



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition 160

May 2013

!!WOW!! !!WOW!! !!WOW!!



Colin and Joy Brown's superb Daimler Barker Sports on display in the foyer at the RACV Club, 501 Bourke Street. Remarkably, this photograph was taken using a modern mobile telephone device. A very pretty motor car in splendid surroundings.

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”**

THE ALL BRITISH CLASSICS CAR CLUB – YOUR COMMITTEE

Executive Positions	Name	Telephone No.	Other Telephone No.
President	Tony Pettigrew	(03) 9739 1146	
Vice President	T.B.A.	(03) 9	
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.
Contributing 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 month. 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 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 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 and improvements to the VCPS. However, it cannot be stressed enough, that a vehicle operated on the VCPS, must carry the VicRoads Logbook and Permit (current) and proof that the permit holder has a current membership in the auspicious club (e.g., your ABCCC membership card). 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 a 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 2013

Note: All events listed in this directory are placed in good faith. Events for inclusion here, must be provided to the magazine editor prior to the 14th of each month. These events are recorded for the Victorian Club Permit Scheme's Register. Events organised by other clubs or associations have their own telephone number to use prior to the event. The Registrar for ABCCC Inc. events is Sue Allfrey. Event organisers, please send attendance lists to sue.allfrey@bigpond.com as soon after the event as is practicable.

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

May 2013

- | | | |
|----------------------------|--|-------------------------------------|
| Sunday 19 th | National Heritage Motoring Day – The Association of Motoring Clubs Inc. | |
| Sunday 19 th | Geoff and Judy's Day Out – An ABCCC Event
Venue – The Kyneton Mineral Springs Area. | Geoff & Judy Birkett (03) 9755 1772 |
| Saturday/Sunday
25 – 26 | Historic Winton – Austin 7 Club Inc.
Venue – Winton Motor Raceway, Winton. | Noel Wilcox (03) 5428 2689 |

June 2013

- | | | |
|-----------------------------------|--|--|
| Friday/Monday
8 – 10 | Hamilton Rally – An ABCCC Invited-To Event
Themed – Wind, Stones and Waves! Organised by the Hamilton Veteran,
Vintage & Classic Car Club Inc.
Venue – Hamilton and Victoria's Fabulous Western District. | Tony Pettigrew (03) 9739 1146 |
| Wednesday 19 th | Pub Lunch Run – An ABCCC Event (Mid-Week)
Venue – Clarkeville Pub, now known as The Coach and Horses Inn, Station Street, Clarkefield. | Brian & Marjorie Pepper (03) 9439 7875 |
| Thursday/Sunday
28 – 30 | Great Escape To The Country – An ABCCC Event
Destination – Euroa, Victoria | Bryan & Anne Tootell 0412 549 906 |

July 2013

- | | | |
|-------------------------|---|---|
| Sunday 14 th | Visit To The Morris Minor Garage – ABCCC Event
Venue – Start Point TBA. Touring the Harcourt Area. | Colin Oberin & Craig Douglas (03) 9817 3182 |
|-------------------------|---|---|

July 2013 (Cont'd)

Sunday 28th. Xmas In July (Annual Lunch) – [An ABCCC Event](#) Colin & Joy Brown (03) 5964 9291
Venue – Marybrooke, 10 Sherbrooke Road, Sherbrooke (Mel 75; H2)

August 2013

Friday/Sunday 9 – 11 Indulgence Weekend – [An ABCCC Event](#) Peter & Rosalie McKiernan (03) 9787 6003
Touring – TBA.

Sunday 25th TBA

September 2013

Sunday 15th An Overseas Trip – [An ABCCC Event](#) Peter & Lorraine Lester (03) 9795 0033
Sailing To – Phillip Island.

Sunday 29th Phil's Fantastic Day Out – [An ABCCC Event](#) Phil Cook (03) 9842 5449
Venue – TBA.

October 2013

Saturday 5th Social Calendar Planning – [An ABCCC Event](#) Tony & Maxine Pettigrew (03) 9739 1146
Bring along your ideas for 2014.
Venue – 16 Lawler Lane, Coldstream.

Sunday 13th A Very Special Run – [An ABCCC Event](#) Kevin & Jenny Watt (03) 9734 6040
Venue – TBA.

Saturday/Sunday 19 – 20 Como Gardens Open Weekend – [An ABCCC Assist Event](#) George & Pat Hetrel (03) 9761 1341
Venue – Como Gardens, 79 The Basin to Olinda Road, The Basin.

Wednesday 30th Run To Beleura – [An ABCCC Event](#) Robert & Robin Joiner (03) 5956 8105
Meeting Point – Peninsula Lifestyle Centre, Corner of Nepean Highway & Bungower Road, Mornington.

November 2013

Tuesday 5th. British Classics Exclusive Display & Picnic – [An ABCCC Event](#) Colin & Joy Brown (03) 5964 9291
Venue – Yarra Glen Racecourse, Armstrong Grove, Yarra Glen.

Sunday 10th Frank's Super-Mystery Run – [An ABCCC Event](#) Frank Sawyer & Val McRae (03) 9770 0904
Venue – TBA.

Saturday/Sunday 16 – 17 Bendigo National Swap Meet – Veteran, Vintage & Classic Club Bendigo info@bendigowap.com.au
Venue – Prince of Wales Showgrounds, Holmes Road, Bendigo, Victoria.

Sunday 24th Driving Melba's Yarra Valley – [An ABCCC Event](#) Wal & Sue Thompson (03) 9761 9192
Meet Point – TBA.

December 2013

Sunday 15th Christmas Luncheon – [An ABCCC Event](#) Tony & Maxine Pettigrew (03) 9739 1146
Venue – TBA.

January 2014

Sunday 19th RACV Great Australian Rally – [A Major ABCCC Event](#) Colin Brown (03) 5964 9291
Start Points – Melbourne, Stud Park and Hastings
Venue – Mornington Racecourse, enter from Racecourse Road, Mornington. Mel 146; B2)

February 2014

Sunday 9th Annual General Meeting – [An ABCCC Event](#) Pat Douglas (03) 9739 4829
Venue – TBA

March 2014

15 – 22 The RACV Fly The Flag Tour – [A Major ABCCC Event](#) Tony and Maxine Pettigrew (03) 9739 1146
Start Venue and Itinerary – TBA

Sometime In 2014

TBA A Very Special River Cruise – [An ABCCC Event](#) Brian & Marjorie Pepper (03) 9439 7875
Cruising the South Australian Murray River (Two, Three or Five Days)
Departing From – Murray Bridge (or Morgan).

EVENT ORGANISERS!

PLEASE ENSURE THAT EVENT INFORMATION IS WITH THE EDITOR THREE MONTHS IN ADVANCE OF THE EVENT BEING PROMOTED. FREQUENTLY, SCHEDULES CAN BE A BIT TIGHT. HOWEVER, WE NEED TO BE AWARE THAT THE MEMBERSHIP BE INFORMED OF EVENT MEETING POINT AND OTHER PERTINENT INFORMATION IN A TIMELY MANNER SO THAT MAXIMUM EXPOSURE PROVIDES GOOD RESULTS.

