



All British Classics Car Club (Vic)

A friendly family social motoring club

Edition 147

December 2011

FLASHBACK TO 2010 RACV GREAT AUSTRALIAN RALLY



A group of British classics on display at Mornington. The Vauxhall is a PB model and is probably a Cresta version. It is great to see such rare cars out and about on our RACV Great Australian Rally.

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, Chirnside 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

Executive Positions	Name	Telephone No.	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	
Membership Secretary	Pat Douglas	(03) 9739 4829	
Other Positions	Name	Telephone No.	Other Telephone No.
Editor	Michael Allfrey	(03) 9729 1480	
Assistant Editor	Betty Taylor	(03) 9739 1879	
AOMC Delegate	Ross Gardiner	(03) 9589 2013 (AH)	
AOMC Delegate	Bill Allen	(03) 9846 2323	
VCPS Officer (Applications)	Nello Mafodda	(03) 9719 7949	
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	
Club Events Registrar	Sue Allfrey	(03) 9729 1480 (AH)	
Club Regalia	Maxine Pettigrew	(03) 9739 1146	
Committee Member (Events)	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/>

The Association of Motoring Clubs Website is: <http://www.aomc.asn.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 each of those months. 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 or omitted to be done by any person in consequence with the contents of this publication.

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

All correspondence should be addressed to the Editor *Your ABCCC News*, 59 Rowson St, 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 to the VCPS. However, it cannot be stressed enough, that a vehicle operated on the VCPS, must carry the VicRoads Logbook and Permit (current); the AOMC VCPS Handbook. All enquiries should be addressed to the VCPS Officers.

THE VICTORIAN CLUB PERMIT SCHEME

NEW PERMIT APPLICATIONS

For members wanting to operate a motor car on the Victorian Club Permit Scheme (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 able to provide all the information required to operate a motor car on the VCPS. Nello's position is entirely voluntary, so due consideration should be given when contacting him.

The ABCCC has the following conditions for operating a motor vehicle [twenty-five (25) years old and older] on the Victorian Club Permit Scheme:

1. Initial contact should be made with the club's VCPS Applications Officer, currently Nello Mafodda. He will advise the procedure for application with respect to the conditions set by the ABCCC.
2. A club member who proposes to place his/her motor vehicle on the VCPS under the auspices of the ABCCC must have been an ABCCC member for more than one year.
3. A Roadworthy Certificate must accompany an application for the Victorian Club Permit Scheme under the auspices of the ABCCC.
4. A club member who operates a motor vehicle on the Victorian Club Permit Scheme, under the auspices of the ABCCC, must attend a minimum of three (3) club events per year. The car does not have to attend three events, just the owner. Excluded from the count are the Annual Winter Luncheon and the Christmas Luncheon events.
5. VicRoads requires a permit holder to be in good financial status in order to drive the car under this Permit.
6. The ABCCC will notify VicRoads when a permit holder becomes an unfinancial member.
7. The ABCCC will maintain a Register of those Motor Vehicles operated on the Victorian Club Permit Scheme under the club's conditions. Such Register will be submitted to VicRoads upon request.
8. The motor vehicle operated under the Permit Scheme should be used within the spirit of the motor vehicle club scheme.

PERMIT RENEWALS

VicRoads requires that an ABCCC authorised VCPS Officer's signature is entered on the permit renewal notice. Therefore, your VCPS renewal should be sent to Colin Brown, PO Box 40, Coldstream, Victoria 3770. Enclose with it a stamped envelope addressed to VicRoads, along with a cheque/money order for the VCPS fee. Colin will sign on behalf of the ABCCC, and then forward the permit renewal on to VicRoads. The form also requires YOUR signature, so be sure to sign it as the permit holder as well.

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

ABCCC EVENTS DIRECTORY 2011/2012

NOTE: All events listed in this Directory are placed in good faith. Events for inclusion here should be provided to the magazine Editor prior to the 14th of these months – January, March, May, July, September and November. Events organised by other clubs or associations have their own contact telephone number.

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

November 2011

- 27 Club Picnic At Hanging Rock – [An ABCCC Event](#) Anne & Bryan Tootell 0412 549 906
Venue – Hanging Rock Reserve, (near Woodend), Victoria.
- 27 JCCV Annual Concours and Display Day. Contact: Trevor Wilkinson 0438 345 219
Venue: Wesley College, Glen Waverley campus

December 2011

- 11 Christmas Lunch Run – [An ABCCC Event](#) Tony Pettigrew (03) 9739 1146
Venue – Chateau Wyuna, Swansea Road, Mt. Evelyn, Victoria.

January 2012

- 15 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.
- 29 The *Ciao Bella Tour* – [An ABCCC Event](#) Frank Sawyer 0408 633 778
Venue – Meet Point TBA.

February 2012

- 12 Annual General Meeting – [An ABCCC Event](#) Pat Douglas (03) 9739 4929
Venue – Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria.
- 17 – 19 Begonia Rally – Veteran, Vintage and Classic Vehicle Club of Ballarat Tony Pettigrew (03) 9739 1146
An ABCCC Attending Event.
Venue – Clubrooms at Ballarat, Victoria.

March 2012

- 4 Mirboo North Brewery Run – [An ABCCC Event](#) Robert and Stella Stark 0413 675 748
Venue – Driving to Mirboo North via Noojee and Willow Grove.
- 17 – 23 11th RACV Fly The Flag Tour – [An ABCCC Major Event](#) Tony Pettigrew (03) 9739 1146
This is the Heritage Tour.
Touring – From Keilor, Barwon Park, Warrnambool (2 nights), Mt Gambier (2 nights), Hamilton, Ballarat.

April 2012

- 1 The Northwest Run – [An ABCCC Event](#) Bryan and Anne Tootell 0412 549 906
Venue – Meet point TBA.
- 14 – 15 Como Gardens Open Weekend – [An ABCCC Assist Event](#) George Hetrel (03) 9761 1341
Venue – Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria.
- 29 RACV Classic Showcase – A Must Attend AOMC Event Mike Allfrey (03) 9729 1480
Venue – Members' Car Park, Flemington Racecourse, Enter from Epsom Road.

