



# Your ABCCC News

## All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition 170

March 2014

ABCCC Incorporation Registered Number: A0035462V

### ***THE RACV GREAT AUSTRALIAN RALLY***



*The Rob Nolan and Mary Cheng Hillman **Gazelle** – a rare British Classic on display at the Great Australian Rally at Mornington, 19<sup>th</sup> January 2014. Editorial apologies, of the profuse variety, for getting the Hillman's model name completely wrong. The only excuse is ignorance of antipodean naming methods!*

### **MEMBERSHIP SUBSCRIPTIONS**

The annual membership subscription for the All British Classics Car Club Inc., from October 2014 will be \$45.00. 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 23<sup>rd</sup> 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.
President	Tony Pettigrew	(03) 9739 1146
Vice President	Nello Mafodda	(03) 9719 7949
Treasurer	Bill Allen	(03) 9846 2323
Secretary	Pat Douglas	(03) 9739 4829
Other Positions	Name	Telephone No.
Membership Secretary	Pat Douglas	(03) 9739 4829
AOMC Delegate	Bill Allen	(03) 9846 2323
AOMC Delegate	Michael Allfrey	(03) 9729 1480
VCPS Officer (Applications)	Nello Mafodda	(03) 9719 7949
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291
Club Events Registrar	Sue Allfrey	(03) 9729 1480
Club Regalia	Maxine Pettigrew	(03) 9739 1146
Committee Member	Frank Sawyer	0408 633 778
Committee Member	Colin Brown	(03) 5964 9291
Committee Member	Ken McDonald	(03) 5975 1867
Committee Member	Andrew Swann	(03) 9740 9225
Committee Member	Rex Hall	(03) 9795 7669
Committee Member	Hans Pedersen	(03) 9894 0340
Editor	Michael Allfrey	(03) 9729 1480
Assistant Editor	Betty Taylor	(03) 9739 1879
Web Master	Ed Bartosh	(03) 9739 1879
The All British Classics Car Club website is: <a href="http://www.abccc.com.au/">http://www.abccc.com.au/</a>		
The Association of Motoring Clubs website is: <a href="http://www.aomc.asn.au/">http://www.aomc.asn.au/</a>		

## 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 25<sup>th</sup> 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 14<sup>th</sup> 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.

**Advertising Policy** – The only advertising information that is allowed to be placed in *Your ABCCC News* is that for financial members' cars and/or spare parts thereof.

**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 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 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, or, by using e-mail to [michael.allfrey@bigpond.com](mailto:michael.allfrey@bigpond.com). Other Editorial contact information is listed above.

# THE VICTORIAN CLUB PERMIT SCHEME

## NEW PERMIT APPLICATIONS

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.

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

**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 14<sup>th</sup> of each month. Official ABCCC events are those with 'ABCCC Event' 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 events is Sue Allfrey. Event organisers, please send attendance lists to [sue.allfrey@bigpond.com](mailto:sue.allfrey@bigpond.com) as soon after the event as is practicable.**

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

### March 2014

Sunday 30<sup>th</sup> RACV Classic Showcase – ABCCC Members to make a big effort! AOMC Office (03) 9555 0133  
Conducted by The Association Of Motoring Clubs Inc.

### April 2014

Sunday 6<sup>th</sup> Kalorama Rally – Kalorama CFA (Listed for interest purposes only)  
Venue – Kalorama Recreation Reserve, Mount Dandenong Tourist Road, Kalorama (Melway Map 120; Ref: B9).

Saturday 12<sup>th</sup> Como Gardens Open Weekend – [An ABCCC Assist Event](#).

Sunday 13<sup>th</sup> Venue – 79 The Basin To Olinda Road, The Basin George Hetrel (03) 9761 1341

Wednesday 30<sup>th</sup> Tour of ACE and The Fox Auto Collection – [An ABCCC Event](#) Mary and Rob Nolan 0488 547 499  
Start Venue – Fox Classic Car Collection, Batman Hill Drive (Melway Map 2E; Ref: H7-8).

### May 2014

Sunday 4<sup>th</sup> The Big Day Out – [An ABCCC Event](#) Rex Hall (03) 9795 7669  
Start Venue – Todd Road Service Area, Port Melbourne (Melway Map 56; Ref: G1).



## May 2014 (cont'd)

Sunday 18 <sup>th</sup>	AOMC Heritage Motoring Day – An AOMC Fostered Event Venue – Yarra Glen Racecourse. Use Your Classic Car And Be Seen. Gates open at 10:00 am	AOMC Office (03) 9555 0133 Contact (03) 9890 0524
Sunday 25 <sup>th</sup>	Historic Winton – Austin 7 Club Venue – Winton Motor Raceway, near Benalla.	Enquiries (03) 5428 2689

## June 2014

Saturday 7 <sup>th</sup> to Monday 9 <sup>th</sup>	Hamilton Rally – Hamilton and District V V & C Drivers Club Inc. Venue – Hamilton, Victoria.	Tony Pettigrew (03) 9739 1146
Sunday 22 <sup>nd</sup>	An Interesting Day Out – <a href="#">An ABCCC Event</a> Start Venue – To Be Advised	Peter Lester (03) 9795 0033

## July 2014

Sunday 6 <sup>th</sup>	Run To Point Cook – <a href="#">An ABCCC Event</a> Start Venue – To Be Advised	Colin Oberin (03) 9817 3182
Friday 18 <sup>th</sup> to Sunday 20 <sup>th</sup>	Weekend Away – <a href="#">An ABCCC Event</a> Details – To Be Advised	Bryan Tootell (03) 9891 6905

## August 2014

Sunday 3 <sup>rd</sup>	The ABCCC's Annual Luncheon – <a href="#">An ABCCC Event</a> Venue – To Be Advised	Contact TBA
Wednesday 20 <sup>th</sup>	A Mid-week Run With A Difference – <a href="#">An ABCCC Event</a> Start Venue – To Be Advised	Marj Pepper (03) 9439 7875
Sunday 31 <sup>st</sup>	A Run Put On For Us – <a href="#">An ABCCC Event</a> Start Venue – To Be Advised	Greg Anglin (03) 9876 3293