EDITORIAL NOTES – ISSUE NUMBER 160

Because this year is the sixty-fifth anniversary of the introduction of the legendary Jaguar XK type engine, I felt that a piece that describes how it all came about would be appropriate. Jaguar owners will probably know the piece chosen, however there may be some amongst us who have not read this fascinating story. The book, *Jaguar – An Autobiography* by Lord Montague of Beaulieu, was chosen for its very thorough research and entertaining style. There are several pages to read through on this compelling story. The XK engine and the XK120 sports car created a sensation at the Earls Court Motor Show all those years ago. The engine was produced in many guises – right through to the end of XJ-6 production in 4.2-litre form, when it was replaced by the XJ-40 in 1993. A most illustrious career for an engine that was conceived during the wartime darkness while fire watching in Coventry. Our thanks to both author and publisher.

Further on, there is also a short article about Joseph Lucas. There is an editorial principle that dictates that items of a disparaging nature about Joe's products that arrive on the desk, are not used in *Your ABCCC News*. Read the article and, as requested therein, put pen to paper and send in pieces that describe your experience with the products of Joseph Lucas. There should be some entertaining material out there. (They don't call him the "Prince of Darkness" for no reason. B. Taylor, Assit. Editor - I own one!)

On the subject of writing, *The Cars We Admired In Our Schooldays* series is still ongoing – so, get those in too.

Mike Allfrey – Editor.

ATTENTION ALL ABCCC EVENT ORGANISERS

If you organise an event for this club it is your responsibility to supply a list of all attendees so that the Club Permit Scheme Attendance Record can be accurately kept up to date. Failure to do so could result in a fellow member being excluded from the Scheme, and we wouldn't want that to happen, would we?

The easiest way to do this is by E-mail to sue.allfrey@bigpond.com.

Tony Pettigrew – President.

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	Car	Model	Year
Geoff Bowen	MG	BL	1972
	MG	R-V8	2004
	Mercedes-Benz	450-SL	1973
Andrew Nielsen	Austin Healey	100-6 BN4	1958
	Austin Healey	Sprite Mk II	1963
Sonja & Robert Williams	Austin Healey	3000	1962
John & Lou Baulch	Armstrong Siddeley	Sapphire MkII	1955

Pat Douglas – Membership Secretary.

THE CARS WE ADMIRERD IN OUR SCHOOLDAYS

In the first of these articles Mike Allfrey brought back some wonderful memories of marques much admired in the 1950s. One marque he didn't mention which was a particular favourite of mine is Alfa Romeo. At the time I pronounced it "Alfa Ro-me-O" which I thought was a very strange name for a car. I am not sure if I ever saw a real one as a kid but I really loved cars and especially my red Alfa Romeo open wheeler (a Dinky model of course).

The Macquarie Dictionary defines "admire" as meaning "to regard with wonder, pleasure and approbation" and on that basis I would certainly say I admired that little red Alfa Romeo. Looking back I think it was probably an Alfa 158/159 Alfetta. According to that font of all knowledge Wikipedia, the Alfetta (little Alfa in Italian) won 47 of the 54 Grands Prix it entered including every race it entered in 1950. That's some record for a car designed in 1938.

As a school boy I had asthma bad – I still am but the drugs are better now so you wouldn't know. One result of my illness was enforced inactivity when I was having a bad day. Accordingly I spent many a day (and night) sitting at our front window watching the cars, trucks, steam rollers and baker's cart go by. I don't remember many of the makes and models which passed that window apart from the early model Holdens and Ford Customlines but I wouldn't say I actually admired those cars.

One car which I did admire was the Rover my doctor drove. I vividly remember the impression of a spare wheel on the boot lid so I now think it was probably a P3 or possibly a P2 as I remember it being quite new when I was little. My memory tells me I had a green Dinky Toy Rover with an impression of the spare wheel on the boot lid. Unfortunately, when I checked Google I failed to find Dinky ever having made a P2 or P3 model so who knows if I did own one or just

wished I had. Whatever the truth of my toy collection in the early 1950s, I admired that car and it is no coincidence that I now own a 1948 Rover P3.

There is one other "car" I admire from my school days – for its tenacity rather than its looks, status or performance. My little Ford Prefect Ute was a 1949 or '50 model and had endured a pretty hard life when my dad bought it for me in the early 1960s. His plan was to use the engine in a boat we were building. While the boat took shape in the garage, the ute stood in the vacant block behind our house. Whenever I got the chance I would pinch some of my dad's mower fuel, pour it into the tank and drive that old Ford around the vacant block. I really learned how to manoeuvre a vehicle in the tight spaces between my dad's shed and the building equipment which was strewn around that block. The little Ford was eventually wrecked and the motor installed in the boat, but I really admire the way that little vehicle kept starting first try despite my lack of care or attention. At the same time it taught me how to handle a vehicle in a confined space.

Colin Oberin

GOODWOOD CAR REVIVAL

We were fortunate enough to be able to attend the 2012 Goodwood Car Revival in West Sussex U.K. This is a fantastic tribute to bygone days. For those able to remember the 30's, the main events are 40's, 50's, 60's and 70's. It is a nostalgic trip down memory lane. For the many thousands of young people who attend, it is a fun filled spectacle, a chance to dress in wonderful costumes uniforms and take a peek into history.

Right: The car park area, just as interesting thru the main events. See how many makes/models you can pick out in this photograph.

For several days beforehand the event the roads around Goodwood Park are filled with classic and vintage cars being driven around the pretty country roads with spectators beginning to arrive for the festivities.

The revival itself is a three day event held every September. The main events are the races and tribute drives of the many different types of classic cars, motorcycles along with a brilliant aerial display of veteran planes such as the legendary Spitfires. Many of the world's legendary drivers as well as their current day counterparts show their amazing skills in these events.



It is amazing how close a proximity the visiting public is able to get to see both these people and their machines by wandering through the huge storage pits between events.

Left: Two of the very effective Jaguar Mk. II saloon racers, powered by the famous XK engine.

The majority of the spectators (including families with young children) enter into the spirit of the event by wearing clothing and uniforms from bygone days. To assist those wishing to dress up there are many small shops set up selling vintage clothing and uniforms, as well as beauty salons for both sexes to be made look the part. (Fur coats, stoles and hats are there in abundance).

Younger people are also catered for with a large fun park and fireworks display. And of course there are countless food, drink and entertainment marquees set up for those who like to dance and be entertained.

Right: Neil in Paradise!

The car park itself is a huge area of interest with literally thousands of vintage and classic cars. (I could have left Neil happily wandering there all day.) Luckily the whole event is extremely well organised right down to entering, parking and exiting the site quickly and safely.

We were also delighted to be invited to the prestigious Bonhams Car Auction. It really was very interesting and entertaining to be able to view and watch the vehicles being auctioned at some incredible prices. A 1928 6.8L Mercedes 36/220 bringing the top price of the day of 2.5 million pounds sterling.