May 2012

- 9 Tore's Special Day Out – [An ABCCC Event](#) Tore and Connie Panuzzo 0413 941 502
Venue – Meet point TBA.
- 13 Mothers' Day
- 20 The World Famous Cream Sponge Run – [An ABCCC Event](#) Geoff and Judy Birkett (03) 9755 1772
Our contribution to the National Heritage Motoring Day, commences at 10:00 am.
Venue – Sassafra & Ferny Creek CFA, Clarkmont Road, Ferny Creek (Melway Map 75, Ref: D1)
- 20 Heritage Motoring Day – AHMF Inc.
- 27 Historic Winton – Austin 7 Club Noel Wilcox (03) 5428 2689 (AH)
Australia's premier historic race meeting and includes a club display area.
Venue – Winton Motor Raceway, near Benalla, Victoria.

June 2012

- 3 Rex's Big Day Out – [An ABCCC Event](#) Rex and Deanna Hall (03) 9795 7669
Venue – Meet point TBA.
- 13 Archies Creek Run – [An ABCCC Event](#) Peter and Rosalie McKiernan (03) 9787 6003
Venue – TBA.
- 22 – 24 Weekend In Apollo Bay – [An ABCCC Event](#) Bryan and Anne Tootell 0412 549 906
Venue – TBA.

July 2012

- 7 – 8 Weekend In Tocumwal George Chrystie (03) 5874 3358
Venue – TBA.
- 8 A Special Observation Run – [An ABCCC Event](#) Craig Douglas (03) 9753 9557
Venue – TBA Colin Oberin (03) 9817 3182
- 22 Xmas In July Lunch – [An ABCCC Event](#) Colin Brown 0408 343 176
This is our club's annual luncheon and is rather special.
Venue – In The Dandenong Hills Area.

August 2012

- 5 The Famous ABCCC Coach Tour – [An ABCCC Event](#) Ray and Lyn Higginson (03) 9336 7306
Provided by the renowned Higginson Charabanc Tour Company
Venue – Starts from Moonee Valley Bus Lines, 6 Tullamarine Park Drive, Keilor, Victoria. (Melway 15, D4)
- 29 – 30 A Rusty Springs Adventure – [An ABCCC Event](#) Marjorie and Brian Pepper (03) 9439 7875
Venue – Meet Point TBA.

September 2012

- 2 Fathers' Day
- 9 A Run Through The Yarra Valley – [An ABCCC Event](#) Colin Brown 0408 343 176
Venue – TBA.
- 23 Phil's Touring Day Out – [An ABCCC Event](#) Phil Cook (03) 9842 5449
Venue – TBA.

October 2012

- 12 – 25 Club Holiday Abroad – [An ABCCC Event](#) Paddy and David Bullard 0429 140 182
Expressions of interest are being called for. See Page 9 for details.
Venue – A Very Compressive Tour of Vietnam.
- 20 – 21 Como Gardens Open Weekend – [An ABCCC Assist Event](#) George Hetrel (03) 9761 1341
Venue – Como Gardens, 79 The Basin – Olinda Road, The Basin, Victoria.

November 2012

- 6 Classic Car Display – [An ABCCC Must Attend Event](#) Colin Brown 0408 343 176
Melbourne Cup Day
Venue – Yarra Glen Racecourse, Yarra Glen, Victoria.
- 11 Log Cabin Picnic – [An ABCCC Event](#) Frank Sawyer 0408 633 778
Venue – TBA.
- 17 – 18 Bendigo National Swap Meet – Veteran, Vintage & Classic Club Bendigo info@bendigospw.com.au
Venue – Prince of Wales Showgrounds, Holmes Road, Bendigo, Victoria.
- 25 High Tea On The High Seas! – [An ABCCC Event](#) Karen McDonald (03) 5975 1867
Venue – TBA Lyn Higginson (03) 9336 7306

December 2012

- 9 The ABCCC Christmas Lunch Run – [An ABCCC Event](#) Tony and Maxine Pettigrew (03) 9739 1146
Seal off an astounding year of fabulous ABCCC Events of great note with a glass of good cheer!
Venue – Luncheon Venue TBA.

EDITORIAL NOTES – ISSUE NUMBER 147

This edition of *Your ABCCC News* features our Events Directory for 2012. A special highlight will be a Club Holiday to Vietnam. A most interesting fourteen-day tour has been put together exclusively for our club. There is a limited description of the itinerary on Page 9, and there is a request for expressions of interest to be lodged as soon as possible. A great amount of planning will need to go into this holiday, so we need to know early-on how many we need to cater for with airline bookings and so on.

Due to illness, I missed our Calendar Planning Meeting and that means that I do not have much of a 'feel' for what has been scheduled. Therefore the Directory contains more than the usual beginning of year 'TBAs'. We have an exciting list of events for you, and you can be assured that all of them will be enjoyable!

Please note that I will be away from the Editorial Office for four weeks, cuddling elephant seals and socialising with a multitude of penguins, from 4th February, 2012. I will have to make space now for the photograph below. Enjoy this issue of *Your ABCCC News*, so long as a few good articles come in, it won't be the last!

Mike Allfrey – Editor

A WONDERFUL CELEBRATION



On 9th October, Harry and Jean Cooper (*fifth and seventh from left, above*) celebrated their sixtieth wedding anniversary. Harry and Jean are long-time members of our club, and that meant there were a number of ABCCC members present to help consume the Champagne! Special congratulations to Jean and Harry, from all of us.

Tony Pettigrew

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
James McGhie and Ann Robson	Panther	3901T	1985
Ben Gearing and Louise Robertson	Morris	MW1	1970
Greg McPhee	MG	A	1958

Pat Douglas – Membership Secretary

OUR BRAIN TEASER

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

The answer is on Page 14!

AN E-MAILED MESSAGE TO THE EDITOR

An Example Of The Curiosities Of Modern Communication – That Makes Us Really Wonder

Editor's Note: This 'snippet' arrived in the Editorial In-box recently. Just what it means will be left to your own imagination.

Comment: A snippet for our magazine: Quote from Pyrenees Advocate, Aug 19 "Louis had not been free of injuries during his sixteen years of football, having incurred a broken leg, six knee arthroscopies, broken jaw and roken hose (*sic x 2*) several times". Perhaps he needs to pull his socks up!

