



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition 164

September 2013

ONE OF THE FEW!



Spotted in the car park for our Annual Luncheon at Marybrooke, one of the few British classics present on the day, James and Nola Harris' fine Austin 1800 Utility.

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 Members:

Pat J Douglas

Ross Wolstenholme

***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 (Acting)*	Bill Allen	(03) 9846 2323	
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) . 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 web site 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 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. Articles and photographs published in *Your ABCCC News* do not necessarily reflect the views of the Committee, the Club's Membership or the ABCCC. Events, other than those conducted by the ABCCC, are included for interest purposes only, and they are reproduced in good faith. The ABCCC 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 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 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 2013/2014

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. Official ABCCC events are those with 'ABCCC' shown after the event's title. 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.

September 2013

- Sunday 15th. An Overseas Trip – [An ABCCC Event](#) Peter & Lorraine Lester (03) 9795 0033
Drive to Baxter Railway Station, train to Stony Point and ferry to Phillip Island - and back.
- Sunday 29th. Phil's Phantastic Day Out – [An ABCCC Event](#) Phil Cook (03) 9842 5449
Start Venue – Harvey Norman parking lot, 400 Whitehorse Road, Nunawading.

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.
- Friday 11th to Sunday 13th Jindera Pop The Top Festival – Jindera District Multi-purpose Stadium Committee David Peck
Soft Top / Convertible Expo – Contact: (02) 6025 0200 0411 465 098
Venue – Resort Siesta, Wagga Wagga Road, Lavington, NSW. info@pophetopfestival.com.au
- Sunday 13th. A Special Run to Bacchus Hill Winery – [An ABCCC Event](#) Kevin & Jenny Watt (03) 9734 6040
Celebrate Bacchus, the Roman God of Wine!
Start Venue – McDonalds on Mickleham Road, Tullamarine (Mel 5; J9).
- 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 & Robyn Joiner (03) 5956 8105
Meeting Point – Peninsula Lifestyle Centre, Corner of Nepean Highway & Bungower Road, Mornington. This is a pre-paid event, see Page 11.

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 – 17th. Bendigo National Swap Meet–Veteran, Vintage & Classic Club Bendigo info@bendigowap.com.au
Venue – Prince of Wales Showgrounds, Holmes Road, Bendigo, Victoria.
- Sunday 17th. Triumph Classic Car Display – A Triumph Car Club Invitation Event. Frank Sawyer (03) 9770 0904
Venue – New Quay Promenade, Docklands (Mel 43; B8)
- 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 – Chirside Country Club, 68 Kingswood Drive, Chirside Park (Mel 37; K3).

January 2014

- Sunday 19th. RACV Great Australian Rally – [A Major ABCCC Event](#) Colin Brown (03) 95964 9291
Mornington Racecourse, Mornington.

February 2014

- Sunday 9th. Annual General Meeting Of The ABCCC Pat Douglas (03) 9739 4929
Venue – TBA, Victoria.

March 2014

- Saturday 15th to Saturday 22nd. RACV Fly The Flag Tour – [A Major ABCCC Event](#) Tony Pettigrew(03) 9739 1146
Tour details will be announced as soon as they have been arranged.

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 164

Issue Number 164 already! Now, what can an Editor write for the 164th time? Well, here goes. There is an item of news on a personal note and it could interest club members and give a little insight as to where I come from. Recently, in Britain, the BBC broadcast a programme called *Restoration Home*, actually, Episode II of Series III and the house featured was our family home from 1958 through to 1988. Thankfully the house, *Little Naish* (right, in winter 1963), is now a Heritage-Listed building in the UK. That meant that the basic structure had to be kept the same and any additions to the building must use local stone. Sadly, the house was left empty from 1988 until 2012 and it deteriorated quite a lot over those years of neglect. The house is set in one acre of high-walled garden and, originally, was the main house's gardener's cottage. The main house on the country estate was called *Naish House*. There was *Naish Lodge* and *Naish Farm* all located on Naish Hill above a village near Bristol. It was delightfully called Clapton-in-Gordano. Be sure to look out for the programme when it will, hopefully, be screened by our ABC.



We have some really good events coming up for your enjoyment. Phil Cook has organised an event for us, but note the dates when he can be contacted due to an overseas trip. There are also the visits to Phillip Island and Beleura House, and the Bacchus Hill Winery. Be sure to join in on these events.

Importantly, Committee members and will-be event organisers should attend our Social Calendar Planning Meeting in October. Details are further inside this issue. Please come along with some good ideas.

We look forward to attending some of our events after we get back from our tour of Italy and Switzerland.

Mike Allfrey – Editor. E-mail: michael.allfrey@bigpond.com

NOTES ON THE VICTORIAN CLUB PERMIT SCHEME

Don't Be Caught Out!

At the August meeting of the Association of Motoring Clubs (AOMC) Delegates expressed concerns with respect to VicRoads' failure to send out Victorian Club Permit Scheme (VCPS) renewal notices. The AOMC stresses that those who operate a motor vehicle on the VCPS, should renew their vehicle permit(s) four to six weeks before the actual renewal date, The AOMC also stresses that the operator of the vehicle on the Scheme, should keep a copy of the receipt from VicRoads for the entire renewal period. This matter is entirely up to the operator of the vehicle on the VCPS.

Should the Permit expire, then, under State law the Compulsory Third Party (CTP) insurance also expires.

