



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition 171

April 2014

ABCCC Incorporation Registered Number: A0035462V

Your ABCCC News

THE RACV FLY THE FLAG TOUR



As the interested police look on, Robert and Stella Stark set off, well ahead of the rest of the field, in their Austin Healey Sprite to take up marshalling duties further along the way, on the RACV Fly The Flag Eastern Tour. The Flag-off ceremony took place in the RACV Noble Park car park. Amongst the trees, it was a very pleasant location.

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, Chirside 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.
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: http://www.abccc.com.au		
The Association of Motoring Clubs Website is: http://www.aomc.asn.au/		

IMPORTANT CLUB INFORMATION

The All British Classics Car Club (Victoria) Inc. (ABCCC) is a fully incorporated club in accordance with the Associations Incorporation Act. Accordingly, any publication or document officially issued by the ABCCC must carry the ABCCC's Association Incorporation Registered Number: A00035462V.

THE OFFICIAL CLUB MAGAZINE – *Your ABCCC News*

Your ABCCC News is the official magazine of the ABCCC (Vic) Inc. The magazine's issue date is during the week of the 25th of every month. To make the Editor's task a little easier, it is requested that articles, event information and photographs are with the Editor prior to the 14th of each month.

Articles published in *Your ABCCC News* may be used without permission; however, the ABCCC does ask that appropriate acknowledgement be given.

For those members who receive their issue of *Your ABCCC News* via E-mail, the magazine will be available to download from the ABCCC Website at the same time that the printed copy of the magazine is mailed to those who do not have access to the Internet.

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 Inc. expressly disclaim liability for anything done or omitted to be done by any person in consequence with the contents of this publication.

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

All correspondence should be addressed to the Editor *Your ABCCC News*, 59 Rowson St, Boronia, Victoria, 3155. Or, using E-mail – michael.allfrey@bigpond.com. Other Editorial contact information is listed above.

THE VICTORIAN CLUB PERMIT SCHEME

NEW PERMIT APPLICATIONS

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

Club members will be kept up to date with respect to changes and improvements to the VCPS. However, it cannot be stressed enough, that a vehicle operated on the VCPS, must carry the VicRoads Logbook and Permit (current) and proof that the permit holder has a current membership in the auspicious club (e.g., your ABCCC membership card). All enquiries should be addressed to the VCPS Officers.

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 14th of each month. Official ABCCC events are those noted 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.

May 2014

Sunday 18th AOMC Heritage Motoring Day – An AOMC Fostered Event AOMC Office (03) 9555 0133
Gates open at 10:00 am Contact (03) 9890 0524
Venue – Yarra Glen Racecourse. Use Your Classic Car And Be Seen.

Sunday 25th Historic Winton – Austin 7 Club Enquiries (03) 5428 2689
Venue – Winton Motor Raceway, near Benalla.

June 2014

Saturday 7th Hamilton Rally – Hamilton and District V & C Drivers Club Inc. Tony Pettigrew (03) 9739 1146
to Monday 9th Venue – Hamilton, Victoria.

Sunday 22nd An Interesting Day Out – [An ABCCC Event](#) Peter Lester (03) 9795 0033
Start Venue – To Be Advised

July 2014

Sunday 6th Run to Point Cook – [An ABCCC Event](#) Colin Oberin (03) 9817 3182
(**Cancelled**)

July 2014 (Cont'd)

Friday 18th Bass Strait Bash – [An ABCCC Event](#) Bryan Tootell (03) 9891 6905
To Sunday 20th Details – To Be Advised

August 2014

Sunday 3rd The ABCCC's Annual Luncheon – [An ABCCC Event](#) TBA
Venue – To Be Advised

Wednesday 20th A Mid-week Run With a Difference – [An ABCCC Event](#) Marj Pepper (03) 9439 7875
Start Venue – To Be Advised

Sunday 31st A Run Put On For Us – [An ABCCC Event](#) Greg Anglin (03) 9876 3293
Start Venue – To Be Advised

September 2014

Sunday 14th Run to Maldon – [An ABCCC Event](#) Torre Panuzzo (03) 9764 2276
Start Venue – To Be Advised

Sunday 28th A Phantastic Day out To Mount Macedon – [An ABCCC Event](#) Phil Cook (03) 9842 5449
Start Venue – To Be Advised

October 2014

Sunday 5th Australian National Show and Shine
Venue – 7 Creeks Park, Clifton St, Euroa – Rotary Club of Euroa
Visit – www.australiannationalshowandshine.com.au

Wednesday 8th A Most Enjoyable Outing – [An ABCCC Event](#) Lyn Higginson (03) 9310 5286 (BH)
Start Venue – To Be Advised

Thursday 16th *Proud Mary* River Murray Cruise – [An ABCCC Holiday Event](#) Marj Pepper (03) 9439 7875
to Thursday 23rd Meet-up Point – To Be Advised

Sunday 19th Como Gardens Open Weekend — [an ABCCC Assist Event](#) George Hetrel (03) 9761 1341
Venue – 79 The Basin to Olinda Road, The Basin.

Wednesday 24th Motorclassica – The Association of Motoring Clubs Inc. Paul Mathers (03) 9321 6760
to Friday 26th Venue – Royal Exhibition Building, Melbourne, Victoria.