Robert Wood

VALE – ARTHUR GREAVES

The AOMC Committee, asks member clubs, to extend their sympathies to Heather and the family on the passing of Arthur. He died on October 3rd at the age of just sixty-six. Arthur was prominent in the AOMC between 1975 and 2000, in many capacities, and the family home served as the AOMC's 'office' during this time.

It was Arthur's work, assisted by Peter Wright (Arthur's father-in-law), that created and developed the AOMC Information Van. He towed it up to the Bendigo National Swap Meets and to other events, with his works Holden panel van. The Information Van was a well organised asset for the AOMC.

Arthur started track racing Holdens as a teenager with success at Calder, Winton, Hume Weir and Phillip Island. With the formation of the Citroën Car Club of Victoria in 1965, he was involved with racing an ID model while he maintained his connection with the club to his death.

Sitting 'out the back' is a NOTA hill climb car, a job for retirement that was not to be.

Other interests included the Scouting movement and radio communications and these were often blended as an activity. In his working life Arthur was the holder of an 'A' Grade Certificate in motor mechanics and worked in the truck rental business for thirty-five years on vehicle and plant maintenance and road service.

A celebration of his life was attended by a number of AOMC club members in late October.

Dennis Brooks, with acknowledgement to the CCCV Newsletter.

THINKING OF CONVERTING YOUR HEADLAMPS TO HID?

A Number Of Illuminating Facts – From Daniel Stern Lighting

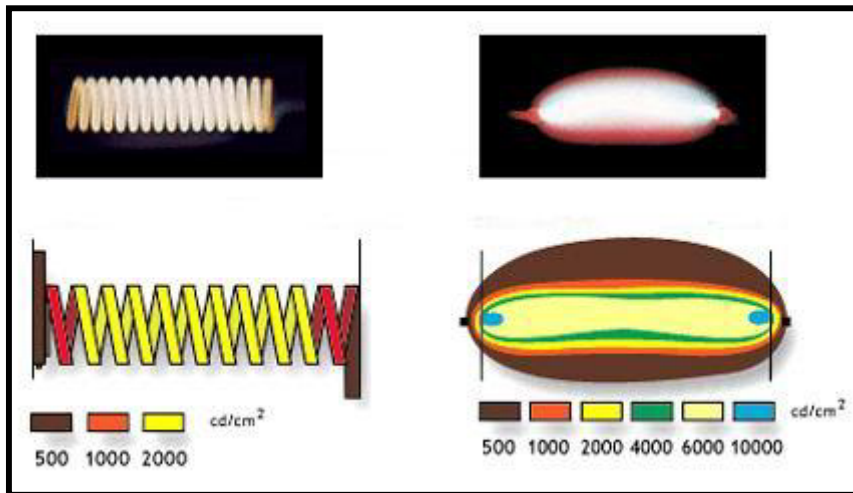
So you've read about HID (High Intensity Discharge Lamps) headlamps and have it in your mind to convert your car. A few mouse clicks on the web, and you've found a couple of outfits offering to sell you a 'conversion' that will fit any car with a given type of halogen bulb. STOP! Put away that credit card.

An 'HID kit' consists of HID ballasts and bulbs for retrofitting into a halogen headlamp. Kits for replacement of standard round or rectangular sealed-beam headlamps usually include a poor-quality replaceable-bulb headlight lens-reflector unit that's not safe or legal even when equipped with the intended (usually H4) halogen bulb. Often, these products are advertised using the name of a reputable lighting company ('Real Philips kit! Real Osram kit! Real Hella kit!') to try to give the potential buyer the illusion of legitimacy. On rare occasion, some of the components in these kits did start out as legitimate HID headlight bulbs made by reputable companies, but they are modified (hacked) by the 'HID kit' suppliers, and they aren't being put to their designed or intended use. Reputable companies like Philips, Osram, Hella, etc. *never* endorse this kind of hacked usage of their products. Nevertheless, it's easy to get 'HID kits' from China bearing the (unauthorised, counterfeit) brands of major, reputable companies. See [this page](#) for just a few examples of the many packaging options offered by just *one* Chinese maker of 'HID kits'.

Halogen headlamps and HID headlamps require very different optics to produce a safe and effective – not to mention legal – beam pattern. How come? That is because of the very different characteristics of the two kinds of light source.

A halogen bulb has a cylindrical light source: the glowing filament. The space immediately surrounding the cylinder of light is completely dark, and so the sharpest contrast between bright and dark is along the edges of the cylinder of light. The ends of the filament cylinder fade from bright to dark. An HID bulb, on the other hand, has a crescent-shaped light source -- the arc. It's crescent-shaped because as it passes through the space between the two electrodes, its heat causes it to try to rise. The space immediately surrounding the crescent of light glows in layers...the closer to the crescent of light, the brighter the glow. The ends of the arc crescent are the brightest points, and immediately beyond these points is completely dark, so the sharpest contrast between bright and dark is at the ends of the crescent of light.

This diagram shows the very different characteristics of the filament versus the arc:



When designing the optics (lens and/or reflector) for a lamp, the characteristics of the light source are *the* driving factor around which everything else must be engineered. If you go and change the light source, you've done the equivalent of putting on somebody else's eyeglasses: You can probably make them fit on your face OK, but you won't see properly.

There are some downloadable PDF tests done by DOT at [CalCoast Labs](#) on halogen headlamps equipped with 'HID kits'.

You can read some of DOT's statements on the subject [here](#), [here](#), [here](#), and [here](#) — all links will open in new windows. And you can read the German perspective

[here](#), and the same from Hong Kong [here](#), and the same from New Zealand [here](#) (NZ vehicle owner information page) and [here](#) (full NZ lighting regulation & inspection manual; see Pages 1 – 5). Some 'HID kit' marketeers will try to tell you that the kits are technically illegal only because the US headlamp laws are stuck in the past. That's wrong; the world's experts and regulators all say the same thing: **Don't!**

Now, what about those 'retrofit' jobs in which the beam cut-off still appears sharp? Don't be fooled; it's an error to judge a beam pattern solely by its cut-off. In many lamps, especially the projector types, the cut-off will remain the same regardless of what light source is behind it. Halogen bulb, HID capsule, cigarette lighter, firefly, hold it up to the sun—whatever. That's because of the way a projector lamp works. The cut-off is simply the projected image of a piece of metal running side-to-side behind the lens. Where the optics come in is in distributing the light *under* the cut-off. And, as with all other automotive lamps (and, in fact, all optical instruments), the optics are calculated based not just on where the light source is within the lamp (focal length) but also the specific photometric characteristics of the light source: which parts of it are bright; which parts of it are darker; where the boundaries of the light source are; whether the boundaries are sharp or fuzzy; the shape of the light source; and so forth.