We truly loved our day and would thoroughly recommend it as a spectacle to anyone visiting England at that time. Tickets need to be purchased prior to the event as it is a sell-out each year. Also if you intend staying in the area it is worth booking accommodation beforehand as it becomes extremely scarce. Transport is readily available from London and other areas of course. However we enjoyed our few days staying in the area for the atmosphere that the Revival brings to the towns and villages nearby and the friendliness of the local people.

Margaret and Neil Clayton.

A LETTER OF THANKS TO THE ABCCC

3 The Woodland
Wheelers Hill
VICTORIA 3150

Mr Tony Pettigrew, President
All British Classics Car Club
C/o 16 Lawler Lane
Coldstream, VICTORIA 3770

Dear Tony,

Please pass on my thanks to all members of the ABCCC for their support and fellowship of the road during many years of happy touring around Victoria. Also thanks to all those who participated in the recent 2013 Fly The Flag Tour and presented me with the 2013 Flag and the card signed by all participants of the Tour. It is much appreciated.

It has been great working with you on the various committees that have raised significant funds for both the RACV Community Foundation and the Peter MacCallum Cancer Centre.

A special thanks to all Fly The Flag and Great Australian Rally marshals who have contributed so much during the last thirteen years.

Nayda and I look forward to many more years of happy motoring as 'participants'.

Regards to all,

Signed

Brian Kelly

THE JAGUAR XK ENGINE

Undoubtedly The Finest Production Engine Ever Manufactured

'... The outstanding impression left by this wonderful car is its combination of extravagant performance, and silent, effortless functioning, exhaust sound vanishing at about 2,500 rpm.' – William Boddy, *Motor Sport*, February 1951.

'I just couldn't find anything wrong with this superb speedster, world's fastest production car, which does 130 mph in top gear and 90 in third.' – Courtenay Edwards, *The Daily Mail*, February 1950.

In my museum at Beaulieu there are only four cars made since the end of the Second World War. Two of these are Jaguars with both belong to the family which sprang from the elegant bronze roadster which was first seen at the 1948 Earls Court Show.

One can design a car of outstanding elegance, outstanding speed and durability, and endow it with an engine developing a remarkable number of brake horses per litre. But somebody has to foot the bill, and it is generally the customer. With their XK120, Jaguar offered a combination of virtues that had never hitherto been furnished, let alone at such a competitive price.

Right: The subject of this article, caught by the Editor's camera at the recent RACV Classic Showcase. It is fair to assume that William Lyons had an influence on the cam shaft covers' styling.



True, 120 mph performance was purchasable in 1939, and cars of this calibre were in production. These included the Type 57 SC Bugatti, victorious at Le Mans in 1937 and 1939; the Type 135M Delahaye which had won the same race in 1938; and the 2.9-litre Alfa-Romeo, which had encountered no dangerous opposition in the last two Mille Miglia before the War. Of these, the Bugatti disposed of some 200 bhp from 3.3 litres, and the Alfa's output was 180 bhp. However both made use of eight-cylinder engines, with twin ohc as on the Jaguar, and both used forced induction. The Alfa-Romeo, in fact, had two superchargers. The Delahaye, by contrast, was a less exotic vehicle using a long-stroke 3.5 litre six cylinder engine with conventional pushrod-operated ohv, said to derive from the unit installed in the

firm's medium-capacity trucks – in spite of which mundane origin it disposed of 160 bhp in its most highly developed form. It must be conceded that the Bugatti, at any rate, could outpace a standard XK120 Jaguar in 1949 form, as is instanced by Wimille's hour record at 135.42 mph in 1936 with an *unblown* sports-racing version. But there are not, and never have been, Bugatti agents in every town, and the late Ettore Bugatti would have blenched at the thought that these splendid machines of 1939 were not for the man on the street. The Delahaye cost £1,085 as an open tourer, the Bugatti around £1,400 (helped by a favourable rate of exchange), and the Alfa-Romeo a resounding £1,950. Double these prices, and one can assess fairly accurately just how much Lyons was offering for the beggarly £998 (£1,275 with purchase tax added) at which the original XK120 listed.

Further, the XK120 used a twin-overhead-camshaft engine, and such complexity had not been entrusted very readily to the ordinary customer. The average garage could not be expected to service such a unit. Indeed, in England, there had been a marked reluctance on the part of makers of less expensive vehicles to put the valves upstairs, let alone the camshaft. It had been left to another former manufacturer of sidecars, F. W. Mead, to pioneer the use of ohc in 'bread-and-butter' cars, with his 9.5 hp Rhode of 1921, though Wolseleys were also early in the field, and Lord Nuffield developed their design for use in Morris, Wolseley and MG cars right up to 1936. Thereafter, this layout had been dropped, and the Nuffield Organization was to revert to ohc, only at the same Show as saw the introduction of the XK Jaguars. Singers admittedly remained loyal to an 'upstairs' camshaft to the end of their independent existence – and indeed for several years beyond, but their cars were never best-sellers. Overhead camshafts were noisy, and this limitation was undoubtedly justified in the case of the original Rhode, excellent performer though it was. As for twin ohc such a layout was acceptable and indeed desirable on a racing car, but it introduced elements of noise and complexity ill-suited to the general public. There is no doubt that the splendid sound-effects provided by the 2.3 litre Alfa-Romeo and the Type 51 Bugatti lent force to this argument, but the later 3.3 litre Bugattis were uncommonly quiet in action – too gentlemanly for some adherents of *Le Pur Sang*!

Nor was aerodynamic sports-car bodywork anything new. For several years before the War, Italian specialist coachbuilders had been turning out some attractive open and closed styles on Alfa Romeo, Lancia, and FIAT chassis, and the abridged 1940 Mille Miglia had been won by a 328 BMW with full-width two-seater body by Carrozzeria Touring. All of these cars, even the 1100S FIAT coupé, had been made in relatively small numbers and their price was out of all proportion to the standard article. Probably the first aerodynamic sports car of this type to be made in Italy in any real quantity was the Alfa-Romeo 'Giulietta' of 1954.

It would hardly be fair to claim for the 30,000-odd XKs made so far that they changed the motoring habits of a generation as did the Model-T Ford and the Austin Seven before them. It would be nearer the truth to assert that the XK120 served to modify the concept of a sports car as it is generally understood. If we agree that a 'sports car' should be defined as a vehicle intended to be driven for sheer enjoyment, we must also concede that up to 1949 certain penalties were accepted in return for such *joie de vivre* at the wheel. Permitted (and, indeed, expected) failings included hard suspension, noise, vibration, a tricky gear-change or clutch (more often both!), over-gear steering, and a finicky palate for petrol, plugs, and traffic conditions. To this must be added all-weather equipment innocent of protection and prejudicial to vision, the erection of which might involve the crew in a nightmare game of cats' cradle with sticks and pieces of canvas, by which time they were wet through. The XK was quiet; it gave a boulevard ride; its gearchange was perilously easy, the steering was within the compass of the slightest women drivers; and it survived on the miserably low octane value furnished by Pool petrol during the first four years of its life. Weather protection was taken care of by ample mudguarding, and the hood, though it conferred a minimum of visibility in its original 1949 form, did at least keep the elements out. The result widened the appeal of the sports-car vastly, though it promoted some nostalgia among the diehards, as witness this imaginary dialogue by Laurence Pomeroy in *The Motor* January 1952):

'Has the production model Jaguar the performance of a racing car?'