The moment a Permit lapses, the vehicle is classed by VicRoads as an unregistered vehicle and, at late renewal time, and a safety inspection will have to be carried out on the vehicle.

It is most important that club members operating a vehicle under the auspices of the All British Classics Car Club Inc. are fully aware of this state of affairs.

Ross Gardiner and Bill Allen (AOMC Delegates).

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
Edd and Elle Leonhardt	Jaguar	420-G	1970
	Jaguar	XJ-6 Series III	1985

Pat Douglas – Membership Secretary.

RACV GREAT AUSTRALIAN RALLY - Showbag Items Needed

As Colin Brown mentioned at our Christmas-in-July function, we are (as always) seeking items for inclusion in the rally bags for next January's rally. Small items such as product samples and branded promotional gifts (pens, key rings, mugs, caps, stress balls, note pads etc.) are suitable. We also offer companies providing gifts with the opportunity to include a limited amount of advertising materials in the rally bags. I have received a couple of offers already but any additional offers or contacts for businesses which may be interested would be appreciated.

Please contact me on 0411 646 769 or at Ancolk@gmail.com if you can assist.

Colin Oberin.

A MAJOR ABCCC EVENT – THE RACV GREAT AUSTRALIAN RALLY

19th January 2014 – *Rallying For A Cure!*

The All British Classics Car Club and RACV are proud to announce that arrangements are in progress for the running of the 2014 RACV Great Australian Rally. As in the past, the beneficiary of our fund-raising will be the Peter MacCallum Cancer Foundation. This year we raised a record \$62,000 for our friends at Peter Mac, with the stipulation that the funds raised were to be used solely for research purposes.

Start venues will be the same as in previous years –

1. Deaf Children Australia, at 597 St. Kilda Road, Melbourne. This start venue has been provided for those who wish to participate over the entire rally route to Mornington,
2. Stud Park Shopping Centre, Stud Road, Rowville. This start venue has been provided for those who live in Melbourne's eastern suburbs.
3. Hastings Marina Car Park, Skinner Street, Hastings. Entry to the Marina is opposite Mullet Street. This start venue has been provided for those who drive older (slower) motor vehicles.



All start venues will feature a free sausage sizzle, tea and coffee. Each entrant will be presented with a Rally Bag. Rally marshals will direct rally vehicles into reserved parking spaces. Entrants are asked to arrive at the start venues just before 7.15 am (8.15 am at the Hastings start venue) so that the sausage sizzle can be enjoyed at its best.

At each starting point a VIP will attend to conduct the flag off to send the vehicles on their way. Flag-off will be at 9.15 am at the Melbourne start and at 9.30 am at the other two starts.

The RACV Great Australian Rally finishes with a public display at Mornington Racecourse. The organisers ask that entrants enter the display area *via* a left turn only from Racecourse Road. Mornington Racecourse employs a 'No Dogs At Any Time' policy. This rule must be strictly adhered to.

Veteran, vintage, classic, late-classic motor vehicles, motor cycles and commercials of similar classes are eligible to enter. Motoring-interested clubs are encouraged to stage displays of their vehicles in the specific area – please advise the rally organisers if your club is staging a display.

Trophies will be awarded for the following categories – Veteran, Vintage, Early Classic, Late Classic, Modern Classic Motor-Cars, Commercial Vehicle, Motor Cycle, the Dr. Max Lay Trophy, and the Penrite Oils Trophy. The organisers urge clubs to involve their members in the competition! A vehicle from the best club display will be eligible for display at the RACV Melbourne.

Entry in the RACV Great Australian Rally will be held at \$35.00 per pre-booked vehicle in 2014. The official close-off date is 10/01/2014. Additional entries will be accepted at all of the rally start venues for a fee \$45.00. However, these entries will not qualify for a Rally Bag or being judged for trophies.

There will be exclusive RACV Great Australian Rally apparel advertised on the entry application form, to be paid for along with entry fee. All goods to be picked up at Mornington.

Information about the 2014 RACV Great Australian Rally can be obtained by contacting Colin Brown on 0408 343 176 and at: greataustralianrally.com.au.

RACV and the All British Classics Car Club are looking forward to a tremendous entry of British classics that will truly help with our *Rally For A Cure!*

Note – this article can be copied and freely used in other club magazines to help promote this vital fund-raising event. Acknowledgement of its source would be appreciated.

Mike Allfrey.

FROM THE AOMC NEWSLETTER

Club Permit

The following is a letter sent to VicRoads by Chris White. He is a member of several car clubs and has a particular interest in the use of personalised and historic registration plates under the Victorian Club Permit Scheme. Chris presented this proposal to the AOMC management committee for approval before submitting it.

Subject: Proposal for Original Registration/Custom Plates of Historical Vehicles to be Used Under the current Victorian Club Permit (Red Plate) Scheme.

It is requested that the Victorian Government through the Roads Corporation (trading as VicRoads) consider making the following changes and amendments to the current Victorian Club Permit Scheme (VCPS) to:

- Allow the option of using an original/custom number plate under the VCPS for identification of vehicles, or allow those who wish, to use a Red Plate for identification purposes under the VCPS.
- Facilitate identification by Road Authorities and the Police, it is recommended that a supplementary plate of a size such as 370 mm long x 25 mm high with words stating '**HISTORIC** – Victorian Club Permit Scheme', be required to be attached to the original/personal number plate so as to distinguish them from vehicles that are on full Victorian Registration.
- Require the purchase of number plate rights from VicRoads (if not already owned) at the current cost. (This would also encourage greater sales and revenue for the State Government.)
- At any time enable the original/custom plates to be changed back to Full Registration or VCPS, as long as the current fees and charges are paid by the owner of these plates.