As if the optical mismatch weren't reason enough to drop the idea of 'retrofitting' an HID bulb where a halogen one belongs – and it is! – there are even more reasons why not to do it. Here are some of them.

The only available arc capsules have a longitudinal arc (arc path runs front to back) on the axis of the bulb, but many popular halogen headlamp bulbs, such as 9004, 9007, H3 and H12, use a filament that is transverse (side-to-side) and/or offset (not on the axis of the bulb) central axis of the headlamp reflector). In this case, it is impossible even to roughly approximate the position and orientation of the filament with a "retrofit" HID capsule. Just because your headlamp might use an axial-filament bulb, though, doesn't mean you've jumped the hurdles—the laws of optical physics don't bend even for the cleverest marketing department, nor for the catchiest HID "retrofit" kit box.

A relatively new gimmick is HID arc capsules set in an electromagnetic base so that they shift up and down or back and forth. These are being marketed as 'dual beam' kits that claim to address the loss of high beam with fixed-base 'retrofits' in place of dual-filament halogen bulbs like 9004, 9007, H4, and H13. A cheaper variant of this is one that uses a fixed HID bulb with a halogen bulb strapped or glued to the side of it...yikes! What you wind up with is two poorly-formed beams, at best. The reason the original equipment market has not adopted the movable-capsule designs they've been playing with since the mid-1990s is because it is impossible to control the arc position accurately so it winds up in the same position each and every time.

In the original-equipment field, there are single-capsule dual-beam systems appearing ("BiXenon", etc.), but these all rely on a movable optical shield, or movable reflector—the arc capsule stays in one place. The Original Equipment engineers have a great deal of money and resources at their disposal, and if a movable capsule were a practical way to do the job, they'd do it. The "retrofit" kits *certainly* don't address this problem anywhere near satisfaction. And even if they did, remember: Whether a fixed or moving-capsule 'retrofit' is contemplated, solving the arc-position problem and calling it good is like going to a hospital with two broken ribs, a sprained ankle and a crushed toe and having the nurse say "Well, you're free to go home now, we've put your ankle in a sling!" Focal length (arc/filament positioning) is only just ONE issue out of several.

The most dangerous part of the attempt to 'retrofit' Xenon headlamps is that sometimes you get a deceptive and illusory 'improvement' in the performance of the headlamp. The performance of the headlamp is perceived to be 'better' because of the much higher level of foreground lighting (on the road immediately in front of the car). However, the beam patterns produced by this kind of 'conversion' virtually always give *less* distance light, and often an alarming lack of light where there's meant to be a relative maximum in light intensity. The result is the illusion that you can see better than you actually can, and that's not safe.

It's tricky to judge headlamp beam performance without a lot of knowledge, a lot of training and a lot of special equipment, because subjective perceptions are very misleading. Having a lot of strong light in the foreground, that is on the road close to the car and out to the sides, is very comforting and reliably produces a strong impression of 'good headlights'. The problem is that not only is foreground lighting of decidedly secondary importance when travelling much above 50 kph, but having a very strong pool of light close to the car causes your pupils to close down, *worsening* your distance vision...all the while giving you this false sense of security. This is to say nothing of the massive amounts of glare to other road users and back dazzle to you, the driver, that results from these 'retrofits'.

HID headlamps also require careful weatherproofing and electrical shielding because of the high voltages involved. These unsafe "retrofits" make it physically possible to insert an HID bulb where a halogen bulb belongs, but this practice is illegal and dangerous, regardless of claims by these marketers that their systems are 'beam pattern corrected' or the fraudulent use of established brand names to try to trick you into thinking the product is legitimate. In order to work correctly and safely, HID headlamps must be designed from the start as HID headlamps.

What about the law, what does it have to say on the matter? In virtually every first-world country, HID "retrofits" into halogen headlamps are illegal. They're illegal clear across Europe and in all of the many countries that use European ECE headlight regulations. They're illegal in the US and Canada. Some people dismiss this because North American regulations, in particular, are written in such a manner as to reject a great many genuinely good headlamps. Nevertheless, on the particular count of HID 'retrofits' into halogen headlamps, the world's regulators and engineers all say ***DON'T!***

The only safe and legitimate HID retrofit is one that replaces the *entire* headlamp – that is lens, reflector, bulb; the *whole* system – with optics designed for HID usage. In the aftermarket, it is possible to get clever with the growing number of available products, such as Hella's modular projectors available in HID or halogen, and fabricate your own brackets and bezels.

Installing HID optics (such as projectors designed to accept an HID bulb) in halogen headlamp housings can be done, but it is a great deal more complicated and difficult to do correctly than is commonly understood. Typically the process involves baking the headlight assembly to loosen the adhesive, removing the lens, cutting the reflector, mounting the HID projector, and using silicone to reseal the lens. Sounds simple? Sure, but there are significant and substantial issues and challenges. The projector has to be mounted very precisely with respect to its centre of gravity; if not, it will shake out of alignment (and eventually off its mounts). Many sealants, adhesives, and paints produce gases that attack and fog lamp optics. The low beam projector has to be aimed correctly relative to the high beam or else the finished headlamp will be aimable so the lows *or* the highs are pointed in the correct direction, but not both. Once the headlamp has been opened, it is very challenging to get a good and durable seal against moisture and dirt ingress. None of these challenges is insurmountable, and there are outfits specialising in this kind of optical transplant. Shop very carefully if you are in the market, pay careful attention to the guarantee offered on the work, and be aware that even if the transplanted optics come from a legal headlamp, the end result—the modified headlamp—is no longer compliant with the applicable regulations.

