



**Your ABCCC News**

## All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

**Edition 173**

**June 2014**

### THE RALLY QUIZ SHEET IS MOST ABSORBING!



*Sue Allfrey, Maxine Pettigrew and Terri Allen hard at work on the Hamilton Rally's competition sheet. For the result, read inside.*

Association Incorporation Registered Number: A00035462V

#### 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 Committee	Name	Telephone
<b>President</b>	Tony Pettigrew	(03) 9739 1146
<b>Vice President</b>	Nello Mafodda	(03) 9719 7949
<b>Treasurer</b>	Bill Allen	(03) 9846 2323
<b>Secretary</b>	Pat Douglas	(03) 9739 4829
Committee Positions	Name	Telephone
<b>Membership Secretary</b>	Pat Douglas	(03) 9739 4829
<b>AOMC Delegate</b>	Michael Allfrey	(03) 9729 1480
<b>AOMC Delegate</b>	Bill Allen	(03) 9846 2323
<b>VCPS Officer (Applications)</b>	Nello Mafodda	(03) 9719 7949
<b>VCPS Officer (Renewals)</b>	Colin Brown	(03) 5964 9291
<b>Club Events Registrar</b>	Sue Allfrey	(03) 9729 1480
<b>Club Regalia</b>	Maxine Pettigrew	(03) 9739 1146
<b>Committee Member</b>	Frank Sawyer	0408 633 778
<b>Committee Member</b>	Colin Brown	(03) 5964 9291
<b>Committee Member</b>	Ken McDonald	(03) 5975 1867
<b>Committee Member</b>	Andrew Swann	(03) 9740 9225
<b>Committee Member</b>	Rex Hall	(03) 9795 7669
<b>Committee Member</b>	Hans Pedersen	(03) 9894 0340
<b>Editor</b>	Michael Allfrey	(03) 9729 1480
<b>Assistant Editor</b>	Betty Taylor	(03) 9739 1879
<b>Web Master</b>	Ed Bartosh	(03) 9739 1879
<b>The All British Classics Car Club Website:</b> <a href="http://www.abccc.com.au/">http://www.abccc.com.au/</a>		
<b>The Association of Motoring Clubs Website:</b> <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) Inc. 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 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.

**Corresponding with the ABCCC** – 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](mailto: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, 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 clubs' *modus operandi*.

## 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.

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## 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 Inc. 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.**

### July 2014

Sunday 6<sup>th</sup> Run To Point Cook – ABCCC Event Colin Oberin (03) 9817 3182  
To be rescheduled

Friday 18<sup>th</sup> Bass Strait Bash – ABCCC Event Bryan Tootell (03) 9891 6905  
to Sunday 20<sup>th</sup> Details – To Be Advised, departing from Melbourne.

### August 2014

Sunday 3<sup>rd</sup> The ABCCC's Annual Luncheon – ABCCC Event Colin Brown (03) 5964 9291  
Venue – York on Lilydale, Corner York and Swansea Roads, Mt. Evelyn. (Melway 52; G/H3)

## August 2014 (cont)

- Wednesday 20<sup>th</sup> A Country Pub Run With A Difference – [ABCCC Event](#) Marj Pepper (03) 9439 7875  
Start Venue – Eltham Tea Rooms. Cnr. Falkiner and Main Roads, Eltham. (Mel 21; H1)
- Sunday 31<sup>st</sup> **The Tabilk Winery Run & Lunch**– [ABCCC Event](#) Greg Anglin (03) 9876 3293  
Run – Tullamarine, Tooborac, Tabilk.

## September 2014

- Sunday 14<sup>th</sup> Run To Malmsbury – [ABCCC Event](#) Torre Panuzzo (03) 9764 2276  
Start Venue – BP Service Station, Calder Freeway, Brimbank (Mel 354; J3).
- Sunday 28<sup>th</sup> A Phantastic Day Out To Mount Macedon – [ABCCC Event](#) Phil Cook (03) 9842 5449  
Start Venue – Masters Hardware Car Park, Cnr. Plenty and McDonalds Rds., South Morang.