In conclusion the changes proposed should not be too difficult to implement due to technological advances, for example, Number Plate Recognition which allows for easier identification of vehicles. The addition of a supplementary plate or some sort of marking such as on vehicles with LPG or Hybrid, would also be able to distinguish the status of the vehicle with Government and club officers. Such a move would be another way for the Government to raise income for vital road safety projects by encouraging enthusiasts to purchase original/custom plates for their cars on the VCPS.

Importantly, the most significant outcome of this change would be that it would ensure Victorian, Historic/Classic Vehicles could retain an important part of their history by enabling the original registration number to be used under the VCPS 'Red Plate' system. It would also ensure that enthusiasts who only want to use their vehicles at limited times would not be penalised with high costs.

Chris White, from the AOMC

THE TOOLS WE USE

Some Of Our Workshop And Hand Tools Explained:

Drill Press: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted panel which you had carefully set in the corner where nothing could get to it.

Wire Wheel: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh, S---!"

Skill Saw: A portable cutting tool used to make studs too short.

Pliers: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

Belt Sander: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

Hacksaw: One of a family of cutting tools built on the Ouija board principle . . . It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

Vice-Grips: Generally used after pliers, to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

Oxy-Acetylene Torch: Used almost entirely for setting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

Table Saw: A large stationary power tool, commonly used to launch wood projectiles for testing wall integrity.

Hydraulic Floor Jack: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

Band Saw: A large stationary power saw primarily used by most shops to cut good aluminium sheet into smaller pieces, that more easily fit into the scrap metal box after you cut on the inside of the line instead of the outside edge.

Two-Ton Engine Hoist: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

Phillips Screwdriver: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip-out Phillips screw heads.

Straight Screwdriver: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and for butchering your palms.

Jemmy Bar: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

Hose Cutter: A tool used to make hoses too short.

Hammer: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

Utility Knife: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

Son Of A Beach Tool: Any handy tool that you grab and throw across the garage while yelling, "Son of a beach", at the top of your lungs. It is also, most often, the next tool that you will need.

Colin Brown.

EVENT REPORTS

THE INDULGENCE WEEKEND – Friday, 9th to Sunday, 11th August 2013

Oh! How We Indulged!

The day dawned bleak and drizzly, probably caused by giving *Pea Soup* a thorough wash and polish the day before. At least it was nice to see the globules of water pushed up the shiny bonnet by the slipstream. As we



motored to our rendezvous at McKenzie Park in Yarra Glen the rain became heavier and more consistent, but as we parked, it did ease just a little. It was a case of greetings under umbrellas and, very soon, it was time to set off to our morning tea destination.

Left: A damp lunch stop at the Plough Inn. We forsook the Beer Garden this time!

This was the *Giddy Goat Café* in Yarck, via Yea, where we enjoyed a sumptuous warm cuppa and a home baked small cake. There was also a tempting array of differing slices available that looked very tempting, but appeared to

be extremely sticky. Back out on the rain-soaked road, we continued on B300 towards Mansfield passing through damp looking Merton and Bonnie Doon. We then swung slightly westwards and drove on to Mainsdale and then

continued towards Benalla, where we took the freeway as far as the Alpine Road turn-off for lunch near Tarrawingee at the *Plough Inn*. There we were served generous platters of a large selection of finger foods.

Soon, it was time to resume our drive to Chiltern where we had a look at some of the shops. From Chiltern it was a short drive to our weekend indulgence base at Rutherglen – the Wine Village Motor Inn, where the staff made us very welcome. By this time it was good to unwind after our drive to Rutherglen. Fortunately, the ongoing rain had cleared a little and it was dry enough for pre-dinner drinks and nibbles. Our dinner venue was a short stroll in the cool evening air to Tuileries Restaurant where a fine menu had been prepared for us.

Next morning, Saturday, we awoke to a cloudless sky and all around us was bright and clean after rain. Peter and Rosalie had ordered a mid-sized bus and driver for the day to take us around to the various places where we could indulge. Our first stop was over the River Murray in Corowa, where we stopped for a good look at Max's Motor Museum (*Right*). There was a huge collection of good conditioned motor cars to browse through. Most of the cars belong to local car club members and were kept in superb dry conditions. A highlight for the Editor was a pair of Jowetts on display, a 1951 Javelin and a 1927 Jowett Short Two. The engine in the Javelin had been overhauled by me some years ago for a JCC member on the NSW south coast. Other highlights were a Bristol (with a Chrysler V8); a Rolls Royce Meteor V12 engine mounted on a wheeled stand so that it could be run; a very nicely restored International truck (early 1930s?); and a Mini Cooper in bright red. There were two halls full of well-kept cars and trucks – a credit to Max and his helpers.



Left: Examining a BMB 'Walk-Behind' type of garden tractor. Just think of it, these machines helped to develop the vineyards around Rutherglen – a glass of red should be raised in salute!



Left: Examining a BMB 'Walk-Behind' type of garden tractor. Just think of it, these machines helped to develop the vineyards around Rutherglen – a glass of red should be raised in salute!

