



All British Classics Car Club (Vic)

A friendly family social motoring club

Edition 140

October 2010

A VERY SPECIAL HONOUR



On 28th August 2010 our own Ray Higginson was inducted into the Road Transport Wall Of Fame. For this, Ray and Lyn travelled to "The Alice" to receive the prestigious award. It was in recognition for coach services provided by Ray's Moonee Valley Bus Lines for tourists in the Out-back. When Ray told us about his being inducted, he said he felt very humble. We heartily congratulate you Ray, and long may our coach captain continue to enjoy this most remarkable induction to the Road Transport Wall Of Fame! See Page 4 for more details.

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Inc. is \$35.00. There is a once-only joining fee of \$30.00. Please send membership subscriptions to Pat Douglas, PO Box 201, Chimside Park, VICTORIA, 3116.

Please Note: Membership subscriptions are due by end of December.

Life Member: Pat J Douglas

**THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC., FOUNDED
23rd SEPTEMBER 1997.**

Club Founder – The Late Frank E Douglas

**“OWNING AND/OR APPRECIATING THE SPIRIT OF
FINE BRITISH CLASSICS”**

Your ABCCC News

THE ALL BRITISH CLASSICS CAR CLUB – YOUR COMMITTEE

Position	Name	Telephone	Other Telephone No.
President	Tony Pettigrew	(03) 9739 1146	
Vice President	Ray Higginson	(03) 9336 7306 (AH)	(03) 9310 5286 (BH)
Treasurer	Bill Allen	(03) 9846 2323	
Secretary	Pat Douglas	(03) 9739 4829	
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AOMC Delegate	Bill Allen	(03) 9846 2323	
VCPS Officer	Nello Mafodda	(03) 9719 7949	
VCPS Officer	Colin Brown	(03) 5964 9291	
Club Regalia	Maxine Pettigrew	(03) 9739 1146	
Committee Member	Frank Sawyer	0408 633 778	
Committee Member	Colin Brown	(03) 5964 9291	
Web Master	Ed Bartosh	(03) 9739 1879	
The All British Classics Car Club Website Is: http://www.abccc.com.au			

IMPORTANT CLUB INFORMATION

The All British Classics Car Club (Victoria), Inc. (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: A00035462V.

The Official Club Magazine – *Your ABCCC News*

Your ABCCC News is the official magazine of the ABCCC (Vic), Inc. The magazine's issue date is during the week of the 25th of every second month – February, April, June, August, October and December. To make the Editor's task a little easier, it is requested that articles, event information and photographs are with the Editor prior to the 14th of the previous month. Articles published in *Your ABCCC News* may be used without permission; however, the ABCCC does ask that appropriate acknowledgement be given.

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 at the same time that the printed copy of the magazine is mailed to those who do not have access to the Internet.

Disclaimer

This publication contains general information that should not be relied upon without the specific advice from a suitably qualified professional. The authors and the ABCCC, Inc. expressly disclaim liability for anything done by any person in consequence with the contents of this publication.

Those products and/or services mentioned in this publication are not necessarily endorsed by the ABCCC, Inc. Articles and photographs published in *Your ABCCC News* do not necessarily reflect the views of the Committee, the Club's Membership or the ABCCC, Inc. Events, other than those conducted by the ABCCC, are included for interest purposes only, and they are reproduced in good faith. The ABCCC, Inc. cannot be held responsible for any inaccuracies relating to other clubs' events.

All correspondence should be addressed to the Editor, *Your ABCCC News*, 59 Rowson Street, Boronia, Victoria 3155. Other Editorial contact information is listed above.

It is club policy to have the right to refuse placement of advertising material in *Your ABCCC News* from those who are not members of the ABCCC, Inc.

The Victorian Club Permit Scheme

The ABCCC Inc. is a club that is authorised by VicRoads to operate vehicles under the Victorian Club Permit Scheme (VCPS). On the Committee there are two VCPS Officers, and their contact details are listed above.

Club members will be kept up to date with respect to changes and improvements to the VCPS. However, it cannot be stressed enough, that a vehicle operated on the VCPS, must carry the VicRoads Permit (current), the AOMC VCPS Handbook and a copy of *Your ABCCC News* that contains details of the event the permitted vehicle is participating in. All enquiries should be addressed to the VCPS Officers.

THE VICTORIAN CLUB PERMIT SCHEME AND THE EVENTS DIRECTORY

IMPORTANT, BE AWARE: All ABCCC 'noted events' in the Events Directory below are VCPS authorised. To qualify for the VCPS, under the auspices of the All British Classics Car Club, Inc., your VCPS permitted motor car must attend a minimum of three (3) club-run events per year from the date of the motor car's permit issue.

VICTORIAN CLUB PERMIT SCHEME RENEWALS

For your Victorian Club Permit Scheme (VCPS) renewal, please forward your completed renewal form to Colin Brown, 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 he will sign on behalf of the club and forward it on to VicRoads for you.

NEW VCPS APPLICATIONS

For members wanting to place a motor car on the VCPS under the auspices of our club, please contact Nello Mafodda on (03) 9719 7949. He is the ABCCC VCPS Officer In Charge and will be able 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 2010-2011

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 telephone number that should be contacted prior to the event to confirm date and venue if you are considering taking part in it.

NOTE: TEXT IN RED INFORMS OF CHANGED OR CORRECTED EVENT INFORMATION.