## October 2014

- Sunday 5<sup>th</sup> Australian National Show and Shine  
Venue – 7 Creeks Park, Clifton St, Euroa – Rotary Club of Euroa  
Visit – [www.australiannationalshowandshine.com.au](http://www.australiannationalshowandshine.com.au)
- Wednesday 8<sup>th</sup> A Most Enjoyable Outing – [ABCCC Event](#) Lyn Higginson (03) 9310 5286 (BH)  
Venue – Overnewton, Keilor
- Thursday 16<sup>th</sup> Proud Mary River Murray Cruise – [ABCCC Holiday Event](#) Marj Pepper (03) 9439 7875  
to Thursday 23<sup>rd</sup> Meet-up Point – To Be Advised
- Saturday 18<sup>th</sup> & Como Gardens Open Weekend – [ABCCC Assist Event](#) George Hetrel (03) 9761 1341  
Sunday 19<sup>th</sup> Venue – 79 The Basin To Olinda Road, The Basin.
- Wednesday 24<sup>th</sup> Motorclassica – The Association of Motoring Clubs Inc. Paul Mathers (03) 9321 6760  
To Friday 26<sup>th</sup> Venue – Royal Exhibition Building, Melbourne, Victoria.

## November 2014

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

## December 2014

- Sunday 14<sup>th</sup> Christmas Lunch – [ABCCC Event](#) Maxine Pettigrew (03) 9739 1146  
Venue – To Be Advised.

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## EDITORIAL NOTES – Issue Number 173

It had become increasingly difficult to type text into the MS Word version of *Your ABCCC News*, to the extent that the last edition was a cobbled together magazine of quite brief content. It seems that, after spending yet more hard earned cash, the system that operates my computer has been thoroughly cleansed. This edition has a front page based on that of the September 2009 edition, the reasoning for which was that it was created quite some time before the gremlins took control. From there forward it is entirely new and freshly typed text. It is fervently hoped that the gremlins are properly kept at bay from now on. A new anti-virus, -malware and -rootkill software setup has been installed and it found over eight hundred serious concerns that the Norton 360 had not. Having cleaned that little lot out, things are operating as they should – for now.

We have a great selection of events that are well on their way for us to enjoy. We request that event organisers get information to me as soon as is practicably possible. We have been advised that there is just one vacancy on the Bass Strait Bash and, judging by E-mail traffic received recently, that place may well have been taken. Another popular one!

Being involved with mature-age cars, I make frequent visits to Bayswater in Melbourne's east. While preparing for the Hamilton Rally, as I was going about my business, I spotted four vehicles exhibiting VCPS 'H' plates. One of them, a well-used Range Rover, bristling with radio aerials and on huge wheel equipment, set me to wondering whether VCPS Log Books had been filled in and such. We do need to be very much aware that, driving around without a current club membership card or receipt, the actual Club Permit, and a correctly filled in VCPS Log Book are noted by the authorities as an unregistered and as an uninsured (TPI) vehicle being used on the State's roads. The insurance aspect alone should be enough to ensure proper compliance!

The VCPS is a Scheme which we fought for and we must ensure that it is used with due diligence and respect!

In this issue there is a comprehensive report on the recent AOMC Seminar that had, exclusively, the Victorian Club Permit Scheme (VCPS) as the prime topic. The report comes to us *via Brass Notes*, the magazine of the

*Veteran Car Club of Australia (Vic.) Inc.* The report appears to be a recording of what was said. Then that was put into written text – it is that thorough.

The AOMC must be congratulated and properly thanked for all the work that is going into the VCPS project. Our collective thanks are due to Rod Amos (VSCC) for his determination to keep the Scheme resoundingly workable. It is all greatly appreciated. Read on!

Also in this edition is a report which covers our club's involvement in this year's Hamilton Rally which, despite some damp weather conditions, turned out to be a wonderful weekend.