November 2014

Sunday 2nd Club Run – [An ABCCC Event](#) Gordon Lindner (03) 9707 1294
Start Venue – To Be Advised

Friday 14th The Famous Indulgence Tour – [An ABCCC Event](#) Peter McKiernan (03) 9787 6003
To Sunday 16th Start Venue – To Be Advised

Sunday 30th An Escape to Allambie by Ian Hodge and Robert Nolan – [An ABCCC Event](#)
Lunch Venue – Near Yarragon in Gippsland Rob and Mary Nolan 0488 547 499
Start Venue – To Be Advised

December 2014

Sunday 14th Christmas Lunch – [An ABCCC Event](#) Maxine Pettigrew (03) 9739 1146
Venue – To Be Advised.

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 171

The month has really flown and already it is time to write a piece to introduce this issue.

There is no report on this year's running of the *RACV Fly The Flag Tour*, Sue Thompson has kindly offered to write it all up and it is located somewhere else other than this magazine. Since the Tour, I have met several people who took part, including a couple who went on their first Tour. All of those reports described a wonderful touring experience with a firm resolve to join in on the fun again next year. Such high-praise comment proves that we are doing a great job, and that we have an excellent touring formula. For me, being reasonably close to the Tour's running, these glowing reports are very satisfying.

It is very likely that Sue Thompson, in her report, has said a big thank you to those from our club involved with the organising and marshalling for this major event. And to the RACV for their generous assistance and expertise for all the help that makes our Tours the success they are. I am also saying a big thankyou to all of you – a job well done!

Now, it does not end there. There are other activities that our club and its membership are involved in. Importantly, information is needed for our *Fast Approaching Events* segment, so, event organisers, get scribbling and promote your events in our magazine, please.

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

REPAIRS

Another Piece From *The Gentleman's Guide to Motoring*, by Vic Darkwood – with acknowledgement

Most gents have far better things to do with their time than to try to get to grips with the theory of car mechanics. Usually they are no more curious about the workings of the internal combustion engine than they are about the frightening complexities of the female reproductive system.

From a purely practical point of view, it is very doubtful if the average motorist of today wants to worry himself about theories at all, any more than the owner of a watch concerns himself about the internal mechanism of his timepiece.

Richard Twelvetrees, *All About Motoring*, 1924.

This is all very true, but a chap who exhibits scant regard for tinkering with engines may start to question his indifference when he attempts to take to the road. Despite recent advances in car design, it is disappointing that motor manufacturers have been unable to iron out certain elements of spite and bloody-mindedness that seem inbuilt into an engine's psychological make-up:

On occasion one goes to start up the car and finds her more contrarily disposition to perform her righteous and appointed work! The car's conduct may appear equally unreasonable. It may be that the day before she was running perfectly, and yet now it is found that she absolutely refuses to start. Well, it is no use courting an apoplectic fit by continuing to grind the starting handle round and round.

The Motor magazine, *How to Drive a Motorcar*, 1920

Like a beached whale, a recalcitrant elephant or a dowager duchess after one too many pink gins, it is surprising how swiftly the motor car can transmogrify from a thing of majesty when in motion into a tragic lump of inert matter when deprived of forward velocity. A breakdown is likely to occur not only when you are least expecting it but also when circumstances dictate that it is the very worst possible moment for it to happen. This may be whilst rushing your wife to the county hospital to give delivery to your firstborn or, more gallingly, whilst racing down to the turf accountant to put 50 quid on a 'dead cert' in the 3.30 at Uttoxeter.

For the bachelor, breakdowns are usually calculated to happen when one is attempting to win the heart of a delightful young lady of impeccable breeding. There you are, purring along at a fair old lick one moment, and the next ominously sputtering to a standstill. At this point, your heart, so recently tap-dancing from moonbeam to moonbeam, hurtles back to earth like a malfunctioning sputnik. There is simply no point confusing your lady-love by telling her the truth and admitting that you have run out of petrol. Nine times out of ten this will undoubtedly be the case, but women are apt to lose respect for a man who appears dithering, impractical or incompetent. Motoring author Charles Baudry de Saunier knows this only too well and takes an even more extreme point of view:

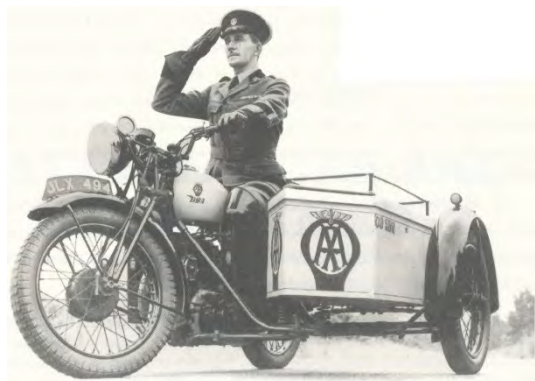
The man who is unable to knock in a nail straight, who smashes his left thumb when he holds a hammer in his right hand, who cannot remove a screw without damaging the wood in which it is held, the man who does not know by instinct how to utilise household tools will never make a good driver.

Charles Baudry de Saunier, *The Art of Motor Driving*, 1909

Well, there we will have to differ, but it is true to say that as a gent, unaccustomed to getting his hands dirty, slowly makes his way furtively to the prow of his vehicle, opens the bonnet and peers inside, he will comprehend for the first time what it is to be truly alone. Whether your sudden stoppage happens to be caused by fuel deficiency or one of a myriad other causations is immaterial at this point. Your face, with its purposeful chin, chiselled nose and sensitive temples, desperately needs to be saved.