## September 2014

Sunday 14 <sup>th</sup>	Run To Maldon – <a href="#">An ABCCC Event</a> Start Venue – To Be Advised	Torre Panuzzo (03) 9764 2276
Sunday 28 <sup>th</sup>	A Phantastic Day Out To Mount Macedon – <a href="#">An ABCCC Event</a> Start Venue – To Be Advised	Phil Cook (03) 9842 5449

## October 2014

Sunday 5 <sup>th</sup>	Australian National Show and Shine Venue – 7 Creeks Park, Clifton St, Euroa – Rotary Club of Euroa Visit – <a href="http://www.australiannationalshowandshine.com.au">www.australiannationalshowandshine.com.au</a>	
Wednesday 8 <sup>th</sup>	A Most Enjoyable Outing – <a href="#">An ABCCC Event</a> Start Venue – To Be Advised	Lyn Higginson (03) 9310 5286 (BH)
Thursday 16 <sup>th</sup> to Thursday 23 <sup>rd</sup>	<i>Proud Mary</i> River Murray Cruise – <a href="#">An ABCCC Holiday Event</a> Meet-up Point – To Be Advised	Marj Pepper (03) 9439 7875
Sunday 19 <sup>th</sup>	Como Gardens Open Weekend — <a href="#">An ABCCC Assist Event</a> Venue – 79 The Basin To Olinda Road, The Basin.	George Hetrel (03) 9761 1341
Wednesday 24 <sup>th</sup> To Friday 26 <sup>th</sup>	Motorclassica – The Association of Motoring Clubs Inc. Venue – Royal Exhibition Building, Melbourne, Victoria.	Paul Mathers (03) 9321 6760

## November 2014

Sunday 2 <sup>nd</sup>	Club Run – <a href="#">An ABCCC Event</a> Start Venue – To Be Advised	Gordon Lindner (03) 9707 1294
Friday 14 <sup>th</sup> to Sunday 16 <sup>th</sup>	The Famous Indulgence Tour – <a href="#">An ABCCC Event</a> Start Venue – To Be Advised	Peter McKiernan (03) 9787 6003
Sunday 30 <sup>th</sup>	An Escape to Allambie by Ian Hodge and Robert Nolan – <a href="#">An ABCCC Event</a> Lunch Venue – Near Yarragon in Gippsland Start Venue – To Be Advised	Rob and Mary Nolan 0488 547 499

## December 2014

Sunday 14 <sup>th</sup>	Christmas Lunch – <a href="#">An ABCCC Event</a> Venue – To Be Advised	Maxine Pettigrew (03) 9739 1146
-------------------------	---	---------------------------------

### 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 170

To those of you who note these things, the front cover photo *is* the same as for Edition 169 of *Your ABCCC News*. There is a valid motivation for keeping the photograph in place: the need to keep on the right side of Rob and Mary. The fact that the Hillman pictured is a Hillman Gazelle was emphatically brought to my notice – first by Mary, then by Rob. The truth is that I have always associated such Hillman motor cars as being of the *Hunter*, or, even of the *Arrow* ilk. While re-writing the caption, there were also some thoughts of *Rapier* (Sunbeam) and, believe it or not, *Sceptre* (Humber)! However, for now, we'll stick with *Gazelle* and leave such naming machinations to the Badge Engineers and, most plausibly in this instance, to the importer/assemblers in New Zealand.

*Pea Soup* was assembled in New Zealand and, thankfully, kept its Rover 3500 and P6B nomenclature the way it should be, even though it was under the umbrella of those masters of badge engineering – British Leyland. Specialist motor car clubs will have to be careful that these naming peculiarities are preserved so that future marque historians and researchers have an easier task in front of them.

There are several non-ABCCC events in our current Events Directory, the RACV Classic Showcase (Sunday 30<sup>th</sup> March), to be held at Flemington Racecourse, is an event that our club supports, as it does the Association of Motoring Clubs' Cavalcade of Transport, which will be held at Yarra Glen Racecourse. Sunday, 18<sup>th</sup> May is the date for the National Heritage Motoring Day, the purpose of which is to make the general public aware of the Heritage motoring movement by seeing our motor cars out on the roads where they should be.

These are important events for heritage vehicle clubs and, we look forward to a large turnout of our British classics for both of these events.

Mike Allfrey – Editor. E-mail: [michael.allfrey@bigpond.com](mailto:michael.allfrey@bigpond.com)

---

## MOTORCLASSICA – 24<sup>th</sup> – 26<sup>th</sup> October 2014

### A Message From The Association Of Motoring Clubs

Entries are invited for your special Classic, Vintage and Veteran motor car or motorcycle in the Australian International Concours d'Elegance at Motorclassica, to be held at the Royal Exhibition Building here in Melbourne. There will be special classes celebrating 100 years of Maserati, 50 years of Ford's Mustang, 50 years of Donald Campbell's Bluebird CN7 and Australian specials.

Motorclassica will be a three-day celebration of Classic Motoring Expo., Car Rally, Classic Motor Auctions and Concours d'Elegance Competition. Entries close in June 2014.

For further information, visit [www.motorclassica.com.au](http://www.motorclassica.com.au) or, contact Paul Mathers on (03) 9321 6760.

Mike Allfrey – AOMC Delegate.

---

## ALL BRITISH CLASSICS CAR CLUB – 17<sup>TH</sup> ANNUAL GENERAL MEETING

Held at Chirnside Park Country Club – Sunday, 16<sup>th</sup> February 2014

### MINUTES OF THE MEETING

**PRESENT:** As per attendance book

**APOLOGIES:** Betty Taylor, Ed Bartosh, Craig Douglas, Trevor and Frances Williams, Colin Oberin, George and Pat Hetrel, Robert Nolan and Mary Cheng

**MINUTES:** Moved Hans Pederson and seconded Lyn Higginson: that the minutes of the 16<sup>th</sup> AGM be accepted.

### PRESIDENT'S REPORT:

Tony thanked the members for a great year and that the club was in a healthy position with the membership steadily growing.

The two events during the year with weekends away were organised by Bryan and Anne Tootell and Peter and Rosalie McKiernan. These were well attended and a delight to be on.