*Mike Allfrey – Editor.*

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## **VICTORIAN CLUB PERMIT SCHEME (VCPS) – Revisions**

### **A Comprehensive Report on the AOMC Seminar**

*Editor's Note: The following was sent in for inclusion in Your ABCCC News, after the Association of Motoring Clubs' Club Permit Scheme Review Seminar conducted on 17<sup>th</sup> May 2014. It has been 'borrowed' from Brass Notes, the excellent magazine put out by the Veteran Car Club of Australia (Vic.) Inc. Our grateful thanks to the VCCA for the article's inclusion here. It is a very thorough report and it must be fully appreciated by all of us. The session at the AOMC's Seminar was conducted by Rod Amos (Vintage Sportscar Club).*

With the introduction of the Log Book scheme, VicRoads has become concerned about the number of clubs entering the scheme and the proliferation of modified vehicles using the red 'H' Plate scheme. At present there are two standards which govern the degree of vehicle modification: VSI-8 which allows minor changes from standard specification and VSB-14 which is a national standard applying to significantly modified vehicles and which requires an engineering appraisal and certificate before registration is permissible.

Many vehicles over 25-years old which are significantly modified are slipping through the net and are getting onto the VCPS.

VicRoads will be introducing a new category of plate with the prefix 'M' which will cover those vehicles which are significantly modified and which have successfully gone through the engineering certification process. This will still give the owners of these vehicles the ability to remain on the VCPS, using the log book, but the vehicles will be removed from the red 'H' Plate system.

VicRoads has had much discussion with the representative classic vehicle motoring organisations, including AOMC and Federation. Following this process VicRoads is about to send letters to all clubs which enjoy the privilege of the VCPS outlining the new provisions, which are expected to be implemented in Q3 (third quarter) of this year.

The Association of Motoring Clubs (AOMC) held a seminar on Saturday, 17<sup>th</sup> of May for club administrators at which details of the new provisions were presented. AOMC was concerned that the existing allowable vehicle modification standard, VSI-8, was not suitable for older vehicles built on a separate chassis and on which custom bodies were built. VSI-8 applies to unitary constructed vehicles and in particular those manufactured after the introduction of Australian Design Rules (ADR) in 1969.

Therefore a new standard will be introduced, VSI-33, which will detail the extent of allowable changes from a vehicle's standard specification in respect to engine (specified moderate power increases and engine changes may be permissible, subject to conditions being met), transmission, fuel system, brakes, wheels, tyres, steering etc. There are no body provisions other than a requirement that the body fitted be in keeping with the style of the era. If the modifications go beyond the provisions of VSI-33 then the vehicle will be subject to VSB-14 and will require a full engineering appraisal.

There will be three broad eras of vehicles to which the different standards apply:

1. Vehicles made up to 31<sup>st</sup> December 1948 – (AOMC believed that it had agreement with VicRoads that vehicles known as 'carry over models' which were introduced prior to 31<sup>st</sup> December 1948 and which continued unchanged into the next era should be treated as though they were built before the end of 1948, even though they were made after 1<sup>st</sup> January 1949. Under the new VicRoads rules there are no carry over provisions. AOMC will continue to push for this recognition and a 'carry over model' provision);
2. Vehicles made from 1<sup>st</sup> January 1949 to 31<sup>st</sup> December 1968; and
3. Vehicles made from 1<sup>st</sup> January, 1969 and which are at least a rolling 25-years old.

There is a subset of Category 1 – for clubs which cater for vehicles manufactured prior to 31<sup>st</sup> December 1930. They will have the option of being able to conduct safety inspections on these vehicles newly coming onto the VCPS. Any vehicle manufactured from 1<sup>st</sup> January 1931 onwards will have to be submitted to a commercially provided road worthy inspection prior to coming onto the VCPS. There are no ongoing inspection requirements; it being the owner's responsibility to maintain the vehicle in a safe condition. However if a club becomes aware that a vehicle is unsafe or has subsequently been modified beyond the permissible levels, then it must direct the owner to rectify the condition. If this is not done in a reasonable time, then the club must notify VicRoads that the vehicle does not meet the requirements of the VCPS.