September 2010

26 Main Ridge Museum Visit – [An ABCCC Event](#) Phil Cook (03) 9842 5449
Venue – Mornington Peninsula.

October 2010

2 3rd Melbourne to Maffra Run, Gippsland Vehicle Collection Event Ian Kennedy (03) 5147 2118
8 – 10 ABCCC Indulgence Weekend – [The ABCCC Event](#) Peter & Rosalie McKiernan (03) 9787 6003
16 – 17 Como Gardens Open Weekend – [An ABCCC Assist Event](#) <CANCELLED> George Hetrel (03) 9761 1341
19 – 24 Motorclassica Concours d'Elegance – Exhibitions & Trade Fairs Ian Hankey (03) 9755 3288
Venue – Royal Exhibition Building, Carlton, Victoria.
31 ABCCC 2011 Calendar Planning Meeting Tony Pettigrew (03) 9739 1146

November 2010

2 Melbourne Cup at Yarra Glen – [An ABCCC Event](#) Colin Brown 0408 343 176
13 – 14 National Swap Meet Bendigo Pat Dyball 0427 446 660
17 – 24 ABCCC Holiday Trip – [An ABCCC Tour](#) Marjorie Pepper (03) 9439 7875
[This holiday is fully booked – thank you.](#) Karen McDonald (03) 5975 1867
28 Rob Roy Hillclimb (Historic) – MGCC Colin Brown 0408 343 176

December 2010

1 "RACV Great Victorian Bike Ride" Car Display – [A New ABCCC Event](#) Tony Pettigrew (03) 9739 1146
Heritage Vehicle Display, Country Fair and Market
Venue – Nagambie, Victoria (See Page 13)
12 ABCCC Christmas Lunch Run – [An ABCCC Event](#) Karen McDonald (03) 5975 1867
Venue – TBA.

January 2011

16 RACV Great Australian Rally – [An ABCCC Major Event](#) Colin Brown 0408 343 176
Start Points – Melbourne, Stud Park, Hastings
Finish & Public Display – Mornington Racecourse, Mornington, Victoria.

February 2011

13 **Annual General Meeting of the All British Classics Car Club Inc.** Pat Douglas (03) 9739 4829
A barbecue lunch will be provided for those club members who have advised attendance.
Venue – Como Gardens, 79 The Basin to Olinda Road, The Basin, Victoria.

March 2011

26 – RACV Fly The Flag Tour – [An ABCCC Major Event](#) Tony Pettigrew (03) 9739 1146
Apr. 1 Touring to Muckleford, Bendigo, Boort, Swan Hill, Moulamein, Deniliquin, Echuca, Rutherglen, Wangaratta.

RAY HIGGINSON

Born in Brunswick Melbourne on 16th December 1928, Ray moved to Yarrambat at an early age where he was educated. He lived on an orchard and moved back to Brunswick to start an apprenticeship.

He trained as a motor mechanic at the Collingwood Technical School. He worked for a company named Waltons and then was employed by Reid's Bus Service in Fairfield Melbourne as a mechanic where he began to drive buses. He worked there for many years before he moved into trucks.

Ray Higginson initially worked for Metropolitan Dairies in Preston driving milk tankers and as a mechanic. In 1964 Ray bought his own bus on Dawson Street Brunswick and in 1969 bought out all other owners and started a partnership called Moonee Valley Bus Lines. In 1970 Ray purchased his first new bus; a Bedford Van 70 Freighter body from Adelaide. In September 1970 he did his first tour to Central Australia. He operated several tours to Central Australia over the next few years. In 1972/73 Ray purchased another bus service in Caulfield Melbourne and the charter and tour fleet grew. In 1973 he bought a quarter share in a travel company called Expo Adventure. In 1975 he purchased an Albion Clydesdale and, in 1977, a new Domino Tourmaster.

In 1980 he separated from his partner to control Moonee Valley Bus Lines on his own and 1982/83 he purchased all shares in Expo Adventure which operated countless thousands of tours throughout Australia, carrying hundreds of thousands of passengers, school groups, general public and international passengers on camping and accommodated tours. Expo Adventure supported many subcontractors over the years operating buses throughout Australia along with employing drivers and cooks.

Ray is a founding member of ALDECC (the Australia Long Distance Experienced Coach Crews) and a long standing member of Bus Association Victoria. The company is still operated today by the Higginson family and has metropolitan, rural and school contracts, charters and tours.

Inducted 2010



SHELL RIMULA WALL OF FAME
INDUCTED - 2010
NATIONAL ROAD TRANSPORT HALL OF FAME

Above: Ray's Induction authentication.



Shell Rimula
ENERGISED PROTECTION

THIS IS TO CERTIFY THAT

RAY HIGGINSON

has been inducted onto the **SHELL RIMULA NATIONAL ROAD TRANSPORT WALL OF FAME—ALICE SPRINGS** in recognition of lifetime service and contribution to the **ROAD TRANSPORT INDUSTRY OF AUSTRALIA**

SATURDAY AUGUST 28, 2010

Handwritten signature of Mike Anderton in black ink.

Mike Anderton
Transport and Industry Marketing Manager
The Shell Company of Australia Limited

Handwritten signature of Liz Martin in black ink.

