



An incorporated club

A0035462V

A friendly family social motoring club

Edition 112

October 2007

A MORRIS MINI-BRIC!



Marjorie and Don Pepper's 1963 Morris-Cooper enjoying the early spring sunshine just as much as we did on our mid-week run to Yea for a pub lunch.

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

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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.

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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!

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.
- 14 2008 Calendar Planning Meeting – An ABCCC Inc. Event Maxine Pettigrew (03) 9739 1146
Venue – 16 Lawler Lane, Coldstream, Victoria. E-mail: tony1@uvtc.net.au
- 20 – 21 Como Gardens Open Day George Hetrel (03) 9761 3239
Volunteers Requested!
Venue – 79 The Basin – Olinda Road, The Basin, Victoria.
- 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 112

With a splendid sense of timing, on the second day of spring, the battery in the Editorial Rover (Pea Soup) finally cried – “Enough of this cranking a cold 3.5 litre V8 engine!” – and laid down and died. This inconvenient act was probably justified, we have had two-and-a-half years use out of it in our ownership, and, no doubt, it had given some sterling service in Heather Cannon’s ownership. Thinking that the battery had given us a good run, 13 11 11 was dialled and RACV Batteries was contacted. The young lady asked for details about the car that required the battery. Upon being informed that it was a 1976 Rover ‘3500’, the first stumbling block was struck! “Do you mean a Rover ‘75’?” “No, a Rover ‘3500’, built in 1976.” “Oh,” the lass said, “I will have to make enquiries, please hold.” A short while later she came back on the line, “No, RACV does not list the 1976 Rover ‘3500’, and can not supply a battery to suit it.” The conversation ended soon after that.

This episode was quite amazing, but it does clearly illustrate to me, who thinks that any motor car built after 1950 is modern, how the situation in the automotive world has changed. Thankfully there are plenty of battery outlets that can help in a more technical manner. It turned out to be a reasonably common type of battery. Use of the RACV Battery service has, for me, in the past been exemplary. It may be a good suggestion for the RACV to have prompts on their computer screens to help their staff provide a good service to those of us who request assistance with the unusual. Prompts could be – 6 volt or 12 volt; positive and negative terminal locations; battery dimensions; battery capacity. Or, even a built in cross reference chart, because the caller should be able to supply the make and model information for the dead battery. No matter, the new battery has shocked the starter motor into super-high-speed life and we can look forward to the September Indulgence Tour with utmost confidence!

In this issue, we continue the *History Of The Haste Wagons* story. This is interesting reading and it shows, in some ways, that nothing has changed. It should be noted that where there is mention of the ACV, the story of course refers to what became our RACV. This article has been scanned from photocopied pages and it should be of good quality. The Editorial computer has a scan and read (via the Optical Character Recognition method) system of converting scanned text into editable text. This is working extremely well and is much more accurate than the previous system used.

The same comment applies to the article on *Speed Measurement*, but it seems that article was scanned and read by another system before reaching this desk. This article is also interesting, and shows graphically, just how an innocent motorist can break the law while assuming he is driving well within the tolerance permitted.

This issue has been prepared a little earlier than usual, so that we can give some promotion to George Hetrel’s open garden weekend. Please come along and help, it is a truly enjoyable way to raise some much needed funds for our club and the worthy Causes that benefit from George’s generosity in opening those beautiful gardens.

We are asking Committee members, and those who are prepared to suggest and organize events, to attend our Event Planning Meeting that will be held on 14th October. Please come prepared and help us fill 2008 with really good events for our club.

Mike Allfrey – Editor.

TELEPHONE NUMBER CHANGE

Telstra has again made changes and, as a result, I have a new Telephone Number. It is (03) 9739 4829, and my Mobile Number is 0425 712 973. Please make the change to your telephone listing to reflect the new numbers.

Pat Douglas.

MAJOR EVENTS NEWS

RACV GREAT AUSTRALIAN RALLY – Sunday 20th January, 2008

‘Rallying For A Cure’

As in the past, we are calling for marshals to help with the smooth running of the RACV Great Australian 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 RACV ‘Western District’ Fly The Flag Tour is more than three-quarters booked already. If you have not yet made your bookings do so soon, or you will miss out on this popular event. 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

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

On a very pleasant Melbourne spring morning, we met at the Lilydale International Club's car park and soon were ready to set off for a quick run up the Melba Highway to our lunch venue at Yea. We soon found the Country Club Hotel and its Spotted Cow Bistro. As soon as we arrived, it all looked very promising. In the good French tradition, there was a full menu on a table outside, meaning that the Spotted Cow was not ashamed of what would be available inside!

Maxine Pettigrew soon had the staff attending to our wishes and, due to some 'extras' arriving, the table arrangement needed a spot of revision. The bistro was a room of atmosphere, even down to the gents and ladies' doors being labelled 'Basil' and 'Sybil' – nice touch. We had just about taken over the room and talk volume was high.

I certainly noted that everyone was happy with their choice. Also noted was the fact that the staff proved very capable and we all received what we ordered. Our meals were most enjoyable and the great company was appreciated.



After a lengthy, and substantial lunch we made our different ways home. There was a modicum of excitement when Marjorie Pepper took off in the newly restored Morris-Cooper and we felt that Don was grinning and enjoying the burst of acceleration used for the quick get-away. We decided to motor on in 'Pea Soup' to Alexandra and drive home over Black's Spur and Healesville. A very pleasant drive it was too in the clear air of the Goulburn Valley.