The two major events:

RACV Great Australian Rally had more cars registered than last year. We will be giving Peter Mac a cheque for \$60,000. Tony thanked Colin Brown for his hard work during the Great Australian Rally.

The RACV Fly the Flag event was fully subscribed within 10 days and it is on track to be a very interesting tour. Tony thanked those who help on the Fly the Flag. The Marshals meeting will be held at Tony's place on 8<sup>th</sup> March

Tony asked for volunteers to help at George Hetrel's Open Garden in April and there will be a need for some extra helpers in September as a lot of the usual helpers will be away on a trip.

**Victorian Club Permit Scheme** – Tony reminded those who have cars on club plates that this Club requires attendance of three (3) events during the year. Tony thanked Sue Allfrey for keeping the register.

### TREASURER'S REPORT:

As at the 31<sup>st</sup> December 2013 there is a balance of \$56,122.28 in the bank. Moved Frank Sawyer, seconded Andrew Swann: that the Treasurer's report be accepted.

## MAGAZINE EDITOR'S REPORT:

Mike presented a report with some statistics on the work that goes into typing and editing the magazine. Mike will want to finish as Editor within the next 12 months. Tony asked for any interest from the members. Tony thanked Mike for his work over the year.

## WEBMASTER'S REPORT:

Ed presented Website statistics on access to abccc.com.au. There were some very interesting facts. Tony thanked Ed for the work that he is doing.

## ELECTION OF OFFICE BEARERS

All positions were declared vacant.

### PRESIDENT:

Frank Sawyer nominated and Bill Allen seconded Tony Pettigrew. Tony Pettigrew was returned as President.

### VICE PRESIDENT:

Mike Allfrey nominated Lyn Higginson and Nello Mafodda and Colin Brown both indicated that they would nominate for the position. There was a secret ballot and Nello Mafodda was declared Vice President.

**SECRETARY:** Pat Douglas

**TREASURER:** Bill Allen

**COMMITTEE MEMBERS (6):** Colin Brown, Rex Hall, Ken McDonald, Hans Pedersen, Frank Sawyer, Andrew Swann.

**GENERAL BUSINESS:** Moved Andrew Swann that the membership fee should be raised to \$45.00 a year after 1<sup>st</sup> October 2014 for new members and after 31<sup>st</sup> December for current members.

### Coming Events:

March 2<sup>nd</sup> – Special Day Out organised by the Tootells

March 30<sup>th</sup> – RACV Classic Showcase

April 12-13<sup>th</sup> – Como Gardens Open Weekend – Volunteers needed.

May 18<sup>th</sup> – AOMC Heritage Motoring Day at Yarra Glen Racecourse. Club members will meet and drive in convoy.

June 7-9<sup>th</sup> (Queens Birthday) – Hamilton Rally

### RACV Great Australian Rally:

Colin Brown spoke on the RACV Great Australian Rally and thanked all who helped on the day. The public attendance was down, but the car entries were up. The cheque that will be presented to Peter Mac will be \$60,000 (\$1,000 of that is donated from the ABCCC). Colin read out a letter from Jennifer Doubell from Peter Mac thanking us for all our efforts. A donation of \$750 was made to the Deaf Children.

Ed Bartosh is interested in any photos of cars that anyone would have for the website.

There was some discussion of making Ray Higginson a 'Life Member.' As Ray is deceased, this is not possible. One of the category prizes at the RACV Great Australian Rally will be named in Ray's honour.

**NEXT ANNUAL GENERAL MEETING:** Date and venue to be advised

**MEETING CLOSED:** At 3.00 pm.

*Pat Douglas – Secretary.*

---

## A CONDITION-MAINTAINING BATTERY CHARGER

### A New Charger from C-TEK

A fellow Rover Car Club member sent me the following information about the new C-TEK battery charger:

C-TEK chargers are designed and developed in Sweden and assembled in China. This new model replaces the MXS 4003.

*Right: The C-TEK MXS 5.0 Trickle Charger.*

The MXS 5.0 has an advanced microprocessor-controlled battery charger with automatic temperature compensation built-in, providing unrivalled performance on lead-acid batteries with cranking capacities from 1.2Ah up to 110Ah.

This charger has a unique 8-step charging programme:

1. **DESULPHATION** – detects sulphated batteries – pulsating current and voltage removes sulphate from the lead plates of the battery, restoring the battery capacity.
2. **SOFT START** – Tests if the battery can accept charge. This step prevents charging from proceeding with a defective battery.
3. **BULK** – Charging with maximum current until approximately 80% battery capacity.
4. **ABSORPTION** – Charging with declining current to maximise up to 100% battery capacity.
5. **ANALYSE** – Tests if battery can hold a charge. Batteries that cannot hold a charge may need to be replaced.



6. **RECOND** – Choose the RECOND programme to add the Recondition step to the charging process. During the Recond step, voltage increases to create controlled gassing in the battery. Gassing mixes the battery acid and gives back energy to the battery.
7. **FLOAT** – Maintaining the battery voltage at maximum level by providing a constant voltage charge.
8. **PULSE** – Maintaining the battery at 95 – 100% capacity. The charge monitors the battery voltage and gives a pulse when necessary to keep the battery fully charged.

You may be interested at looking at Autoelec's listing on e-Bay –

<http://www.ebay.com/itm/300824532033?ssPageName=STRK:MEW NX:IT& trksid=p3984.m1497.l2649>

They have stated that they have sold about 2,800 of these items and list them at Australian \$87.00. This vendor is situated in Bairnsdale, Victoria and price includes free delivery. Manufacturer has a 5-year warranty.

It is nice to see that this local vendor is the cheapest that I could find on eBay, especially when free delivery is included. In my humble opinion, this is worth a look.

