



An incorporated club

A0035462V

A friendly family social motoring club

Edition 123

October - November 2008

THE VERITABLE CLASSIC?



THE RACV GREAT AUSTRALIAN RALLY – 2008

Grattan Fitzgerald's splendid Rover P4 saloon on display, in the to be judged area, at Mornington Racecourse. This picture does not really do the car justice, as it was parked at an awkward angle under a shade tree.

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

MEMBERSHIP SUBSCRIPTIONS

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

Val Jefferyes

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.

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.

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.

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 organised by other clubs or associations have a contact telephone number, that should be contacted prior to the event, if giving consideration to take part in it, to confirm date and venue.

October 2008

- 19 2009 Calendar Planning Meeting – [An ABCCC Event](#) Tony Pettigrew (03) 9739 1146
Venue – 16 Lawler Lane, Coldstream, Victoria.
- 25 – 26 Como Gardens Open Weekend – [An ABCCC Assist Event](#) George Hetrel (03) 9761 1341
Venue – Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria.
- 31 – Touring The Limestone Coast – [An ABCCC Event](#) Bryan Tootell (03) 9891 6905
4 Nov. Visiting South Australia.

November 2008

- 15 – 16 Bendigo National Swap Meet – Federation Event
- 26 Archery Competition Round 2 & Lunch – [An ABCCC Event](#) Colin Brown 0408 343 176
A Mid-week Event.
Meet At – Lilydale International Club, Nelson Road, Lilydale, Victoria.
- 30 Mystery Bus Tour – [An ABCCC Event](#) Ray Higginson (03) 9336 7306
Provided By The Higginson Charabanc Tour Company.
Meet – Alexandra Avenue, Adjacent To Anderson Street Intersection, Melbourne, Victoria.

December 2008

- 14 Christmas Luncheon Function – [An ABCCC Event](#) Ken McDonald 0419 395 452
Venue – Mornington Golf Club, Tallis Drive, Mornington, Victoria.

January 2009

- 18 RACV Great Australian Rally – [An ABCCC Major Event](#) Colin Brown 0408 343 176
Start Points – TBA

March 2009

- 1 RACV Classic Showcase – AOMC Inc. Iain Ross (03) 9890 0524
Venue – National Steam Centre, 1200 Ferntree Gully Road, Scoresby, Victoria. Melways 72 D9.
- 21 - 27 RACV Fly The Flag Tour – [An ABCCC Major Event](#) Tony Pettigrew (03) 9739 1146
Touring – Yarrawonga, Beechworth, Kerang, Mansfield and Shepparton

It should be noted that telephone numbers provided above are 'At Home' numbers.

Note: All ABCCC 'Noted Events' are Victorian Club Permit Scheme (VCPS) Authorized. To qualify for the VCPS, under the auspices of the ABCCC Inc., your VCPS permitted motor car must attend a minimum of three (3) club-run events per year, from the date of the vehicle's permit issue.

EDITORIAL NOTES – ISSUE 123

This issue of *Your ABCCC News* can, possibly, be regarded as a first. Why? Because it is the first time, in this editorial stint, that an issue has been so late arriving by ether or post. My apologies for this tardiness, but the excuse is exceptional in that I was heavily involved with the National Jowett Rally in Bendigo. The past few weeks have been flat out with organisational activities on the computer that produces *Your ABCCC News*. Hence the significant delay. All good things come to those who wait – patiently!

It is probably appropriate to advise why Sue and I are not attending too many events this year. The reason for this apparent lack of interest is the current condition of my eyes. My vision is no longer good enough for country driving, particularly on sunny days. I am booked in for operations after we come back from our holiday in India. It is my intention to put together a slide show for one of our next winter gatherings, to let you see interesting cars in the sub-continent. Thus, for the next few events we will be 'apologies'. We will be at the October Planning Meeting because I think our Rover can find number 16 Lawler Lane on auto-pilot, if not in brail!

There were a couple of uncharacteristic typing errors in the last edition. My book review should have been about the *TEN CAREFUL OWNERS – The Cars That Time Forgot* by Steve Speller. The only excuse for these and other errors comes under editorial clumsiness.

Within this issue are a couple of articles of a slightly technical nature. They both have valid safety aspects and careful note should be taken of their subject matters.

Mike Alfrey.

A THANKYOU NOTE

Geoff Birkett has asked me to show an expression of thanks to Colin Brown for generously supplying a set of side-screens for his MG 'A' project.

This is a splendid example of the club spirit, while corporate greed continues unabated.

Thanks Colin.

Mike Alfrey.

RADIAL TYPE TYRES AND CLASSIC CARS

Recently there has been significant comment in club magazines about radial tyres on little-used vehicles, including classic motor cars. This subject was brought sharply into focus when a rear tyre burst on our way home from the Toolangi Tavern outing. During our run up to the King Lake Road intersection with the Melba Highway, there was an irritating knocking type of rattle from the rear of the car. The boot was investigated for loose items and the twin exhaust systems were checked. All seemed in order, but, on the run down to Toolangi, the noise persisted.

It was while motoring home through the beautiful Yarra Valley, that the noise really established itself as a rear tyre problem. We tried to limp back, but the tyre cried out in a loud voice, "ENOUGH!" and burst just a few hundred metres from our destination. This cry (shout, more like) occurred right alongside a lady taking a stroll up the lane. To say she was startled, would be a gross understatement! The tyre burst episode was most interesting with respect to these points – it was the left-hand rear tyre that burst, but most of the thumping-knock noise seemed to emanate from the right-hand rear wheel. The left-hand rear wheel trim assembly appeared to exit from right under the car and tracked straight past the startled lady, and rolled at undiminished pace across the road, through the exact centre of an open paddock gate and came to rest several metres into said paddock. We are not sure what startled the strolling lady more – the sound of the burst tyre or the dazzling blur of the spinning wheel trim. While the wheel was being changed, we found that part of the rear mudguard trim was missing. This we found back along the road, basking in the warm sunshine after its hasty departure from its proper place.