Left: Don hangs on for dear life as Marj makes a smart getaway from the Spotted Cow Bistro.

Our special thanks to Maxine for organizing it all, it was a really good mid-week run. Thanks also to Tony, for yet again, modelling the wonderful cap style that has been selected for the 2008 RACV Fly The Flag Tour!

Mike Allfrey.

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.

2008 SOCIAL CALENDAR PLANNING MEETING – Sunday 14th October, 2007

The Planning Meeting will commence at 12:00 noon, and it is open to our Committee and those who have ideas for club events, and are prepared to run them. This meeting is an important part of our club year and we need good ideas input. Come along with your ideas and let's plan a really good year's classic motoring. Our club aims to have two events per month, and sometimes, there can be three events.

After the meeting there will be a barbecue to seal the events, Meat and drinks will be supplied, ladies please organize salads and desserts by liaising with Maxine Pettigrew.

The Planning Committee Meeting will be held at the home of Tony and Maxine Pettigrew, 16 Lawler Lane, Coldstream (Melways Map 280, Reference: K5). Please call Maxine on (03) 9739 1146 to advise of your attendance. You can also send an E-mail to tony1@uvtc.net.au

We look forward to a set of good ideas for next year.

Ray Higginson – Acting President.

COMO GARDENS OPEN WEEKEND – Saturday 21st & Sunday 22nd October, 2007

The gardens will be a wonderful delight in the well established spring and are well worth a visit. Also worth taking in are steam train rides, model boats on the lake and those sumptuous scones with cream and jam. In addition to all of that, there is the fabulous motor museum to interest all of us.

This is an event that raises money for worthy causes and, for our club, a contribution to our funds in exchange for a few hours assisting with running the open days. We need help with car parking, collecting entry fees, assisting with the train rides and help with the refreshments. If you can provide some help, please contact me on (03) 9761 1341. I can also be contacted on mobile telephone number 0418 323 376, or on fax number (03) 9761 3239.

WE NEED YOUR HELP ON BOTH DAYS, BUT MORE SO ON SUNDAY!

Como Gardens are located at 79 The Basin-Olinda Road, The Basin, and any help will be gratefully received.

George Hetzel.

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. ***We have just 4 rooms left, please make your bookings with me now!***

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 Thorpdale, the Gippsland Heritage park, Morwell Rose Garden and lunch at a Trafalgar pub. We will then visit Hazelwood open cut mine, tour through Churchill, Boolara etc. 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. Once there we will take a short walk to Squeaky Beach. 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 make your booking, 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 CHRISTMAS LUNCHEON – Sunday 9th December, 2007

This year our Christmas Luncheon will be held at the Lilydale International Club, Nelson Road, Lilydale and we will gather at 12:30 in readiness for a 1:00 pm lunch. This year, we will be presenting a slide show featuring our events of 2007, with just a sprinkling of images from earlier events. If you have suitable images for placement on CD, please pass them on to Mike Allfrey for inclusion.

An important part of our Christmas function is the popular Kris Kringle gift swapping goings-on. Gifts should be of no more than \$5.00 value – and don't forget, gifts for ladies and gents. So, come along and join us for a splendid luncheon and great company. Let's fill that car park with gleaming British classic motor cars.

Bookings are essential and should be made with Tony Pettigrew by telephoning (03) 9739 1146, or you can send an E-mail to tony1@uvtc.net.au. Please make your booking now!

The Lilydale International Club is located in Nelson Road and Melways Map 38, Reference H3 will help you find it. We look forward to you joining us on this very special occasion.

Tony Pettigrew.

A FAREWELL NOTE FROM OUR NORTH AMERICAN VISITORS

Editorial Note: This was received by Pat Douglas via E-mail. It seems to be based on a travel report to friends.

We are now counting down the hours until we leave Melbourne and return to New Jersey.

As you know I was asked to come down to Melbourne for a six week assignment back in November which quickly turned into a long term assignment. The initial estimate was for two years, but as project environment improved and "fire fighting" was no longer required, and local staff assigned and cross trained the cost of having an individual on assignment from the States outweighed the advantages. So at the end of June we determined that I would return to the United States at the beginning of September.

I now understand why Melbourne is considered one of the most "liveable" cities in the world. This winter while a little rainy was very nice, the average temperature was in the low 50s F, with some days in the high 60s F. With overnight temps dropping to the low 30s. Spring and Fall are in the high 70s, and the Summer was in the high 80s, with a handful of days hitting the high 90s.

While Joanne was able to visit me in November, and February for two weeks each trip, she did not arrive full time until April 27th. Joanne was able to take a leave of absence from the New Jersey KPMG office and get a job here with the Melbourne KPMG office as an Australian "new hire". Since she has arrived we have taken a lot of weekend trips and one long weekend to Alice Springs and Uluru/Ayers Rock (the Red Centre).

While I do not want to turn this note into a travel log, and I have been keeping you posted via cards and other email, we did enjoy our visit here and made many new friends both at the office and a local Car Club (All British Classics Car Club – ABCCC).

In the last two months in addition to going the "Red Centre" we visited Tasmania and went on a ghost tour of one of the Penal Colonies, drove down to the Great Ocean Road for a second time and revisited the Fairy Penguins. We visited Wilson's Prom which is a National Park on the ocean. Saw Kangaroo, Koalas, Parrots, Cockatoos, Wombats and Camels in the wild. We found out about the longest earth worm in the world and fed Kangaroos by hand at a little tourist trap called the "Giant Worm".