Lunch was pure indulgence itself! We were taken to the Wicked Virgin Olive Grove where we were made welcome with an array of platters loaded with gourmet lunchtime treats. The lunch was memorable!

We then visited a homestead with a vast collection of tractors and pieces of farm machinery. There we soon discovered a BMB President light tractor. 'BMB' stands for British Motor Boats, a Brockhurst company. The red and green tractors were usually powered by a Morris Eight or Ten side-valve engine. However, the most notable exhibit was a very nice 1,000 cc Vincent HRD motorcycle. We all lusted over these Vincents when in our teens and a bit later too! We also found a farm gate that had the frame filled with welded in spanners from old farm machinery tool kits and auger drill bits to prevent sheep from getting through. Another striking discovery was a Ransomes MG-6 crawler tractor for market gardens and vineyards. This little tractor was shown in little-used, original condition. For me this was a most fascinating visit and more time could have been spent there doing some leisurely browsing.

We also visited some wineries in the Rutherglen area. Among them was Stanton & Kileen where a particularly nice tawny port was available and a bottle soon joined the Editor's collection. The motel and its staff made a wonderful base for us to indulge from with Saturday evening barbecue being most enjoyable. By this time, we had indulged to our utmost satisfaction and grateful thanks were jointly expressed to Peter and Rosalie. *Pea Soup* and we enjoyed the weekend immensely. Bill and Terri Allen were 'punished' for bringing their modern Rover 75. While motoring around Rutherglen and on their way home they had a plethora of warning lights glowing in the instrument panel – quite a nervous drive. Bill has since advised that, after starting the Rover on the Monday, all was indicating that the system was 'normal' - whatever that may be!

We are all looking forward to some more indulging next year. It was that enjoyable.

Mike Allfrey.

THE ANNUAL CLUB OUTING – Sunday, 25th August 2013

An early start for the journey to the meeting point at the Keilor Hotel, meant that, for the day out, I was on my own. The TomTom navigation device was sucked on to the windscreen of *Pea Soup* and I made a decision to trust the device, implicitly. I was guided along Mount Alexander Road for the first time in many years, and a chequered flag told me that I had arrived at the designated place. Arrival time was 09:01 am and, on turning into the hotel's car park, I had the impression that I was either late, or that a large number of us wake up very early. In total, we had forty starters for the day.

Left to right: BMW, BMC, Ford and Leyland – all British though!

Lyn soon had us fully informed with comprehensive instruction sheets that detailed our route and its refreshment stops. Being on my own, and having to negotiate my way to the Geelong Freeway, I elected to follow the distinctive blue Riley driven by



Tore Panuzzo. Apart from impatient motorists filling the space between us from time to time, we easily made it to the BP Services at Avalon. The coffee queue was very slow moving, but we made it just in time before departure.

We continued on to Anglesea where I lost contact with the MG that I was following, so a complete lap of the roundabout was executed and *Pea Soup* headed for Airey's Inlet. The hotel was easily found where there was a pleasant sunshine while I waited for the rest to arrive. Inside the hotel there were two log fires burning with the place being very warm. The hotel staff made us welcome with us soon enjoying a huge lunch. It was quite amusing, because the meals order-manager had not taken names and this caused some confusion for the waiters. On my plate the chips were sensational and the fish was not over thickly beer battered. It was nice and moist, the serving was enormous and there was no chance of hunger pangs on our way home.

Right: Marj Pepper tells us that there are three options.

Marj Pepper told us about an event that she is planning for next year and more details will be announced at the planning meeting. There were three options she was considering for the event, and there were shows of hands for preference indication. Stay tuned because it will be a truly marvellous experience and, you will read about it here first!



For a number of us, it was wonderful to see Tony Hodges again. His companion, Fiona, should be thanked for bringing him along. It was nice to see the club's two Hon Treasurers having a good chat.

Right: Bill Allen, Tony Hodges and Fiona sorting out finances.

All too soon, it was time to take our leave. I decided to travel home via Deans Marsh and Winchelsea to revisit haunts of the past. It was a wet drive along the coast and up to Deans Marsh leaving the forested area behind, and on a crest in the road, there was a fabulous view towards Colac and Camperdown. Also in view were Mounts Elephant and Leura. The sun was breaking through the cloud cover and it made me marvel at our fabulous Western District. It was a lonely run onwards to Deans Marsh and then on to Winchelsea where the Princes Highway was joined. Here, the TomTom was programmed to 'Take Me Home' – avoiding all tolls. The highway, east of Winchelsea and all the way to the vicinity of the Great Ocean Road turn-off near Wauran Ponds, was all road works for extending the dual carriageway. Should be good when finished, but at present with multiple speed limits is a bit trying!



Our grateful thanks to Lyn for putting it all together for us to enjoy. Once again, the well-oiled machine that is our ABCCC, ensured a memorable day out with just the right amount of classic motoring. For your enthusiasm, thank you folks for making it a special day out.

Mike Allfrey.

FAST-APPROACHING ABCCC EVENTS

OVERSEAS TRIP TO PHILLIP ISLAND – Sunday, 15th September 2013

By Land, Rail And Sea.