Even if you haven't the foggiest notion why your chariot simply refuses to budge, it is important that you now make a decent show of feigning expertise in such matters. Instruct your lady-love to remain in the vehicle and, as you walk forth, make a few authoritative pronouncements peppered with impressive buzzwords, such as: 'That damnable carburettor throttle spindle will be the death of me' or, 'to hell with Smedley! I warned him that the gudgeon pin was about to give.' When safely hidden from view, this should be accompanied by exasperated cuffing and realistic clanking noises made on the engine block with your briar. After around 20 minutes of this sort of carry-on it is time to re-emerge from the cover of the bonnet, but before you do, make sure you rub a small amount of engine filth across your brow, slightly tousle your hair, remove your jacket and roll up your sleeves. Return to the driving seat, wiping your hands on a cloth and nurturing a brooding air that would make Mr Marlon Brando's performance in *Apocalypse Now* look the very essence of happy-go-lucky. Only allow the gathering storm to linger but a minute before you instantly become bright and gay. Smile broadly and admit that 'It's even got me stumped this time, darling.' With this, it is time to do what you should have done in the first place and flag down a passing combine harvester or better still a hay lorry in which you and your sweetheart can recline amongst the bales as you are transported on a romantic journey to the local village.

Tragically, there may be times when it is completely impossible to hoodwink fellow passengers, either because the radiator has run dry and the entire bonnet is enveloped in a steam pea-souper, or Audrey has very cleverly spotted the tell-tale fuel gauge, or even more disconcertingly, Gerald knows a thing or two about engines and he's pretty confident that you know next to zilch. On occasions such as these, neither admit defeat nor attempt to exhibit mechanical dexterity, but after a brief preliminary investigation merely return guffawing heartily and announce: 'What a stinker! That blighter Bingham has only gone and syphoned off all my ruddy petrol again.' This phrase is particularly useful as it can be paraphrased for almost any eventuality whether it be a dry radiator or a flat tyre.



Of course, if it does turn out to be a flat tyre it may be necessary to invent an old sporting injury that absolutely precludes you, under strict medical advice, from any form of unpleasant bending. At this juncture, it is high time to phone one of the esteemed automobile associations to send out an emergency patrol vehicle. Naturally, as a gentleman, you won't carry a mobile phone, but it is almost certain that someone in your entourage will have weakened and fallen prey to such an instrument. In the short time it takes to enjoy a pleasant picnic at the roadside, the cavalry are sure to have arrived. These days it can't be guaranteed that they will be as satisfyingly liveried as we see at left, but this slippage in sartorial standards can possibly be overlooked as

long as the patrolman in question can be cajoled into giving a half-decent salute and has the requisite know-how to get you rapidly relocated from the dusty roadside to the snug bar at the Saracen's Head public house in time for luncheon.

For those readers who actually enjoy deciphering the abstruse hieroglyphics of repair manuals, shown below is an exploded schematic that summarises the preferred technique a gentleman should utilise in the repair of virtually any malfunction of his engine.

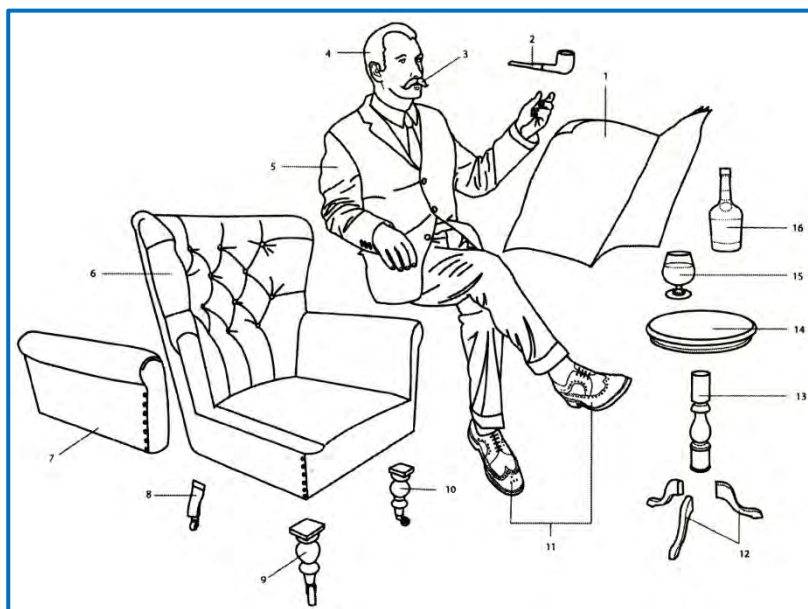


Illustration Key: 1 – Copy of Racing Post. 2 – Briar. 3 – Handlebar moustache. 4 – Brilliantined coiffure. 5 – Tweed suit. 6 – Button-back leather armchair. 7 – Armrest for maximum comfort. 8, 9 & 10 – Ergonomically proportioned carved legs for ideal sitting position. 11 – Brogues. 12, 13 & 14 – Beautifully crafted side table. 15 – Brandy glass. 16 – Bottle of Croizet 1970 vintage cognac.

*From The Gentleman's Guide To Motoring – With thanks.
Author: Vic Darkwood.*

CHANGE OF E-MAIL ADDRESS

Keeping Us Up To Date

Committee Member: Andrew Swann, has advised that his E-mail address has been changed to:

ahswann@bigpond.com

Andrew advised that the new address is now operating.

Mike Allfrey – Editor.