The local car club I joined in November had a "Christmas in July" in the Yarra Valley Wine country that we attended and last week a group of them got together to say good-bye to us. We are planning on return to Melbourne in April 2008 to attend a week long event with the ABCCC.

We postponed the start of our trip home from Saturday Sept 1 to Monday Sept 3, just to get one last chance to look around Melbourne and to see some of the local sights that we have missed over the last several months.

We are sad to leave, but look forward to getting home.

We will be leaving this Monday Sept 3, and arrive back in Newark on Sept 20 (our wedding anniversary). We will be taking the "long way home". Stopping in Cairns to see the Great Barrier Reef, Hong Kong-China, Cairo-Egypt and Paris-France. Staying at each location for four nights before moving on. We will be taking a lot of pictures and will be boring our friends silly when we get back.

Joanne will be able to take an additional week off before return to KPMG in New Jersey on Oct 1, and I will have to be ready for my next assignment on Sept 24th.

While I have posted for a position on an internal "Optimization Team" (the job I was slated for before being assigned to Australia), working from home and travelling several times month, with my 1st assignment in San Francisco, there is also some talk about me coming back in Melbourne for a couple of weeks and possibility of an assignment in India for 3-6 months. But I will let them work that out while we are on vacation. (I think I'm a little too trusting)

Well that is it for now, we will keep you posted as we travel home.

Peter & Joanne Schneider.

WARROCK



George Robertson, a cabinet maker from Port Glasgow, Scotland, took up the licence to graze this land in 1843. He married his cousin, Mary, in 1853 and as they had no children the property was left to his nephew, George Robertson Patterson.

Today, the Patterson family still live at 'Warrock', the fifth generation to farm this land.

Grandma's Shortbread

8 ozs (225 grammes) Butter

4ozs (115 grammes) Sugar

12 ozs (340 grammes) Plain Flour

2 ozs (57 grammes) Ground Rice or Cornflour

Method

Cream the butter and sugar until smooth, then work in flour and ground rice or cornflour. Knead well until very smooth, then press into a flat tin 8 inches x 12 inches (200 mm x 300 mm). Prick with a sharp fork and bake in a slow oven for 1 to 1½ hours. Do not allow to brown, it must be just a pale gold. Cut into fingers while hot, but do not remove them from the tin until cold

If you prefer shortbread round, press into two round tins about 8 inches (200 mm) in diameter and pinch all round the edge. Prick with a sharp fork all over. When cooked and while still hot, cut into wedges and remove from tins when cold.

Jess Flanders – With Thanks.

Editor's Note: Warrock will be visited during next year's RACV Fly The Flag Tour. Be sure to make some shortbread as shown above and bring it with you.

HISTORY OF THE HASTE WAGONS

IV EXPLAINING THE DISSOCIATION - Continued

From this review of the diversity of opinions in the parliamentary debates concerning motor vehicles and motorists, it might be expected that the debates themselves were a lively affair, with strong opinions regarding the utility of motor vehicles translating into vigorous debates about the proposed scheme for their regulation. If the parliamentary discussion is examined in this light, it comes up looking decidedly 'anaemic,' as one member described the debate in the committee stage of the 1905 Bill. There was very little debate concerning this basic issue. Nowhere was the prohibition of motor vehicles suggested. Nor was there any significant disagreement regarding the core elements of the regime for the regulation of motor vehicles; it was uncontroversial that the state should license drivers, keep a registry of vehicles, introduce unique motor vehicle offences and regulate for safety. During the debates on the Bills, the concern was with the details of these schemes, not the deployment of these techniques of regulation. For example, in 1905, some members questioned the need for owners to have a licence to drive their own vehicles on the grounds that an owner of a horse did not require a licence to ride it in public. However, by 1908, no members raised this objection. Another was the spectre of the Eureka Stockade that haunted parts of the second reading speech in the Legislative Council during consideration of the power of police to demand production of a licence.¹⁹ The solution, passed in committee, was not to remove the 'licence on demand' provision, but amend the time period for production of a licence from 48 hours to seven days. This acceptance of the core elements of the regulatory regime can be seen in the spectacular lack of support for the few suggestions that proposed to regulate motor vehicles by different means. At several times, Prendergast proposed that as an alternative to police-enforced speed limits, motor vehicles should be shod with solid rubber tyres, his idea being that it would be impossible for anyone to remain comfortable and in control of a vehicle travelling over 20 mph on solid tyres. Notwithstanding the regularity of Prendergast's suggestion, it was not discussed or even mentioned by other members (including any from the Labor party). Another alternative was suggested by John Grey, who thought that motor vehicles, like ships, could be given legal personality and made liable in rem for damage. However, like Prendergast's solid tyres, this alternative was ignored, and the debate sailed on.

The extent to which the form of the regulation of motor vehicles appears predetermined can be seen in the remarkable 1905 speech of David Gaunson. Gaunson was the only voice that disputed the need for legislation, and with it licensing, regulation and policing. Instead, he championed the common law:

Because a man is rich is he to be permitted to drive as if he were going headlong to the devil? Let him drive himself there if he likes ... I strongly protest against any legislation for the benefit of these gentlemen ... If the common law is applied to these offenders there is no necessity for this hare-brained, helter-skelter, ridiculous legislation, in passing which we are going at greater speed than the motorists do themselves.