Please note: From time to time, I am asked to comment on what are marketed as 'new developments' in HID kits, and those asking sometimes point out to me that these 'new developments' might render this article out-of-date, since the copyright date on the article is older than the date of these 'new developments'. Please understand, marketers will always be coming up with dazzling new pseudoscience, tempting new hype and sneaky new ways of trying to convince you to buy their stuff. It's what they do. This article will never go out of date, because the problems with HID kits are conceptual problems, not problems of implementation. Therefore, they cannot be overcome by additional research and development, any more than someone could develop a way for you to put on somebody else's eyeglasses and see correctly.

Permission to use this article granted. Kindly, please provide the link www.danielsternlighting.com .

Daniel Stern Lighting (Daniel J. Stern, Proprietor).

With Thanks.

CHRISTMAS GREETINGS

We extend to our members special Christmas Greetings and best wishes for a happy New Year

A CLUB TOURING HOLIDAY IN VIETNAM

A Tour Arranged Especially For Us By Tonkin Travel



You will no doubt have observed in our Events Directory, a club holiday listed in October. The dates have yet to be confirmed. This advance notification will help explain the situation. The fourteen-day tour described here is shown, at present, less flights to and from Vietnam, but it does include domestic flights, two overnight train trips and a two-day cruise in a Junk in the crystal clear waters of Halong Bay (*Left*). All accommodation is in three-star hotels and the cruise is of four-star rating. There is also due consideration given to ensure that the tour is suitable for mature adults, and there are times allocated so you can do your own thing. The full Itinerary will be posted on the club's Website for those who wish to find out all the details.

Go to <http://www.abccc.com.au/docs/PaddysVietnamTrip.pdf> for more info.

Tonkin Travel (Hanoi), have suggested the following Itinerary, which is exclusive for the ABCCC:

Day 1. Arrive in Hanoi. It should be noted that all international flights enter Vietnam via Ho Chi Minh City (Saigon). At Hanoi, the flight will be met by a local tour guide and a driver to take you to the Golden Rice Hotel. The rest of the day is yours to rest and do what you wish to do.

Day 2. There will be an interesting tour of Hanoi that will finish with a visit to the water puppets theatre. After the show, you will be transferred to the railway station for the overnight journey to Sa Pa in a four-berth cabin.

Day 3. The train will arrive in Lao Cai in the early morning and the tour will take in Bac Ha (local craft markets), and on to Sa Pa in the afternoon for free time to explore. Staying at the Boutique Sa Pa Hotel Deluxe (one night).

Day 4. There are options, depending on days, of places to visit. At night, the train will take you back to Hanoi.

Day 5. Arriving in the early morning, the train is met by your local guide and driver to transfer to the Golden Rice Hotel. The rest of this day is yours to rest and recuperate.

Day 6. Take shuttle bus trip to Halong Bay to board the junk *Dragon Pearl*. Dinner and overnight on board.

Day 7. Cruising amongst the many islands and villages before taking the shuttle bus back to Hanoi for flight to Hue, where a local guide and driver will transfer you to the Mondial Hotel.

Day 8. There will be a Hue City tour, all day, and return to the Mondial Hotel.

Day 9. After collection from the hotel, a coach will take you along Highway 1, Vietnam's most scenic drive, to Hoi An where you will stay at the Vinh Hung Resort with superior rooms.

Day 10. In the morning you have free time, then there will be a walking tour through the narrow streets of this old town. There will also be a river cruise, before returning to the Vinh Hung Resort.

Day 11. Free to enjoy the local Hoi An area as you wish.

Day 12. You will be transferred to the airport for your flight to Ho Chi Minh City, where you will be transferred to the Asian Ruby Hotel – Deluxe Rooms.

Day 13. In the morning a local guide and driver will collect you for a visit to the famous floating market. Local Handicrafts will also be explored. There will be a transfer to the Asian Ruby Hotel.

Day 14. You will have free time before local guide and driver will collect you for transfer to airport for flight to Melbourne.

Included In Tour Cost – Modern vehicle with air-conditioning; Local English-speaking guides; Meals as shown in main Tour Itinerary; Entrance and sightseeing fees as shown in Tour Itinerary; Accommodation (twin-share); Twin-share cabin on junk and kayak use; Domestic Flight ticket (Hanoi/Hue, Da Nang/ Ho Chi Minh City); Tax and service fee.

Excluded From Tour Cost – Travel insurance; Visa on arrival; Drinks, tips and things not mentioned in the Tour Itinerary; Bank fees if you pay by credit card.

Quotation – The approximate cost for the Tour will be: Group of more than ten people – \$US1,200 per person; Group of more than fifteen persons – \$US1,120 per person; Single Supplement – \$US450 per person.

Other Conditions – Please refer to main Tour Itinerary on our Website.

Further Information

Expressions of interest should be referred to Paddy Bullard on (03) 9898 1881, or 0429 140 183. It would be timely for expressions of interest to be lodged before the end of June 2012. Suggested dates are, at present, 12th to 25th October 2012. Paddy assures that Hanoi at that time of year can have delightful weather for sightseeing, however, down in the south (Mekong Delta area) it can be hot, very hot indeed. This is going to be quite some holiday and it will be fantastic if we can get a group of club members to join in the fun of the tour. This itinerary has been condensed from a six-page document. As news comes to hand, it will be given prominence in *Your ABCCC News* – watch this space!

Mike Allfrey – Editor

ABCCC MAJOR EVENTS

RACV GREAT AUSTRALIAN RALLY – Sunday 15th January 2012

Planning for this important event is well advanced. There will be three start points – at the Deaf Centre in St Kilda Road, Stud park Shopping Centre in Rowville, and at the Western Port Marina at Hastings. All Rally participants will converge on Mornington Racecourse for a great display which is open to the public. The Rally's route will take the cars into the racecourse via Bungower Road, along Racecourse Road to the entrance gate. There is no right turn into the racecourse. Cars attempting such a turn will be directed further along Racecourse Road, to the roundabout with Carbine Way, where a 'U' turn can be made and then a left turn into the lawns area at the racecourse display vehicle gate. This is a local traffic management requirement and we have to abide by it.

It should be noted that in Bungower Road there are works in progress where the Peninsula Link freeway intersects. There is a sealed temporary side road at the bridge works. Conditions in Bungower Road will be monitored.

The Hastings Start Committee is pleased to announce that local Federal MP, Greg Hunt, has agreed to flag-off the Western Port Marina starters.