GREAT MACEDON TOUR

A Wonderful ABCCC Result!

We (Gordon and Elaine Lindner, Rex and Deanna Hall, Ian and Mary Hodge, Robert and Robyn Joiner) entered this years 'Great Macedon Grand Tour'. Held over three days 4th - 6th April, Sunday we had a display of cars in Gisborne's 'John Aitken Park'. The President's Award for the best vehicle was presented to Robert and Helen Joiner



for the magnificent Jaguar Mk 2, see photos below.

Above Left: The President's Award Winning Jaguar.

Robert and Robyn with a trophy plus a useful looking prize.

Gordon Lindner.

THESE TEN THINGS WILL DISAPPEAR IN OUR LIFETIME

This article is USA oriented, but Australia and the rest will not be far behind. Whether these changes are good or bad depends in part on how we adapt to them. But, ready or not, here they come.

1. The Post Office

Get ready to imagine a world without the Post Office. They are so deeply in financial trouble there is probably no way to sustain it long term. E-mail, Fed Ex, and UPS have just about wiped out the minimum revenue needed to keep the Post Office alive. Most of your mail every day is junk mail and bills.

2. The Cheque (US check)

Britain is already laying the groundwork to do away with cheque by 2018. It costs the financial system billions of pounds-Sterling a year to process cheques. Plastic cards and online transactions will lead to the eventual demise of the cheque. This plays right into the death of the Post Office. If you never paid your bills by mail and never received them by mail, the Post Office would absolutely go out of business.

3. The Newspaper

The younger generation simply doesn't read the newspaper. They certainly don't subscribe to a daily delivered print edition. It will go the way of the milkman and the laundry man. As for reading the paper online, get ready to pay for it. The rise in mobile Internet devices and E-readers has caused all the newspaper and magazine publishers to form an alliance. They have met with Apple, Amazon, and the major cell phone companies to develop a model for paid subscription services.

4. The Book

You say you will never give up the physical book you hold in your hand and turn the literal pages. I said the same thing about downloading music from iTunes. I wanted my hard copy CD. But I quickly changed my mind when I discovered I could get albums for half the price without ever leaving home to get the latest music. The same thing will happen with books. You can browse a book store online and even read a preview chapter before you buy.

And the price is less than half of a real book. And, think of the convenience! Once you start flicking your fingers on the screen instead of the book, you find you are lost in the story, can't wait to see what happens next, and you forget you're holding a gadget instead of a book.

(NOTE: There are more books being printed today than any time in the past.)

5. The Land Line Telephone

Unless you have a large family and make a lot of local calls, you don't need it any more. Most people keep it simply because they've always had it. But you are paying double charges for the extra service. All the cell (gee, what happened to "mobile" phones?) phone companies will let you call customers using the same cell provider for no charge against your minutes. And then there are all the people living where there is no reception.

6. Music

This is one of the saddest parts of the change story. The music industry is dying a slow death. Not just because of illegal downloading. It's the lack of innovative new music being given a chance to get to the people who would like to hear it. Greed and corruption is the problem. The record labels and the radio conglomerates are simply self-destructing. Over forty per cent of the music purchased today is 'catalogue items', meaning traditional music the public is familiar with - older established artists. This is also true on the live concert circuit.

To explore this fascinating and disturbing topic further, check out the book, 'Appetite for Self-Destruction' by Steve Knopper, and the video documentary, 'Before The Music Dies'.

7. Television

Revenues to the networks are down dramatically. Not just because of the economy. People are watching TV and movies streamed from their computers. And they're playing games and doing many other things to take up the time usually spent watching TV. Prime time shows have degenerated down to lower than the lowest common denominator. Cable rates are sky-rocketing and commercials run about every 4 minutes and 30 seconds.

I say good riddance to most of it. It's time for the cable companies to be put out of our misery. Let the people choose what they want to watch online and through Netflix.

8. The 'Things' You Own

Many of the very possessions we used to own are still in our lives, but we may not actually own them in the future. They may simply reside in 'The Cloud'. Today your computer has a hard drive and you store your pictures, music, movies, and documents. Your software is on a CD or DVD, and you can always re-install it if need be. But all of this is changing. Apple, Microsoft, and Google are all finishing up their latest 'cloud services'. It means when you turn on a computer, the Internet will be built into the operating system. So, Windows, Google, and the Mac OS will be tied straight into the Internet.

If you click an icon, it will open something in the Internet Cloud. If you save something, it will be saved to the Cloud. And you may pay a monthly subscription fee to the cloud provider. In this virtual world, you can access your music or your books, or your whatever from any laptop or hand held device. This is the good news. But, will you actually own any of this 'stuff' or will it all be able to disappear at any moment in a big 'Poof'? Will most of the things in our lives be disposable and whimsical? It makes you want to run to the closet and pull out a photo album, grab a book from the shelf, or open up a CD case and pull out the insert.

(I don't know about you but I still want to sleep in a bed, and sit on a chair. Yes, I own them.)

9. Joined Handwriting

Already gone in some schools which no longer teach 'joined handwriting' because nearly everything is done now on computers or keyboards of some type (pun not intended).

Editor's Note: When at school, the style of taught handwriting changed with each school I attended. My father was in the army at that time, so a few different schools had their say. First of all, our writing style was sloping to the right, joined letters that featured loops for such letters as 'h', 'f' and 'g'. We practiced page after page of even loops. At the next school, it was a case of learning all over again – vertical letters and, definitely, no loops, but still joined. Then at the next school, we were instructed to write with slanted letters, no loops and a minute space between each letter – this, in 1950, was the 'modern' way. Finally, we were instructed to adopt our own style, so long as it was neat and could be read with ease. Hence my current scribbled mixture that took me through my working life, quite successfully!