'Yes.'

'Does it behave like a racing car?'

'No.'

'Would you, Pomeroy, prefer it if it did so behave?'

'Yes.'

The conservative element, however, constituted a minority, and the measure of success attained by Lyons and Heynes can be assessed when one considers the versatility of their XK engine. True, it never attained quite the compass of the Standard 'Vanguard', which has powered everything from tractors to 100 mph sports cars like the Triumph TR series and the Morgan 'Plus Four'. But outstanding performance has been extracted from a unit that will burn normal fuels; run up to and beyond six-figure mileages without the need for major overhauls; potter happily through rush-hour traffic; and combine the roles of week-day hack and week-end Club racing mount. Not only has this engine powered the XK series, but it has also served in fast saloons like the Mk. VII with 3.4 litre. In the competition field, it has stood behind every international competition victory won by Jaguar since the end of 1949, not to mention laurels won by Jaguar-powered H.W.M., Cooper, and Lister cars. It has been adapted to take international speedboat records. Its original output of a formidable 160 bhp in 1949 has been boosted to close on double this amount without drastic redesigning. David Murray, whose *Ecurie Ecosse* was one of the most successful independent Jaguar 'operators', comments:

'One must remember that this engine was tuned for reliability and not for maximum speed. It is certain that more horsepower could be obtained from this engine if it were tuned for short periods and not for the longer-distance races *Ecurie Ecosse* it had been competing in.'

The XK story, however, goes back to the War years when Lyons, Heynes and Baily first mooted the idea while fire-watching. Their idea was an extension of their original plan in 1935 – to evolve a higher-performance engine for post-war cars generally. The XK120 was, in fact, to be a test-bed for the engine destined to power this new model. It proved such a successful test-bed that plans were laid to put it into production. The Mk. VII of 1951 was not just a development of the XK120 but the consummation of the programme that had fathered the earlier type era route. There is also no doubt that the pre-war and immediate post-war competition successes of the SS 100 encouraged Lyons to stage a come-back in the sports car market.

The now famous XK engine was designed and developed by Heynes and his team - G. W. L. Baily and Walter Hassan, while Harry Weslake was again retained to take care of cylinder-head design. The team started with the proverbial clean sheet of paper with only very few provisos being made. As Heynes put it, the company's basic aim was 'to produce a series of engines with a higher basic performance than is normally obtainable which would not call for constant revision of design to keep abreast of competition'. An unusual consideration concerned the unit's external appearance. This was summarized as follows:

'... designed ... so that it looks the high-speed efficiency unit that it is, and conveys to the layman some idea of the thought and care which has been expended on the design and construction of the unseen functional parts.'

There was thus no intention on the part of Jaguars to lay themselves open to such gibes as Ettore Bugatti had levelled at Sir Henry Royce at work he stigmatized as 'a triumph of workmanship over design'. Ettore himself did not live to see the XK engines, but his son-in-law and successor at Molsheim - M. Rene Bollore, is on record as having expressed his approval of the Mk. VII on a visit to England late in 1951.

In common with other manufacturers in the immediate post-war period, Jaguars decided to hedge their bets by designing two alternative types of engine – an 'economy' unit for the home market, where the RAC taxation formula was giving way to an equally tiresome method of assessing duty by cubic capacity, and a high-performance type for world markets. Jowetts tested a 1.2 litre unit for their 'Javelin' alongside the 1.5 litre version they eventually adopted. The two different engines were to follow the same basic design principles and had to utilize a large proportion of interchangeable parts, in the interests of cost-cutting.

Various layouts were considered, including a 'four' and a V-eight, and a 'six' and a V-twelve, but once again the Jaguar preference for six-cylinders in line won through. The companion 'economy' unit was to have four cylinders, and it was on this model that most of the initial testing was done. It is of interest to note that all the variations tried out used a relatively long stroke. This has been a feature of every series-production Jaguar engine made since, with the exception of the 2.4 litre of 1956. This is despite the fact that the original specification called for speeds of up to 5,000 rpm, and since then the XK-type has been made to turn faster still.

In the immediate post-war years, a series of engines with 'X' (experimental) designations were evolved. The original four-cylinder test unit, the XF, had a bore of 66.5 mm, a stroke of 98 mm, and a capacity of 1,360 cc. Its twin-camshaft head had a close affinity with the final XK design, but the crankshaft was not up to the high rates of revolution demanded. Heynes next tried a cross-pushrod ohv layout, reminiscent of the 2 litre BMW on the Standard-based 1,776 cc 1.5 litre Jaguar block. This version (Type XG) suffered from noisy valve gear, and gave way to the 80.5 x 98 mm (1,996 cc) XJ unit on which most of the experiments in port and head design were tried out. This was a twin ohc unit, like the original XF, and it was one of these engines, and not the later four-cylinder XK, which was loaned to Major Gardner for his successful record attempts in Belgium in August 1948. The first six-cylinder engine in the experimental series was a development of this type with the bore enlarged to 83 mm. The resultant capacity being 3.2 litres. At this stage, Heynes was considering a power plant of 'in-between' size to replace the existing pushrod 2.5 litre and 3.5 litre models. But it was found that the XJ 'six' gave inadequate low speed torque. The cure for this was to lengthen the piston stroke to 106 mm and thus was the final XK120 engine attained.

This very brief summary cannot possibly take into account the years of painstaking research behind the evolution of one of the most consistently successful power plants of all time. The intention was to market the XK engine in its final form in the two basic types – the four-cylinder 1,996cc version with similar dimensions to the XJ, and the six-cylinder 83x106mm (3,442 cc) model. In the best Jaguar tradition the bottom end was massive: the counter-balanced crankshaft being forged from 65-ton steel; six-cylinder units had seven-bearing crankshafts; and a four-bearing type was used in the four-cylinder model. The guiding hand of Harry Weslake was generously acknowledged in the cylinder head design with his finished product, in aluminium, weighed a mere 50 lbs, as against approximately 110 lbs for a comparable cast-iron head. The overhead valves were set at 70 degrees to the vertical, and operated by twin chain-driven overhead camshafts. Combustion chambers were of hemispherical shape. This design being not only more efficient, but giving a better flow of cooling water to the valve seats. Furthermore, they made for simpler machining and easier servicing. Intensive research was undertaken in the evolution of a camshaft drive that combined efficiency with silence. The original single-chain method being discarded owing to a high-pitched whine, audible only at some distance from the engine. Heynes used a conventional system of lubrication by a gear-type pump with the dry-sump type not being adopted until 1954 and even then only on competition engines. Ignition was by coil, and carburation by a pair of horizontal SUs. Output of the six-cylinder engine was 160 bhp at 5,000 rpm, and the 2-litre unit gave 105 bhp at 5,400 rpm. The latter representing more than 50 bhp per litre which was quite an improvement on the old '100'. Cylinder blocks for production engines were made by Leyland Motors and still are.