We were, in this case, extremely lucky that the tyre made its call while we were travelling slowly and very conscious that there was a tyre problem. What if the tyre's final condition had made itself known, while the car was being punted at speed around a high-speed corner? We shuddered at that thought, and the startled lady agreed on that point!

Which brings us neatly to the title of this article. It has to be said that the radial ply tyre is a most impressive example of modern motor vehicle technology. The radial type tyre is expected by its manufacturers to be in virtual constant use. If used regularly, there is not a concern with respect to the term 'delamination'. However, and this is important, if a vehicle is parked for long periods on belted radial tyres, flat spots will develop, causing the tyre to 'thump' on the flat spot as it warms up. It is this thumping that is the root cause of the delamination concern. In severe cases, the steel belt can separate from either the radial ply carcass, or it can separate from the actual tread, of the tyre and it is the blister thus formed that is the cause of the final delamination.

When a blister forms and air is trapped within, at each wheel revolution the air is quickly compressed and, like using a bicycle pump against your finger with quick plunger strokes, the air will heat up quickly. This heat can be transferred through the tyre carcass through conduction and cause the whole tyre to overheat. Sufficient heat can be generated to the extent that the tyre will burst at its weakest point – usually in close proximity to the originating flat spot.

There can also be, instead of the tyre bursting, complete separation of the tyre tread and/or the steel belt from the tyre carcass. At high road speeds this condition can cause severe damage to the motor car's body work. Worth thinking about, particularly after a lengthy vehicle restoration.

What can be done to minimise this concern?

There are several actions that can be taken to ensure a degree of radial tyre reliability:

1. Ensure that the tyres are changed for new ones at four-year intervals. This may sound rather drastic to some of us, but tyres do deteriorate with age and little use.
2. Make sure that the vehicle is not parked with tyres resting on large sharp stones for long periods.
3. Store the vehicle for long periods (months, not years) on chassis stands, and keep the tyres in darkness.
4. Maintain correct inflation pressures.
5. Store the vehicle in special tyre 'bras', curved wheel supports that match the tyre radius. These supports have been advertised for a while in English classic car magazines. It is not known if this precaution actually works.
6. Avoid striking sharp objects – kerb edges, rocks, tree branches etc. – while driving.
7. A difficult one sometimes, but make tyre purchase one of the last actions in a lengthy vehicle restoration. It is very common to see a nearly completed restoration that has sat for many years on brand new radial tyres. Use second hand tyres for moving the vehicle while it is being worked on.

The writer knows of a car that is running on cross-ply tyres that were fitted right at the start of a thirty year restoration project. The side walls are extremely perished and the owner seems to lead a charmed life with respect to getting value from his tyres.

8. Do not buy second hand radial tyres. Have a good look at the rented trailer market to see the consequences.
9. When buying a classic motor car that is equipped with radial type tyres, be sure to ascertain the age of the tyres before making a purchase decision. For some years now, radial tyres have carried a year of manufacture marking on the side wall. If no age marking can be found, a degree of caution would be sound advice.
10. Do not be tempted to buy seemingly cheap 16" radial tyres of Chinese manufacture. There could well be a very significant reason for their cheapness!

A batch of 750,000 Chinese made 16" tyres were sold to an importer in the US. These tyres started delaminating very early in their working lives – due to the belt bonding process being 'missed'. The US importer may try to dump the faulty tyres into foreign markets to recover some of his costs as the tyre manufacturer refuses to warrant them.

All of this may sound alarmist and pro-new tyre sales. I have no connection whatsoever with the tyre market, but am concerned about the dangers of tyre delamination. After hearing Alan McKinnon of Antique Tyre Supplies, speak to AOMC Delegates about radial tyre delamination, I took alert notice. Alan described graphically his own experience with his loaded truck that takes some of his stock to swap meets.

The truck was driven to Queensland for a swap, and then parked (loaded) for a few months until the next swap up there. Upon taking his truck out onto the highway for the swap destination, the steering felt strange for a while. He stopped to investigate, but could not see anything out of order, so continued on his way. Not much further on, one of the front tyres delaminated in a major way. This episode brought home to Alan, and to us, the seriousness of this concern.

Some of our classic motor cars are capable of quite high road speeds and, most of us probably, like to 'blow the cobwebs out' on a lonely stretch of country road, with a good blast. I do it and so do many others, but now there is always the nagging thought about the age of the radials on 'Pea Soup' as she surges under brisk acceleration.

It seems that cross-ply and bias-ply tyres are not affected by the radial's delamination concern. However, re-treads are another matter – they need to be in frequent use straight after the re-treading process. I must say that I have always been against installing radial type tyres on 1950s motor cars – maybe, in this one instance I was correct.

There is one point that needs addressing, should a radial tyre on your little used classic motor car suffer delamination, it would be very wise to replace all *five* tyres at that time. As said previously, I am not connected with the tyre business, but I am concerned about your safety – that is very much more important.

Mike Alfrey.

AOMC NEWS

Delegates meeting was opened by President Rod Adler, (Vintage Drivers Club), with thanks to RACV for use of the facilities. Rod then suspended standing orders to introduce the Guest Speaker, Lucy Cumberlandidge of Daffodil Designs, who design and maintain Websites. Lucy had prepared and distributed a comprehensive 14 page document prior to the meeting, and projected it page by page onto the screen. While reading it to the Delegates, Ms. Cumberlandidge expanded with comments where needed.

I am afraid our Guest Speaker rather assumed all Delegates were as computer literate as she was herself, and used terms such as PDF, JPG, Search Engine, without first ascertaining which of her audience understood these

terms. In referring to club websites, Lucy rather gave the impression that placing something on a club website meant that such information was instantaneously disseminated to all members. I have news for you young lady!

In closing, Lucy showed us, on the screen, a copy of the very colourful Website she had done for the BMW Club, and how "easy" it was to fill in and send application forms etc. She offered a 25% discount, (up to 31st. October), to all clubs who wanted to have her prepare or maintain their Website. The costs are usually about \$1,200.00 to design and build a ten page Website, (depending on how complex). Maintaining it and keeping it up to date, is charged at \$35.00 per hour. In answer to several questions, Lucy explained the importance of words used in the Website, and links (to and from) other sites, in order to gain a position close to the top of a search engine like Google or Yahoo!.