10. Privacy

If there ever were a concept we can look back on nostalgically, it would be privacy. It's gone. It's been gone for a long time anyway. There are cameras on the street, in most of the buildings, and even built into your computer and cell phone. But you can be sure 24/7, 'They' know who you are and where you are, right down to the GPS coordinates, and the Google Street View. The TV show 'Person Of Interest' isn't as far out as you may think. If you buy something, your habit is put into a zillion profiles, and your advertisements will change to reflect those habits. 'They' will try to get you to buy something else. Again and again.

All we will have left with, and can't be changed, are 'Memories'.

From Peter Hibbert – With thanks.

Haven't we heard all this before!!! Bill Gates once predicted that there would be no more paper. Well?????? Assn. Editor B. Taylor

A WARNING!

Consequences of Idle Carburettors

There can be times when a hobby motor car has to be stored in a garage for extended periods. Inadvertently, this situation arose with my Jowett Jupiter and, on re-starting its engine, an alarming petrol leak manifested itself at both of its Solex carburettors. On a test drive, it was discovered that the engine 'raced' when both carburettors should have been at slow idle. Investigation of the stuck-open throttles revealed the throttle spindles were not re-setting back to their normal closed position.

It was while gently opening and closing the throttles to investigate the sticking concern, that a healthy squirt of petrol was noticed. Petrol was being ejected from both of the accelerator pumps. Just the slightest movement of the

throttles towards their open position was enough to force out a copious squirt of petrol, right onto the front cylinders' sparking plugs. That was not at all good but a great relief that there was no resultant fire during the test run.

The carburettors were removed from the engine and taken to B&M Fuel Systems in Richmond. They immediately identified worn throttle spindles causing the fast low-idle concern, and perished diaphragms causing the petrol squirting to free air instead of into the choke/throttle chamber in the carburettors. After a thorough repair job, B&M advised me that the engine should be started and run once a week to prevent deterioration of the accelerator pump diaphragms. The short life of the diaphragms appears to be due to using modern petrol! This is another reason for us to use our British classics regularly.

From now on, I will keep a wary eye on my gold-plated (costly) carburettors.

Mike Allfrey.

AUNTIE PAT'S SCOTTISH TEA TIME RECIPES – The series continues after a long pause

TANNTALLON CAKES

The Ingredients

4 oz. (113 gm) flour cornflour or rice flour, 4 oz. (113 gm) butter, 4 oz. (113 gm) caster sugar, pinch of bicarbonate of soda, level teaspoon grated lemon rind, 2 eggs (beaten), icing sugar for dusting.

Right: Stirling Castle, with some fine oat stooks in the foreground. Plenty of porridge there!

The Method

Set the oven to 375 °F (208°C) or gas Mark 5. Grease a baking sheet. Cream the butter and sugar together in a bowl. Add the sifted flours, bicarbonate of soda, lemon rind and the beaten eggs in small amounts, ensuring that the mixture is well combined each time. Turn out the dough on to a floured surface. Knead gently and roll out to ½ inch (13 mm) thickness. Cut into rounds with a 2½-inch (64 mm) pastry cutter. Transfer to the baking sheet and bake for 20-25 minutes until light golden in colour. Cool on a wire rack and dust with icing sugar.



From Scottish Teatime Recipes by Johanna Mathie – With Thanks.

Pat Douglas.

SOLEX CARBURETTORS – Tuning Notes

Quite a number of years ago at the Bendigo Swap meet; I found a set of Newnes Data Sheets held in a bound leather-cloth wallet which caught my attention. On examining the contents, there was Jowett information lumped on the same fold-out sheet as Lagonda motor cars. It appears that the Newnes Data Sheets were published in 1949 or 1950. Having caught my attention the mighty sum of \$10.00 was handed over. Inside, I also discovered that a BJ Mitchell, written in ink, in a nice flowing handwriting had owned the wallet previously. In addition, there was a stamp the following: RAAF, A 34333, Mitchell BJ. Who is/was he?

While sorting out the Solex carburettors on my Jupiter, I decided to have a look at the *Tuning Solex Carburettors, Sheet N 43*. On the sheet there is a great amount of information with good illustrations. The paper had yellowed with age and is quite fragile at the folds. The document was carefully scanned and the text was put through my Optical Character Reader, which does not understand the letters 't' and 'd', and pasted into a MS Word document. The scans of the illustrations were cleaned-up and inserted into the text.

The upshot of all of that is, that I now have a durable and easy to read version. That means that, if any of our membership have an older vehicle equipped with Solex carburettors, the document is available in PDF form, *via* E-mail, free of charge. Requests to the Editor please.

Mike Allfrey.

MOTORCLASSICA – 24th – 26th 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. With special classes celebrating 100 years of Maserati, 50 years of Ford's Mustang, 50 years of Donald Campbell's Bluebird CN7 and Australian specials.

Entries close in June, 2014.