Sceptical journalists at the 1948 Show wondered whether the XK120 had ever run on the road. It is unlikely that the Show car itself had more than 'works mileage' on it. But in the twelve months preceding the announcement, three prototypes, all differing slightly in detail but all with the six-cylinder engine, had been subjected to intensive testing. This was done mainly in the hands of R. M. V. Sutton who was well known in the late 1920s for his competition

successes with Lea Francis cars. Writing in *Motor Sport* some years later, Sutton admitted to having had some misgivings when he was told that the car would be publicized under a '120 mph' slogan, but he decided to put the matter to the test, and took one of the prototypes out in the small hours of the morning. On a deserted five-mile stretch not far from Coventry, he tried for 120 mph and attained it without difficulty. 'The car itself,' he observed, 'put my mind to rest, as I found it delightful to handle.'

Less intensive testing was undertaken on the four-cylinder prototypes. One of these took the road with an experimental form of air-strut suspension, which was not proceeded with. But to the four-cylinder engine belongs the honour of making the twin-camshaft design's first public appearance in August 1948. One of the XJ engines was lent to Major A. T. G. Gardner for insertion into that indefatigable record-breaker, EX.135, which had started life in 1933 as a K3-type MG 'Magnette'. Not only did it provide Jaguars with some valuable high-speed testing, but it also enabled the Major to extend his record-shattering activities into the 2 litre class. The Jaguar-MG hybrid attained 176.7 mph over the kilometre and 173.7 mph over the mile. Despite tuning which yielded the impressive output of 146 bhp at 6,100 rpm the engine note was described as 'not specially loud, and somehow irrelevant'.

Though the four-cylinder car was listed in 1949 and 1950 as the XK100, using a chassis identical to that of the six-cylinder XK120, it never went into production. No cars were built to the catalogue specification. The tremendous demand for the XK120, allied to the well-known Jaguar preference for six cylinders, had its effect. When the 2.4 litre saloon was introduced for the 1956 season, rumours circulated that this first unitary-construction Jaguar had been designed round the XK100 power unit. This is not so. The development programme on the twin-camshaft 'four' was completed by 1949, and the 2.4 litre was not put in hand till 1953.

The XK120's 3,442cc engine was fitted into a box-section frame of great torsional rigidity, with large box-section cross-members. The springing followed a layout similar to that used on Mk. V with torsion-bar front suspension and semi-elliptics at the rear. Steering was a Burman recirculating ball type, and the Lockheed full hydraulic brakes worked in twelve-inch drums. A proper central fly-off handbrake supplemented these, but like Mk V's umbrella handle, it operated on the rear wheels only. The four-speed gearbox had synchromesh on second, third and top, and standard ratios were 3.64, 4.98, 7.22, and 12.29 to 1, with the option of a 3.27:1 rear axle which was said to endow the car with a top speed in the region of 140 mph. A Borg and Beck single-dry-plate clutch was used, and final drive was by hypoid bevel.

This chassis was cloaked with an aerodynamic two-seater body of typical Jaguar elegance – it won William Lyons the honour of a Royal Designer for Industry later on – a narrow oval grille replacing the full-width Jaguar V-radiator current since 1936. The narrow top panel of the bonnet opened upwards, alligator-fashion, prompting William Boddy to enquire apprehensively in *Motor Sport* whether the makers suggested that:

'Its plugs will not require constant attention, that oil will not be flung on to hot surfaces, and that the noise is not such that the manufacturers' one desire is not to let it escape at all costs.'

Not that there was any cause for alarm. The XK engine would stand untold abuse, and I know of one Mk VII saloon which survived a heavy dose of Derv, administered in the wilds of Greece at the only petrol pump within miles. It made the Yugoslav border, and five years later it is still running well, without a major overhaul in the intervening period.

A V-windscreen was fitted, but this was interchangeable with one of aero type for competition work. The rear wheels were partially concealed by detachable spats, and the sloping tail housed a luggage locker of generous proportions. Owners with more sporting proclivities could specify a twenty-five gallon fuel tank if they were willing to sacrifice some baggage space. Standard cars had a fifteen-gallon tank. All this was available for £1,273 including tax, or approximately \$4,000 in the U.S.A.

There were still the scoffers, of course, who insisted that such a car was too good to be true. Either it was a shameless gimmick to boost the sales of Mk V or it would be found, when the car did go into production, that retail price and the weight of 22 cwt as well would have increased drastically. Lyons was quite unworried. The 1948-9 financial year was to show him a profit of £124,577. Mk V was selling very well without any help from the XK120. In February 1949 his agents in New York booked sales for 200 saloons and drophead coupes at the European Car Show.

Meanwhile, America was also waking up to the XK120. Lyons' dynamic efforts in the past two years had borne fruit. Thanks largely to the spadework done by the Nuffield Organization with their 'TC' MG, the American public was aware of the sports car as a serious proposition. I have always been unable to comprehend the American passion for sports cars. In a country where it is illegal to exceed 80 mph on any public road – in the majority of states, indeed, you will collect a 'ticket' if you are caught doing more than 60 mph. Sheer snob appeal must account for a large proportion of sales; though such an appeal depends greatly on a European styling, as Austins found to their cost when they produced the Americanised A90 'Atlantic' convertible in 1949. Despite the backing of a much publicized series of long-distance stock-car records at Indianapolis, the Austin was too ugly for the sports-car clientele, and even an outstanding performance and an indestructible engine could not sell it. With speed out of the question, the transatlantic buyer sets a premium on standing-start acceleration, a virtue which Detroit products offer. Fortunately for British luxury-car manufacturers, they obtain this extra output by increasing the size of their engines, a permissible practice where petrol is cheap and plentiful. A typical 'big' American car, the Cadillac '48', had a 5,420 cc engine developing 180 bhp; by 1961, the corresponding model had a capacity of 6,370 cc, from which some 325 bhp was extracted. As this latter unit lived in a vehicle measuring 18ft 6in from stem to stern, there is perhaps some justification for buying a European sporting car even if one only wants acceleration! Eventually the Americans took to making sports cars themselves. I once asked Bill Rankin if Jaguars were worried by such offerings in this class as the

Chevrolet 'Corvette' and Ford 'Thunderbird'. "Good heavens, no!" was the retort; "To an American, a sports car must be an imported car, and nothing else."

The XK might still be an unknown quantity, but even at that first post-war London show, over 80% of the year's estimated output was sold to dollar customers. The Hoffman Motor Company, the then American distributors, announced in January 1949 that they had made over ninety sales on the brochure alone. They did not add that that year's edition was something of a catalogue's collectors item in its own right, with its Spirax binding and full-page colour illustrations. They waxed lyrical on the car:

'The Jaguar sells itself because it's exactly what the American enthusiast has wanted for a long time. It has the power to out speed, outperform, and outmanoeuvre anything built over here and the price is right.'

Meanwhile, there were no XKs for sale anywhere. Home customers were receiving the last of the beam-axle 1948 saloons and export purchasers the first of the Mk Vs, but the first of the new ohc models was not delivered till July 1949. None were released to the home market until March 1950, eighteen months after the car's announcement. I saw the first one I had encountered outside a showroom about that time, parked in the Brompton Road, near Harrods. There was a crowd around it. It is of interest to note in passing that, out of 7,713 XK120s produced between 1950 and 1953 only 571 – or a bare 8% – were sold for use in Britain. But while the critics waited, Lyons was planning an exploit that was to spark off editorials in *The Motor* and *Motor Sport*.