For vehicles which can be subjected to Club Safety Inspection, VicRoads will be issuing a list of minimum requirements which must be met. This list is being collaboratively developed by AOMC and VicRoads and should be available by Quarter 3, 2014.

In addition, all vehicles coming onto the VCPS after the introduction of the new provisions in Quarter 3, 2014 will have to have a minimum of five photos (specified views) taken. They are to be held by the responsible club so long as the vehicle remains within its jurisdiction. These photos are designed to indicate the condition the vehicle was in at the time it came onto the VCPS and provide a base for determining if the vehicle has been significantly modified subsequent to the initial inspection. These photos can be held in either hard copy or electronic form. The photos do not have to be submitted to VicRoads at the time the vehicle comes onto the VCPS. However, VicRoads reserves the right to call for the presentation of the photos at any time, should it become aware that the vehicle does not comply with the provisions of the VCPS. This could come about through the Police observing a modified vehicle on the 'H' plate VCPS. The Police will have the power to order the vehicle to have an engineering appraisal. If necessary it will have to transfer to the 'M' plate system.

VicRoads is looking to provide adequate support and guidance for roadworthy testers of older vehicles.

Whilst it will not be a VicRoads requirement, it is strongly recommended that clubs obtain a signed statement from members, at the time of VCPS renewal, that the vehicle has not been modified beyond the provisions in the applicable standard during the preceding twelve months.

Subsequent issues to be resolved by VicRoads in conjunction with umbrella motoring organisations are:

1. Definition of what constitutes a replica vehicle.
2. Minimum requirements and standards that a club has to meet before it is permitted by VicRoads to come onto the VCPS.
3. The use of personalised plates on the VCPS cannot be considered until the VCPS is run on the main frame database. Whether this will be considered at this time is unknown.

A lot of work has gone on behind the scenes to arrive at these changes and accordingly appreciation is expressed to those people from the motoring associations who have worked hard to ensure that they are acceptable and manageable. For our Club the application of the VCPS provisions should remain much as it has in the past and not provide additional restrictions to our type of vehicles.

*Andrew McDougall.*

*From: Brass Notes, 20<sup>th</sup> May, 2014 – Veteran Car Club Of Australia (Vic).*

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## 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
Andrew and Julie Long	Jaguar	E-Type 3.8 FHC	1963
	Jaguar	E-Type 4.2 FHC	1964

*Pat Douglas – Membership Secretary.*

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## VALE

It is with great sadness that I have to report that long-time club member, Nick Smith, has passed away after a lengthy illness. Nick was a wonderful fellow who had a special sense of humour and he always enjoyed a good laugh and the camaraderie of our club.

To Lyn and her family we extend our sincerest condolences. Special hugs.

*Mike Allfrey.*

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## OLDER DRIVERS

It's about time the authorities did something about the older drivers on our roads. For far too long older drivers have caused havoc as they hog the left lane, stick to the speed limits (even the road work limits) and come to a stop at stop signs, causing great inconvenience, and often preventing others from doing what they like.

Another major concern is that by avoiding fines and demerit points, they are not doing their bit for the revenue of our state, and are therefore placing a further burden on younger drivers.

Until older drivers can prove that they are proficient at weaving in and out of traffic driving while texting, tailgating, applying makeup, using drugs or doing burnouts, they must be banned from holding a driving licence.