Gaunson was ignored. Nevertheless, it throws into stark relief the fact that for the Victorian legislators in the pioneering period, the issue of motor vehicles involved a surface debate reflecting the community's anxieties. This debate did not, however, ground a more basic contest concerning how Victoria should respond to this emerging technology. Instead, the conclusion to be drawn from the parliamentary debates was that during the pioneering period, it was mostly assumed that motor vehicles required state regulation through licensing, registries and policing. This does not, in itself, explain the dissociation between the text of the 1909 Act and the community's concerns, but suggests that there were other factors influencing the Act. The next section canvasses the influence of an immediately obvious factor, the United Kingdom motor vehicle law as a template.

B United Kingdom Template

From 1905 onwards, it was made clear by the introducing Ministers that the proposed Bills were based on English experience, and further that the United Kingdom legislation was used as a template. Indeed, the parliamentary debates suggest a commonly-held belief during the pioneering period that Victoria was a 'British' community, very much part of the Empire and inhabited by 'liege subjects.' It is possible to argue that the dissociation identified between the community's anxieties and the permissive regulation of the Act was because the Bent and Murray governments slavishly followed the Imperial precedent irrespective of local conditions. Reinforcing this argument was that the passage of the *Motor Car Act 1903*, 3 Edw 7, c 36 was surrounded both in Parliament and in the press by vocal objections to state-based regulation and the attendant surveillance and policing. However, the *Motor Car Act 1909* (Vic) did not adopt the Imperial template, it departed from it in critical respects; there was no speed limit, the registration of drivers and vehicles was centralised and not the responsibility of the local councils, and provision was made for drink-driving. There was strong evidence within the debates that the parliamentarians regarded Victoria not as an extension of England, but as a better England. Rarely was the United Kingdom the 'mother country', but the more derisive 'old country' marked by crowding, archaic inefficiencies and racked by class conflict. As such, Murray described the 1909 Bill as 'better than the provision in the English law' because of the perceived efficient centralisation.³² For James Brown in the Legislative Council, calls to decentralise the registration of vehicles and the licensing of drivers were misguided:

It is not fair to compare this country with England, for the conditions were quite different. In England there were millions of people, and the local bodies or county councils who registered the cars had each more cars to deal with than we had in the whole of Victoria.

The formal relationship between Imperial law and Australian law, and the level of local autonomy and innovation, is a contested point within Australian legal history scholarship. While clearly the text of the final Act was based on a

United Kingdom template, it was not an uncritical adoption. This suggests that the Victorian legislature was not beholden to Imperial precedent, but was prepared to depart from it when local conditions or sentiment called for it.¹³⁶ As such, the dissociation between the community's anxieties and the Act cannot be explained solely as reliance on the Imperial template that did not relate to local circumstances. The absence of speed limits and the centralised, rather than localised, registries were not features of the Imperial law. This suggests that local factors influenced the Act. The single obvious local influence was the lobbying of the ACV.

To Be Continued.

PLEASE HELP US!

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 VITAL CLUB FUNDS RAISER

A SAFETY NOTE

Seeing a prominent bandaid on one of Tony Pettigrew's fingers, and finding out how the injury happened, instigated this item. Tony is hard at work on his second Lagonda project and the injury happened while he was installing a new suspension rebound buffer rubber. The lever slipped

Lagondas, like Jaguars, Morris Minors, Riley 1.5s, Wolseley 1500s, Morris Majors and some Jowett models, feature torsion bar operated front suspension. In most cases designers opted for a simple bracket underneath the torsion bar arm (spring arm) as a mounting platform for the suspension rebound buffer. These buffers are usually bonded to a plate and secured by a single bolt or screw. Very easy to install such buffers in production, but in the home workshop their installation is not such a simple task. Just ask Tony – he knows!

For me, I have always valued the tips of my fingers and, after witnessing someone do a similar job, but of all things, using a bastard file as a lever, and the file shattering and causing more damage than a nicked finger, I learnt my lesson. There had to be a better way.

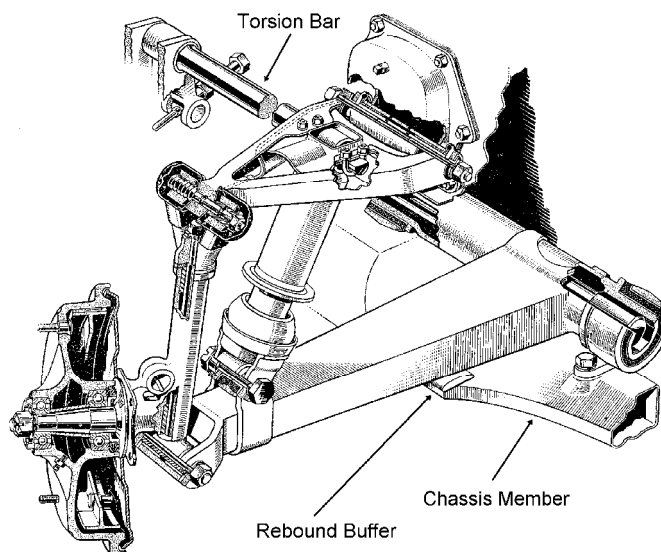
My solution was to park the car on the garage floor and, with a plumb-bob and chalk, marked two points on the concrete where front chassis anchoring turnbuckles could be attached. Two Loxin nuts with 12 mm threads were set in drilled holes in the concrete. To replace the

buffers and adjust the steering linkage, I now support the car on two chassis stands and secure the chassis to the floor using two large turnbuckles. With the car now held securely, it is a simple matter to slacken off the ride height adjusters and then, with a good quality jack placed under the outer end of the torsion bar arm, jack it upwards until safe removal and installation clearance is achieved. Once the new buffers are installed the jack can be lowered and the car's ride height re-set. It is advisable to disconnect the turn buckles before moving the car!