In May 1949, R. M. V. Sutton took one of the first production cars to the Jabbeke-Aeltre motorway for tests officially observed by the Royal Automobile Club of Belgium. It succeeded in covering a flying mile at the electrifying speed of 132.596 mph. The car ran minus hood and screen with the optional extra undershield in position: the higher axle ratio of 3.27:1 was used. Dunlop Roadspeed tyres of the type recommended for competition work were fitted, and locally-purchased 74-octane fuel was in the tank. As tested, the car turned the scales at the catalogue figure of 22 cwt, but afterwards full touring equipment was donned, and a second run was accomplished at no less than 126.448 mph. As if to drive the lesson home, Sutton then motored back past the assembled journalists at 10 mph in top gear.

The motoring world was staggered, to put it mildly. Mr G. R. Strauss, the Minister of Supply, sent a telegram of congratulation to Lyons. More orders poured in from Uruguay and Egypt among other countries. *Motor Sport* commented that, 'it is possible to bestow the highest praise on the 3.5 litre XK Jaguar, *sans pour et sans reproche*'.

There were, of course, a few sceptics left. They conceded that the car was fast enough, quiet enough, and remarkably docile. They did, however, draw a careful parallel between a planned demonstration arranged by the manufacturers' test staff and a serious race. How would the car fare in the Mille Miglia, for instance, or at Le Mans?

The first post-war Le Mans of 1949 came and went. A 2-litre Ferrari, driven by Luigi Chinetti and Lord Selston, won from Louveau and Jover's 3 litre D6 Delage. Britain's honour was upheld by Culpan's 2 litre Frazer-Nash, a lineal descendant of the BMW 328 - once the S.S. 100's great rival, and even the illustrious name of Bentley figured in the results. H.S.F. Hay's 1939 4.5 litre aerodynamic saloon gliding silently in sixth. But there were no Jaguars. Nor were there any in the 'Alpine' with Appleyard forsaking his '100' for a Healey. The XK120, some people opined, was a 'promenade roadster' like the old SS 1.

They were wrong. The Silverstone meeting in August 1949 included a novelty in the form of a Production Car Race. This is the forerunner of those present-day entertainments in which tinware squeals and rolls its way round circuits, stop-lights winking obediently *en route*. This pioneer race was quite well supported. Healeys contributed their new 'Silverstone' model; Allard the latest J-type; Frazer-Nash the 2-litre; and Riley their 2.5 litre 100 bhp saloons. In the small-car classes, the new Jowett 'Javelins' fought it out with HRGs, MGs and Morgans, and there was a sprinkling of pre-war machinery. There were also three of the new Jaguars.

Though the special 3.5 litre '100' used in pre-war days by Newsome and Wisdom had been works-prepared, previous factory participation in competition had been confined to rallies and the Alpine Trial. For Silverstone Lyons sent down three standard XK120s, patriotically cellulosed in red, white and blue respectively. These were assigned to Peter Walker, Leslie Johnson and 'Bira'. They dominated the race, 'setting the seal on prestige', as *Motor Sport* put it. Johnson won the one-hour event at an average speed of 82.8 mph with Walker was a good second. 'Bira' was unlucky – someone had inadvertently fitted a touring tube into one of his tyres and this burst after sixty miles. The three cars did a *tour d'honneur* at the Shelsley Walsh meeting in September. The silence of their ascents occasioning comment – shades of Major Harvey and his SS1 in 1933! Before the opening of the 1949 Earls Court Show, the Hoffman Motor Company let it be known that they had purchased the next six month's output of XK120s.

No changes were found necessary on the twin-camshaft cars for 1950, though Mk V was given even tougher bumpers and a more efficient bonnet-locking device. Glowing reports came in from America. In the XK's second year of life John Bentley, a British journalist living in the USA, thoughtfully recorded his impressions for the benefit of his less fortunate compatriots at home, whose dreams of a new Jaguar were no nearer fulfilment. He found the brakes temperamental and their linings susceptible to dirt and water alike; too many road shocks, in his opinion, were transmitted to the steering wheel, and the vertical rear bumpers were useless as a defence against American parking techniques, but otherwise he was lyrical in his praise:

'Whether you play tunes on the gearbox . . . or potter along in the lackadaisical style more appropriate to a lower-g geared saloon, there is always that sensation of tremendous power, disciplined by superb design, never obtrusive yet instantly ready for use. Given the slightest chance the XK will murder anything on the road, on acceleration or maximum speed.'

From Jaguar, a Biography by Lord Montague of Beaulieu.

PLEASE NOTE THAT THE 2014 CALENDAR PLANNING DATE IS NOW SATURDAY, 5th OCTOBER 2013

EVENT REPORTS AND NOTIFICATIONS

PAST EVENTS

VISIT TO THE STANTON COLLECTION – Sunday, 7th April 2013

We all met ON TIME at the BP Avalon and headed to Geelong in fairly heavy traffic. Some got lost along the way and never made it to Stanton's. Robert and Mary were most welcoming and we were treated to teas and coffee, cakes, biscuits etc. sufficient to feed an army. Members meandered amongst the vehicles of which only a little over half (25) were available for display.

Right: Just a portion of the remarkably dust-free collection.

Robert was most enthusiastic to relate details about any vehicle he stopped beside, and could have kept us all entertained for hours. Lincolns were prominent, an Edsel Utility which was an engineering prototype which never reached production, Mustangs, and Thunderbirds. Local examples of Falcon, Fairlane, LTD, Marquis, Silver Monarch etc. All cars are running on Club plates and driven regularly. There was no dust on any of them, tyres all correctly inflated, and batteries fully charged. What a credit to them with many displays of auto memorabilia around the walls also available to see.



Then on to 'The Edge' restaurant at the Eastern Beach waterfront where the "City of Geelong" had kindly given permission to park and display our great assortment of British Classics (some 20) on the Customs House lawn adjacent to the restaurant. After a pleasant lunch we meandered over the road where an Art and Craft Market was in full swing on the foreshore as well as a ski race on Corio Bay.

Bryan and Anne Tootell.

Another Angle On This Event – Or, Trouble Started Early!

Fairly late on the Saturday evening, after having turned the clocks back, Google maps was consulted and a route plotted from Boronia to Avalon Aerodrome, in an effort to establish a suitable start time next morning. On examining the Google information, it was found that the travel time would be one hour and fifty-nine minutes with the travel distance being 139 kilometres. The alarm went off and soon *Pea Soup* was started and warmed up for the trip ahead. It was a good run across Melbourne and the Rover was in the company of a nice little red Reliant three-wheeler and a smart black MGB-GT from Forest Hill to Flemington, where they seemed to evaporate. Obviously, they were not taking part in our run. The run down Geelong Road to the Princes Highway was easy and, at the junction with the M1 signage was easy to follow. *Pea Soup* and I arrived at the BP Service Station meeting point in just 55 minutes from home! In addition to that short time, the odometer indicated that exactly 100 kilometres had passed under the car's tyres! Google, what is going on?