Liz Martin OAM
Chief Executive Officer
National Road Transport Hall of Fame



WALL OF FAME ALICE SPRINGS

Above: The Certificate handed to Ray, 28th August 2010.

EDITORIAL NOTES – ISSUE NUMBER 140

In this issue, we have more information for you about the effects of ethanol blend petrol on classic motor cars. Please take the time to read this information carefully. It could save you a heap of distress! Our thanks are due to the RACV for tackling the questions raised by concerns about ethanol blended petrol (also known as E10, E85 and bio-fuel). I am fairly certain that Daniel Wood at the RACV must have had just as much trouble putting the article together as my Canon scanner and I had in getting it all into this magazine! The notation numbers should match their notes at the end of the article. There are several website links that contain further information.

In addition to the ethanol bit, there is a measured response to an item that came up in the Federal Election Campaign. It was most distressing to hear the Prime Minister make an announcement that related to a policy on 'Cash For Clunkers' – this ill-conceived announcement probably came direct from a North American state government proposal for legislation of a number of years ago (Maryland?), to remove older vehicles from the roads. To simply lump all of our beloved classics as being "ancient pre-1995 as unsafe, gas guzzlers and dirty" was, in this day and age, unenlightened and beyond belief! Fortunately, our governing national body, the Australian Historic Motoring Federation (AHMF) President, Neil Athorn, very quickly responded on behalf of all of us. His letter to the Prime Minister's Department is reproduced here. It is a little bit disturbing to note that the letter explaining the facts, was only E-mailed. For maximum effect it should have been printed and posted as well. Let us all hope that someone with a modicum of concern for our cause gets to read the letter and, most importantly, advises and acts on it.

[Comment from Assistant Editor and Yankee. The purpose of the Cash for Clunkers was two fold. First to stimulate the auto manufacturing and sales industry – think GM and Chrysler. The second was to get the gas guzzlers off the road. This was not directed at classic cars. And, yes I thought that it was a good idea.]

Some of the foregoing spells gloom and doom for the vehicle preservation scene. We have just weathered one phase of concern (the complete removal of leaded petrol) and now we face some new concerns, such as child restraints that are compulsory in all motor vehicles, bio-fuels and their consequences and the appallingly named 'cash for clunkers' scheme. No doubt we will get over it all and continue to enjoy events put on for us by our club in our motor cars that are superbly restored and very well maintained.

Mike Allfrey

“CASH FOR CLUNKERS”

Members will have read, and heard, about the Gillard Government's proposal to pay for the removal of pre-1995 motor cars from our roads because they are 'dirty', 'guzzlers' and 'unsafe'. Set out below is a letter that was sent by the AHMF to the offices of both the Prime Minister and to the Leader of the Opposition.

27th July 2010

Ms Rondah Rietveld
The Prime Minister: Senior Adviser
Australia Labor Party
By E-mail
CANBERRA, ACT

Australian Historic Motoring Federation
GPO Box 2862
Canberra
ACT 2601

Dear Ms Rietveld,

REFERENCE: CASH FOR CLUNKERS

The Australian Historic Motoring Federation (AHMF) represents some 100,000 members across the country with our interest firmly centred on the preservation of and use of historic vehicles.

Our members are proud to maintain Australia's largest moveable museum, at little cost to the Government of the day. The State governments acknowledge our efforts by providing relief to us in the way of reduced registration costs that recognise the limited usage of these vehicles.

We are proud of our efforts and use our vehicles to assist local charities by conducting displays and other events in order to raise much needed funds for those charities. We attend street parades and support the various ANZAC Day parades through the country to transport our Veterans and returned Servicemen so that they can participate. Plus we are involved in Australia Day activities and much, much more. We hold special events and place our vehicles on display as a mobile museum to inform the younger generation of our past. Additionally, we add \$80-million annually to the Australian economy to assist businesses with our spending ranging from repairs and maintenance to accommodation during the events that we hold/attend across the country.

We have read with interest the recent policy of your Party in regard to 'Cash For Clunkers'. Essentially we agree with the concept of removing older and unsafe vehicles from our roads and we also applaud the initiative to assist people to own a new and more efficient vehicle.

However, we do not support:

1. Labelling of all pre 1995 cars as gas guzzlers;

2. Crushing vehicles traded in under this scheme;
3. The view that by removing these vehicles the energy spent to replace them will have a large effect on the environment.

Our reasoning is as follows:

1. The majority of our vehicles have been restored to as near as possible to their original specification. Those that aren't restored are at least maintained to a high standard to ensure safe operation. While it is acknowledged that fuel consumption was not a consideration when they were built, by the very nature of restricted registration, they are used on a limited basis.
2. The crushing of the traded vehicles is likely to see vehicles of historic significance destroyed. As well as their historic value these vehicles are also likely to provide a source of spares that will ensure that the current range of vehicles are able to be maintained.
3. We question the likely energy savings to be realised because the limited usage of these vehicles would be very unlikely to offset the energy that is expended to crush them.

We request that you clarify this matter by public statement to the members and general public that this offer is being made for vehicles that are not part of Australia's motoring history movement and it is not intended to label our vehicles as gas guzzlers and unsafe.

We are able to offer a selection of suitable vehicles if required when making your announcement.

Further, we offer our assistance to work with your policy advisers to define a clear policy that will remove the 'clunker' off the roads, whilst maintaining the integrity of Australia's moveable history.