EVENT REPORTS AND NOTIFICATIONS

PAST EVENTS – WHAT WE HAVE BEEN DOING

RACV CLASSIC SHOWCASE – Sunday, 30th March 2014

The Association of Motoring Clubs Inc. (AOMC) has again organised a special event in which we were invited to take part. Quite a number of ABCCC members and their motor cars were present at this show, some displaying their British Classics on our reserved area and others involved with marque displays associated with other clubs. This year I had the company of two visitors from England, of Jowett ilk, who were most impressed with the variety and quality of vehicles on display. This was praise indeed, from senior members of the club that recently won the *Classic & Sportscar* magazine's *Club of the Year* award.

On our display area we had – Harry and Jean Cooper's immaculate Rover P5, David Peck's huge fire engine, Ben Gearing and Louise Robertson's Reliant three-wheeler (as they should be), my Jowett Jupiter, Tony Dixon's Rolls Royce, Hans Pedersen's Austin 1800, Ross Gardiner's Ford Cortina, Phil Cook's Morgan 4/4, Pat Douglas' Jaguar, Colin Oberin's Rover P3, plus a red MG-B, a Jaguar XJ-40, and a Rover SD-1. It was great to see a whole family arrive in the perky Reliant! Any that were missed, accept my apologies please.



The front row of the ABCCC display. One aspect of our site is that there is an adjacent building's awning for us to sit in its shade!

This year the AOMC provided space for clubs that cater for Japanese-made vehicles. This means that the purity of the original British Motoring Show has been diluted even more. This has, for some time been a bit of a conundrum for the AOMC. The American Motoring Show is still *pure*. It is a shame that the AOMC Committee is stretched to the

extent that European and Asian Shows cannot be contemplated as self-standing events. Personally, I am not in favour of the dilution that has occurred, with respect to *our* show. However, It could also be the situation that there are not enough British vehicles available to satisfactorily fill the enlarged Members' Car Park at Flemington.

The *RACV Classic Showcase* is now, conveniently neutered, and maybe soon there will be displays of the Chinese Roewe (formerly Rover 75), for the public to admire and, what about a large batch of motor-rickshaws from India?

This year the MG Car Club conducted its Annual Concours as a part of the Showcase. There was a good number of MGs on display. For me, and I am not biased, the Rover Car Club's display could have been the best club display. It was intriguing how that club had managed to display their cars in model/year order. It was an impressive display, and left the public in no doubt about the order of matters Rover. Another impressive display was that put on by the Austin-Healey Owners' Club. Not so many models, but the quality was most impressive. Other vehicles that impressed were Jensen, Jaguar, Daimler (especially the SP-250s) and it was a nice surprise to spot two PB Vauxhall Crestas.

Hopefully, next year we will put on a slightly larger display and really *WOW* the crowds! Our thanks to all of our members who took part in this year's Showcase.

Mike Allfrey – AOMC Delegate.

KALORAMA RALLY – Sunday, 6th April 2014



The day started misty. I thought that it would soon 'burn-off' and I looked forward to a sunny autumn day. This proved to be the case.

I arrived at the Manhattan Hotel at 9.00am. There were already around twenty cars there ready for the run to the 'Kalorama Showcase'. I chatted to people from numerous car clubs; there was no one from the ABCCC.

Left: Phil Cook's impressive Morgan on display.

This run was organised by the 'Vintage Drivers Club of Victoria'. Before the start, I was given a detailed run sheet. The flag-off came at 9.30am with several loud blasts on an air horn. We set off and travelled through Ringwood and headed for the Yarra Valley. The route was nothing but spectacular. We travelled on roads that I

never knew existed. The weather was good and the Run was fantastic.

After approximately sixty miles (my speedo is still in mph), we arrived at Kalorama. The Oval was already full of beautiful cars. Approximately, there would be 200 cars on display. It was truly a wonderful day. Unfortunately, our club was not well patronised with only Mike Allfrey, Bill Ballard and me in attendance. None-the-less, it was a great day out, and I recommend better support next year.

Phil Cook.

A Further Report

This year's running of the well-established Kalorama Rally was lightly promoted in *Your ABCCC News* because the event is a fund-raiser for the local CFA and, therefore, not a true ABCCC event. Coming along right after our RACV Fly The Flag Tour, there was a small representation of our club at this pleasantly relaxed event. Due to a weather forecast for rain, I elected to give *Pea Soup* an outing to the lofty heights attained by the Mount Dandenong Tourist Road. The said forecast turned out to be completely wrong. It was lovely late summer sunshine all day!

At right: A very pretty Alvis basks in the afternoon sun.

Those from our club who spotted them, had a chat with were Phil Cook (Morgan) and Bill Ballard (with *Bluey* the Ford). George Hetrel's 1896 Benz Victoria was on display in the centre of the oval, but I missed seeing George. There were also a number of Rover Car Club members, which meant that *Pea Soup* was not too lonely! There were a notable number of entrants from the Riley Motor Club and the Wolseley Car Club, as well as, some young folk with their nearly old Nissan Skylines with numerous engine bay modifications on display.

This time around, there were no driving tests. However there were enthusiastically contested mini-athletics, such as the egg-and-spoon race that was divided into several age groups. Broken eggs were conspicuous by their absence!

A happy aspect of the Kalorama Rally is that it attracts quite a number of older motor cars. This year, a rally run was organised, starting at the Manhattan Hotel in Ringwood. Phil Cook was impressed with the morning run to the rally venue. On show was a very impressive grey Rover P5 and, in its open boot, there was a beautiful picnic set displayed in its unmarked nicely crafted case. Quite a find! Another car that impressed greatly was an early Rolls Royce, still mostly in a used condition.