11th RACV FLY THE FLAG TOUR – Saturday 17th to 23rd March 2012

The Heritage Tour

Planning for this, the 11th running of the popular RACV Fly The Flag Tour, is well under way. We are pleased to report that bookings closed off in October with 412 people being booked to take part. That forms some sort of record as the quickest the Tour has filled. The response has reinforced the popularity of the RACV Fly The Flag Tour. Amongst those who have booked, sixty-four will be embarking on their first Tour – welcome folks! Sadly, there will be some tour veterans who will not be joining in this time around. The Tour will be visiting some significant heritage buildings along the way. There will also be a first visit to South Australia with a two-night stop at Mount Gambier.

FUTURE EVENTS

MIRBOO NORTH BREWERY RUN – Sunday 4th March 2012

Come along and join us for a Spritely Drive to the Mirboo North Brewery, via Noojee and Willowgrove, where we will be having lunch (menu to be determined) and a tour of the brewery for those interested. Please call us so we can establish numbers, thank you. Robert and Stella Stark on 0413 675 748 or (03) 9728 6308.

Robert Stark

RACV CLASSIC SHOWCASE – Sunday 29th April 2012

This event, formerly, and still thought of by many of us, as the AOMC British and European Motoring Show, is a very good opportunity for us to promote our club to the general public and heritage motoring enthusiasts. The RACV Classic Showcase will be held on the lawns in the Members' Car Park at Flemington Racecourse. Enter the racecourse at the main Epsom Road gate (Melway 28, H12), where marshals will guide you to the display area. Please tell the marshal that you are a part of the ABCCC display who will be directed to our reserved area. Due to pedestrians on the grounds, cars should be driven at walking pace. The gates will be opened for display cars at 9:00 am and the public gates will open at 10:00 am. Entry is just \$13.00 per car, pre-booked or \$16.00 on the day. These prices include passengers in the motor car.

The 2012 RACV Classic Showcase marks a number of special occasions, with the MG Car Club staging their Annual Concours, the Mercedes-Benz Club their Annual State Concours and the Austin Healey Club will be putting on a major display. In addition to all of this, the Jaguar Car Club (Vic) is celebrating their 50th Anniversary. That means there will be plenty going on. It also means that loyalties may be a little bit divided, but there will be a warm welcome if you visit our display for a chat.

Our club has a great variety of British Classic motor cars that can make a most interesting display. If you wish to be a part of our display, please contact Mike Allfrey on (03) 9729 1480 or, E-mail michael.allfrey@bigpond.com to reserve your space. We will need to give the AOMC advance numbers so that suitable display space can be allocated.

The RACV Classic Showcase is an important fundraiser for the AOMC. They need the funds so that they can keep on working on our behalf. We look forward to a fabulous club display.

Mike Allfrey

THE WORLD FAMOUS CREAM SPONGE RUN – Sunday 20th May 2012

A National Heritage Motoring Day Run

This run is the ABCCC's contribution to the National Heritage Motoring Day scheduled by the Australian Historic Motoring Federation (AHMF). The idea is to have many heritage motor vehicles out and about on this day, so that the public (and politicians) can get a grasp on how vast the heritage motoring movement is. The World Famous Cream Sponge Run is an ideal event for the AHMF's cause, because you can be sure that Geoff and Judy have a special knack in organising runs that are both enjoyable, but also make us visible to those along the way.

The AHMF has 'borrowed' a very successful heritage motoring event from the Federation of British Historic Vehicle Clubs (FBHVC). The British event has grown significantly from small beginnings and has the full support of

motor vehicle clubs in Britain. The ABCCC actively supports National Heritage Motoring Day and we ask you to give this event serious consideration. It is a fun day, so come along and join in – there are also the cream sponge cakes that the Ferny Creek and Sassafras CFA ladies bake for our enjoyment and a small donation helps put the fires out.

We will be meeting at the Ferny Creek and Sassafras CFA premises, Clarkmont Road, Ferny Creek (Melway 75, D1) at 10:00 am for morning coffee, tea and cake to refresh before we collect our route notes for a good-natured Observation Run. We will be stopping at a good place for lunch. For this reason, we need to know numbers so that bookings can be made. Please call us on (03) 9755 1772 to make your reservation.

There will be lots of fun on the way with questions to answer, the 'buddy' system will be in operation again to aid those who may be without a passenger to navigate, or simply to team up with another group to shorten the chances of winning a prize. We look forward to lots of classic vehicles on the special Heritage Day.

Judy and Geoff Birkett

THE TOURING SPIRIT (Continued)

Introduction

In the last issue of *Your ABCCC News* we commenced this series of tours from a small book titled *The Touring Spirit*. We continue the theme. It is interesting to compare what was written about such tours all those years ago with what we accept as normal today. This delightful booklet must have been published by the Shell Oil Company in the early 1920s, however, it is entirely based on the book, *Fifty Miles Round Melbourne* by Geo. R Broadbent. Research has revealed that book was published in 1908. The booklet was developed to encourage people to go touring. This took concerted efforts from car manufacturers, selling dealers, tyre manufacturers, motoring organisations (RACV?) and journalists to convert a sometimes sceptical public to take the thrilling – but costly and possibly lethal pleasure of the open road.

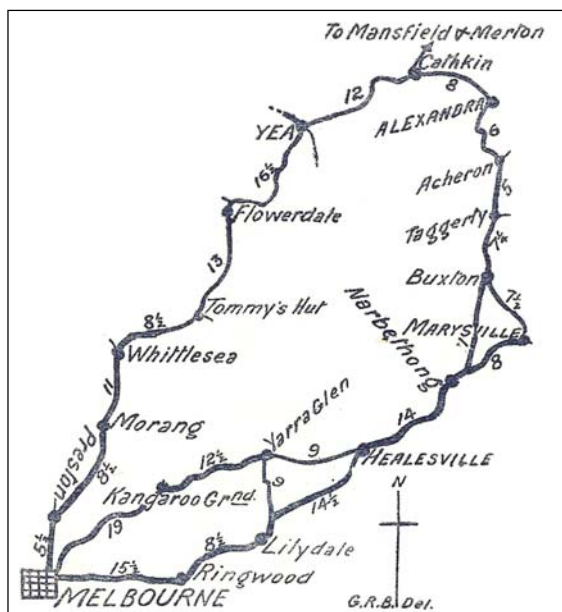
This whole subject is exceptionally fascinating and well worth researching a little. There will be a few more of Mr Broadbent's interesting descriptive matters and maps in coming issues of *Your ABCCC News*.