Two 12 mm setscrews are used to protect the Loxins until they are used again. The above described method is best carried out with a good quality (where are they now?) jack, preferably a hydraulic bottle jack, and most certainly not one of those scissor jacks so beloved by the automotive industry. Maybe a degree pain and loss of fingers can be achieved by using this method of installing such rebound buffers.

Incidentally, if your garage floor is carpeted, then two neat holes will need cutting and binding in the carpet, and, no doubt, permission from 'Er Indoors will have to be granted first!

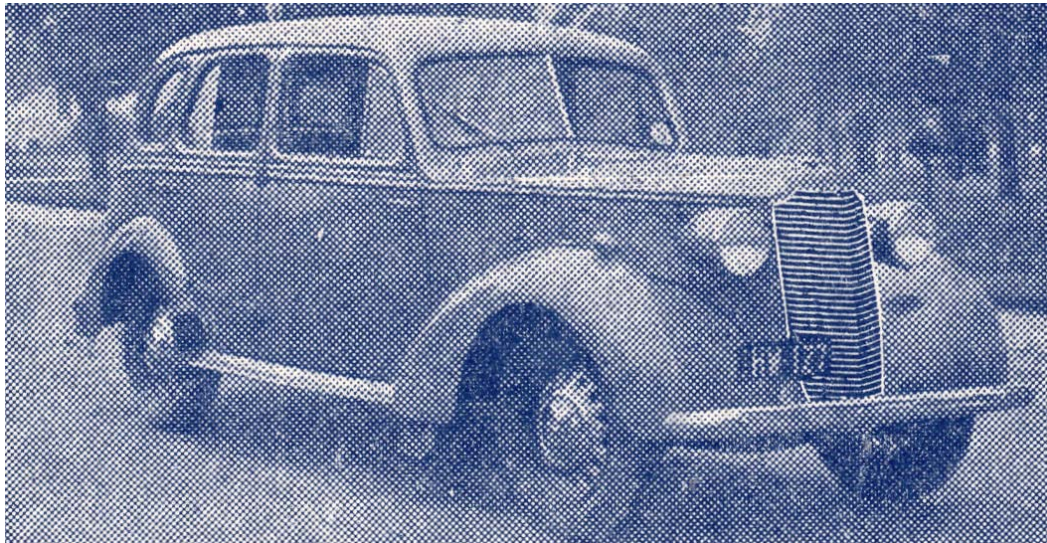
Mike Alfrey.



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 39, in the series.

Vauxhall Senior 14 h.p.



For generations now the familiar Vauxhall characteristics have been identified with pleasurable motoring. It has long fulfilled the average Australian's idea of a medium sized car and with G.M.H. refinements the 14 h.p. model continues to be a praiseworthy vehicle, quite apart from the coincidence that it is also the lowest priced six on the road! Its stamina for perpetual motion is indefatigable. Cross country runs over our ranges are effortless excursions and it has the facility of most of the lightweights in stretching a gallon of petrol over 30 miles.

Editor's Note: The name Vauxhall still exists, although no cars are built in England by Vauxhall any more. Sadly, the Vauxhall is now a re-badged Opel or something out of what was Daewoo in Korea. Like with some of our Holden models, the image is still there, but the substance is not.

From Motor Manual, 1949. With Thanks.

IN SEARCH OF THE VERITABLE BRITISH CLASSIC MOTOR CAR

Just on twelve months ago, a call was put out for submissions from the membership as to what they consider to be the essence of the veritable British classic motor car. Ever the supreme optimist, your Editor decided to limit the time span for submissions to just five issues of *Your ABCCC News*, considering that would be sufficient time for you to put pen to paper – or, in the modern way – put one finger to keyboard.

In total we received just two worthy submissions and, further waiting until now, has engendered absolutely no more response. The idea behind our search for that special British classic was to generate a fair degree of membership contribution to this magazine. Editorially, from my perspective, things are drying up and, without your help, at our AGM in February, we could be looking for a new Editor for *Your ABCCC News*.

Bill Allen, the first respondee to our quest, suggested and argued that the Rover P3 model was worthy of consideration. Indeed, such a Rover is very close to what a true British classic should be – it has classic style, quality of build and sound reliable performance to qualify well in our quest.

Bill Ballard, while discussing a good number of candidates, finally opted for Jaguar's E Type. A worthy nomination indeed – it has superb style, bucket loads of performance, a good degree of reliability and everybody wants one!

However, there must be more cars out there begging for nomination, so let's have some submissions for our quest and, most important of all, get involved with your club's magazine. Otherwise, well we all know the answer to that!

Mike Allfrey – Editor.

RACV BOARD ELECTIONS

The RACV Board elections are coming up in October and, John Isaacs and Prof. Peter Chandler are standing for re-election. Both John and Peter are members of our club. They are also very supportive of the heritage vehicle movement. Our club recommends that they be re-elected to ensure RACV's ongoing involvement with our scene.