*From: Bruce Sanderson, Rover Car Club – With Thanks.*

### **Personal Experience With C-TEK Battery Chargers**

I have three C-TEK chargers, one for each car. The Jupiter and *Pea Soup* are continuously on charge when they are not being used. If we go away for a spell, I then place the Rover 75 on charge too. All three cars have leads permanently attached to their electrical systems, so all I need to do is use the connector plug and socket. Both Rovers have charging leads connected directly to their battery terminals. The charger connection on the Jupiter has been made at the Lucas control box, at the positive (+) wire that connects the battery cable (live at all times) to the starter solenoid, and the negative (–) wire is connected to the control box's 'earth' terminal. All three cars are now of negative-to-earth polarity, so that the three chargers can easily be swapped around. The C-TEK connector for *Pea Soup* is located in the boot and the charger's cable is small enough to allow the boot lid to close. With respect to the other two cars, the plug-in connectors are under the bonnet. This location is not an inconvenience because the engine and its ancillaries need to be checked regularly.

For each charger, I made up a flat aluminium plate (2 mm) that was attached to the charger's wall mounting lugs. At one end of the plate there is a 6 mm diameter hole to enable the assembly to be hung on a wall hook. This feature makes the chargers portable, should the cars be moved to different locations.

Periodically, I check each charger to make sure the green (full charge) indicator lamp is on, and then I leave them to their own devices. Even during the recent hot weather spell, the C-TEK charger bodies did not become hot to touch. To date, these chargers have performed as they should. In fact, my Jupiter has been through a five-month period of non-use and, after pressing the button, the starter spun the engine enthusiastically to start the engine.

I did buy two similar chargers of other brands that didn't work too well for me. I finally settled on the C-TEK brand, which has performed faultlessly.

The first charger that I tried was a PowerTech-Plus, Model MB-3604, with a similar appearance to the image at the top of this article. This appeared to be of good quality with good connectors and a well-made set of spring-loaded hand clamps for connection direct onto the terminal posts of a free-standing battery. This model featured a push button for selecting motorcycle or car use. After selecting the 'car use' mode, the charger continually re-set itself to 'motorcycle use' mode, which, for a large car battery, is not too effective.

The second charger that was tried, was a Repco branded, wall mounted (with a very short mains cable) which was described as a 3-stage 600 mA charger. This model was also unreliable with light emitting diodes flickering on and off. It was soon consigned to the under-bench shelf because I tend not to throw such things out.

I must state here that I have no affiliation with the C-TEK company or its importers. However, I am a satisfied user of that brand.

*Mike Allfrey.*

---

## **HIGHWAY 31 – THE HUME HIGHWAY**

### **AOMC February Delegates' Meeting, Guest Speaker: Frank Burke**

*AOMC President Iain Ross introduced Frank Burke, MG Car Club member and former committee member of the AOMC. Iain introduced Frank as an 'ideas man'. His talk was about the old Hume Highway (Hwy 31).*

Frank started his talk by saying that we seem to have lost contact with the Hume Highway. The road wasn't called the Hume Highway until 1928. Historically the road started from Sydney in 1814, as a road to Liverpool, and was opened by Governor Macquarie on the 22<sup>nd</sup> February 1814, two-hundred years ago.

Frank referred to an article he read called: 'Freeway: The Hume Highway – A Special Narrative Of A Nation' written by Kiera Lindsay of Australian Studies. It refers to the Hume Highway, Australia's most used road, as being considered purely as a conduit between Australia's two most populous cities, Sydney and Melbourne. Indeed, one tourist website refers to the road as nothing more than a quick route.

Frank gave a bit of his background: being born in Melbourne when, at nine months of age, his father took a job in Sydney. For the next fifteen years he spent his holidays being driven to and from Melbourne, doing the one, two and three day trips over those years. With his long connection to the highway, Frank wondered why nothing has been done to recognise the historical significance of the old road, just like has been done with *Route 66* in the USA.



Recently Frank started to organise bus tours along the old Hume, visiting significant sites along the road such as at Glenrowan and Hamilton Hume's house at Yass (which is a National Trust property). In doing his investigation, he came to realise that businesses in the country towns that have been by-passed by the freeway were missing out on visitors. The towns have also lost their Federal Roads funding as they are no longer on the main route.

Frank asserted that the Old Hume Hwy needs to be made a tourist destination, just like *Route 66* that runs from Los Angeles to Chicago in USA. He has spoken to the National Trust, who have offered office space at Hume's house in Yass, and the founders of *Route 66*, who have given advice. The US has 37 historic highways that are federally funded for their maintenance. Sadly, there is no recognition of historic highways in Australia.

Truck clubs in NSW and Victoria have had runs called 'Hauling the Hume' (NSW), and 'Crawling the Hume' (Victoria) which take place on alternate years.

Hamilton Hume's overland trip to Melbourne took eleven weeks and had taken a totally different route from the current highway. For the return trip, the party had just five weeks of food left. Hume used his initiative and bushcraft to complete the return journey in just thirty-one days.

He asked clubs to consider visiting the old Hume Highway when considering runs or holidays.

**Questions from the floor:** How much of the old Hume is left? Frank responded that most of it is still there, as much of the current freeway covers the old road.

Would Frank accept old photos of the Hume? Yes please, E-mail them please.

*From The AOMC Delegates' Meeting Report – With Thanks.*

*Mike Allfrey – AOMC Delegate.*

**Note:** Does anyone out there have any good historic information (stories) about the Hume Highway? If so, please E-mail them to the Mike Allfrey for forwarding to Frank Burke.

---

## EVENT REPORTS AND NOTIFICATIONS

### PAST EVENTS – WHAT WE HAVE BEEN DOING

#### CLUB RUN – 2<sup>nd</sup> March 2014

We arrived in a very dusty *Pea Soup* at a time that, for us, was too early. However, yet again, when we arrived, there were many participants enjoying a chat in the early sunshine which was already warming the day. Soon it was departure time, and Bryan handed out our running sheets - in nice, clear, large print.

*Right: Amongst the MGs, Austin-Healeys, Rover, Reliant Scimitar, Jaguars, Austin 1800s and a BMC Mini – we were confronted by Maxine's VW-based special.*

We all blended into the fast-moving Maroondah Highway traffic and headed for a left turn into Springvale Road. This was quite a revelation, because I hadn't driven the section south to Ferntree Gully Road for over twenty years! As we crossed one set of traffic lights, a close shave on amber for us, the rear vision mirror revealed that five vehicles had 'run' the red light! We stopped at a set of lights right by a pair of golden arches, and the stench of hamburgers was over-powering.