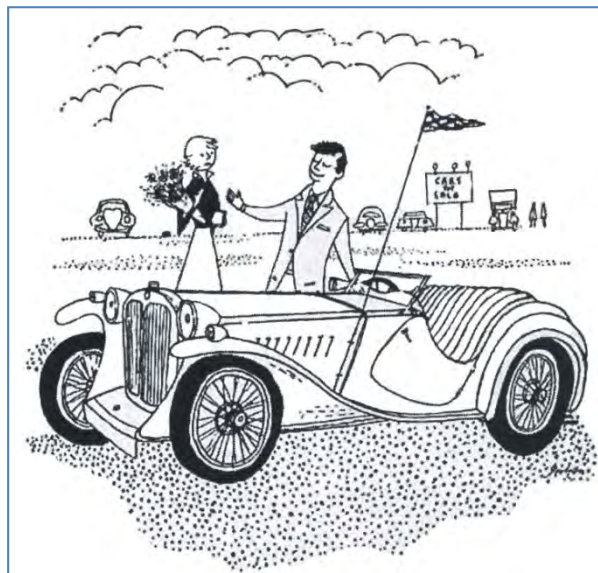
**Maybe our club could hold a special training day, and teach the members how to drive properly and lose some demerit points!**

*Colin Brown.*

## THE TRUE COST OF A SPORTS CAR

It isn't the initial cost or the upkeep that flattens the bank account. Instead it's those hidden costs. We offer in evidence the record of our office accountant, a systematic and orderly type . . . .

Simple addition proves that the price of a good TC, used, is somewhat more than the guide books tell you. Our accountant has added some grey hairlines to his forehead. The finance company has sent three notes about his credit standing. Their own accountant owns an Austin-Healey. We've heard her wife tried to go against a Mercedes-Benz 300SL.



Date	Expense Description	£	s	d	Date	Expense Description	£	s	d
May 1 - 8	Expenses for old car while shopping in used car lots.	1	13	0	May 23	Wife bought shoes to go with slacks which went with sweater that matched car.	7	12	0
May 8	Flowers for wife to introduce subject of bargain MG TC just found.	15	6		May 24	Expert friend showed me how to adjust carburettors. Replace four burnt pistons.	31	18	0
May 8	Evening at O'Brien's bar after argument.	14	0		May 25	Evening at O'Brien's after argument resulting from returning handbag wife had bought to go with shoes which went with slacks etc.	14	0	
May 9	Dinner for wife to lure her to car lot to see TC.	5	8	6	May 26	Raced with TF1500 on way to work. Booked for speeding.	10	0	0
May 10	New hairdo for wife after demonstration ride.	13	0		May 30	Had car modified to TF1500 specs.	96	0	0
May 10	Bought TC.	625	0	0	June 10	Added up all figures listed above. Told wife she would have to economise. Evening at O'Brien's.	14	0	
May 11	Bought scarf for wife so hair wouldn't blow.	15	6		June 15	Expert friend demonstrated proper cornering technique. Repair right front mudguard.	15	0	0
May 12	After dramatic scene, traded scarf on special fibreglass hardtop.	55	0	0	June 19	Party to placate expert friend and wife after heated discussion. Gin, vermouth, beer, etc.	9	12	0
May 13	Friend who claimed to be expert demonstrated speed shifting. New third gear, etc.	35	0	0	July 1	Taught wife to drive TC. New clutch.	18	0	0
May 14	Wife bought sweater to match car.	5	5	0	July 12	Gave wife second lesson. Evening at O'Brien's.	14	0	
May 18	Raced with TD on way to work. Booked for speeding.	6	0	0	August 1	Wife raced with Austin-Healey. Booked for speeding.	6	0	0
May 19	Wife bought slacks to go with sweater of May 14.	8	15	0	August 2	TC expenses while shopping in car lots for Austin-Healey.	2	3	0
May 20	Had car modified to TD Mk II specs. Raced TD on way to work. Speeding fine plus further engine modifications.	109	10	0	August 9	Bought Austin-Healey, used, good condition.	1,250	0	0
May 21	Neighbour's five year-old son drew crayon picture on upholstery. Leather cleaner.	12	6						
May 22	Settled out of court for clobbering neighbour's son.	25	0	0					

From Sports Car Specials – With Thanks. Submitted by Rick Lloyd.