Not quite trains, planes and automobiles but an adventure experiencing three modes of transport. Our trip for the day starts out with a leisurely drive to the Baxter Railway Station (Mel 107; B4) arriving at approximately 10.30 am. Parking is available in the supermarket car park. Be sure to **bring your Myki**. After the usual greetings we board our train at 11.14 am for a nostalgic trip to Stony Point. On arrival at Stony Point, non-Senior Card holders will be able to purchase their return ticket for the Ferry for \$24.00 from the kiosk. Seniors are free at the weekend and may proceed directly to the ferry where they will be asked to present their **Seniors Card**.

Our ferry to Phillip Island via Tankerville (French Island) departs at 12.00 N. After an enjoyable overseas trip, we disembark at Cowes at 12.30 pm and proceed to the Continental Hotel on The Esplanade - only a short walk from the wharf. At our luncheon venue we will enjoy the marvellous views of the beach and sea and partake of a three course Sunday Roast (\$25.00) washed down with your choice from the bar, at bar prices.

After lunch there is leisure time for you to spend time relaxing, playing the poker machines, walking the street, shopping, having a coffee and of course enjoying the beach.

We return to the wharf at 5.00 pm for a 5.25 pm departure. On arrival back at Stony Point we once again take the train for our return trip to Baxter departing at 6.30pm. We arrive at Baxter at 6.55pm where we bid everyone farewell and take our drive home. We very much look forward to as many as possible joining us for this adventure. Those attending should let us know by 10 September as we need to confirm numbers, please. Our contact details are 9795 0033 or Peter on 0412 172 495; e-mail: retsel@bigpond.net.au.

Lorraine & Peter Lester

PHIL'S PHANTASTIC DAY OUT – Sunday, 29th September 2013

We will meet at the car park outside Harvey Norman's store located at 400 Whitehorse Road in Nunawading, (Mel 48; G9). Time 9.00 am for a 9.30 am drive-off.

After driving through Warrandyte and Pantom Hill, we will drive up the hill to Kinglake. It's on to Pheasant's Creek where we will stop at the Flying Tarts Bakery for Morning Tea/Coffee. After a short break, we will drive to a lovely Country Pub where we will have lunch. Meals will be at a nominal charge of \$15 – \$20. Drinks will be at bar prices. As catering needs to be confirmed those who are interested in participating, please let me know. Full route details will be given at the start of the event. Contact Phil Cook, after referring to the note below, on telephone number (03) 9842 5449, or on 0417 568 851 to make your reservations.

Editor's Note: Phil will be away from 1st till 10th September, 2013. Please do not try to contact Phil via his mobile telephone during this period, otherwise it could be an expensive call.

Phil Cook.

ABCCC 2014 SOCIAL CALENDAR PLANNING MEETING – Saturday, 5th October 2013

We will be setting up our social events calendar for 2014. Committee members and members who have suitable events in mind, are welcome to come along to help put together another exciting year full of tempting events and driving challenges for our British classic motor cars.

This meeting is an important part of our club year. We need your input. Come along with your ideas and let's plan a really first-rate year's classic motoring in 2014. Our club aims to have two events per month, and sometimes three events. After the meeting there will be a barbecue to seal the events. Meat and drinks will be supplied; please organise salads and desserts by liaising with Maxine Pettigrew.

Be sure to let Tony or Maxine Pettigrew know if you intend to participate in the meeting. The contacted number is 9739 1146. The venue is 16 Lawler Lane, Coldstream, (Mel 280; K5).

Tony Pettigrew – President.

A SPECIAL RUN TO BACCHUS HILL WINERY/CIDERY – Sunday, 13th October 2013

Run will start from McDonalds Restaurant on Mickleham Road, Tullamarine at 9.00 am for 9.30 am. (Mel 5; J9). Time for a coffee or Big Mac before we leave. First stop is at Gisborne for about 30 minutes or so for more refreshments and a chance to browse in the shops. All roads are sealed with excellent scenery and not too much challenging driving; traffic is generally light. Then to the Winery for lunch, wine and cider tasting (if required). Travel there is on a very scenic sealed road with splendid views. Route instructions will be issued at the start. There is a wide choice of meals available to suit all tastes in a very pleasant setting with more excellent views overlooking Bacchus Marsh and the hills surrounding the town. At the conclusion of lunch we would suggest a visit to the Lerderberg Gorge, just a short drive from the winery. Along the way you can perhaps collect some seasonal fruit or vegetables from the roadside stalls or a stroll through the many interesting shops in the town centre. A very interesting attraction is located on the town outskirts called the Stations of the Cross which includes numerous shrines which have been erected from different countries around the world. The return trip home can be taken on the Western Freeway which branches off to the Western Ring Road or continues on to the Monash Freeway.

The winery does require prior notification of the number attending, so it would be appreciated if those intending to participate could let us know by mid-week before the run so that we can liaise with the winery restaurant. We can be contacted on 03 9734 6040 or 0417 508 969 or by E-mail kevinwatt@optusnet.com.au. Join us for a good day out.

Kevin & Jenny Watt.

COMO GARDENS – OPEN WEEKEND – Saturday, 19th & Sunday, 20th October 2013

An ABCCC Assist Event



Over the years our club has assisted Pat and George Hetrel to raise funds for St John's Ambulance and the Knox SES. There are many different tasks that we can help with while also promoting our club within the community.

The gardens are open 10:00 am to 4:30 pm. They are located at 79 Basin – Olinda Road, The Basin (Mel 65; H7).