Our instructions directed us to turn left into Ferntree Gully Road, then right into Stud Road, and then left into Kelletts Road. We then made our way into Glenfern Road drove to the Burrinja Centre. In the car park, we soon spotted a white ring-in, in the form of a Porsche 928-S, a German car piloted by none other than Tony Pettigrew. This bizarre occurrence drew some comments from the membership. No matter, the two grandsons were a pleasure to meet! Inside the centre, we enjoyed a rather exceptional coffee, approved of by Nello, so it must have been good!

*Left: The Home Hotel, queuing at the bar.*

After refreshment, we had a good look around gallery which displayed some eye-catching rug designs. Some of the colour combinations were really impressive. On returning to *Pea Soup*, there was another 'ring-in' parked beside it, in the form of a smart Ford Mustang. It turned out that Peter and Sandra Hibbert had swapped cars somewhere between Nunawading and Burrinja.

In beautiful late summer sunshine, we motored along beside the Puffing Billy railway line, returning waves to excited children on the train. Our running sheet directed us through Emerald, Gembrook and then along a fairly quiet road that brought us to the Warburton Highway where, after turning left, we quickly arrived at the Home Hotel in





Launching Place, our lunch venue. Very soon, there was the usual queue for drinks at the bar – a good number of thirsts needed slaking, and quickly too!

A truly delicious lunch was soon served, during which conversation was animated about experiences of the drive through the hills alongside Puffing Billy's railway line.

Our collective thanks go to Anne and Bryan for putting it all together for us. We enjoyed another fabulous ABCCC outing amongst great company with glorious sunshine all the way.

An idea for an evening event – how about our club taking in a show at the Burrinja centre's theatre? Currently, there are shows such as *Long Gone Lonesome Cowgirls*, the *Melbourne Comedy Festival Roadshow*, *Calendar Girls*, or *An Evening With Max Gillies* – all have the makings of a fun evening out. We now know that the coffee in the Burrinja Café is very good, and it certainly looked as if the foods on display matched it! Any volunteers out there willing to organise an evening show?

Mike and Sue Allfrey.

## **RACV FLY THE FLAG TOUR – Start: Saturday, 15<sup>th</sup> March 2014**

### **The Eastern Tour**

Our plans for 2014 went a bit awry quite early in the proceedings. We had booked to take part in a very extensive tour/cruise of Scandinavia and the Arctic Circle and so, to conserve costs a little, elected to give the RACV Fly The Flag Tour a reluctant miss this year. As it turned out, the Scandinavian tour was cancelled, with us not finding out until quite late – so, we could have been a part of the Eastern Tour after all. However bookings had very quickly closed and there was a robust waiting list for possible cancellations.

And, so it was, that on the Saturday morning of the Tour's commencement, that I took my camera to the RACV Noble Park start venue for this year's tour. It was a bright, sunny morning with a fresh wind and clouds racing across the sky. The flag-off area was in the exit roadway at the northern end of the RACV's service facility's staff car park. The light conditions that early in the morning were quite a challenge. One moment the avenue of trees was well lit, and then, in an instant, the area darkened quite noticeably.

*Right: An example of the vast range of vehicles taking part in our Eastern Tour.*

It was my intention to 'capture' each car as they were flagged-off. I think I managed to trap most of the starters in a digital manner. Should anyone be interested, a CD-R with all two-hundred and forty images is available upon request. It is not really possible to send out individual photos, because Tour numbers are not all identifiable from the camera's viewpoint. Some were missed and some, interesting cars, had multiple images taken – however, it is a fairly true record of the flag-off proceedings.



Contact details to order a CD-R of photos – [michael.allfrey@bigpond.com](mailto:michael.allfrey@bigpond.com) or telephone (03) 9729 1480.

Mike Allfrey.

---

## **FAST-APPROACHING ABCCC EVENTS**

### **RACV CLASSIC SHOWCASE – Sunday, 30<sup>th</sup> March 2014**

This was first the AOMC *British Motoring Show*, then it became the *British and European Motoring Show*, and, now, in its current form, the RACV *Classic Showcase*. However, it has changed yet again because, in this year's event, Japanese-made vehicle clubs have been invited to join the show.

Our club supports this important AOMC event enthusiastically. We ask our members for a really good turn up of our British classic motor cars. We certainly have the numbers and, hopefully, we will be able to help the AOMC in a most fitting manner.

The venue, as in the past, is on the lawns of the members' car park at Flemington Racecourse; enter from Epsom Road (Melway Map 28; Ref: H12). Entry for display cars is from 9:00 am to 11:00 am, and the ABCCC have a reserved area. For a look at the site plan, visit [www.aomc.asn.au](http://www.aomc.asn.au). Admission charge for a display car is just \$15.00, with all passengers included. If you want to come along and enjoy the show as a spectator, the charge is \$12.00 for adults and children under 16 are free. Showing your Concession Card will allow entry at just \$10.00 per person.



During the RACV Classic Showcase, trophies will be awarded for a number of categories, and the presentation will be held at 2:00 pm. There will be catering on site, and there will be activities for children – rides, animal farm and face painting are planned.

We look forward to an impressive ABCCC Display.

**Note:** Flemington Racecourse has relaxed a rule and will allow dogs to be brought into the show area. There is one strict provision however; dogs must be restrained on a lead at all times. Remember, it is the dog owner's responsibility to ensure that droppings are placed in the rubbish receptacles provided for that purpose.

For ABCCC information, please contact Mike Allfrey on 9729 1480 or Tony Pettigrew on 9739 1146.

*Mike Allfrey – AOMC Delegate.*

### **KALORAMA RALLY – Sunday, 6<sup>th</sup> April 2014**

Venue: Kalorama Recreation Reserve, Mount Dandenong Tourist Road, Kalorama (Melway Map 120; Ref: B9).

Start Time: Gates open at 10:00 am

Type of Event: Static Display of Older Vehicles (No commercial vehicles are permitted on the oval).

Entry Fee: \$8.00 per person. Children are free.

Lunch and Refreshments: Will be available to purchase and will be provided by the Kalorama CFA.