President, Rod Adler (*Vintage Drivers Club*) thanked our Guest Speaker, and resumed standing orders to get on with the proceedings. The three new clubs to have joined recently, and new Delegates were welcomed, and notice given of a forthcoming meeting in Brisbane of the Australian Historic Motoring Federation (AHMF), the national body representing interstate groups like the AOMC.

Rod was concerned that little had been achieved by the AHMF during the last year, and that they hoped to speed things along, (but without the wish to be given a job himself). The "May National Day" for 2008 was a reasonable success, with most clubs doing their own thing, but it was hoped that something larger, involving all clubs, could be organised for 2009, with much more attention gained by the general public.

New Treasurer, Tony Aplin, (*BMW Car Club*), gave a comprehensive report, indicating a slight downturn in balance this year, compared with last year, but that all was well.

Publicity Officer, Iain Ross, (*Bristol Owners Club*), reported on the two Motoring Shows for 2009.

1st March, 2009 – RACV Classic Showcase (what was the British Motoring Show) new venue is the Melbourne Steam Engine site in Ferntree Gully Road. Scoresby.

5th April, 2009 Shannon's American Motoring Show will be held at Flemington Racecourse.

Iain hoped that the pre-sale of tickets could be arranged for the RACV Showcase, as there is only one entrance gate. It was hoped that all British & European clubs would support this event as strongly as do the American clubs. These events are the main AOMC fund raisers. More helpers to set up this time please.

Engine Records, Philip Johnstone (*Triumph Sports Owner's Association*), reported that this was proceeding well, but that he was disappointed with the lack of response to the call for clubs to respond to the AOMC Trip Library. Delegates were asked to remind their clubs about this initiative. Clubs were asked to prepare information about the good runs which their club had conducted.

A suggested format to ensure uniformity was printed in the May AOMC Newsletter (Page 10).

One delegate stated that he found the format too complicated. *I looked it up in the last Newsletter, and I can't see any difficulty. Perhaps putting in only one Newsletter is not enough to get clubs fired up. Why not add it to the regular items printed at the back? Maybe a letter to all clubs would get the desired results.*

Victorian Club Permit Scheme (VCPS), Rod Amos (*Vintage Sports Car Club*), reported that he was feeling some reluctance in VicRoads to talk to him. He thought there had been some people approaching them in a way which may possibly be upsetting the few in VicRoads who are on our side with respect to the system review.

Rod thought that the VicRoads internal review was all but complete, and that once it reached the Minister for final sign-off was the appropriate time to start lobbying for the introduction of the log books.

Luxury Car Tax, Rod also reported that he had been joined by Philip Johnstone & Patrick Devine (*Mercedes Benz Club*), as a sub-committee, to try to get the Federal Government to address the anomaly where expensive older classic cars are caught up with new expensive cars attracting this new tax.

See Page 21 in current AOMC Newsletter for full report from Patrick.

A Delegate from the Veteran Car Club stated that he had been told there were rumours that linked his club with criticism of the new VCPS. He stated that such rumours were entirely false, and that their club was totally in favour of the VicRoads review, as it has been presented.

President Rod reminded us that the Veterans had won the right to 45 day books at reduced cost. He also stated that the Special Use Vouchers issued by clubs are still safe to use, in spite of rumours to the contrary.

Secretary, Richard Snedden (*Wolseley Car Club*), reported that he was making enquiries on behalf of concerned clubs who had written to the AOMC, on difficulties they were having with insurance companies covering vehicles which were being inspected by officers of the club. Richard felt it was a delicate matter, but he was proceeding with enquiries. It was pointed out that the AOMC had produced a booklet containing guidelines for club inspections.

It is strange that, if a car is passed by an official roadworthy certificate following restoration, and placed on either club permit or full registration, it is then solely up to the owner to maintain it in a roadworthy state. It does not then have to have another inspection until it either changes hands, or changes between full & club registration. Regular inspection by club officials is therefore a bonus, surely?

It was reported that the RACV had been approached and that they were willing to do a sympathetic roadworthy inspection, however only at their Noble Park facility. Their normal charge is \$110.00.

General Business -- Clubs Incorporated in another State. Several clubs had raised this as a possible problem, and the AOMC approached the RACV for advice. The RACV Solicitor, Richard Tweddle has responded and his legal
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opinion is on Page 16 of AOMC Newsletter. Clubs in this situation take note.

Club Survey – Office Manager, Graeme Jones is to send a survey to all clubs, to have them list official Delegates, and ask how they would like AOMC Newsletters addressed. Some clubs get six, and often Newsletters are returned. This is very expensive and a waste of AOMC funds.

Older Drivers Licence Reviews – see Page 18 of the AOMC Newsletter. Delegates were asked to draw attention to this article to their club, as a service to their more senior members.

Club Reports – There were numerous reports on club activities, but as usual, they speak much faster than your scribe writes, so I miss most of them, however here are the ones I did get down:

The Alvis Club is having an eighteen-day tour in October, with many people from the UK, with sixteen of their cars, to join the locals. They are to tour all over Victoria.

Ian Camier spoke about the centenary celebration gathering of Model T Fords at Echuca. There were several good natured interjections, about the Murray River being very low, and the T Models being ideal cars to be able to drive across. Then, to add to this lighter moment, Patrick Devine followed up with:

“If you can’t afford a Dodge, dodge a Ford”, but now since Dodge are no longer one of ours, (Daimler-Chrysler), we can say, “If you can’t afford a Ford, dodge a Dodge”. Now at Echuca, Fords are to be seen fording fords.

I stated that Hupmobile was also 100 this year, and Cessnock NSW in September was our gathering point, and that the Hutchies would drive the Hupp with a Swedish couple to keep us company. Three Tassie cars are travelling with the Victorian cars. There will be Hupps going from all over Oz.