The Kalorama Rally is a very pleasant way to be involved with older motor cars and, with the sun shining warmly, the location is extremely hard to beat for such an event. Long may it continue!

Mike Allfrey – Editor.

COMO GARDENS OPEN WEEKEND – Saturday, 11th and Sunday, 13th April 2014

In the days immediately prior to this event, there was steady rain to the extent that there was 52 mm of rainfall in our rain gauge. Indeed, it was fairly well expected by some of us that the open garden weekend would be postponed due to wet car park conditions. However, George Hetrel held firm and the parking area's ground did the same. It was with a degree of amazement when we, the parking officials, alighted from our cars and found out for ourselves just how firm the grassed area was. It was also surprising to note the small flow of water in the creek that runs between the parking area and Como Gardens proper. This was a graphic illustration of how dry the location had become over our long summer period.

Soon the sun shone strongly and extra clothing needed to be removed for comfort. The two days turned out to be perfect for viewing the garden and all the attractions that were provided to make the event interesting for all. While carrying out our parking duties we could hear some excited dogs which were going through their trainers' commands and showing folk how obedient they could be. There was also a host of model boats operating on the large pond.

Right: George pumps up the adrenalin for an interested audience by starting up his Bugatti

The car park soon became busy and we managed to achieve some reasonably straight double rows of parked cars in the filled car park, along the marked lines placed there by Bill Allen and Bryan Tootell. The ABCCC members assisting on the Saturday were – Bill Allen, Pat Douglas, Val Jefferyes, Colin Forrest, George and Pat Hetrel, Walter Thompson, Nello and Dianne Mafodda, Rick Lloyd, Chris Constantine, Robert Stark, Tony and Maxine Pettigrew, Greg Anglin, Gordon Lindner and Mike Allfrey. On Sunday we were represented by



George and Pat Hetrel, Bill Allen, Tony Pettigrew, Greg Anglin, Gordon Paterson, Robert Laughton, Heather Gillespie, Christopher Constantine, Hans Pedersen, Walter Thompson, Val Jefferyes, Colin Forrest, Pat Douglas and Nello and Dianne Mafodda. Note that some were helping on both days. This was an excellent presence by our club

It is hoped that a good amount of funds were raised for St John's Ambulance and the SES.

Sunday was even busier than Saturday and the car parking overflowed into a neighbour's field, which coped with about 40 extra cars. There were also a few who needlessly elected to park at the roadside. For some of the ABCCC members who assisted on both days, it was a little bit tiring, but there was the satisfaction of a most successful weekend.

Bill Allen.

FAST-APPROACHING ABCCC EVENTS

THE ABCCC ACE & FOX MID-WEEK RUN – Wednesday, 30th 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 (Mel 2E; 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).

For more detailed information www.foxclassics.com.au. Fox has 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 Trams, via Collins St and get off at stop D16 (Docklands 16).

Lunch will be assorted Gourmet sandwiches and 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 27th April (03) 5978 7798 or 0418 547 299 or 0488 547 499 or, E-mail robnolan@bigpond.com

Rob and Mary Nolan.

CAVALCADE OF TRANSPORT – Sunday, 18th May

Celebrating National Heritage Motoring Day

Sponsored by the RACV and organised/promoted by the AOMC, the cavalcade of various clubs, on maximum exposure runs, 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 which 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 Yarra Glen.

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

National Heritage Motoring Day gives us a chance to show the general public just how vast the heritage motoring scene 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 – 7th to 9th 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, Ed 9, Map 506; E7). For room reservation confirmation call (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.

The full Rally Itinerary was published in Issue N^o. 170.

Mike Allfrey – Editor.

WINTER SOLSTICE RUN – Sunday, 22nd June 2014 [An ABCCC Event](#) Peter Lester (03) 9795 0033

We are **meeting** at Warrandyte at approximately 9.00 am for a 10.00 am departure. This will enable time for a wander up the street for a coffee and look around the village and Yarra River before assembling for a briefing at 9.50am. When approaching Warrandyte Village from the South a 50 kph restriction sign will appear. Parking is immediately after this sign on left. Also, public toilets are there. Land marks each end of parking lot are Miner's Cottage and Stonehouse Gallery. This will also be the location of a briefing. Should the park be full, simply proceed onwards to find the first available off street parking on left.

Our **tour** will taking us through some of Victoria's most beautiful country with time out for a visit to **Yan Yeon Reservoir** before arriving at the **Kinglake Hotel for lunch**. **Tour details** will be explained and a 'hand-out' provided, at the briefing, prior to departing Warrandyte.

After lunch you are free to **return home at leisure**. It is suggested you take time to drive around and see how well Kinglake has/is recovering from the tragic bushfires of Black Saturday.

Kindly **register** for the event by calling 9795 0033, 0412 172 495 or E-mailing retsel@bigpond.net.au any time on or after 14th June.

We return home from a trip to Europe the previous day. Do hope you are able to join us on this occasion.

Peter & Lorraine Lester

THE BASS STRAIGHT BASH – Friday, 18th to Sunday, 20th July 2014

We will be leaving Melbourne late AM on Friday and returning on the Sunday afternoon. Don't pack your shorts and cossies, just warm gear for the promised conditions.

Please contact us if you would like to attend, but numbers are limited and there are only 11 (couples) vacancies remaining. Anne & Bryan Tootell 0412 549 906 or annbry@optusnet.com

Bryan Tootell.