Not long after, the desirable two tone blue Riley arrived with Connie and Tore Pannuzzo aboard. They were as astounded as I was! While we waited for the others to arrive Bryan Tootell, who had arrived early, gave us a set of comprehensive instructions for the day's run into Geelong and suburbs. Once all of our starters were present, we waved-off a group of 'bikies' on their way and then, at 10:00 am it was "All aboard!" for us. This was where I experienced my second error of proceedings. I set off first and motored along the freeway slowly to give our group a chance to catch up and maybe overtake me, thus giving me a chance to tag in behind one of our distinctive classics for the run to the Stanton Collection.

Several glances in the mirrors informed that none of our group were following. I took the A10 exit with ease and then, having not been to Geelong for over twenty years, proceeded cautiously looking for McKillop Street where a left turn would be made. Then came the third error of my ways, I spotted a street finger board with 'lop' high up on a large pole, with the rest of the name obscured by another sign. I turned left in accordance with the notes and soon found that I was motoring along Malop Street! Geelong, like Melbourne, has a loose grid-type road system and my reasoning was that, if I made a right turn, McKillop Street could soon be reached. Not quite so, because of numerous railway lines and, after cruising around a couple of blocks, it was retrace the route back to the A10 and look out for McKillop Street. Quite a distance further on, there it was – and soon after, there was Garden Street for its right turn. Then things went really cock-eyed and, after coming to a dead end, I stopped and asked a pedestrian walking his dog how I could get to St Albans. He had no idea! I then asked if he knew where the Stanton Collection was located, that was also a negative result.

As a last resort, my TomTom GPS navigational device was put into action. For some strange reason, it could not get a satellite fix, subsequently didn't know where it was and refused to be of any assistance. That made me feel very strange. Two points really disturbed me. Firstly, the fact that in all my wanderings I had not seen one of our group. That was very important to me. The second point was that, due to the navigation device not being of any use at all,

made me feel totally lost. A decision was then made, drive around for a while and look out for any of the street names mentioned in the notes. If that tactic failed, head for home on sighting the first sign that had 'Melbourne' on it. At about 11:20 am, I spotted a 'Melbourne' sign and went for it. On arriving home, the navigation device still refused to operate, even when plugged into my computer. Then, late in the afternoon, it suddenly woke up and wanted to take me to Moorabbin! Sincere apologies to those who were concerned about my absence for the rest of the day. I suppose it all could not be helped in any way.

Mike Allfrey.

RACV CLASSIC SHOWCASE – Sunday, 21st April 2013

Formerly The British Motoring Show – Conducted By The AOMC

This year the AOMC's RACV Classic Showcase was conducted on the same weekend as George Hetrel's Como Gardens Open Days. Ever resourceful, the ABCCC managed to split commitment to the two important events. Our display at Flemington was modest, but of excellent quality. For me, the arrival of a three-wheeler Reliant was rather special. When will we have a Bond Mini Car in our display? I have some good memories of riding in one of those in a cold British winter! The mighty 197 cc Villiers pulling manfully through deep snow, with two of us pushing from behind.

Right: Part of our display at Flemington.

Hans Pedersen brought his lovely Austin, Phil Cook and Ross Hannay in Morgans, Robert and Robyn with their Jaguar, Rob and Mary Nolan with their superb MG-B GT, Colin Jenkins with his Triumph Dolomite Sprint, Richard Homersham with his Jowett Javelin and the Editorial Jupiter. Also seen were a number of ABCCC members who had their cars on display with one-make car clubs.



This year's running of the RACV Classic Showcase was a very successful event - in perfect Melbourne sunshine. Of the various club's displays, my critical eye judged the Rover Car Club's display to be the best of show. It was a very 'clubbie' display and there were some very nice Rovers of all models to look at. It was also a great celebration of the famous P6's fiftieth birthday. The Rolls Royce club's display was also impressive. It was good to see a Jensen FF close to our display. It would have to be the world's nicest four-wheel drive!

Mike Allfrey.

FAST-APPROACHING ABCCC EVENTS

A SPECIAL RUN FOR MOTOR HERITAGE DAY – Sunday, 19th May 2013

Bring An Empty Bottle Or Two!

Meet at BP Service Station/McDonalds car park on the LHS of Calder Highway just past Calder Thunderdome circuit, at Mel 354; G3. Please be there at 9.30 am for a 10.00 am sharp departure. If you wish, have your morning coffee fix at "Maccas" before we travel on the mineral springs at Kyneton. Alternatively you may choose to have a late cuppa at the mineral springs park under the oak trees if the weather is favourable. BYO morning tea if you wish to take this option. Please remember to bring your bottles to fill up with delicious mineral water at the hand pump in the rotunda to take home. We then travel back to Kyneton to visit the Kyneton Museum on Piper Street to view a fascinating collection from Victoria's colonial past which includes farm machinery, carriages, household items and an 1830's squatter's cabin.

Lunch will be at the Piper Street Hotel. There is plenty of parking behind the hotel and we have reserved a room specially for Club Members. Choose off the menu or specials board, there is a wide selection and you can pay individually. Likewise for your drinks from the bar.

Please advise us by Wednesday 15th May, so numbers can be confirmed with the Pub. Contact Geoff and Judy on (03) 9755 1772 to make your reservation for this Heritage run.

Look forward to seeing as many Club Members as possible and their special cars on this Motor Heritage Day.

Geoff and Judy Birkett.

THE 34th HAMILTON RALLY 2013 – Friday, 7th to Monday, 10th June 2013

The Western District's Finest Rally

The ABCCC has elected to participate in the Hamilton Rally this year, so that we can enjoy a weekend away on a historic motoring event in a superb country atmosphere. The Hamilton Rally, featuring traditional Western District hospitality, fabulous roads, scenic tours and local attractions. You are advised to get your booking in early, because accommodation can be very tight in Hamilton over the holiday weekend.

ORGANISED BY THE HAMILTON VETERAN, VINTAGE & CLASSIC CAR CLUB INC.



'Wind, Stone and Waves'

Annual Queen's Birthday Weekend Rally: June 8th – 10th 2013

Featuring traditional Hamilton hospitality, scenic tours and local attractions.

The weekend includes a drive through the largest wind-farm in the Southern hemisphere. The Sunday run will be a scenic drive to picturesque Port Fairy with a visit to Bamstone – a local industry utilising Australian Bluestone – and a pleasant afternoon that will take in the delights of this pretty sea-side village. A highlight of the weekend is the dry-stone walls made by the first settlers of the area. Monday's run is through the countryside to the township of Peshurst nestled under Mount Rouse.

Note: Due to extra functions in the Hamilton area during the 2013 June Long weekend, accommodation may be at a premium. Please book early.

Tony Pettigrew.

AN INTERESTING AND INTRIGUING MID WEEK LUNCH – Wednesday, 19th June 2013

Do You Believe In Ghosts And Things That Go Bump In The Night?