Graham Hutchinson and Mike Allfrey.

MAJOR EVENTS NEWS

THE RACV GREAT AUSTRALIAN RALLY – Sunday 18th January, 2009

Work on this important fundraising event is proceeding smoothly. The two routes to Mornington are being finalised and plans for activities at Mornington Racecourse are well advanced.

However, we do have an important request that requires due consideration. We are looking for items/samples for placement in the Rally Bags handed out at the start venues. If you know someone, or a company, who can contribute – please contact Colin Brown on 0408 343 176.

Brochures with booking forms can be obtained by contacting either myself, Colin Brown or Brian Kelly at the RACV. Please get your bookings in early, this one is going to be a good one and there will be much of interest to see at Mornington.

THE RACV FLY THE FLAG TOUR – 21st to 27th March, 2009

The most important aspect of this major ABCCC event is that it is already very close to being fully booked. To avoid disappointment get your bookings in right away. The theme of this Tour is the Great North Eastern Tour and we will be working our way from central Victoria to the far north-east of our fabulous State. The finer details are being worked into the Tour’s daily stages right now.

We are looking forward to a Tour that takes in some roads that have not been explored by previous Tours, Some previously visited places are also on our route.

Mike Allfrey.

RACV Great Australian Rally Advisory Committee.

RACV Fly The Flag Tour Committee.

PAST AND FUTURE EVENT REPORTS

A TRULY INDULGENT WEEKEND – 30th to 31st August, 2008

Having had such a great time at the Indulgence week-end organised by Peter and Rosalie McKeirnan to Bright in 2007, as we were leaving to return home we said we would love to attend the next such event. Thus we had looked forward with anticipation for approximately twelve months. Let me now start by saying the recent Indulgent Week-end lived up to the expectations in every way.

We met as arranged on the Friday morning at Berwick, the weather was fine just as ordered, and our tour organisers were ready with a warm welcome and comprehensive tour notes and directions. Everyone being present, we departed at the allotted time, and had a leisurely drive to the tea rooms at Darnum for morning tea. I can thoroughly recommend, the vanilla slice, they were delicious. Morning tea consumed we set off again and took the scenic route to Maffra, where lunch had been organised for us, again well done to our organisers. After lunch some of us walked to the Gippsland Car Museum where we were made to feel very welcome, at the same time some of the girls looked over the local retail therapy centres (Shops).

I have to report that on the return journey from the museum to where we had parked our cars Ken McDonald and myself set a personal best for the distance, of which we are quite proud. (See what happens when you have spent

too many evenings watching the recent Olympics?). We left Maffra and continued on our merry way to Bairnsdale, where we stopped and visited the Clock Museum, where we were given access to their museum display. I don't know who winds all the clocks, but it must be close to a full time job for someone.

We continued on to stop at the Jolly Jumbuck craft centre, to view their garments and wools etc. whilst there some of our party walked up to the other end of the service road and viewed some very nice boats that were for sale in a premises run by a friend of Colin and Joy Brown. He also made us welcome and took us on a tour of his workshops. (It was very interesting and our thanks must go to Larry for the time he spent with us). Then it was on to our destination, which was The Moorings at Metung, where we booked in, unpacked, then had time for a quick shower and change before meeting for pre dinner nibbles and drinks. Dinner was at the Metung Yacht Club where a really good



time was had by all. The meal was almost as good as the company. What more is there to say?.

The following morning, Saturday, we had breakfast in our rooms, and then had time for a stroll around Metung. Quite a few of us met up at a local coffee shop opposite The Moorings. It was very relaxing, sitting out side in the sunshine drinking coffee and chatting with each other.

Left: A fully replete and indulged group!

Soon it was time to meet at the wharf at the rear of our accommodation to board the luxury cruiser which was taking us on a tour of the Gippsland Lakes. Whilst on board we were plied with copious amounts of wine and food, and as usual for these events, everybody was totally relaxed and at ease. The crew, of the cruiser were very pleasant, very helpful, and extremely efficient.

We were given a great snap shot of the Lakes from the waterfront properties with their own moorings, to the remote bird colonies on islands. We also tied up to a jetty which allowed us to climb over the dunes which separate the Lakes from the ocean, we then walked on the Ninety Mile Beach briefly before returning to our vessel for the trip back to Metung.

There was time for a quick freshen up, then it was time to meet up for our customary pre-dinner get together. Dinner was a superb BBQ which was prepared by the operators of The Moorings. We had the use of the Conference room which was an ideal setting for us. All in all another great day.

The next morning, Sunday, we were free to amuse ourselves until we met at The Metung Gallery at 10:00 am, for what was described in our tour notes as a sumptuous brunch. Well, I can't think of a better description for what had been organised for us. The brunch was truly sumptuous in fact it was memorable. If you ever find yourself in Metung, do yourself a favour and have breakfast at The Metung Gallery. Sadly it was time to take leave of our friends and head home to reality. I am sure that I speak for everyone who took part in the Indulgent Weekend, when I say to Peter and Rosalie, a really big thank you for all the effort that you put into making your signature event so memorable. Finally both Val and I would like to thank each and every one of the people who were a part of our fabulous week-end away. As always, it seems to go too fast. that being said, we would like to be the first to put our names down for next year's Indulgent Week-End.

Frank Sawyer.

MAXINE'S MID WEEK RUN – Wednesday 24th September, 2008

We all met on time at the Lilydale International Club's car park and set off in loose convoy to our destination at Toolangi. We were fortunate to be driven in the comfort of Maxine's splendid white Rolls Royce. Pat Douglas made up the five of us in the one car. It was one of those special spring mornings with warm sunshine promising a perfect day out. The staff at the Toolangi Tavern gave us a warm welcome and, in my case, a really nice pot of Earl Grey tea.

Our boardwalk guide soon collected us and we were on our way along the road towards Healesville a short distance to the turn-off for the Wirra Willa Rainforest Park. The boardwalk was a fair distance from the main road and deep in the forest. Our guide explained the forest valley location and how it had escaped recent bush fires due to them skipping then completely – with a little assistance from the wind. We gazed at huge trees with a fair degree of awe and noted the amount of water flowing down the two creeks in that part of the park.