Mike Allfrey

MARYSVILLE AND THE MOUNTAINS.

Acheron Valley and Alexandra.

The round trip, as shown on the plan, is one of the best from a scenic standpoint available to the motorist. The full distance of the circuit, is about 170 miles, and should be spread over two days.



The route passes through Healesville, to which there are two avenues as shown, thence over the Blacks' Spur to Narbethong. Two miles along there is a divergence to Marysville, which the picturesque resort should not be missed. It is situated among the mountains, high ranges overlooking on all sides, while there are many beauty spots, including falls, in the neighbourhood. Continuing to Buxton, where the direct road from Narbethong along the beautiful Acheron Valley converges, a further enjoyable run is available, following the stream past the majestic Cathedral mount and the villages of Taggerty and Acheron.

Thence the valley is left, and climbing to the summit of a ridge, there is a magnificent outlook over the meadow lands through which meanders the Goulburn, the stream being crossed before Alexandra is reached – a fairly large town. For the return the road is followed over hilly country to Cathkin, and on through Molesworth to Yea, whence a southerly course is shaped, first across plains, then over Junction Hill, when there is a fall to Flowerdale on the King Parrot Creek.

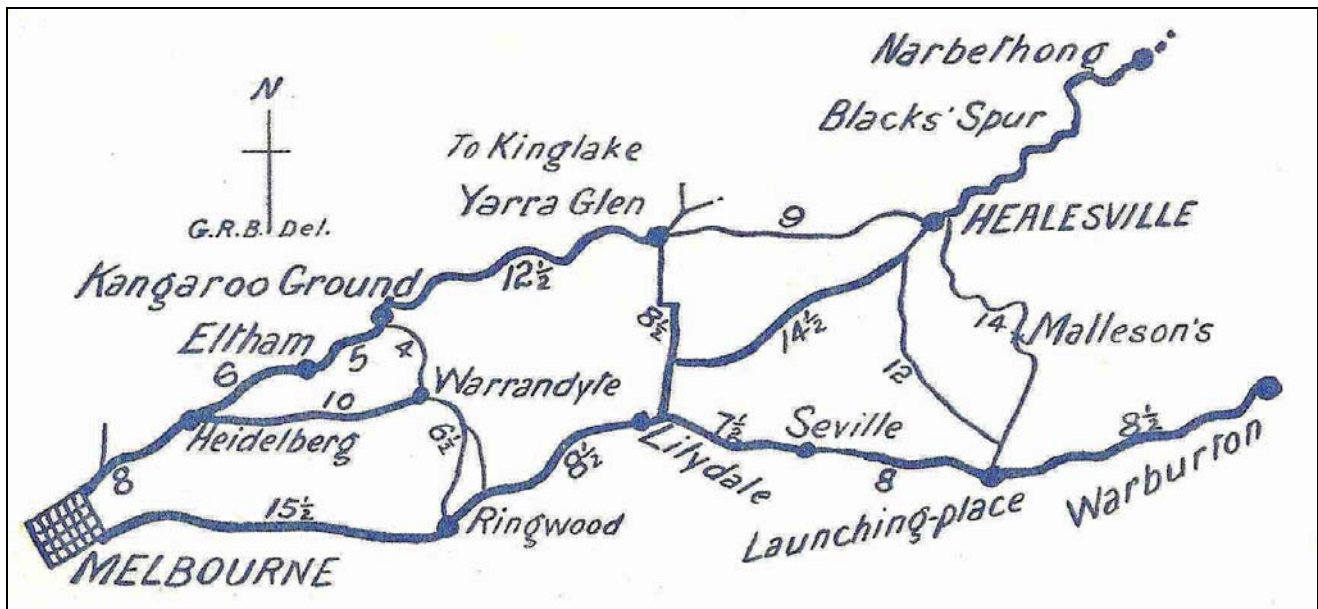
Following the latter up stream, the top of the Divide is gained in 13 miles – a fair summer track – and after a descent of five miles the new road is picked-up and followed to Whittlesea. In the further run to the city other stretches of reconstructed road will be traversed. Portions of the main highway to Lilydale and Healesville and in the Acheron Valley have also been rebuilt.

THE BLACKS SPUR.

Lilydale, Yarra Glen, and Healesville.

This outing is one of the show trips with Melbourne motorists, and, thanks to the operations of the Country Roads Board, the approach to Healesville via Lilydale is now much improved.

A fair road also is open via Eltham and Yarra Glen to Healesville, whence the surface beyond and the "Spur" to Lindt's Hermitage and Narbethong is good. Another outing available in this district is to take the right hand road past Lilydale, over 7½ miles of excellent road to Seville; beyond, to the Woori Yallock Creek, the road is patchy, but is to be



regraded and rebuilt in the near future to join up with the newly-constructed road from the creek past Launching-place to Warburton – a splendid drive. From Launching-Place, Healesville can be gained by two routes – that via Malleeson's Lookout being over a mountain range, while the alternative course is leveller. Both tracks have rough stretches. The scenery in this area is much diversified. From Melbourne, by either route, it is a series of hills and dales, especially via Eltham and the high country at Kangaroo Ground. Beyond, there is a drop to the Watsons Creek Valley, which is threaded for seven miles, Christmas Hills being passed en route. Rising from the creek to the heights overlooking Yarra Glen, the outlook simply is magnificent, and, like the Blacks' Spur and Malleeson's - must be seen to be appreciated. In the neighbourhood of Healesville there are very many places of interest well worth inspecting.

From scans supplied by Judy Birkett – With thanks to Shell and to Judy

DID YOU KNOW?