## EVENTS' REPORTS

### WHAT WE HAVE BEEN DOING

#### THE HAMILTON RALLY – 7<sup>th</sup> to 9<sup>th</sup> June 2014 A Visit to God's Own Country

Once again, the ABCCC was well represented at the 37<sup>th</sup> Hamilton Rally. Some of us elected to travel to Hamilton on Friday, taking an easy drive, with a stop for lunch at the Courthouse Hotel in Smythesdale. Prior to setting off, *Pea Soup* was given a thorough clean and polish. In addition to all that hard work, the engine oil and filter were changed, as was the differential oil. This, somehow, brought on an over-fill of the engine's sump, even though the engine was run for a spell to fill the filter and oil-ways. It was a case of getting back into the workshop pit and draining off 14 mm excess on the dipstick. All of this proved that the oil fill capacity in my notes need not necessarily be followed to the letter (or digit). During the pre-run test, an indicator lamp globe decided it had indicated for long enough. A new globe was soon found in the Jupiter's unused overseas travel kit and installed. While changing the blown globe, it was noted how filthy the inside of the rear lamp unit's lens was. This grime was in spite of a good condition sponge rubber seal. Another pre-rally task! All four lamp unit lenses were removed and given a good clean. Another cloudy globe was also replaced from stock. Finally *Pea Soup* was ready for the road.

Early on the Friday morning the TomTom navigation device was programmed to guide us to Smythesdale, and that it did quite well, taking us through the maze that is the road system south of the City. Things were a trifle strange while approaching the West Gate Bridge, but that was handled easily. We arrived in Smythesdale just ahead of Bryan and Anne Tootell in their Jaguar at the correct time for a very pleasant lunch. The Courthouse Hotel can be recommended for a quality lunch.

To continue our journey from Smythesdale, we spent a fair amount of time still parked, programming the TomTom device to guide us to our motel in Hamilton. First of all, the wretched device had it fixed in its mind that we wanted to motor on to Hamilton (Western Australia), very logical, since we were already on the Glenelg Highway! For our journey to Dunkeld, we were continually advised, while the displayed map was rotating, to make 'U' turns and right-turns! No matter it seemed, because, from Dunkeld we were guided to our motel where we enjoyed a relaxing late afternoon before walking up the hill to Alexandra House for dinner. Another good meal with some Rover Car Club members joining us.

Next morning we took a stroll up to Gray Street and browsed in some of the tempting shops. We later joined Colin and Val at Woodie's All Day Breakfast Café and enjoyed a sort of late morning coffee/early lunch. Then it was a short drive, in squally rain conditions, to the Hamilton Convention Centre to register for the 37<sup>th</sup> Rally. One item in our Rally Pack was a sheet of paper with a sketchy love story on it. The story was not complete, there being several blank spaces that had to be filled in with names and models of cars to complete the story. This caused a fair amount of brain work and memory jogging. The insertion of 'Rover' was quite easy to include in the story.

*Right: Under gathering storm clouds three of our cars wait while we register.*



It was good to renew acquaintances and, for me, to meet a couple of work colleagues from days past. Before we all set off on the first excursion to the Macarthur Campdraft Centre for a look at some horsemanship, we were approached by a local who was flying to Queensland in a few days to buy a Rover similar to *Pea Soup*. From the questions that were asked of Bill Allen and me throughout the weekend, we really wondered if the fellow had any inkling of just what he was going all that way for! This was particularly so, because there are a couple of really good P6 Rovers for sale in Melbourne – much closer! We found the reason later – polished engine parts.

Macarthur was described in the Rally Notes as being selected as Victoria's most boring town in 1984. Frankly, I would dispute that claim. There is some lovely country in the area and quite a lot is going on behind the scenes. Things soon changed however, because the townspeople got together and, after some worthwhile work in 1988 Macarthur won Victoria's Tidiest Town competition. Along the way we were very capably guided by rally marshals and could not possibly have lost our way. We were guided into the Campdraft Centre for a demonstration of horsemanship and cattle handling. This was quite interesting in two ways. Firstly, there was very capable horse riding by some very young children; secondly, while watching the audience it was amusing to note that as soon as umbrellas went up, the rain stopped. Then, quickly, as soon as the umbrellas came down, a squall of rain came rushing at us, resulting in all the umbrellas going up again! This cycle happened many times. There was also a very good display of rainbows in bright wintery sunshine against very dark clouds.