The tree ferns were not as dominant a species as in other parks we have visited, but they were most impressive in size and for newly emerging fronds. All around us was the sound of fast running water and some muted bird song – we could have been a very long way from any form of habitation. After our tour and a spot of good natured banter with a group of students, we headed back to the Tavern for our lunch. The wine was good and the food was excellent. It was a superb day out and we enjoyed it immensely. Our thanks to Maxine for organising this event, to Tony for driving us and to the staff at the Toolangi Tavern – Thankyou all.

Mike Alfrey.

ROLLING HILLS RUN – Sunday 12th October, 2008

With the weather being predicted for 28°C, we were looking forward to a wonderful sunny day, with possibly a cool breeze to provide some pleasant relief for our first taste of summer to come. I prepared the Gazelle the night before, making sure the oil had disappeared from the sump, the radiator water hadn't evaporated & generally it was in good running condition, and after driving it around the garden amongst the trees, I thought, yep, she's running fine. Sunday morning, I opened the garage to start the car, and wouldn't you know, it would not turn over! A quick check of the battery voltage (it was fine) terminals were clean, and then I thought, it must be the starter motor, "Karked it" over night, how unusual for a Hillman! With no time to mess around, I decided to take the good old reliable Hunter. It started a bit slow as I knew the battery in it wasn't too good, but it ran perfectly! We were on our way to our first stop at the Light Horse Museum at Nar Nar Goon.

After a quick stop at the petrol station in Berwick to fill up, you guessed it – the Hunter then also refused to start! A few moments with my head on the steering wheel and cursing, I'm thinking, can that be two starters or solenoids in one day, in reliable, world beating (London to Sydney Marathon) Hillmans? Thinking back several weeks ago, the Hunter was stored at my dad's garage, and when I picked it up, the battery was very weak & it wouldn't start. While trying to start it numerous times & exhausting the battery, I smelt something burning! I then had the feeling I may have cranked it too many times and burnt something out. We then went to roll start it as we had no time to spare & of course an intelligent guy drives in front of my exit & blocks my roll. So we then proceeded to use his car to jump start the Hillman while he filled up, but no go, still wouldn't crank over (must be starter motor I thought). Then we got some help from a different, wonderful & friendly motorist who helped us push it backwards up hill and then we were finally off to Nar Nar Goon.

We first had morning tea at the Light Horse & Field Artillery Museum where Bernie Dingle gave us a very informative and intriguing account of the horses, donkeys, mules, dogs, birds, rats, mice and other animals involved in wars. It was not just people fighting the war. Even though we arrived before 9.30am and left after 11am, you really need to have several hours there to view all the memorabilia and look at the history to absorb it all. Of course the guys gave me a push start to get the Hunter running.

Right: Bernie Dingle enthused us with his knowledge

Our lunch stop was at Serendipity Lavender Farm where the ladies greeted us with Lavender lollies as we arrived. Jane then took us on a tour of the Lavender farm, strolling through the garden, showing us the varieties of Lavender they grow and cultivate. She explained to us the varieties for cooking with, drying for displays or use as natural insect repellants and use in essential oils. Lunch was an appetizing buffet of meatloaf, frittata, mixed salad, freshly picked asparagus and mashed potatoes. Along with dessert of apple crumble & cream, rocky road, caramel slice and apricot slice. I made sure I parked my car, nose pointing down hill, for an easy roll start.

Right: Lyn and Nick Smith watching over us in the Lavender Garden.

After a 30 minute stop at Nar Nar Goon township to visit the Old Motor Garage for a browse in the antique stores, then again another push start for the Hunter.

The afternoon stop was spent at Re-Gen Emu Farm in Garfield. We were given a tour of the emu farm, showing us how they collect the emu eggs during the year and store them in a cool room before putting the eggs on a rotating shelf in an incubator room heated to 36°C. The females will lay the eggs, but it is the male will sit on the eggs and look after them until the chicks are born, and afterwards. How good is that for the female! Once they are about to hatch, they are moved to another storage area that is heated and the staff keep an eye and sometimes assist hatching until they are born and moved to a hatchery under heated lights until they are a couple of weeks old.

Then they are moved to large pen areas, divided up by the age of the chicks until they are old enough to go out to the free range paddocks.





Above: Over 2 week old chicks



Above: A friendly Adult emu

During afternoon tea of lamington fingers, Howard, the owner, described the products made from the emu, which is mainly emu oil, lotions and creams and its leather. Also emu meat is an excellent, nutritious low fat meat to eat. He has just started selling his products to China, now with lots of success. We tried samples and took away a free sample hand and body lotion as part of the tour.

At the end of the day, Geoff Birkett and Tom Cannon (after sick of push starting it) said let's look under the bonnet. Geoff & Tom (with his inquisitive mind), deduced that the reason the car will not start properly was that there was possibly a bad wire connection to the starter motor. Sure enough after moving the main connection cable, the Hunter turned over perfectly!

We would like to thank all those that helped push start the Hunter on each stop.

End note: When we got home, I took a look at the Gazelle & after spotting a wee bit of battery corrosion on the negative terminal, cleaning & reconnecting the battery leads, of course it started & ran like a Hillman should. As I have had the leads on & off many times & they had never corroded before, I guess she just didn't want to go out that day ! (Maybe she secretly put the TV on in the Garage & watched Bathurst ? ... Smart Girl !)

A Big thank you to Bernie Dingle of the Light Horse & Artillery Museum, Jane of Serendipity Lavender Farm and Howard of Re-Gen Emu Farm for their hospitality and providing us a wonderful, educational tour of their properties. Also thank you to all those who participated. We hope everyone that made the effort, enjoyed the day.

Robert & Mary Nolan.

2009 SOCIAL CALENDAR PLANNING MEETING – Sunday 19th October, 2008

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 organise 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.

Tony Pettigrew – President.