Please contact me for any assistance that the AHMF can provide to you.

Yours sincerely,

Neil Athorn

(Signed)

President, Australian Historic Motoring Federation. Telephone 0408 033 839

From the AOMC Newsletter – with thanks.

THE TELL-TALE CUCKOO CLOCK

The other night I was invited out for a night with the 'girls'. I told my husband that I would be home by midnight; "I promise!"

Well, the hours passed and the margaritas went down way too easily. Around 3:00 am, a bit loaded, I headed for home. Just as I got in the door, the cuckoo clock in the hallway started up and cuckooed three times. Quickly, realising my husband would probably wake up, I cuckooed another nine times.

I was really proud of myself for coming up with such a quick-witted solution, in order to escape a possible conflict with him. (Even when totally smashed . . . three cuckoos plus nine cuckoos totals twelve cuckoos – midnight!)

The next morning my husband asked me what time I got in, I told him, "Midnight" . . . he didn't seem troubled in the least. Whew! I had got away with that one! Then he made an announcement, "We need a new cuckoo clock."

When I asked him why, he said, "Well, last night our clock cuckooed three times, then said 'Oh shit.' Cuckooed four more times, cleared its throat, cuckooed another three times, giggled, cuckooed twice more, and then tripped over the coffee table and broke wind!"

Who Sent This?

MODERN FUELS AND CLASSIC CARS

Prepared by Daniel Wood, Research Engineer, Vehicle Engineering Team, RACV (July 2010)

Introduction

RACV has fielded a number of requests for information surrounding ethanol blended fuels and classic cars. This short report attempts to clarify that situation for Victorian motorists by addressing common questions and misconceptions.

Executive Summary

Perhaps the most recent change to modern fuels has been the introduction of bio-fuels. Bio-fuels have been introduced to decrease our dependence on fossil fuels, clean tailpipe emissions and lower our carbon footprint. These outcomes can be achieved when used in the right vehicle.

RACV must stress that ethanol blended fuels should **NOT** be used in carburettor equipped vehicles. A list of vehicles that can use ethanol blended fuels is available on the FCAI website (<http://www.fcai.com.au>). As a

general rule no vehicle built before 1986 should be run on an ethanol blended fuel, and vehicles built 1986 or after should only do so at the manufacturers recommendations.

Reasoning for this comes from multiple fronts: materials compatibility, fuel metering, durability and performance. In general both the environmental and financial benefits of E10 will not be realised in a pre-1986 vehicle.

Reports available from the Department of Sustainability, Environment, Water, Population and Communities have been used as the foundations of this report. These are available at no charge from the department and provide detailed and valuable information if any further information is desired. For a copy of these reports visit <http://www.environment.gov.au>

Questions and Answers

1. *Should I run my classic car on an ethanol blended fuel?*

No, vehicles built before 1986 are not considered compatible with ethanol blended fuels¹. Also vehicles fitted with a carburettor are not compatible with ethanol blended fuels². Fuel injected vehicles that have not been indicated as compatible with ethanol blends should also avoid them³.

2. *What vehicles should run on ethanol blends?*

In Australia two types of ethanol blends are available, E10 and E85. Most new vehicles are suitable for operation on E10⁴, however only a select few can run on E85. Make sure your vehicle is compatible with the mix you wish to use by checking with the manufacturer or on the FCAI website (www.fcai.com.au).

3. *Will the government and fuel retailers stop selling neat petrol?*

A report in 2007 found that 59,996 of our petrol powered fleet are suitable to operate on E10⁵, until a solution is found for the remainder, supply of neat petrol can't be avoided.

NSW legislation requires all regular grade unleaded petrol to be E10 from 1st July 2011, however it also states that the act does not require ethanol to be added to all petrol sold in NSW⁶. This implies that ethanol-free premium grade petrol will be available into the future.

Currently (July 2010) there is no bio-fuel mandate in Victoria. Although our State Government has established a target of 5 per cent of all fuel consumption by 2010. If this target is not met, they stated that they would consider mandating bio-fuels⁷.

4. *Will neat petrol disappear, leaving only ethanol blended fuels?*

No, E10 contains up to 10 per cent ethanol the rest comes from conventional sources. If we ran out of fossil fuels/crude oil, we would not be able to produce our current E10 and E85 blends.

5. *Are we running out of fossil fuels/crude oil?*

It is generally accepted that our traditional fossil fuels will become too difficult to source and too expensive for transport, ethanol blended with petrol will not solve that problem. It could however prolong the life of the cheaper supplies. The finite supply of fossil fuels is a problem that will affect all of our current petrol, diesel and LPG fleet, not just classic cars.

6. *What happens if I do put E10 in my classic car?*

The results will vary. Details on the effects have been studied by Orbital Engines Pty Ltd, reports are available from the Department of Sustainability, Environment, Water, Population and Communities in the report titled '[Assessment of the Operation of Vehicles in the Australian Fleet on Ethanol Blend Fuels](#)'. The following issues were raised regarding vehicles considered incompatible with ethanol blends;

Performance and Driveability

- Hesitation on acceleration⁸
- Difficult starting⁹
- Stalling¹⁰

Durability

- Loss of compression¹¹
- Higher combustion temperatures¹²
- Premature engine failure due to piston and valve deposits¹³
- Blocked fuel filters, increased debris in fuel lines¹⁴

Material Compatibility

- Fuel hoses shrinking and swelling¹⁵
- Failure of diaphragms and accelerator plunger seals¹⁶
- Corrosion of carburettor, leading to possible sticking throttle.¹⁷

7. *Can I convert my car to E10 or E85 compatible?*

Although technically possible, it means bringing the rubbers, fuel tank, fuel system and engine up to 21st century standards. RACV is not aware of a service currently provided that can offer this.