We would like to invite you to lunch with us at a country pub with a difference – or three. We are going to visit the famous, or infamous, Clarkeville Pub, now known as The Coach and Horses Inn, Station Street, Clarkefield.

The Inn was first built in 1857 and has a very interesting past. We will be given a talk about the history of the Inn over lunch whilst enjoying the open fires and cosy decor and may take a look around the stables and outer buildings as well. The hotel is classed as one of Australia's most Haunted Hotels and is believed to be occupied by three ghosts!!!!!! The lunch menu has a wide selection of small or large meals at reasonable prices. Gluten-free and Vegetarian meals are also available.

Meet at BP Service Centre, Corner Holden Road and Calder Freeway, Calder Park, Mel 354; H3, at 10.30 am, to catch up before continuing our tour prior to lunch at 12 o'clock.

We will need to confirm booking and numbers attending by 5th June. Please contact us on 9439 7875 or 0407-392 330 to book.

Brian and Marj Pepper.

ESCAPE TO THE COUNTRY – June 28th – 30th

This year we are staying at Euroa and motel costs are \$95/night. A program of the normal things to do, touring, wining and dining, has been arranged. Vacancies are LIMITED so please contact us ASAP to ensure your inclusion.

Contact Anne and Bryan Tootell on (0412 549 906)

Bryan Tootell.

CHRISTMAS IN JULY – Sunday, 28th July 2013

Yes it is on again, for possibly the last time at this venue, (that's if we can find a better place for next year) it's our Annual Dinner and Christmas in July at the popular Marybrooke Receptions (Formerly the Barron of Beef). By popular demand they will be serving a traditional Xmas dinner, drinks will be provided by the club.

Luncheon information:

Time: 12:30 pm for 1:00 pm

Location: MARYBROOKE, 10 Sherbrooke Road, Sherbrooke (Mel 75; H2)

Menu: Cream of butternut pumpkin soup

Roast pork and turkey with crackling and cranberry sauce

Served with an assortment of roasted vegetables, pan gravy and condiments

Plum pudding with warm custard

Coffee/Tea

COST: \$30.00 per head (Drinks provided by our club)

Please do not forget the **Kris Kringle**, bring a gift to receive a gift. (\$10.00 minimum)

Note: This is the Annual Club Luncheon, and is a Member only event. Pre-booking and payment is required by the 14th July. A booking form is provided on the last page.

ADVANCE NOTICE

Visit To Beleura House – Wednesday, 30th October 2013

Initial contact has been made with the staff at Beleura House and an exclusive booking for Wednesday the 30th of October has been made. The cost per person will be \$33.00, concession rate. This includes a short bus ride, morning tea and a light lunch. The event starts at 9:30 am and goes to 2:30 pm.

The maximum number of people that can be handled is forty-eight. Beleura House must be informed one month prior to the visit about definite numbers taking part.

Robyn and Robert Joiner.

FOR SALE

1950 MERCURY BLACK 4 DOOR SPORTS SEDAN

Perfect condition and a reliable club events Mercury.
Basic restoration and all brakes, running gear renewed.
Has electric overdrive that works very well.
Engine in perfect condition ready for many more miles.
Full fit out of \$8,500 interior tasteful upholstery.
All stainless steel and steel items refurbished. Re-chromed.
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ON JOSEPH LUCAS BASED JOKES

The Internet and E-mail system have been bristling with pieces that are not entirely truthful about the quality of automotive electrical components manufactured by Lucas. Editorially, I am not in favour of deriding a worthy British product for a cheap laugh, however, my father did comment years ago, while working on his Daimler DB-18's headlamp, that 'Old Joe' may have got something wrong in the rim clamp, while replacing a blown lamp bulb. In my own experience, products manufactured by Lucas have given commendable performance — that goes for motor cars such as Austin, Jaguar, Jowett, Standard's Vanguard and Ten, Massey-Ferguson tractors and Ford tractors. With respect to warranty claims on Ford tractors, those for Lucas components were virtually insignificant. Indeed, I have owned XJ-6 and XJ-S model Jaguars that were totally reliable with regard to their electrical systems.

We have to appreciate that, in the automotive industry of the past sixty-odd years, a component supplier like Lucas would have been under enormous pressure to hold prices at levels acceptable to the likes of British Leyland, Ford, Standard-Triumph, Rootes *et al.* Such was exhibited quite dramatically on the 1976 Rover 3500. In normal operation, the electrical system performed adequately. However, the installation of higher Wattage headlamps meant that the car's main fuse box could not handle the extra current drawn. The casing overheated to the extent that the plastic started to melt. To be a little bit fair to Rover and Lucas, the then-modern plastics at that time were not too well understood. Also, at that time, Sperry New Holland combine harvesters, built in Belgium, employed Bosch electrical systems and, as soon as extra lighting was installed, the fuse boxes started to melt. Those, on the combine, were out in the air stream, not tucked away up under the dash, as in the Rover's instance.

There were simple fixes for these concerns. On the New Holland combines, we instructed dealers to install relays in the added lighting circuits. Indeed, on my Rover 3500, I went a bit overboard with respect to the installation of headlamp relays. In the headlamp and fog light circuits, a relay has been installed to supplement each bulb filament — dipped and main beams, and fog lamps, on both sides of the car. Six relays are employed and the fuse box inside the car stays cool. In addition, there is no voltage-drop at the headlamps anymore, and that is important for good lighting.

Driving around Melbourne at night, it is quite surprising how many relatively modern cars' headlamps exhibit evidence of voltage drop at their headlamps. These motor cars are, mostly, not fitted with Lucas equipment either. It is probably difficult to even guess where their electrical systems are sourced.

So, let us swing this around a bit. How about some articles from our readers describing their experiences, good or not so good, with Lucas equipment and components? Personal experiences, not hearsay. Such a series could be fascinating and entertaining to read, provided the input is balanced. It is, probably on the cards, that it is much easier to give vent to criticism than it is to give delighted praise for an outstanding product!

Mike Allfrey – Editor.



CHRISTMAS IN JULY

Sunday 28th July 2013

IT IS ON AGAIN, OUR ANNUAL CLUB LUNCHEON COMBINED WITH OUR POPULAR XMAS-IN-JULY, AT THE POPULAR MARYBROOKE RECEPTIONS AND BY POPULAR DEMAND THEY WILL BE SERVING A TRADITIONAL XMAS-STYLE DINNER.

Luncheon Information:

Time: 12:30 pm for 1:00 pm

Location: Marybrooke, 10 Sherbrooke Road, Sherbrooke (Mel 75; H2)

Menu: Cream of butternut pumpkin soup

Roast pork with crackling and turkey and cranberry sauce

Served with an assortment of roasted vegetables, pan gravy and condiments

Plum pudding with warm custard

Coffee/Tea

COST: \$30.00 per head (Drinks provided by our club)

Please do not forget the **Kris Kringle**, bring a gift to receive a gift. (\$10.00 minimum)

Note: This is a Member only event. Pre-booking and payment is required by the 14th July.



BOOKING FORM



Please Reserve Seats For:

Enclosed is my cheque/postal note/money order for \$.....

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Send to: Colin Brown

PO Box 40

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