COMO GARDENS OPEN WEEKEND – Saturday 25th & Sunday 25th October, 2008

The gardens will be a wonderful delight in the well established spring and are well worth a visit. There will be stirring performances by two groups of young musicians. On the Saturday entertainment will be provided by the Wesley College Junior Big Band and, on the Sunday it will be the turn of the Mordialloc Jazz Orchestra. It is well worth coming on both days just to listen to these youngsters! In addition to those musical delights, there will be absorbing displays put on for us by the Dog Obedience Club, and St John Ambulance will be demonstrating CGA procedures. Also worth taking in are steam train rides, model boats on the lake and those sumptuous scones with cream and proper strawberry jam. Another popular activity will be the interesting conducted tours of the fabulous garden. In addition to all of that, there is the fabulous



motor museum to interest all of us. There will be expert roving radio descriptions of the museum's vehicles. Be sure to be around when the big Bentley is being described – it has a very interesting story.

You all know what they say these days – for more information, go to the website www.comogardens.com.au

This is a very user-friendly Website and tells all the history of these beautiful gardens.

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. It would help greatly if you could call to offer help well in advance of the event.

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 Hetrel.

CLUB HOLIDAY TO THE LIMESTONE COAST – 31st October to 4th November, 2008

Due to restricted motel accommodation at this period, the group will be limited to 12 couples(or 12 rooms), so first in best dressed and be prepared to be placed on an emergency list.

- Day 1. Travel via Ballarat to Casterton.
- Day 2. To Penola, with wine tastings in the Coonawarra region.
- Day 3. To Robe, to sample the best crayfish on the Mainland.
- Day 4. To Mt Gambier to visit the "Blue Lakes"
- Day 5. To Hamilton, via Limestone Caves and Nelson.
- Day 6. To Melbourne, with lunch at Inverleigh before making our way back to the big smoke.

If you may be interested in participating please contact- Bryan Tootell on mobile 0412 549 906.

Bryan Tootell.

CARS OF THE WORLD SHOW – 22nd to 23rd November, 2008

Note: Ken MacDonald kindly sent in a flyer for the event described below:

In conjunction with their annual automotive event, the charity group, Retina Australia (Vic.) will be conducting its first *Auto Art Exhibition*, This exhibition will feature paintings, sculptures and photographs that have the motoring scene as their subject. Excitement is building about this exhibition which will attract those who are participating in, or just viewing the spectacle that is *Cars Of The World* display. There will be a Silent Auction of some of the exhibits that will be donated by the artists.

In addition to the *Auto Art Exhibition* there will be:

A traditional Cruise that will depart from VACC House in St Kilda Road, take in parts of the Mornington Peninsula and will finish at the Morning Star Estate.

There will be a formal Concours d'Elegance for antique collector vehicles.

Car clubs' Show & Shine displays

A classic car auction

The *Auto Art Exhibition* will feature awards for:

Best painting in exhibition

Best artworks in specific media

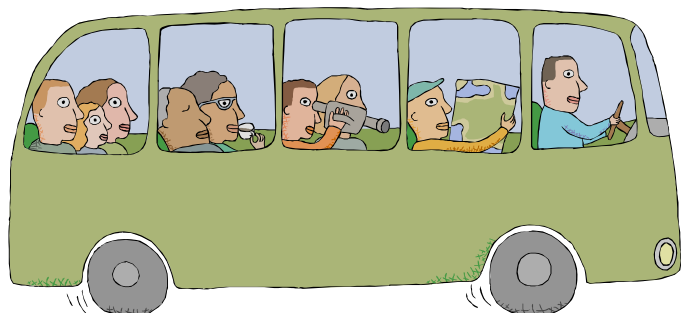
Retina Australia (Vic.) is a non-profit organisation that is dedicated to providing scientific research and support for people and families affected by retinal degenerative diseases. Information about this worthwhile organisation can be found at: www.retinavic.org.au

From Ken MacDonald – With Thanks.

ARCHERY COMPETITION – ROUND II – 26th November, 2008

For arrangements, please refer to the February magazine's notice for Round I in March.

MYSTERY BUS TOUR – 30th November.



Once again the world-renowned Higginson Charabanc Tour Company fires up the wonderful sounding 420 horsepower Detroit Diesel engine and, off we go on another fantastic Mystery Tour. The day begins on the banks of the Yarra River in Alexandra Avenue (opposite the Botanic Gardens, near Anderson Street), Melways Map 2G, Reference D 10.5, for a BYO breakfast, The world famous Higginson Patented Super-heat Steam Generator (urn) will supply boiling water for coffee and tea, which will be provided. The coach arrives at 7:00 am and we ask everyone attending to please leave their

classic car at home and drive your everyday car to our breakfast venue, as it will be left in Alexandra Avenue all day whilst we are on the charabanc.

Breakfast will be on from 7:00 – 8:30 am, and the bus will be leaving shortly after that time. We will be heading somewhere north, south, east or west and will be stopping when we get there. The only costs involved will be \$6.00 for a mystery ride and your lunch. We will be having a counter lunch at an hotel in the area and will then be returning to Melbourne.

Unfortunately we will have to limit the number of people attending to fifty, so if you wish to attend, please ring Lyn at home on 9336 7306 after 5:00 pm or you can E-mail me at work on lhigginson@kangan.edu.au. Remember first in gets a seat in the coach. If you have already mentioned that you would like to attend please give me a ring to confirm your seat.

Hoping to see you all on the banks of the Yarra on the 30th.

Lyn & Ray Higginson.

CHRISTMAS LUNCH – Sunday 14th December, 2008

Christmas lunch this year will be at the Mornington Golf Club kindly organised by Karen and Ken MacDonald, this will not be a prepaid event, but bookings are essential. Please note late cancellations and “non shows” will have to pay the \$35 cost. Bookings and information contact Ken and Karen on (03) 5975 1867.

Tony Pettigrew.