Attractions are in addition to the splendid gardens – Working Display Vintage Car Museum • Rainy Day Bookstall • Holmesglen Engineering's *Get Set For Life Project* (displaying their Hybrid 100% electric vehicle) • Knox Historical Society Display • Horticulture – Ferns and Orchids for sale • Garden Tours • Sausage Sizzle • Devonshire Teas and Refreshments • Model Boats On The lake • Barrel Organ Music by Hans • Puppeteer and Ventriloquist – Gordon Ross • Teddy Bear's Picnic and Children's Activities • Natural Edge Wood Carving Demonstration with Glen Barlow •

There will also be a display of interesting motor cars. Please bring your British Classic along and assist with the Open Garden Weekend. Your help in whatever way you can support the cause – whether it be helping with car parking, selling entry tickets, providing a hand with sausage sizzling and Devonshire tea making, assisting with train rides and so on. All will be most welcome!

If you can provide assistance, please contact Tony Pettigrew 9739 1146 or Bill Allen 9846 2323. Pat and George Hetrel are, at present, unable to take calls.

Mike Allfrey – Editor.

VISIT TO BELEURA HOUSE AND GARDEN – Wednesday, 30th October 2013

Beleura was built in 1863 and described as one of the finest mansions in the colony. Beleura was subsequently owned by a succession of rich, powerful and successful families. By family agreement Jack Morton Tallis took Beleura on devote his life to its preservation. Tallis died in 1996 and bequeathed Beleura, its considerable contents to the people of Victoria. "A Theatre of the Past"

Our day includes morning tea, a guided tour of the house & garden and a light lunch. From 9.30 am to approx. 2.30 pm. This is a pre-paid event, limited to forty-eight people.

Meeting place: 9.00 am at the Peninsula Lifestyle Centre in Bungower Road, Mornington, close to the intersection with Nepean highway and behind the Bunnings Warehouse. Park in the parking bays opposite the Dollar Curtains store, from here a bus will take us to Beleura and back. Parking in this area is free for Beleura visitors (Melway Map 104; Ref: J11). Toilets located near The Sober Mule Café. *Note: You cannot drive directly to Beleura. The only way in is on the bus. Please advise any special dietary needs; e.g. gluten/fructose/vegan. Wear comfortable walking shoes.*

Payment: Payment is required by Beleura by Oct. 1st so we may have exclusive access on the day. Cost \$33.00 per person (All inclusive concession rate). Please forward your cheque by 1st October 2013 made payable to: **All British Classics Car Club Inc.** Mail to: Robyn Joiner, PO Box 2056, Cowes, VICTORIA 3922.

Enquiries: Robyn on (03) 5956 8105 after 8th August 2013

Note: Beleura House must be informed one month prior to the visit about definite numbers taking part.

Robyn and Robert Joiner.

MELBOURNE CUP DAY – Tuesday, 5th November 2013

We have been invited to display ten suitable classic vehicles at the Yarra Glen Racecourse on Melbourne Cup Day. This picnic day has been well supported in past years by our club. We will be provided with an exclusive area to display the selected vehicles, along with two marquees (provided at the club's expense) so we may enjoy our picnic and display our fantastic cars in comfort.

On the day, a full harness racing program is held; along with Fashions on the Field; live entertainment; full coverage of the Flemington races on the giant screen; and of course TAB and bookmaker betting on all races. You may bring your own picnic or purchase food at any of the numerous food stalls featuring Yarra Valley produce. Alcohol is available for purchase at the track.

We would like to display every special vehicle in the club, but as this is not possible ample parking will be provided in the car park for members cars which are not displayed.

Contact Colin on 0408 343 176 or colin.brown@hotmail.net.au to let him know what vehicle you would like to display on the day.

Let's make this Melbourne Cup Day a special day and celebrate it with fellow club members.

Colin Brown.



TRIUMPH CLASSIC CAR DISPLAY – Sunday, 17th November 2013

Venue – New Quay Promenade Docklands



Presented by the Triumph Car Club of Victoria, all owners of Triumph cars are invited to display their cars on this fabulous display venue at Docklands. Arrival time is 10.00 am to 11.00 am, concluding at 3.00 pm. A show 'n shine will take place for all Club members.

Separately awards will be made for car of the day and public choice where "all" attendees will be eligible.

A fee of \$20 will be charged for each car on display with ALL proceeds will go to the BERRY STREET FOUNDATION, dedicated to young people in need. Display cars will be greeted at the Pearl River entry to the promenade and directed to a parking location. visitors parking is plentiful in the large car park immediately behind to display. This is a static display and vehicles must not be moved once on the display.



BYO lunch or feast at any of the restaurants and food outlets. The Sunday market is nearby with all the usual Docklands activities will be in operation.

Further information: e-mail to csallmann@bigpond.com, Chris Sallmann 0419 892 468, or Graeme Oxley 0413 135 779

FOR SALE

Unfortunately Ray Higginson was unable to complete his project of restoring his 1917 model Hupmobile R. series. Due to heavy work commitments Ray's sons will not be able to fulfil his undertaking. We have decided to sell the car. The chassis work is almost complete and the guards have been made. Most of the parts we have. If you are interested in purchasing Ray's dream, please ring either Garry or Craig (03) 9310 5286 or Lyn (03) 9336 7306. Price to be negotiated.

Lyn Higginson.