8. What else has changed with regards to fuels?

The Australian Standards have become more stringent giving access to better fuels for everyone with particular benefits to the air quality in Australia. For more information go online to the Department of Sustainability, Environment, Water, Population and Communities website. www.environment.gov.au

9. What are Australian Standards?

Fuel quality standards are set at the federal level by the Department for Environment, Water, Heritage and the Arts. The biggest recent changes have involved the removal of lead. The lead in fuel helped to increase the RON rating and decrease wear on engines, particularly valve seat recession. However, the leaded fuel has been linked to serious health issues (such as lower IQ, increase violent crime, and birth defects). Lead substitutes can still be added to unleaded fuel.

Two factors have driven the further changes to the standard - air quality and our oil 'dependence'. As pollutants became a more pressing concern, our fuel standards have adapted with changes including low sulphur diesel. They also introduced a limit on bio-fuels blends and their labelling.

Further Reading and References:

Driving Growth, A Road Map & Action Plan for the Development of the Victorian Bio-fuels Industry, Victorian Government April, 2007, http://www.business.vic.gov.au/busvicwr/_assets/main/lib60018/rdv_biofuels_industry.pdf

New South Wales Government, Land and Property Management Authority, Bio-fuels Legislation:

www.biofuels.nsw.gov.au

"Assessment of the Operation of Vehicles in the Australian Fleet on Ethanol Blend Fuels", Orbital Australia Pty Ltd, February 2007, available from the Department of Environment Water, Heritage and the Arts at:

<http://www.environment.gov.au/atmosphere/fuelquality/publications/ethanol-2007/pubs/ethanol-fuels-report.pdf>

'Can my Vehicle operate on Ethanol Blend Petrol?' FCAI website:

<http://www.fcai.com.au/environment/can-my-vehicle-operate-on-ethanol-blend-petrol->

Notes Numbered In Question Answers

Question 1.

The following excerpts are taken from the report: Assessment Of The Operation Of Vehicles In The Australian Fleet On Ethanol Blend Fuels, report to department of the Environment And Water Resources, Orbital Engines Pty. Ltd., February 2007.

¹ "It has also been generally accepted that vehicles built before 1986 are unsuitable for operation with E10 because of issues with fuel metering, materials compatibility and/or vehicle performance" – see Page 12.

² "–it is reasonable to conclude that ethanol blended fuels are not compatible with carburettor vehicles." Page 15.

³ The results from this study generally support advice from vehicle manufacturers and importers as published by FCAI with regard to vehicles which are not listed as suitable for use with ethanol blends, particularly E10." Page 168.

Question 2.

⁴ "It has been generally accepted that most new vehicles in the Australian fleet are suitable for operation on ethanol blend (up to 10 per cent)." Page 12.

Question 3.

⁵ "–it is estimated that 59.5 per cent of the petrol fleet would be suitable for use with E10 based on the FCAI advice. Page 168 (also ³ above).

⁶ Bio-fuel (Ethanol Content) Act 2007, No. 23, New South Wales Government, www.biofuels.nsw.gov.au

⁷ Driving Growth, A Road Map & Action Plan For The Development Of The Victorian Bio-fuels Industry, Victorian Government, April 2007.

http://www.business.vic.gov.au/busvicwr/_assets/main/lib60018/rdv_biofuels_industry.pdf

Question 6.

⁸ "Under ambient conditions, only the Holden Commodore (GOV-09) was deemed to have unsatisfactory operation. This vehicle suffered hesitation during launch and acceleration. This result would be a concern as hesitation under acceleration has safety implications and would leave the average driver with diminished confidence in the vehicle. A number of other vehicles tested have shown similar characteristics but only the Commodore exhibited this behaviour under ambient conditions." Page 80.

⁹ "For the cold start and warm up assessment, a number of vehicles, both pre-1986 and 1986-onwards, had difficulty starting on either E5 or E10 or both. The addition of ethanol raises the temperature of evaporation for the fuel which will have a negative effect on the vaporisation of the fuel and ability to achieve combustion." Page 81.

¹⁰ "–The issue of most concern would be the Hilux (GOV5-06) which, on acceleration, would either stall or have severe hesitation. This would undoubtedly leave the average driver with diminished confidence in the vehicle and possibly seeking corrective action." Page 81.