RACV CLASSIC SHOWCASE – Sunday 1st March, 2009

This important event, formerly the RACV British & European Motoring Show, staged for us by the AOMC, will be held at the National Steam Centre, 1200 Ferntree Gully Road, Scoresby for the first time. The Melways map reference is Map 72 Reference D9. The RACV Classic Showcase is open to all historic and classic vehicles originating from Britain and Europe. This time around, there will be celebrations for the 60th anniversary of the Morris Minor, forty years of British Leyland and the 50th anniversary of the Daimler SP250.

There will also be the Mercedes Benz Car Club's State Concours.

There is just one entrance gate and you are strongly advised to pre-book your car for this show. Ticket holders will be waved straight into the show venue. The RACV Classic Showcase brochure has a booking form that can be sent in prior to the show. The entrance gate will open at 8:30 am for display vehicles and the spectators will be let in at 10:00 am.

This is an event that is authorised by the AOMC for VCPS vehicles. Carry either this magazine or the show's brochure as proof of event authenticity.

Further information can be obtained from the AOMC Website at www.aomc.asn.au

General enquiries can be made by telephoning Iain Ross on (03) 9890 0524 at reasonable hours please!

ABCCC – 2009 COMBINED CLUB RALLY – 4th to 8th June, 2009

It's time to start thinking about next years joint rally with our sister club in Queensland, Those of you who attended our last trip to Tomingley will know what a great time was had by one and all. Next years rally will be to Richmond in New South Wales. Richmond is one of the historic towns on the Hawkesbury River approx one hours drive from the centre of Sydney and a similar distance to Katoomba in the Blue Mountains it is close to the other historic towns of Windsor, Pitt town and Wilberforce. This will be an ideal place to base ourselves as the only problem that I can see is having to make our minds up which of the many wonderful thing to see and do we include on our itinerary.

Many of you will know John and Margaret Gagen from the Queensland club. They have just undertaken a tour to visit Richmond to check it out personally, and have managed to secure a booking at the motel operated by The University of Western Sydney. It is a twenty-eight bedroom motel in the middle of a large uni complex and is part of their conference centre. The daily charge will be \$99 per double or twin share. There is ample security for our cars, and all within easy access of wherever you wish to go.

We plan to arrive in Richmond on the Friday afternoon, having travelled from Melbourne and stayed overnight somewhere en-route. I will organise that accommodation when I have some idea of numbers. The trip up is either via the Olympic highway to Bathurst and down through Lithgow (920 km) or via Goulburn and Penrith (890 km). I will decide on the route in consultation with those that are going. Please contact me either on 0408 633 778 or by E-mail :- frank.cars@bigpond.com To let me know if you are interested in joining us so that I have some idea of numbers. It really is difficult to organize an event without knowing how many to cater for. As always all that I can promise you is a very interesting trip with wonderful people, to a very historic part of our magic country.

Frank Sawyer.

AUNTIE PAT'S SCOTTISH TEATIME RECIPES



Pat Douglas has lent the Editorial Office a delightful little booklet that features teatime treats of a Scottish type. These are little fill-in pieces that can make an interesting change to that British institution 'teatime'.

Scottish baking is renowned worldwide and this series contains an assortment of mouth-watering cakes, bannocks, breads and biscuits. Compiled by Johanna Mathie, these recipes provide an excellent selection for a traditional Scottish tea.

The illustrations that will be used to provide some Scottish atmosphere are by artist Sutton Palmer RI.

Left: Glencoe, Argyllshire, Scotland. It is hard to visualise the main road that now winds its way down Glencoe.

Here due to space availability, are the second and third in this tempting series.

1. Pitcaithly Bannock - Ingredients

8 oz. Flour, 4 oz. Buffer, 2 oz. caster sugar, 1 oz. chopped almonds, 1 oz. mixed candied peel

Method

Set oven to 325 °F or Gas Mark 3. Grease a baking sheet. Sift the flour into a bowl. Add the sugar and butter and rub in to form a dough. Add the almonds and the mixed peel, making sure they are evenly distributed. Form into a thick round on a lightly floured surface and prick all over with a fork. Place on the sheet and bake for about 45—60 minutes. Allow to cool and serve sliced thinly and buttered.

2. Dundee Cake - Ingredients

8 oz. Flour, 6 oz. caster sugar, 6 oz. butter or margarine, 4 eggs, 4 oz. Currants, 4 oz. Raisins, 4 oz. Sultanas, 2 oz. candied peel, 1 oz. ground almonds, 1 teaspoon mixed spice, 1 teaspoon baking powder ¼ teaspoon salt, 1 oz. split, blanched almonds.

Method

Set oven to 325 °F or Gas Mark 3 Grease an 8 inch round cake tin and line with greaseproof paper. Cream the fat and sugar in a bowl. Sift the flour, salt and spice together. Add the eggs and the flour mixture alternately to the creamed fat, beating them in well. Add the baking powder to the last of the flour. Stir in the ground almonds. Add the fruit and peel. Gently mix. Put into the tin. Arrange the split almonds evenly on the top of the cake. Bake for about 2 hours. After the first hour, if the top, is browning too quickly, cover with greaseproof paper. Allow the cake to cool slightly in the tin before turning on to a wire rack. The cake will keep for several weeks if wrapped in kitchen foil.

From Scottish Teatime Recipes – With Thanks.

PLEASE NOTE!

IF YOU HAVE ANY GOOD IDEAS FOR EVENTS IN 2009, YOU ARE WELCOME TO BRING THEM TO OUR EVENTS PLANNING MEETING ON SUNDAY 19TH OCTOBER. WE VALUE YOUR INPUT TO OUR CLUB'S ENJOYABLE ACTIVITIES.

IF YOU CAN HELP, PLEASE CONTACT TONY PETTIGREW ON:

TELEPHONE NUMBER (03) 9739 1146

MAGIC ABCCC MOMENTS

The Editorial Images File is now reasonably well stocked, and goes back far enough, for us to share some of those Magic ABCCC Moments. The fifth in this series, below, shows our group enjoying breakfast prior to setting off on a lap of the Bay in the Higginson Charabanc Tour Company's 420 horsepower motor coach. It has to be recorded again that the Higginson Super-hot Barbeque equipment coped admirably with the variety of breakfasts being cooked. Our German guests for the day must have wondered at our eccentricity in having breakfast out in the open air, right by the City. They enjoyed our outing just as much as we did.