Tony Pettigrew – Vice President.

SPEED MEASUREMENT

This article, continued this month, 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.

Tyre Contributions

Errors due to tyres may be long-term (e.g. tyre type and size), medium-term (e.g. tread wear), or short-term (e.g. pressure and loading). The author undertook measurements of both true and indicated vehicle speed with varying tyre brands, wear and tyre fill pressures.

Inflation Pressure: Increase in pressure will occur as the tyre increases with heating due to use. This pressure increase is as much as 28 kPa (4 psi). An increase in tyre temperature will increase pressure and cause the indicated speed to be lower. The tyre inflation pressures referred to in the following tests were hot pressures and should not be confused with cold pressure settings recommended by manufacturers. Tyre pressures were adjusted after the tyre had reached operating temperature.

Speedometer Error Versus Tyre Pressure						
Speed	280 kPa	250	220	190	160	190 + Load
30	1.5	1.4	1.4	2.3	2.6	1.8
60	1.9	1.6	1.8	2.3	3.6	3.8
80	1.8	1.6	2.3	2.6	3.3	3.7
120	3.4	3.6	3.4	4.1	4.8	5.1

Table 2: Speedometer error variation with tyre pressure.

To examine how pressure affects the tyres, they were initially inflated to 160 kPa. The first run at this pressure was followed by tests in increments of 30 kPa to a maximum tyre pressure of 280 kPa. One of the tests was conducted with a standard tyre pressure of 190 kPa and the equivalent weight of four adult males in the car, all the other tests in this series were with one adult male only. The deviations from true speed occurring at indicated speeds of 30, 60, 80 and 120 km/h were

recorded. Three readings were made at each speed and pressure, and mean of the readings were calculated. Results of these tests are given in Table 2.

Brand And Model: Examination of model and brands were undertaken using 17 and 18 inch rims with low profile tyres. Some 20 different tyre models were tested to consider variations between brands. It was found that a variation of speedometer reading of 1.5% resulted from the same vehicle and speedometer calibration settings over the twenty types.

Wear: The change in the tread depth of a Dunlop Monza 205/65 R-15 tyre, from new through to the 1 mm above wear indicator bars, was measured to change the diameter by 12 mm (although the diameter change can be 14 mm if worn completely). This is equivalent to a change in circumference during its life of 2.0%.

Tyre Distortion: On the face of it, the circumference of a tyre is constant whatever the tyre pressure. However, tyres compress as the tyre surface changes shape when it meets the road surface squeezing and then stretching each portion of tread during a cycle so that the distance travelled per revolution of the wheel changes. It was found that a worn tyre does not compress to the same amount as a tyre with new tread although smaller in circumference. During these experiments it was found that tyre growth, under the influence of centrifugal force, was only significant when the tyres were under-inflated, and at speeds of more than 120 km/h. A Dunlop 215/60 R-16 95V inflated to 240kPa was roller driven to 160 km/h and had expanded 3.5 mm on radius or approximately 1.1 % of indicated speed. This expansion increases with speed in an approximate logarithmic fashion.

Indicated	30.0	60.0	80.0	100.0	120.0	160.0
Rollers	29.7	57.3	76.3	96.4	116.1	157.3
Laser	30.0	57.0	77.0	96.0	116.5	156.5
Radar	29.5	57.0	77.0	96.0	116.0	156.5

Table 3. Comparisons of different methods of speed measurement.

Experiments showed that a Dunlop Monza 205/65 R-15 tyre fitted to a rim had an undistorted radius of 320 mm at a pressure of 220 kPa, a

compressed radius of 295 mm and, a compressed radius of 290mm at a pressure of 190 kPa. The calculated circumferences for the three radii were 2,011 mm, 1,854 mm and 1,822 mm respectively. The distance travelled in one rotation, for the compressed tyres was measured to be 1,966.5 mm at 220 kPa and 1,908 mm at 190 kPa. The difference in the measured distances travelled was 0.7% yet the radii differed by 1.7%. Further clarification of this phenomenon would require tests throughout the pressure range for a number of combinations of vehicle and tyres. The actual results from direct comparison to laser and radar measurements at speeds from 30 to 160 km/h had indicated only a 0.7% difference at 100 km/h dropping to 0.4% at 160 km/h. This suppression may be a result of aerodynamic behaviour of the vehicle. The results are given in Table 3.

Roller Effects: When speed is measured using rollers the compressed diameter of the tyre varies from the compressed diameter of the same tyre on the road surface. This is due to the rollers creating two curved surfaces rather than one flat surface on the tyre (load surface area and shape, or tyre footprint).

The effective circumference of a tyre on the road can differ with brand, ply rating, belt type (steel or nylon) and tread depth. This circumference variation can be minimised when the vehicle is on the rollers by increasing the tyre pressure. The required increase will depend on tyre type, but early test results indicate it is about 30 kPa.

Experiments on the tyre distortion with different diameter rollers was undertaken starting with 203 mm (8.0") to 266 mm (10.5") in 12.5 mm intervals. Some experiments are still being analysed that look at leading edge roller speed sensing verses trailing edge roller speed sensing. This plays a role in the effective diameter seen by the rolling road tester.

Tyre slippage for a sedan on the roller was measured at a range of speeds using a strobe light and was found to be minimal. Great care was given to minimise slippage during the tests, and the measured slippage was less than 100 mm over the test distance of three kilometres. The total effect of slippage on speed accuracy was not deemed as significant in free rolling testing.