*Left: Pea Soup enjoys some late morning sunshine up on the rise at Grassdale Estate.*

After a while, we started to get cold, so we decided to take our leave and head back to our motel to get ready for dinner. Once we reached Byaduk North, the rain stopped and we had a splendid view across to Mount Napier in the east. For me and *Pea Soup* this was the Western District as it should be - with healthy looking cattle and sheep grazing, kilometres of blue gum plantations, fantastic views of very picturesque country, kilometres of deserted and surprisingly good roads without a speed camera in sight. In this part of the world it is very easy for a motor car's road speed to creep ever upwards, until warned

from the passenger seat. Ever since the early 1970s I have had a feeling of limitless freedom when in this area. Hamilton was soon reached, with the TomTom device still not managing to work out where we were!

There was a 'happy hour' from 5:30 to 6:30 pm, with a good two-course dinner from 7:00 pm at the Convention Centre. We were given a lengthy, but entertaining, talk by Glen Campe, who from a very early age went from grocer's errand boy with white wriggly things on the bacon, to become the area's bus operator. During the dinner, there was a light hearted competition where we had to identify an obscure car part that formed the centre-piece on each table. Some pieces were easy to identify, but some were really difficult. An unrestored vintage head-lamp shell and a starter motor armature were easy to initially identify. But was difficult when identifying which make and model car they came from. How was anyone, other than a dyed-in-the-wool vintage Dodge enthusiast expected to know that those two items came from a mid-1920s Dodge Four? Our table sported a modern rear light cluster from a Holden Vectra – not at all easy! The rest of that appeared to have been scattered among the tables. After dinner it was still cold and wet with the rain and mist forming large rolling globules on *Pea Soup's* highly polished bonnet.



*Right: Mr Smith telling us all about Grassdale Estate's history and what the outbuildings were used for.*

Next morning, the weather had improved a little and we all assembled at the Showgrounds for a 9:00 am start. The start was right on schedule with us heading westwards to the historic property, *Grassdale Estate*. The road was quite challenging for older motors in places. On Scotchman's Hill the temptation was too great – I got out of the car, camera in hand to get some scenic shots, and some of rally cars climbing the hill. Sue was not too impressed, because we had made a bit of a bungle with the 'Tail End Charlie' situation! The run to the *Grassdale Estate* was easy as we were directed to park on a slope with wonderful views. We all assembled by the house and listened as current owner, Mr Smith, explained how the place was built, how the bricks were made and what all the out-buildings were for. All most interesting with the house in a lovely situation.

We had a good look around the outside of the house. Once back inside our cars we enjoyed pleasant sunshine while setting off southwards to Heywood. We arrived right at lunch time and were soon in a Fly the Flag Tour



style queue for our cup of hot soup, served by two charming ladies. In addition to the really good soup, there was a full plate of sandwiches plus cakes for each of us. The lunch was another example of how well rally participants were looked after. We spent a while looking at Heywood's attractions. Of considerable interest was the Wagon Shed and Museum. Here we found a display of old chainsaws and amongst them were a couple of Mobilco Workmates, made in Nunawading in the late 1960s, with a really obstinate Kirby two-stroke engine which refused to start when cold, and frequently, when hot!

*Left: The soup ladies of Heywood, serve soups with a smile. The vegetable soup was delicious and warming.*

Finishing touches had been entered in the quiz story and our sheet was handed in, after a great amount of thought and consideration (complete with crossing outs with a few corrections!) to Graeme Ralph for marking. The Rally Notes instructed us to take a direct route back to Hamilton, so we headed north on the Henty Highway via Branxholme. It was a good drive on uncluttered roads and reasonably fine weather at last. We arrived back at the motel in good time to get ready for the gala dinner and rally award presentations.