- ¹¹ "Probably the most dramatic increase has been in the intake valve deposits; to the point that on a number of vehicles the valves were not closing leading to a loss of cylinder combustion." Page 120.
- ¹² "All vehicles clearly indicated hotter combustion gasses during operation with white deposits on the exhaust valves and a lighter colouring of the spark plugs. This is typical of a leaner combustion process occurring and is particularly relevant to the carburettor vehicles for which no adaptation of the fuel delivery would occur due to the increase in oxygen content of the fuel." Page 121.
- ¹³ "—The durability data gathered is sufficient to indicate that the increases in deposits on the valves and pistons will lead to premature failure of the engine. Though this would not pose an immediate impression on the owner it clearly will lead to some economic impact in the future." Page 122.
- ¹⁴ "—Visual inspection of the filters and examination of the deposits when the filters were removed show that a significant amount of debris is being stripped from the tank, fuel lines and other sources downstream of the filter . . ." Page 122.
- ¹⁵ "On drying, many components either had dimensionally 'shrunk' or had lost weight whilst still returning to their original pre-test dimensions. The latter can only mean that the density of the material has changed and that the structure and/or integrity of the material may have also changed." Page 160-161.
- ¹⁶ "An aspect of the thinner elastomer and polymers which is cause for concern is the hardening and distortion of the material. Typically the thinner material would be used for a diaphragm or accelerator plunger seal. A primary concern would be the failure of this material leading to an external fuel leak; hence a serious safety concern. The Ford Festiva (GOV5-03) regulator diaphragm is a good example; as well as distortion/stiffening of the diaphragm there is evidence of material breakdown (crumbling of the elastomer). A secondary concern would be the loss of function of the part for example if diaphragms have a significant change in softness or shape; this could affect the ability of the fuel regulator to actually regulate the fuel pressure. This effect on fuel regulations, could affect the operability of the vehicle but is unlikely to lead to a serious safety concern." Page 161.
- ¹⁷ "The carburettor components show considerable areas of corrosion both on alloy, steel and brass parts. The corrosion on the alloy parts is the most extensive and both pre-1986 and 1986-onwards carburettors have significant issues after the 2,000 hour test." Page 162.
- ¹⁸ "In particular, the Hilux (GOV5-06) carburettor body both on E5 and E10 is extensively corroded with the throttle shaft sticking in the housing after periods of immersion. The shaft can be unstuck and appears to remain free, so potentially under normal operation, where the throttle shaft would rotate, this might not be a problem. This assumes that the return springs on the throttle can overcome whatever resistance the corrosion applies. It is clear that if the throttle shaft did jam in an open position and did not return then this would be a very serious failure which could result in an uncontrolled drive-away situation. The levels of corrosion seen on this part would also give cause for concern for the functionality of the device as debris might block jets and other control functions within the carburettor body. The other carburettors tested have similar issues but not to the extent of the Hilux (GOV5-06)." Page 162.

From the RACV via the AOMC – with thanks.

A CONSEQUENCE OF USING ETHANOL BLEND FUEL?

An Engine Failure In A Classic Motor Car

It was on one of our recent club runs that a recently restored MGA was filled with ethanol-blended petrol. This tank fill was thought to be unleaded premium petrol at the time of purchase. There was just a very small



sticker on the dispensing pump, declaring that the product was in fact, an ethanol blend. Interestingly, further along the run and on the way home, the MG's engine seized. This was very strange for an engine that had been running happily on a diet of premium unleaded petrol. The seizure condition was found to be at all four pistons.

Left: A piston assembly removed from the MG engine. It can be seen that the engine's seizure was severe.

Thus it can be assumed that the problem was very likely caused by incomplete combustion resulting from using an ethanol blended. It certainly was not due to any lubrication starvation from rotating components. There is a valuable lesson to be gained from this –

be extremely careful when purchasing an unfamiliar brand of petrol. It has been found that petrol dispensing pumps are identified differently from brand to brand. A one tank fill up can soon lead to a heartbreak and expensive repair bills.

Mike Allfrey

OUR BRAIN TEASER

I am eight letters long – '12345678'. My 1234 is an atmospheric condition. My 34567 supports a plant. My 4567 is too appropriate. My 45 is a friendly thank-you. My 678 is a name. Q: What word am I?

The answer is cleverly buried elsewhere!

INTER-OFFICE MEMORANDUM

It has come to our attention that you may be reporting to work while under the influence of alcohol. To clear the air, you are required to answer the question below.



Which direction is this car going?

If you cannot tell, you drink too much!

Colin Brown – via E-mail

PAST AND FUTURE EVENTS

This section is devoted to reporting on what has happened, or is about to happen within our club. All club members, not just those who have organised events, are encouraged to submit reports for inclusion here in Your ABCCC News. Event reports will be accepted in hand-written form, typed or via the E-mail system.

THE ABCCC ANNUAL BEANO

An enjoyable day out sampling two modes of transportation.



Our merry group! Who is behind the mask?

For those of you who are not familiar with the term, a “Beano” is an old English name for an organised day trip in a motor coach. Our annual Beano was once again organised by Ray and Lyn Higginson of Mooney Valley Coach fame. Whom I am sure, you will all join me in thanking, for not only arranging a great day but also for supplying one of their finest touring coaches, free of charge. I, for one, know what is involved with operating this class of vehicle. Believe me it is a grand gesture indeed.

The day started by meeting at the Mooney Valley Coach depot, where we all gathered having securely parked our vehicles inside the depot compound. At the allotted time we boarded our transport, and set off towards our morning tea stop at Malmsbury.