This was the morning when no egg whites blew right across Alexandra Avenue!

This Image was taken from the river side of our breakfast area in November 2004.

Mike Alfrey.

OF BOLTS AND NUTS

At a recent old car event, one of the more prominent sports cars came to a sudden stop. A damaged clutch friction disc was the initial diagnosis. It was considered that, once again, the *March of Progress* had raised its menacing head, yet again. The symptoms were the same as those experienced by a fellow owner, where a piece of the organic friction lining had broken away and jammed between the sound part of the disc and the flywheel face, thus effectively jamming the clutch. This time it was to be more disturbing!

The car was pushed onto a hoist, the gearbox slid back and the clutch assembly removed and the problem's cause revealed. The head and shank of one of the engine flywheel securing bolts had parted company with its threaded portion and thoroughly jammed the clutch release mechanism. The other three bolts were removed and closely inspected. All three of them had 'necked'.

The term 'necking' as applied to bolts does not mean that they have a snogging session in the back seat — it means that the bolts have been tightened beyond their yield point and, effectively, stretched at the threaded portion. In this case, the engine had been fully rebuilt recently and *new* bolts had been installed to secure the flywheel. The owner of the car did say that the bolt tightening process felt 'strange' while using the torque wrench. What he felt in this case, was the stretching, or necking, of mild steel bolts.

The bolts in question were 7/16" BSF (British Standard Fine) and, it has always been my understanding that all BSF bolts are of high-tensile steel — probably a bit better than the SAE Grade 5 tensile strength. The bolts removed from this engine were most definitely machined from mild steel. An interesting point occurs in this case, because in many

instances a 7/16" high tensile bolt/stud can handle 70 lb.ft. of tightening torque with ease. The torque specification for the flywheel bolts in question is 55 lb.ft, well below the normal maximum. This means that, when the new bolts were installed, the required torque should have been applied without any 'give' at all.

The message here is that great care should be taken when purchasing new bolts and nuts. In most cases it is easy to identify an high tensile bolt by either markings on its head, its blackened heat treated colour or by the rolled thread format. In the case of these flywheel bolts, genuine bolts are of forged and machined type, but they are most definitely of the required high tensile type.

Fitting the correct grade of bolt can give great peace of mind, in this incident that was certainly not the case. A skilled mechanic would have realised that the wrong bolts had been selected, upon tightening the first bolt, and would have certainly sourced some correct grade bolts for fastening securely an item as important as the flywheel.

Staying with bolts, recently a package of six 1/4" UNF setscrews was purchased. The brand was Champion and the hardware was made in China. The following points were noted:

1. The bolt head was 10 mm across the flats, should have been 7/16" AF.
2. The nuts were 7/16" AF.
3. The nuts were a very loose fit on the bolts supplied with them.
4. In spite of the packaging clearly stating that the hardware was of high tensile grade, it was of very soft mild steel. Using some of the nuts supplied on original threads in a Mini, they stripped with consummate ease.
5. The plain washers supplied were more suited to a 5/16" bolt shank diameter.

What is the world coming to? Why do we accept such poor quality? Why do we have to endure the use of two different spanner sizes/sets to tighten (very gently) a bolt and nut set?

We certainly don't need such potentially dangerous products for the restoration of our beloved motor cars — do we?

Mike Allfrey..

REGALIA NEWS

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

➤ Metal Bumper/Grille Badge	\$35.00 Each
➤ Metal Bumper/Grille Badge (Cheaper Style)	\$5.00 Each
➤ Window Decal (Self Adhesive)	\$2.00 Each
➤ Stainless Steel Key Ring (Special Price)	\$8.00 Each
➤ Pocket Knife (Special Price)	\$4.00 Each
➤ Lapel Badge	\$4.00 Each
➤ Cloth Badge – 75 mm Diameter with Club Logo	\$3.50 Each
➤ Cloth Badge – 205 mm Diameter with Club Logo	\$25.00 Each
➤ Club Vest (New Style)	\$30.00 Each
➤ Club Polo Top. All Sizes (New Style)	\$25.00 Each
➤ Torch, Small Pocket & Key Ring, with ABCCC Logo (Exhausted Batteries)	\$2.00 Each
➤ Pens, Good Quality with ABCCC Logo (Special Price)	\$2.00 Each
➤ Cap – With Club Logo (Special Price)	\$7.00 Each
➤ Wind-proof Jerkin (Blue/White), NEW!	\$30.00 Each
➤ Jackets with Club Logo (Heavy Weight) S. M. L. XL & XXL (Special Price)	\$70.00 Each
➤ Assorted Polo Tops and 'T' Shirts (Clearance Price)	\$5.00 Each

Special price items open to negotiation. I will bring a range of Club Regalia to club events for perusal or purchase. For all your Club Regalia desires, please contact me on (03) 9846 2323.

Bill Allen – Regalia Purveyor.

IN MEMORIUM

OUR QUEST FOR THE VERITABLE BRITISH CLASSIC HAS DIED
FROM A COMMON DISEASE CALLED APATHY.

MAY THE VERITABLE BRITISH CLASSIC REST IN PEACE.

APOLOGIES TO BILL ALLEN, JOHN HOLMES AND BILL BALLARD

WE NEED YOUR ASSISTANCE

The RACV Great Australian Rally is a major fund raiser for the Peter Mac Cancer Institute and, to raise these much needed funds, we are now asking for marshalling assistance at the City Start, Stud Park and the Westernport Marina start venues. Marshals and entry gate assistants will also be needed at Mornington Racecourse.

If you can help at any of the above venues, please contact:

Colin Brown (General Areas) 0408 343 176

Ray Higginson (Mornington) (03) 9336 7306 (AH)

Tony Pettigrew (Stud Park) (03) 9739 1146 (AH)

To help you make a good decision to help, here are some pictures from this year's RACV Great Australian Rally display at Mornington.



And the date?

18th January, 2009