Instrument Errors

Systematic corrections that are not eliminated during calibration, or applied as a correction, will contribute with opposite sign to the results of speed measurement by a police pursuit vehicle. For example, consider a police car tested at 100 km/h with a reported error with new tyres of + 1.5 km/h (that is, the true speed is 1.5 km/h lower than the indicated speed) and which, eventually has tyres at half wear equating to 1 km/h. A motorist's vehicle is then perceived to be travelling 2.5 km/h faster than actual. If the motorist has a speedometer error of 1.5 km/h and is travelling at an indicated speed of 100 km/h we can see that it has been measured to exceed the speed by 4 km/h, enough to be considered a breach of traffic rules. These errors created by, (a) tyre wear, (b) not applying calibration corrections, and/or (c) the roller-to-road anomaly, are critical to the overall picture, since the accumulative affect can be as much as 4 km/h. These three items were intentionally not calculated in this first view of the uncertainty assessments (subject discussion to follow) since the corrections may or may not be deemed as uncertainty components. To calculate the uncertainty associated with a driver's knowledge of the true speed of his or her vehicle, a review of the components of uncertainty arising from interpretation of speedometer indication, vehicle load, engine power management and tyre behaviour was undertaken by the author.

The driver's ability to accurately determine the vehicle speed using an ordinary speedometer is affected by:

- The intrinsic accuracy of the instrument (the residual systematic error after calibration).
- Parallax error.
- Size of minor graduations (normally 5 or 10 km/h). *Readability (usually one-fifth of one minor graduation).

Based on these factors uncertainty (expressed as 95% confidence intervals) for a speedometer read to 2 km/h was as follows:

60 km/h is plus or minus 8 km/h
80 km/h is plus or minus 10 km/h
110 km/h is plus or minus 13 km/h.

A calibrated speedometer read to 2 km/h and tested with certified speedometer testing reaches a better accuracy than the ADR 18.5.1.2, that is the accumulated uncertainty described in this paper is less than the plus or minus 10% specified by ADR. The calculated uncertainty is plus or minus 4.9 km/h at 110 km/h without any account for tyre wear and roller to road anomaly. This assumes that the speedometer was either adjusted to read true or the calibration correction was applied. Failing this, the uncertainty must be calculated with uncertainty components added for the systematic errors.

The needle in an analogue speedometer will be about 2 mm from the gauge face. This results in a parallax error, which will depend on the position of the driver's dominant eye. The maximum error derived from experimentation was less than 2 km/h. With the advent of liquid crystal displays with either synthesized analogue or numerical read-out, parallax problems are not an issue. On the other hand rounding of the displayed speed may create errors but these would be less than 1 km/h.

Analogue instruments display information by indicating with a needle or a pointer. The graduations on the display face limit the precision of the instrument readability. With a minimum division of 5 km/h and a needle width of the equivalent of 1 km/h, resolution to a fifth of a division or 1 km/h can be expected. Examples of the application of this convention can be found in Australian Standard AS 1349 [6].

Since infringements can occur in just a few metres, we investigated other sources of speed control and measurement and found a significant problem with smaller vehicles. Measurements with an air-conditioned four-cylinder vehicle showed a 5 km/h variation in speed with the air-conditioning compressor cycling. This variation is created by the driver compensation for power fluctuations by his efforts to maintain constant speed. Policy makers may wish to include this in the big picture.

Calibration Of The Testing Machine

The measurements of the roller diameters and rotational speed gives a standard uncertainty component of less than 0.1 to 0.3 km/h between the speeds of 30 and 180 km/h. The stability of performance of all the roller machines tested throughout most of Australia over the last six years has been in the region of plus or minus 0.2 km/h. Plotted roller wear on the Adelaide based unit was less than 0.01 % over six years.

Police Tolerances For Speed Infringements

The inconsistency between Australian States in their tolerance of small infringement of speed limits means that there is no single system in use. The most widely used system is the decade method. The posted speed limit can be exceeded by 9 km/h e.g. 69 in a 60km/h zone (89 in 80 km/h zone etc) and incurs a fine if 70 km/h is detected. This method was introduced to compensate for the ADR 18.5.1.2 speedometer error of plus or minus 10%.

One State has recently introduced a 3 km/h tolerance, since their detecting equipment carried an uncertainty in the region of plus or minus 2 km/h. This system has the implicit assumption that the drivers must not exceed the speed limit regardless of measurement errors and the onus is upon the driver to ensure that they comply with the law irrespective of accuracy of their speedometer.

Discussion

Achievable Aims: The statistics collated by the Monash University, the police departments, the Royal Automobile Association and myself, indicate that a high proportion of speedometers are set to read 3 km/h high to minimise liability and supposedly to compensate for possible drift. There has been no response from manufacturers confirming this practice. The application of this offset does not improve the accuracy of speedometers. The latest manufactured vehicles have an accuracy of 3% or better, of reading with one brand offering an adjustable version correct to within 2% of full scale. In the first instance, the use of "3%" is an archaic method of describing accuracy and creates a distorted view of the errors expected. Statistics have shown that ADR [1] should be amended to read:

"an accuracy of \pm (0.65% of full scale + 1.75% of reading)", or \pm (1.5 km/h + 1.75% of reading)".

This would ensure that the tolerance does not limit the lower values to impossible accuracies or the upper value becoming too large.

