEY HIGHWAY, YEA.

DEPARTING FROM THE LILYDALE INTERNATIONAL CLUB CAR PARK AT 10:30 am.

LUNCH WILL BE IN THE SPOTTED COW BISTRO

YOU HAVE BEEN INFORMED!