Morning tea was supplied by Ray and Lyn with lots of beautiful slices and steaming cups of tea and coffee. Then it onwards to Castlemaine where we caught the train to Maldon. This was a heritage train operated by the Central Gold Fields Railway. A very pleasant journey, through some interesting countryside, found us arriving at Maldon station. There once again our motor coach was waiting to take us into town for lunch at the Historic Maldon Hotel. With lunch ordered, we were able to get some liquid refreshment and continue talking amongst ourselves. Lunch was excellent and all too soon it was time to continue on our way. Once mobile we were treated to a tour of the old township, and then we were off to the top of Mount Tarrengower where a few hardy souls climbed the lookout tower to see the panoramic views across central Victoria. Then it was time to start heading home by the scenic route. We had a really great day out, and we would like to say a very public **thank you** to Ray and Lyn, not only for providing the vehicle and organizing the subsidised train trip, but also for the lollies, the quiz, and of course, the fabulous morning tea. Last, but by no means least, a really big thank you to our driver Craig Higginson who once again gave up some of his precious time to pilot us around the countryside.

We are indeed fortunate to have such wonderful people in our circle of friends.

Thank you to everybody who took part in this day out, you all helped to make it a memorable one.

Frank Sawyer

THE FOUR ELEMENTS PUB LUNCH RUN – Sunday 22nd August 2010

A Bush Walk That Could Not Happen

We met at the Lilydale International Club on a fine morning, only to be informed by Frank that the bush walk was a non-event due to the authorities (Nanny Society) closing the track for safety reasons. We adopted Plan ‘B’ and set forth for Healesville where morning refreshments had been organised at The Innocent Bystander, a wine bar cum gourmet foods and coffee pavilion. It was a sort of factory-like setting and it would not have been surprising if a bustling fork-lift had driven right past our table. The coffee was good and the cheese counter was an interesting place to explore. It was good to see a large round of Shropshire cheese on display – a chunk was purchased for enjoyment later. Soon it was time to move on to witness something spectacular.

We drove into the park at the Maroondah Dam where. We listened and could hear the music of tumbling water! For the first time in many years spillway was full of overflow water. It was great for us to experience this rare, event



Across the car park was a fine line of classic Ford Thunderbirds. Quite appropriate! For the North American Indians, the *Thunderbird* was the god of lightning (striking prey), thunder and heavy rain. And here we had the result!

We then drove over a relatively traffic-free Black's Spur through Narbethong to Buxton for lunch. Inside there was good atmosphere with a fire blazing in the hearth and people enjoying the hospitality of the house. Our lunch was soon before us and we did full justice to the fourth element!

After lunch, we drove up to the Buxton Ridge Winery where we enjoyed quite spectacular views

over the valley towards Buxton. The Sauvignon Blanc was excellent, so a couple of bottles went into the Rover's boot. We then set off for the Buxton Trout Farm, where Frank and Val had arranged a talk about how trout are bred for the table. It was most interesting to learn that if a rainbow trout is fed one kilogram of feed material, then it will put on one kilogram of body weight. Sounds familiar!

We all lined up for the group photograph prior to setting off for Marysville. The road (C508) from Buxton to Marysville is, very likely, the nicest drive in all Victoria any time of the year. Once we drove into the town, we realised just how the terrible fires had devastated the town. We parked in front of what used to be Fred Sawyer's car museum. It had somehow survived the fires unscathed. The building is now an indoor mall-type shopping centre. We were immediately struck by how much it had changed. Fred's beloved clock is still there and, fortunately, the workings on the floor are encased in glass – clearly visible, but protected from the masses.

We had afternoon refreshments, just about where Dot had laid out those famous sausage rolls that we enjoyed so much on our previous visits to this special place. After making some purchases to boost the local

economy, it was time to set off for home. Our thanks are due to Frank and Val for putting it all together for us to enjoy. It was a very pleasant day out, enjoying Victoria's best.

Mike Allfrey

CLUB DINNER AND SLIDE SHOW – Friday 3rd September 2010

A Pleasant Evening's Entertainment

At the calendar planning meeting last October, I volunteered to put on an evening meal and slide show function. An early booking was made at the Lilydale International Club and, at booking confirmation time, we found that some management changes had taken place. Due to the Club having a minimum number of fifty in the function room, we decided to re-introduce the evening Club Dinner to make the event more attractive. We were given a special deal for the dinner, and drinks were, once again, on our club. In total, we managed to scrape in with forty participants.

The main show was a series of photos taken on a recent trip to India for a family wedding. In addition to that, there were slides of Indian traffic and of a collection of motor cars which are owned by India's Maharajas. Additionally there were 780 photos of past club activities which continuously rolled on screen while the first course was being served. The images were a real mixture. We certainly had enough to keep going without repetition.

I think our night turned out to be good entertainment. Several people were pleased to see themselves up on the huge screen. The facilities were good, the hired laptop connected well with the ceiling-mounted projector and the pictures were bright and sharp. With the use of round tables, some had to turn their chairs around to get a good view.

After the presentation, Sue assisted by Heather Gillespie demonstrated how a sari should be worn. Then we all sat back to view the video of the first Great Australian Rally. This drew the comment – where are those cars now?

Our thanks to the Lilydale International Club for the use of their excellent equipment and for providing us with good meals at a reasonable price. Thanks also to Bryan and Richard for bringing the back-up laptops that, ultimately, were not required. In addition, thanks are due to Tony Pettigrew for assisting with this event. Thanks also to Colin Brown who brought to us the video of the first Great Australian Rally.

Mike Allfrey

CLUB HOLIDAY TO TASMANIA – 17th to 24th November 2010

There will be a tour itinerary in a forthcoming issue of *ABCCC NewsFlash*.