Awards: Best Club Display, People's Choice, and 'Vehicle that most closely represents the spirit of the Rally.' There will also be prizes for period costumes worn to the Rally.

Run To The Kalorama Rally: There will be a short run to the Rally venue, starting at the Manhattan Hotel car park at the corner of Canterbury Road and Heatherdale Road (Melway Map 63; Ref: D1). The organised run will commence at 9:30 am and is timed to arrive at Kalorama at about 11:00 am.

**Note: All funds raised by this event are donated to the Kalorama CFA.**

*Mike Allfrey – Editor.*

### **THE COMO GARDENS OPEN WEEKEND – Saturday, 12<sup>th</sup> and Sunday, 13<sup>th</sup> April 2014**

**An ABCCC Assist Event**



Over the years, our club has provided assistance with the running of this very popular event, which benefits the St. John Ambulance Brigade, a most worthy cause. This year, the Como Open Garden weekend does not clash with the RACV Classic Showcase, and that means that we can give a

good level of assistance to George and Pat Hetrel with their fund raising garden days at Como Gardens. From 10:00 am. See details on Page 14.

### **THE ABCCC ACE & FOX MID-WEEK RUN – Wednesday, 30<sup>th</sup> April 2014**

ACE & Fox? This will be a Tour with great experience of Automotive knowhow.

We will meet from 10:00 am at the Fox Classic Car Collection's car park – enter from Batman Hill Drive (Melway Map 2E; Ref: H7-8). Be sure to arrive before 10:15 for a **10:30 am sharp Tour** starting at Batman Kangan TAFE for ACE (Automotive Centre of Excellence).

*Photo from the Internet – With thanks.*

For more detailed information, visit [www.foxcollection.org.au](http://www.foxcollection.org.au) Fox have kindly let us use their car park while we attend ACE in the morning.

Of course you can also come by Public transport if you wish. Take any 11, 31 or 48 Tram via Collins St, and get off at stop D16 (Docklands 16).

Lunch will be assorted gourmet sandwiches & some hot savouries, tea and coffee. Total cost for the day will be \$25 per person (including entry donation to Fox Classic Collection). We will visit Fox Collection at 1:30 pm after lunch, but we must be out of the car park by 3:00 pm at the latest.

Total is limited to 40 people, so it will be a case of – first in, best dressed!

RSVP to Rob or Mary before Sunday, 27<sup>th</sup> March on telephone number (03) 5978 7798 or either of these mobile numbers: 0418 547 299 or 0488 547 499 or by E-mail to [robnolan@bigpond.com](mailto:robnolan@bigpond.com)

*Rob and Mary Nolan.*







# BIG DAY OUT

## Sunday, 4<sup>th</sup> May 2014

We will meet at the Todd Road Service Centre, Port Melbourne (Melway Map 56; Grid G1), at 9:15 am for a 9:30 am start.

We arrive at Werribee Park Mansion at 10:00 am and have 1 hour 45 minutes to do one or all of the following options:

1. View the gardens, no charge,
2. Tour the Mansion – \$5.85 pp for Group/Seniors/Card holders, or
3. Enjoy coffee/tea, scone jam and cream in the Mansion cafe \$8.00 per person.

We depart the mansion at 11:45 am and travel approx. 1 hour to the Wallace Hotel, where we will enjoy lunch. A roast 50/50 lamb/beef (gluten free/veg choice available) and mini sweet tasting bite at \$20.00 per person with drinks at bar prices. Live acoustic music as entertainment from 1:00 pm onwards.



Our special car parking arrangements will showcase the variety of classic cars to the general hotel patrons.

For catering/staff purposes, numbers attending need to be advised to the venues by Sunday 20<sup>th</sup> April. Please let Deanna or Rex know of your attendance, Werribee Park options 1,2, or 3 and dietary needs on 9795 7669 or Deanna's Mobile 0408 520 729, Rex's Mobile 0408 303 129

Email [rha41579@bigpond.net.au](mailto:rha41579@bigpond.net.au). Thank you!

*Rex and Deanna Hall.*

## CAVALCADE OF TRANSPORT – Sunday, 18<sup>th</sup> May

### Celebrating National Heritage Motoring Day

Sponsored by the RACV and promoted by the AOMC, the cavalcade of various clubs will gather at Yarra Glen Racecourse for a massive display. It will be an informal picnic day in very pleasant surroundings. Our club has decided to take part in this event, and we intend to mount a significant display.

Entry into the display area is by a gold coin donation. All proceeds from the display will be donated to local Country Fire Authority Brigade, who will be present on the day. There will be a commemorative radiator badge struck for the Cavalcade available for purchase. The Cavalcade of Transport coincides with the Yarra Valley Regional Farmers' Market that will be held at nearby Yering Station. There will be a shuttle bus provided to take display participants to the market and to the Yarra Glen township.

The gates open at 9:00 am, and entry will be from Armstrong Grove (Melway Map 275; Ref: B1). Local caterers will be on site to meet lunch and refreshment needs or you can bring along a picnic lunch.

National Heritage Motoring Day gives us a chance to show the general public just how vast the heritage motoring really is. The idea is for clubs to organise runs to Yarra Glen via roads that can generate maximum exposure.

*Mike Allfrey – AOMC Delegate.*

## THE HAMILTON RALLY – HEADING SOUTH – 7<sup>th</sup> to 9<sup>th</sup> June 2014

### Conducted By The Hamilton And District Car Club, Inc.

Our club will be attending this popular event again this year. A number of rooms have been provisionally booked at the Goldsmith Motel (a Golden Chain motel), 28 – 30 Goldsmith Street, Hamilton, Victoria, 3300 (RACV/VicRoads Country Street Directory, Edition 9 – Map 506; Ref: E7). The motel's telephone number is (03) 5572 4347.

The Hamilton Rally is well worth being involved in. Organised by the Hamilton and District Veteran, Vintage and Classic Drivers Club, it is set in the heart of Victoria's fabulous Western District where, in the classic era, some wonderful cars were brought in by then-wealthy wool growers.

### Rally Itinerary

The Rally committee of the Hamilton VVC Drivers Club invites you to join us for our Annual Queen's Birthday Weekend Rally on 7<sup>th</sup> – 9<sup>th</sup> June.