Tyre Behaviour: The tests conducted were not intended to measure individual effects of tyre behaviour on speed but was a measure of an overall effect. The "lumping" of the tyre effects was purely to extract expected overall variations in speed measurement.

Tyre wear and low fill pressure just resulted in a higher indicated speed, which may not be of concern in a motorist's vehicle, but in a police vehicle will result in a high reading of the speed of motorists. A worry for motorists is the fact that tyre pressure increases from cold to hot, lower indicated speed.

Improved Method: With the adoption of the suggested changes to the design rules, and with roller anomaly taken into account, we can then address the policy of dealing with the error caused by tyre wear, so that the uncertainty can be calculated considering all significant components. The author suggests taking measurements for the tyre wear at the half wear point since a tread depth at time of test can be obtained and results of the speedometer test mathematically corrected to the half wear point. The tyre wear can then be included in the uncertainty to reflect results by tyre and wear being other than half worn. The combined uncertainty components mentioned earlier and these latest additions were calculated to be r. 6.7 km/h for a Dunlop Monza 205 165 R-15 tyre at 110 km/h.

No-Man's Land: In some Australian States road works and children's crossing zones are automatically classed as 25 km/h zones. As the wording of the design rules (ADR 18.5.1.2) does not call for any accuracy for speeds below 40 km/h, the driver has no assurance of the vehicle's true speed in these zones.

Driver's responsibility

Other errors that have been attributed to outside interference (for example incorrect tyre size fitted, or differential ratio altered), or a deviation from manufacturers specifications are a separate issue. With vehicles made to the amended ADR as suggested above in paragraph "Achievable Aims", the un-calibrated speedometer would have a lower calculated uncertainty of speed measurement and can be expected to perform within a smaller infringement tolerance.

Breach Of Natural Justice: The calculation of uncertainty associated with speeds up to 120 km/h shows that the decade method used by police forces allows infringement notices to be issued to drivers travelling within the region of uncertainty. The issuing of infringement notices using the 3 km/h tolerance system can be even unfair to drivers who use a speed measuring instrument conforming to Australian design rules.

A Temporary Measure: A suggested policing policy is to allow 7 km/h at speeds of up to 50 km/h and an additional 1 km/h for every 10 km/h of speed up to 110 km/h speed. This policy will prevent infringement notices being issued for the region of uncertainty and therefore should not be legally challengeable. This policy of expanded tolerances would only be an interim measure to correct the present situation, prior to public testing facilities being introduced.

The Solution: I believe that this paper lays the groundwork to give the Federal Government, State Governments, State Police Forces and motorists the tools to operate motor vehicle speed control measures correctly and fairly. If all recommendations are accepted, a fixed tolerance of 7 km/h (or a sliding scale of tighter constraint but more cumbersome to apply) can be used without compromising the motorists and afford them their right to an accurate form of speed measurement. However this policy assumes the application of calibration offsets to correct the speed value. The process of testing and calibration of rolling road testers that is traceable to a national standard must be made publicly available. A series of approved testing stations should be available so that motorists can confirm their speedometer accuracy and drive accordingly.

Acknowledgements – I would like to thank the following people and companies for their assistance in producing this paper.

Royal Automobile Association of South Australia for the use of testing equipment.

R Laslett (retired) of S.A. Police Traffic Technical Support for Encouragement and guidance.

J Lipman Traffic Technical Support NSW Police, for duplicate testing to expose systematic errors.
Injection Perfection NSW, for duplicate testing to expose systematic errors.
South Australia Police Force for road to roller comparisons.
J Tapping for his editorial assistance.
Abstec Calibrations Australia For my employer's continued support.

From the Austin 7 Club Magazine – Light Shaft, With Thanks.

TIME FOR A GENTLE CHUCKLE

Understanding Engineers – Take One – Two engineering students were walking across campus when one said, “Where did you get such a great bike?”

The second engineer replied, “Well, I was walking along yesterday minding my own business when a beautiful woman rode up on this bike. She threw the bike to the ground, took off all her clothes and said, “Take what you want.” The second engineer nodded approvingly, “Good choice; the clothes probably wouldn’t have fitted you.”

Understanding Engineers – Take Two – To the optimist, the glass is half full. To the pessimist, the glass is half empty. To the engineer, the glass is twice as big as it needs to be.

Understanding Engineers – Take Three – What is the difference between Mechanical Engineers and Civil Engineers?

Mechanical Engineers build weapons and Civil Engineers build targets.

Understanding Engineers – Take Four – The graduate with a Science degree asks, “Why does it work?” The graduate with an Engineering degree asks, “How does it work?” The graduate with an Accounting degree asks, “How much will it cost?” The graduate with an Arts degree asks, “Do you want fries with that?”

Understanding Engineers – Take Five – Three engineering students were gathered together discussing the possible designers of the human body. One said, “It was a mechanical engineer. Just took at all the joints.” Another said, “No, it was an electrical engineer. The nervous system has many thousands of electrical connections. The last one said, “Actually it must have been a civil engineer. Who else would run a toxic waste pipeline through a recreational area?”

Anon.

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.

FOR SALE – Austin A99 Westminster Workshop Manual (the British edition). To place this rare manual in your collection, call Simon on telephone number (03) 9548 1158.

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. 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.

A GENTLE REMINDER

Como Gardens Open Weekend – 21st and 22nd October. If you can help on either day, please volunteer your help to raise much needed funds for worthy causes.

Call George Hetrel on (03) 9761 3239.