FOR SALE

1969 MG B. Bare Metal Respray in original condition. Only non original item is a CD Player. Complete with Soft Top and Tonneau Cover with Lambs wool Seat Covers. Wire Wheels. In very good condition. 59000 km on the clock. Ideal car for an enthusiast. Engine No: 18GDRWEH9343 Contact at 0418 375 870.

Peter Newstead.



EMERGENCY GASKETS

Introduction

In amongst a series of 'get your teeth into it' articles, we have looked at some advice on how to set about some maintenance tasks around your British classic.

For the more common cars, such as from the BMC, Rover, Jowett and Ford camps – all manner of gaskets are available for engines and gearboxes, etc. However, for the rarer marques, the only option is to make your own. This is all very well for the average enthusiast. It will probably be impossible to make a cylinder-head gasket, but for all paper gaskets there is no problem. Unless you are buying a complete set of gaskets for an engine, then individual gaskets will be expensive and the incentive to make your own will be greater.

A Health And Safety Note

These days with anything practical application is health and safety is a requirement. The only real danger is that you may cut yourself on a sharp tool such as a razor sharp knife blade, scraper as well as keeping your fingers away from the hammer. It is also a good idea to wear suitable latex gloves when using silicone sealants, although not considered harmful can be extremely messy until properly set.

However, some older gaskets were made with or contained asbestos, so, if unsure, treat as though it does and do not breathe dust produced from broken gaskets. There can be a fire risk if using thinners or other cleaning fluids. Limited contact with skin.

Left: Basic requirements for making gaskets – a good quality set of wad punches and various thicknesses of suitable gasket paper..



Gasket Papers

To make good quality gaskets it will require the purchase of gasket papers, which are readily available from all good engineering suppliers such as places like Repco or Bearing Wholesalers in Bayswater. Gasket paper is available in various thicknesses. Sheets of cork are also available to replicate the cork gaskets often found on the older motor cars. As an emergency measure, thin cardboard can be used instead of proper gasket paper, such as an empty cereal packet. But remember the proprietary product is treated to be oil, grease and coolant resistant.

Methods

The traditional method of making a paper gasket is to use a ball-and-peen hammer, tapping gently around the edges of the component while the paper is held still. This effectively pinches the gasket paper between the hammer and component thus cutting through it. This technique will also work for cutting out the bolt holes, but is a little trickier to achieve. The other way is by placing the paper on the flange or whatever the gasket will be fitted between, and with a dirty thumb, press around the edge and where any bolt holes are. This will leave a dirty line marking the edge/hole. This can now be cut around with scissors and hollow punches.

Right: The dirty thumb marking out result.

Hollow (Wad) Punches

Sets of wad punches are available at reasonable prices and are excellent for punching out the marked bolt holes. It is sometimes better to select one size larger when choosing the punch because this allows a degree of movement of the finished gasket and will cope with any small inaccuracies at the hole markings. If for example when fitted over studs, should the holes be incorrectly spaced then either the gasket will crumple or possibly tear. It is best to be as accurate as possible when marking out holes, to ensure a good fit. This is particularly important for oil galleries. A piece of hardwood held firmly in a vice end grain up in acts as a good anvil and will not damage the sharp edge on the punch, when the punch is hit with the hammer to cut out the hole.



A point to remember, especially when making a gasket for a carburettor, is that sometimes there are very small holes in the gasket and it is important that these small holes actually line up with the corresponding holes in the two halves of the carburettor body. Otherwise, it could severely affect the running of the engine.

The Modern Way

With the development of modern materials - such as RTV silicone where on exposure to the air it will start to cure, gaskets as we know them have been superseded. Instead of a layer of paper between close fitting parts, a bead of silicone is placed on one half of the joint. On closing the silicone squeezes into any crevices on the surfaces of the components. Once set, it makes for a liquid or gas tight seal. The latest high temperature gasket silicone, which is designed for use on exhaust systems on modern cars with catalytic converters, will stand temperatures in excess of 400 °C.

Silicone gasket cement can obviously be used on older car engines, gearboxes, etc. It must be remembered that when the equipment we are working on was built. The tolerances used allowed for the thickness of the paper gasket may vary with age. A solution is to use the correct thickness of gasket paper and then use a very thin smear of silicone on both sides of the gasket. Care must be taken because some gasket sealants 'grow' as they cure. This may seem like a belt and braces approach but at least if there is any damage to either component face or any slight distortion a good seal will be made.

A very useful technique when used is that if the joint has to be taken apart on a regular basis then if one of the component surfaces has a smear of light oil applied before the silicone, the silicone will fill into all of the irregularities and form a good seal. But this will come apart easily without having to resort to Herculean forces.

This is particularly useful on a rocker cover where the tappets will require regular adjustment. If the usual cork gasket has sealant applied to the cover, and the cylinder head surface given a thin smear of oil before tightening down the cover and its bead of sealant. In the future when removing the rocker cover, the gasket will come away with the cover and go back in place without any trouble.

Gasket removal

It's all very well talking about making gaskets, but to get a good seal, it is imperative that all of the old gasket are completely removed before making the new gasket. The usual situation is that the bulk of the old one will break away easily, having become brittle over time, leaving a stubborn residue. There are proprietary gasket remover sprays, but with a good quality scraper and some brake and clutch cleaner, perseverance will soon have the remnants removed. Be careful especially on aluminium components, because it is easy to gouge deep score marks into the machined surface with a steel scraper.