### Saturday June 7<sup>th</sup>

12:00 noon Registration and rally packs available at Rally Headquarters, located at the Hamilton Conference and Exhibition Centre in the Show Grounds (enter from Shakespeare St.). Country Street Directory, Edition 9 – Map 506; Ref: F5. Tea and Coffee will be available (Note: Lunch is not supplied on Saturday).



- 2:00 pm Assemble for a delightful run through blue gum country to Macarthur a small town on the Port Fairy Road. Here we will visit a Camp Draft/Equestrian Centre and, weather permitting, be treated to a display of horsemanship.
- 5:00 pm Happy-hour at our rally headquarters. Participants need to be registered for the rally.
- 6:00 pm Dinner is a two course meal with official welcome and guest speaker. Drinks will be available at bar prices.

#### **Sunday, June 8<sup>th</sup>**

- 9:00 am Assemble at Rally Headquarters (tea and coffee available) prior to a drive through more blue gum country to visit one of the country properties. This will be a short visit before heading on down to Heywood known best for its Annual Wood ,Wine and Roses Festival in February.  
Lunch will be at the Heywood Bowling Club at 12:30 pm. After lunch we will visit the Pioneer Wagon Shed and Museum and the Model Railway display in the old school. There will also be a quilt and embroidery exhibition from the Fitzroy Quilters.
- 5:30 pm Pre-Dinner drinks. The bar will be open.
- 7:00 pm Dinner will be served. Followed by presentations, awards and entertainment.

#### **Monday, June 9<sup>th</sup>**

- 9:00 am We will assemble at the Hamilton Pastoral Museum for a cuppa in our club rooms. Today we will visit both the Ansett Museum and Glen Campe's Motor Museum. (We will be divided into two groups.)  
The Ansett Museum is dedicated to transport and tourism pioneer Sir Reginald Ansett and is housed in the company's first aircraft hangar on the edge of Lake Hamilton.  
Former local bus operator Glen Campe has established a motor museum with a wonderful collection of cars and memorabilia that he has collected over the years.
- 12:00 noon We will return to the clubrooms for a light lunch before your departure home.

**Note:** Programme may be subject to change depending on weather and arrangements with landowners etc.

If you require a Rally Entry Form, please E-mail or telephone the Editor at [michael.alfrey@bigpond.com](mailto:michael.alfrey@bigpond.com) or (03) 9729 1480, and a Rally Information document will be sent to you. In addition, please feel free to photocopy the document invitation and share with fellow enthusiasts. If you have any dietary requirements please contact our rally contacts, Lorraine and Peter Wilson, on telephone number 0427 724 572.

*Mike Allfrey – Editor.*

#### **TRIP TO SOUTH AUSTRALIA – 16<sup>th</sup> to 23<sup>rd</sup> October 2014**

Please note that bookings for this event have now closed. Should you need any ongoing information about the trip, please contact, Marj and Brian Pepper on: 03 9439 7875, 0407 392 330 or [bmpepper1@bigpond.com](mailto:bmpepper1@bigpond.com)

*Marj Pepper.*

## **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!

<b>Name</b>	<b>Car</b>	<b>Model</b>	<b>Year</b>
John and Teya Broadbent	MG	B	1977
Tony and Helen Dickson	Rolls Royce	Series 1	1974
Bob and Dianne Curtis	Jaguar	XJ-S Convertible	1989
Robert McDonald	Mazda	MX-5	2006

*Pat Douglas – Membership Secretary.*

## **AN 1891 PANHARD ET LEVASSOR P2C (2 SEAT PHAETON)**

This Panhard et Levassor was the fourth car produced by the company in 1891. The numbers '7' and '8' have been found stamped on the front stub axles, you would assume the first would have 1 and 2 and the second 3 and 4 and so on.

The car was 'modernised' in 1902 with the fitting of a steering wheel, new engine, a radiator and a 'streamlined bonnet'. It made the car look like others at the time and stayed this way until the mid-1980's when it was restored back to its original configuration. The chassis is made of channel iron with wooden inserts called 'fitch plate', which is metal sandwiched between two pieces of wood. A sub frame holds the engine and the exposed three-speed gear shafts of a sliding transmission type that would become standard for all cars until the synchromesh system came along in 1928. It is not called a 'gearbox', as there is no 'box' around the gears. (this was invented in 1896). There is also no reverse gear, as this came in the mid 1890's as well.

## Vehicle Specifications

**Engine:** Bore 72 mm, Stroke 120 mm, Cubic Capacity 997 cc (two cylinders in a 'V' twin arrangement at 15° angle). Induction features an automatic inlet valve with a compression ratio about 3.5:1. Ignition is by 'hot tube ignition', where small burners, using white spirit fuel, heat a platinum tube protruding horizontally from the cylinder head to red hot. The air/fuel mixture is then compressed by the piston and forced into the red hot tube, where it explodes and forces the piston back down the cylinder. The timing of the firing is done by the distance the flame hits along the tube. Bring the flame closer to the cylinder and it will 'fire' earlier, and further away will see it 'fire' later. The engine takes a while to get going, but is extremely reliable once going, except during windy days where a burner can go out. This produces a noticeable loss in power.



**Exhaust System:** The exhaust valves are operated by a push rod utilising an ardor camshaft inside the internal flywheel. Engine speed is controlled by a governor set at 750 rpm. It works by a spring mechanism that pulls a lever interrupting the exhaust pushrods contact with the valve stem. Lubrication is by drip feed into the cylinder walls. It is a 100% full loss system, as the oil vents out of the rear of the engine.

**Carburettor:** Daimler constant speed type. (Originally it had an evaporative type fitted but these were not very efficient).

**Cooling system:** None, it just gets hot and boils and you top up the water levels held in two tanks.

**Maximum Speed:** 12 mph (19 kph).

**Horsepower:** 2 hp.

### Chassis:

Wheels - front 770 mm, rear 1,090 mm wooden wheels with solid rubber tyres. (You had a choice of 'tyres' in 1891, either steel or rubber). Length of Wheelbase – 1,250 mm. Width of Track – 1,250 mm.