Some Historical Milestones Of The British Motor Industry

- Alvis produced the first front wheel drive car in Great Britain in 1928.
- Andre Citroën opened the Slough assembly plant of Citroën Cars Ltd on 26th February 1926.
- The Pressed Steel Company is registered and begins production in Cowley adjacent to Morris Motors in 1927.
- Renault opens an assembly plant in Acton which closes in the depression year of 1932c but reopens in 1933.
- On 13th November 1927 the first London to Brighton Commemoration Run is organised by the *Daily Sketch*. It is taken over in 1928 and 1929 by *The Autocar*, but since 1930, has been run by the RAC. Entry is restricted to vehicles built prior to 1904.
- Britain's first automatic traffic lights are introduced in Wolverhampton in 1928. A manually operated system had appeared in London's Piccadilly in 1926.
- In 1929 William Morris becomes a Baronet and chooses the title of Sir William Morris of Nuffield, after the Oxfordshire village where he had lived since 1928. He was in fact a resident of Huntercombe golf club at Nuffield, which he had bought in 1925.
- In 1930 Henry Royce becomes a Baronet and chooses the title of Sir Henry Royce of Seaton in Rutlandshire. The honour was made in recognition of Britain's triumph in the previous year's Schneider Trophy race in which the winning Supermarine S6 is powered by a Rolls Royce R-type engine.
- The Road Traffic Act of 1st January 1931 requires compulsory third party insurance.
- On 14th December 1931, Rolls Royce registers Bentley Motors (1931) having bought the business for £125,175.
- New private vehicles are required to be fitted with safety glass from 1st January, 1932.
- Edwin Richard Foden and his son departed the family business to establish the ERF truck company as a business on 27th July 1933.
- William Morris becomes a Baron with the title Lord Nuffield in 1934.
- In 1934 Philips designs a special Philco radio for the Hillman 'Melody Minx' which is the first British car to be fitted with a car radio as standard. Its mascot is a human harp.
- In 1935 Britain's first broken white line is introduced on 70-mile stretch of the A30/A38 in Devon.
- In 1935 pedestrian crossings are introduced which feature flashing Belisha Beacons, named after Leslie Hore-Belisha, Minister of Transport 1934-37.
- March 15th 1935, Registration of reflective Road Studs of Halifax, Yorkshire, makers of Percy Shaw's Cat's-eyes.

- June 1935, a consortium headed by Alan Good buys the bankrupt Lagonda company for £67,500 plus £4,000 for stores.
- *The Autocar* is first published on 2nd November 1895, in Coventry by Illiffe Sons and Sturmeay. It was the first British magazine to be devoted to cars.
- London to Brighton Emancipation Run to commemorate cars being classed as 'light locomotives' and the speed limit raised to 12 mph.
- The Prince of Wales, later King Edward VII, takes delivery of his first motorcar a Coventry built Daimler.
- Vickers registers the Wolseley Tool and Motor Car Company of Birmingham on 18th February 1901.
- The Standard Motor Company of Coventry is registered on 2nd March 1903.
- On 23rd December 1904, there is an agreement between C. S. Rolls and Royce Ltd whereby Rolls takes all of the cars produced by Royce and these cars carry the Rolls-Royce name.
- In 1906 the Automobile Club of Great Britain and Ireland (later RAC) introduces its horsepower rating formula for engines. This is set down as the formula $D^2N/2.5$. D is the cylinder bore in inches; N is the number of cylinders and 2.5 is an arbitrary value. The rating is designed to allow the public to gauge the approximate horsepower developed by the engine, but does not directly relate to the actual power developed.
- King Edward VII grants the Automobile Club of Great Britain and Ireland permission to change its name to the Royal Automobile Club on 27th February 1907.
- Brooklands, the world's first motor racing circuit opens at Weybridge, Surrey. The concrete track with its banked curves covers 3.75 miles.
- The Rolls-Royce first Spirit of Ecstasy mascot is cast. Destined to become the most famous mascot in the world, it is the work of artist Charles Sykes and the model is Eleanor Thornton, secretary to Lord Montagu of Beaulieu. More than ten variations on the design have since been manufactured.
- On 18th November 1910 the Automobile Association merges with the Motor Union, established in 1902. As a result the AA's badge is altered to incorporate the MU's wings which remain a feature of the design until 1967.
- The JAP engine name originated from the John Alfred Prestwich Company. The company made cinematograph equipment and engines for aeroplanes, cars and motorcycles.
- General Motors acquires a controlling interest in Vauxhall at a cost of £510,000 on 24th November 1924 and buys the balance of stock in 1929. General Motors also buys the German Opel company in 1929.
- The BSA company was a contraction of the name Birmingham Small Arms company. It owned the Daimler Motor Company from 7th November 1910 until 1960.

Source – AOMC Newsletter

A REVIEW OF 2011 IN PICTURES



At the RACV Great Australian Rally – display at Mornington Racecourse.



Left: Begonia Rally, Hon President thanking the Ballarat Club. Right: Doing what we all do well!



Left: Presenting \$46,000 to Craig Bennetts, Peter Mac. Right: A misty Cream Sponge Run.

A TIMELY REMINDER



Membership Subscription Renewal

The President and the Committee would like to thank all of the members for their ongoing support of our club. Attendance at all events has been excellent, and we trust that you will renew your membership.

Membership renewals are due as of 1st January each year.

Annual subscription is \$35.00 per family membership.

Special Note

All club members with motor cars operated on the Victorian Club Permit Scheme under the auspices of the ABCCC are required to attend three (3) events, from the date of the motor car's Permit issue, and renew their club membership by the due date. Failure to do this, they will have their membership cancelled.

The Road Safety Act states that you must be a financial club member at all times, or your car's Club Permit plates are invalid and you will be uninsured and ineligible for road use.

The majority of club members have received a Membership Renewal Form via the E-mail system. For those of you who do not use E-mail, this page can be photocopied, the form below filled in and posted (with cheque or Money Order made payable to the All British Classics Car Club Inc.) to:

All British Classics Car Club Inc.
 PO Box 201
 Chirnside Park
 VICTORIA 3116

Cut At Dotted line

Your Name		Partner's Name		
E-mail Address:				
Telephone No. (Home)	Telephone No. (Business)	Telephone No. (Mobile)		
Please update your vehicle ownership as we need the information to keep club records current.				
If your vehicle is operated on the Club Permit Scheme, please indicate if it is on the ABCCC Register				
Year	Make	Model	Registration No.	ABCCC Reg. Y/N
Payment of \$35.00 is attached				

Brain teaser answer: Mistaken.