Further Tips

- Cut a slightly larger piece from the roll than the gasket required, rather than trying to handle the whole roll of gasket paper while marking out.
- Keep the gasket paper somewhere dry because it will absorb moisture from the air in a damp workshop. Also keep it clean and free from creases. It is a good idea to use a product such as Clingwrap and snugly wrap the gasket paper roll to protect it.
- When cutting out a large gasket, such as a sump gasket where the majority of the centre is removed, keep these pieces to make smaller gaskets.
- Always ensure a cleanly cut edge, using a sharp craft knife and a steel rule as a guide. The gasket paper should be cut on a 'self-healing' base board.
- When cutting out a gasket using the ball-peen hammer method, it is a good idea to use a large bearing ball to help cut out bolt holes – this technique reduces the need for careful aim of the hammer's ball end.
- Keep several thicknesses in stock, so that the unexpected gasket can be made without delay.
- Try to use the same paper thickness as was used for the old gasket.

From an unknown source

COMPARING CLASSIC WITH MODERN

Experiences With Temperature Gauges

Recently, experience with a reasonably modern motor car, led me to wonder about that dreadful thing called 'progress'. This was due to our Rover 75 boiling merrily in Burwood Road, Hawthorn while driving home from the City in late afternoon traffic. It was one of those occasions where the cause of a super-slow traffic crawl didn't manifest itself – but we queued for very long periods on our way home. The cause of the overheating concern was due to a failed cooling fan motor that had lost the two higher of its three speeds.

The interesting point was that, in all of the long periods at low idle, the car's engine temperature gauge did not waver from its 'normal' position at nine o'clock on the dial (*right*) -- sort of half-way between the blue and red markings. In twelve years of using this



car, the temperature gauge has, after initial warm up, never indicated any temperature condition but 'normal'. This is in all weather conditions and wind directions.

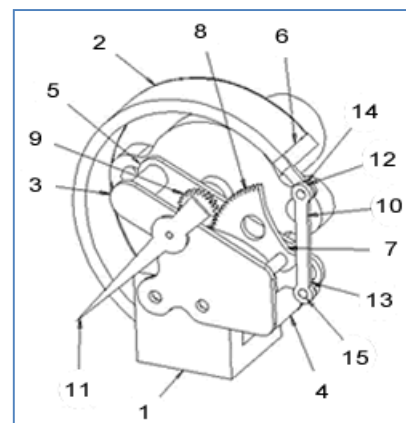
All of a sudden, while stuck in the traffic queue, a cloud of what looked like smoke erupted from the front of the Rover. I say smoke, because the steam was a dirty grey, due probably to the OAT coolant in the cooling system. A quick glance at the temperature gauge informed me that all was normal in that area. Still watching the gauge, as the hazard warning lights switched on, the indicator needle was seen to climb in a rapid blur and then lodge resolutely pointing at the middle the red marking.

This was most interesting, when there has been an overheating concern, the indicator needle has moved steadily towards boiling point. In fact, while driving home from our lunch event at Aireys Inlet, *Pea Soup* became embroiled in a very slowly moving traffic queue at South Bank while trying to cross the Yarra to get to Hoddle Street. During this crawl, an interested watch was maintained on *Pea Soup's* temperature gauge – there was also not much else to do! On the descent from the Westgate bridge, the indicator needle was just below mid-point on the gauge where it had been for most of the day's driving. Then, after the first traffic light queue, the indicator needle moved to the right a small amount. While in a very slow moving crawl, the gauge indicated that the engine was getting quite a lot warmer.



From then on, the indicator needle climbed steadily, but did not venture into the red zone (*in the lower gauge at left*); it stayed only just inside the green sector. I was not too alarmed about that, because up front there is a transmission fluid cooler and the air conditioning system's condenser which impedes air flow at low idle. Also, during my research of the Rover 75's cooling system specifications, I had discovered that 'normal' running temperatures varied from 90°C to 110°C – quite a wide range. It would be fair to assume that the running temperature range would be similar in 1976, but probably a bit lower. The supplied information for the Rover 3500 states that the thermostat in the cooling system opens at between 78°C and 84°C.

Those of us who drive older British classics will be familiar with the Smiths-made instruments of the time which employing a bulb, capillary tube and a Bourdon tube operated gauge assembly – all nice, mechanical, and easily understood (*right*). The engine coolant's heat expands the gas in the bulb which, in turn, has the effect of flexing the Bourdon tube (2) inside the gauge casing. This flexing result, via a rack and pinion set (8 & 9), moved the indicator needle (11) further round the dial as the engine's cooling system became hotter.



Though very old this system worked in a very progressive manner.

All of this supports the conclusion that a modern temperature gauge only tells the driver about what he/she *wants* to see, not what is actually going on in the engine's cooling system. This is not of any real use, because damage (in the Rover 75's case) had been done prior to the temperature gauge's response to the overheat situation. The escape of steam was due to the plastic cooling system filler cap breaking down from the heat and pressure.

It is good to know what is happening *via* gauge readings in a classic car, and certainly is superior to being in a situation where we are not entirely sure of what is happening in the engine compartment!

Mike Allfrey – Editor.

NEXT ISSUE!

There will be an interesting article about one of the most interesting British Classic Cars ever built. Watch this space!



At our Annual Lunch – Joan Swinchatt entertains with one of her special 'readings' – Thanks Joan.