RUN TO MALMSBURY – Sunday, 14th September 2014

We will meet at the BP Service Station on the Calder Freeway at Brimbank (Mel 354; J3), at 9:00 am for a 9:30 am departure for Malmsbury (Mel X909; F8). We will stop for a coffee break at the Malmsbury Bakery and then spend some time at the Botanical Gardens, Art Gallery, Antique shops and period buildings.

Lunch will be at the Malmsbury Hotel at 12:30 pm featuring alternate roast of the day and fish, all at a cost of \$20.00 per person. Drinks will be at bar prices. On top of all that, there will be a special *Surprise Entertainment*. There is ample car parking opposite the hotel.

For catering purposes and special dietary requirement please notify us before 1st September.

To book your place on this special run, contact Tore Panuzzo (03) 9764 2276, or 0413 941 502.

Tore and Connie Panuzzo.

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
Wesley and Amy Moore	Jaguar	XJ-S HE	1984
	Sunbeam	Rapier IV	1965
	Sunbeam	Alpine 1	1960

Pat Douglas – Membership Secretary.

MOTOR CAR LAMPS (1949)

Bulb Filaments

Filaments are usually in coiled form and placed within the bulb to produce the best results according to the purpose of the bulb. For headlamp use the filament is generally in straight-line or 'U' shape, the resulting rays being reflected forward, and disposed in beam and spread formation by the headlamp's lens. Extra support is sometimes provided by a third member, which secures the centre of the filament against sag or vibration, but is not connected to the circuit electrically.

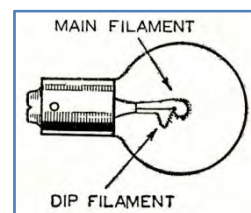


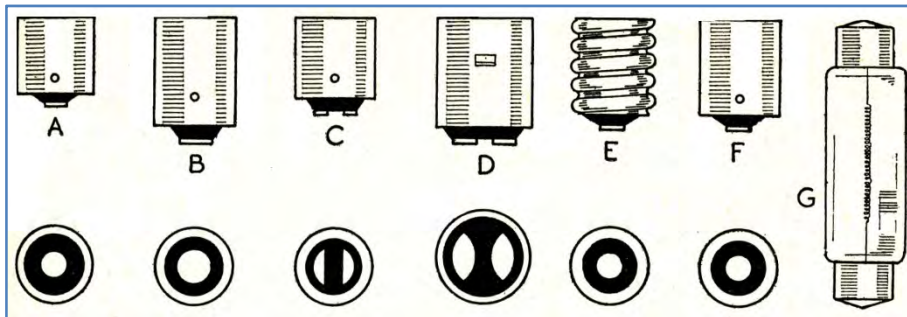
Figure 1. A Bifocal Bulb.

Bifocal bulbs combine two separate filaments with a third (common) terminal support, this being connected to the cap for return path to earth. Both filaments are usually of a 'V' form, one being on the focal centreline, and the other behind and below it, producing rays out of the focal centre, the resulting illumination being defocused and diffused to avoid dazzle (*Figure 1*). The Lucas-Graves filament arrangement has two filaments in line, one being shrouded by a metal cup placed beneath it so that all downward rays are intercepted and only the upward rays are reflected. This prevents upward glare and the resulting dazzle.

Bulb Caps

Bulb caps are now largely standardized in dimensions and types. Figure 2 shows common patterns on British and American cars. The S.C.C. cap (A) is the most popular type - one filament lead being soldered to the centre contact pad and the other to the cap for the earth return circuit. The American version (B) has a longer barrel, so standard British caps will not interchange with it because of depth of holder and globe contour.

The S.B.C. (C) is the earlier form of cap, with two contact pads. Each connected to one filament lead. No earth connection being made in single-filament bulbs. The same cap is used on bifocal and dual-filament bulbs. The latter having an additional filament of low wattage to provide a type of 'parking' light, seldom used now — in which cases the live feed to each filament is soldered to one of the two pads. The common (earth) lead being connected to the cap.



Above: Figure 2. Types of bulb cap common on British and American cars.

Legend: A, S.C.C. cap; B, American S.C.C. cap; C, S.B.C. cap; D, Bosch B.C. cap; E, M.E.S. cap; F, M.C.C. cap; G, Festoon bulb.

The special Bosch B.C. cap (D) is connected in this way. The cap being larger than the S.B.C, it is provided with flat projections of unlike width to engage the slots in the bulb holder. One projection being wider ensures that the bulb can be inserted in its holder only in the correct way. Other caps have pegs placed 180° apart. The M.E.S. cap (E) has a single pad and earth return to cap, and is screwed into the holder. A miniature bayonet cap (M.C.C. type), shown in (F), is used on panel lamps as an alternative to the M.E.S. type. The festoon bulb (G) has a tubular globe with a cap at each end to which filament leads are soldered. T.B.C.

From Motor Repair and Overhauling – With Thanks.

By E. T. Lawson Helme

PROGRESS?

If there was a shred of doubt that the world is totally insane, this will go a long way in removing it. This says it all:

Pythagoras' Theorem:	24 words.
The Lord's Prayer:	66 words.
Archimedes' Principle:	67 words.
The Ten Commandments:	179 words.
The Gettysburg Address:	286 words.
US Declaration of Independence:	1,300 words.
US Constitution with all 27 Amendments:	7,818 words.
EU Directive on the Sale of <i>Cabbages</i> :	26,911 words

Via E-mail – With Thanks.