Marjorie Pepper & Karen McDonald

RACV GREAT VICTORIAN BIKE RIDE – Rest Day Display, Wednesday 1st December 2010



This year, the Great Victorian Bike Ride, ably organised by Bicycle Victoria, will be sponsored by the RACV. Along with this sponsorship, our club has been invited to organise a display of heritage motor vehicles. The Ride is having a rest day at Nagambie, where a country market and fair will be held in conjunction with the motor vehicle display.

Picture at left: From Bicycle Victoria – with thanks.

Motor cars that are twenty-five years old are eligible for the display. No moderns will be accepted in the display. Those vehicles operated on the Victorian Club Permit Scheme are able to take part in this event.

The start of our run to Nagambie will take place at 8:30 am, from the car park of the Lilydale International Club, entry from Nelson Road, Lilydale (Melways Map 38, Ref: H3). On the way to Nagambie there will be a morning refreshment stop, and lunch will be provided by the RACV at the display venue. We are hoping to have fifty (50) heritage motor cars in our display and, to celebrate this, the RACV will be striking a commemorative metal badge. Each car on display will be given a badge.

There will be 5,000 people taking part in the Ride, so, this is a good opportunity to make a fine display of quality heritage motor cars. If you wish to take part in this special *Mid-Week Run*, then please contact Tony Pettigrew on (03) 9739 1146 to make your reservation.

Tony Pettigrew – President

MAJOR EVENTS NEWS

RACV Great Australian Rally – Sunday 16th January 2011



In 1991 the Great Australian Rally was proposed by the late Frank Douglas, an active member of the Armstrong Siddeley Car Club. Frank proposed that it would be a good idea to combine a touring rally with a static public motor vehicle display. He informed the Committee of the Armstrong Siddeley Car Club that there were many very well restored motor cars in Victoria, and it was his firm belief that their owners would enjoy driving their cars in an organised rally as well as showing them off to the public. This concept was taken up by the Armstrong Siddeley Car Club with the first Great Australian Rally being run in November 1991. A special badge, reflecting the Club's involvement was struck (*See left*).

For the 21st running of the RACV sponsored Great Australian Rally, we have struck a special celebratory badge of similar style. Since those early days when the Great Australian Rally was regarded as a bonus for those who invested so much time and effort into their vehicles, it has developed into a major event that raises much needed funds for its chosen charity, the Peter MacCallum Cancer Institute. The Great Australian Rally has visited such picturesque venues as Cape Schanck, Sorrento and Red Hill - all on the Mornington Peninsula.



There have been starting points at Melbourne, Brandon Park, Stud Park, Casey and, for the older vehicles, the Westernport Marina at Hastings. The Rally has always come together at a display venue for public viewing.

With the creation of the All British Classics Car Club, Frank had a number of club members who were willing to assist with the running of the Rally. This has meant that, over the ensuing years, with much appreciated RACV sponsorship, the Great Australian Rally has raised more than \$250,000 for our friends at Peter Mac.

Left: The essence of it all, a young girl taking an interested look into a very desirable Lea Francis.

Please come join us on the RACV Great Australian Rally, and that you will have a most enjoyable time taking part in this memorable event. Entry forms are available now from Pat Douglas, or by downloading from the Great Australian Rally's dedicated Website www.greataustralianrally.com.au and clicking on *Brochure*, where your entry can be completed electronically – but then lodged by mail.

So, come along, – *Rally For A Cure* – and join in the fun of the RACV Great Australian Rally. In doing so, you will help a most worthwhile cause, the Peter MacCallum Cancer Institute.

RACV Fly The Flag Tour – 10th Anniversary Tour – 26th March to 1st April 2011

Entry forms for this very popular event are now available. If you wish to take part, please get your entry in quickly. As of 11th September, more than 112 entries have been received. Entry form can be downloaded at the dedicated Website www.abccc.com.au/FTF/ and click on *Rally Brochure*. It can be filled in electronically.

The Tour's itinerary will take us from Keilor to Muckleford (lunch) and on to Bendigo (one night). The next day we will drive to Swan Hill via Boort. The Tour stays for two nights in Swan Hill, there we will be visiting Tynnynder Homestead. Then it is on to Echuca via Moulamein and Deniliquin for another two nights stay with a paddle steamer river cruise. On leaving Echuca, we head to Cobram, Yarrowonga and Rutherglen to reach Wangaratta for our overnight stop. Here there will be our famous fancy dress evening. The Tour will then finish at the RACV Country Club in Healesville.

Mike Allfrey

A WARM WELCOME TO NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club. Our club is one of the fastest growing motoring interest clubs in this country. We hope to be able to welcome you and, in actual fact, your British classic motor car, at one of our events soon. Our club aims to have two motoring events each month, so there are plenty of fabulous events for you to select from. Welcome!

Name	Make Of Car	Model	Year
Robert & Robyn Joiner	Jaguar	MK II	1965
Peter Lacey	Morgan	4/4	1974
Ray & Joan Parker	Bristol	401	1951
Chris & Trish Starr	Rover	100	1961

Editor's Note: Unless I am mistaken, some new members may have been missed. This could be due draconian efforts to keep the Editorial E-mail 'In-box' at a reasonable number. My apologies if you have been missed from our New Member Welcome segment. A warm welcome is still there for you!

Pat Douglas – Membership Secretary