Drive - via a chain to rear differential. Brakes – four forms of braking are present:

1. A foot brake operating on a drum on the gear output shaft,
2. A handbrake operating on to a drum on the rear axle by means of cable,
3. A shaft that was dropped down onto the ground to stop you rolling backwards at a stoppage. Once going it would bounce along behind you until you pulled the string onto the holder, and,
4. A block of wood that would be inserted in front of the rear wheels to stop you rolling forwards. This would be pulled up and stored prior to moving off.

Suspension - Front – Full elliptical, Rear – ½ elliptical. Steering – Tiller steering, very direct and confusing as you pull the tiller to the right to go left and, to the left to go right.

Lighting - Candles.

Vehicle Weight - Approx. 500 kg.

### Restoration and Use Notes

The Panhard was purchased by my late father in 1984 as an '1896 Panhard et Levassor'. It had a rear seat that made the car look unbalanced and likely to topple. The front axle had been moved forward, and a steering wheel had been added instead of the tiller steering. Upon a full tear down restoration, it became evident that the car was a lot earlier than 1896 and with the numbers '7' and '8' stamped on the front stub axles and the number '4' stamped on various brackets around the car. It was traced back to the fourth car made out of six cars that Panhard et Levassor made in 1891. A new engine was sourced and put into the sub frame with the gears.

The burners at the front including the burner box and tiller steering were made to period design. Most of the information came from the few other 1890/1 Panhards in museums in Europe. Measurements and photographs were taken of these cars for reference. Where possible, the original wood and horse hair filled seat cushions have been retained. The top part of the rear swab is mostly still the original leather. The wood was stripped of its paint and repainted, as were the wheels. It was a case of 'paint on, sand paint off', several times over and over in order to get a deep covering of paint to replicate the paint of the early 1890's. The car's restoration was completed in 1990, with my father doing the bulk of the restoration in our basement at his home (my job was the wheels and front engine cover).

It was sent over to England in 1991 for the car's 100<sup>th</sup> birthday to run the 1991 London to Brighton run for veteran cars. The car made it about 40 miles before a soldered joint at the base of the burner fuel canister failed due to the excessive vibrations. The canister was re-made, and the car went back to the 1996 London to Brighton Centenary run and made the full distance in seven hours. (It's 60 miles in length). I enjoy working on it as it is extremely basic in its application of everything. It is, maybe, the first or second car ever made to have the engine in the front, followed by the gear assembly and drive taken to the rear wheels. This layout was called 'Systeme Panhard' and set the



convention of modern cars until the more recent front engine/front wheel driven cars. This change in layout came during the cars made in 1891, of which there were six. We know that the first two were rear-engined cars. Panhard were early leaders in automotive engineering. There are still several things designed by Panhard that are used today. The 'Panhard bar' (a component of a car suspension system that provides lateral location of the axle) is one of the most obvious ones.

Currently it is the seventh oldest car in existence the oldest outside Europe, and one of the first one-hundred motorised vehicles ever produced. It is one of two of the oldest cars in private hands; the others are in museums as static displays and are rarely started and may not be operational. This car, however, runs and has been in several veteran rallies, usually as the oldest car and has proven to be very reliable.

*From George Hetrel – With Thanks.*



### ***With Assistance From The All British Classics Car Club Inc.***

Please note that the Como Gardens Open Weekend is on again. Make sure that you mark your calendar for 12<sup>th</sup> and 13<sup>th</sup> April 2014 for this special event. You can join us as volunteer helpers on either day, or, simply come along as an interested visitor. The Como Gardens are at 79 The Basin-Olinda Rd, The Basin. (Melway Map 65, Ref: K8.)

All monies raised by the Open Gardens Weekend is donated to worthy causes in the local area. The ABCCC has, at past open days, helped to raise significant funds for the Knox SES and the St. Johns Ambulance Service, to name just two. There is also generous sponsorship and assistance provided by Bunnings Warehouse, RACV, Seasol, the Royal Horticultural Society and Radio Eastern FM 98.1

Entry to the gardens is \$7.50 per adult, children under 14 free entry. Dogs on a lead are permitted.

**If you wish to help, please contact George Hetrel on (03) 9761 1341. Go to: [www.comogardens.com.au](http://www.comogardens.com.au)**

We ask you to join in and help, and one day will be enough. But please let George know that you will be there to help and which task you can assist with. Morning and afternoon tea, along with a sausage sizzle lunch, will be provided to those who help with this very special cause.

In 1994 David Noble discovered a bizarre tree which came to be known as the Woolemi Pine (*Wollemia Nobilis*). This plant began before the Jurassic Period. This discovery made headlines in newspapers around the world. That story reminded me of another unique tree called *Metasequoia glyptostroboides* which was discovered in 1941 in China's Szechuan province. Previously, like the Ginkgo, it had only been known from fossil imprints. It was rushed into cultivation, with the seed being distributed worldwide. In 1948 Burt Chandler of Como Nurseries started growing them. Como Gardens now have several of these lovely deciduous conifer trees growing. There is one particularly beautiful specimen reaching 100 ft. in height and 45 ft. in width. I have never seen such a fine specimen, even having visited China.

On April 12<sup>th</sup> and 13<sup>th</sup> the gardens are open to the general public, raising funds for St John Ambulance and the Knox SES. This is a great weekend, with something for everyone: steam and diesel train rides and George's car museum (caring for the oldest car in Australia: an 1891 Panhard et Lavassor, beautifully restored and in running order - don't miss out on seeing this little beauty). Ross Gorden, our resident ventriloquist, never fails to keep the children enthralled, and Hans, with his barrel organ, gets the kids singing along.

We are very proud to have Toshi Sakamoto, a wadaiko performer (Japanese Drumming) and his students performing for us. Peter Lim is harnessing his team of musos from different musical and cultural backgrounds and has written a happy piece called "Como Gardens in The Wake of Autumn", which they will be performing.

We are looking forward to hosting this weekend and hope that your able to join us. In addition to all of this, there will be a number of British classic cars on display. There will also be special train rides on George Hetrel's narrow gauge railway, demonstrations and information sessions about the numerous attractions.

*Pat and George Hetrel.*