In the dining room there was a small band playing music, such as *Sweet Caroline* and *On The Road Again!*, while we were being served our dinner. The main courses, chicken and lamb on alternate drops, were very substantial. The portions of chicken could have come from turkeys; the fillets were that big. Soon, it was time for

the presentations and first up was the sketchy love story quiz. As the story was read out in full, there were a few groans to be heard in the room. The winner? Car 29, Maxine and Tony! The prize was a bowl full of nice things from Darriwill Farm, a speciality shop in Hamilton. It was collected by Maxine, who promptly passed it on to Sue, she having done most of the work with the two entries being the same. Later we shared some of the bowl's contents.

As the presentations went on, there was a remark from a nearby table that the winning cars were mostly from the USA. Then our Peter Flavelle was called up to receive an award for his smart blue Chrysler Valiant. After the awards, there was the drawing of the raffle (excuse the pun) but it was a bit drawn out! It was a very cold night indeed as we went to our cars for the drive back to our motel. Reportedly, the overnight minimum was just 1°C, and it was not much warmer when we set off for the Hamilton Club's rooms next to the Pastoral Museum in Hiller Lane – about which the TomTom knew absolutely nothing. While at the Hamilton Club's clubrooms, I took the opportunity to have a good poke around in the Pastoral Museum where I found an extremely rare pre-war Allis Chalmers tractor that had been beautifully restored. There was also, significant to me, a New Holland Model 76 hay baler from the 1950s which was being fully restored by local enthusiast, Noel Payne. After a mild amount of hesitation, its Wisconsin V4 engine was coaxed into life. It soon settled down to run sweetly, like all side-valve engines do, capably driving all of the baler's moving parts. A mountain of memories in those few minutes!

Coffee, tea and biscuits were consumed before we split into two groups, odd and even rally numbers. Two museums were to be visited, the Sir Reginald Ansett Museum close-by, and Glen Campe's Auto Museum up by the Big Wool Bales. Things became a little bit mixed up, with rally entrants, maybe, not knowing if their Rally Numbers were odd or even. Our first point of call was the Ansett Museum in which there were a number of memories for those who used to fly around the country. It was nice to see a large photograph of the Ansett Motors Garage in Gray Street. This was a very substantial building. In the 1970s I visited that establishment quite frequently. There was always a warm and friendly welcome and, from my aspect, everything was done in the proper way. While in the museum, it seemed as though all ninety-plus rally entrants were in the one place!



Then it was on to Glen Campe's Motor Museum which featured a large hall full of cars and other memorabilia. This was another source of good memories. First noted was a Trojan van with its own two-stroke engine, not a Perkins P3 diesel engine, that most were fitted with. The British General Post Office had a large fleet of these bright red vans well into the late 1960s. The museum's collection of vehicles was so large that a mezzanine floor was required along one side of the hall. In this upstairs display, it was pleasing to see Jim Kent's little Jowett Bradford tray type ute. It is good to see that it is being kept in the clean and dry conditions of the museum.

*Left: Inside Campe's Motor Museum, note the Mezzanine floor at left, it was full too.*

Glen has collected some unusual and rare motor vehicles. Our visit was a fitting conclusion to the 37<sup>th</sup> running of the Hamilton Rally. Over the weekend, we had driven along a number of the fine Western District roads in the midst of spectacular scenery that is, truly, God's Own Country! Saturday's weather could have been a bit more conducive to touring and spectating in the open, but then there would not have been the magnificent display of rainbows for us to enjoy. Visiting *Grassdale Estate* was also a special activity; it is set in a very beautiful location that would be the envy of many. The memorable lunch in the Heywood Bowling Club's rooms was another special Rally moment. Being amongst fellow heritage motoring enthusiasts is also a cherished experience that is most enjoyable.

The rally concluded with a barbecue lunch at the clubrooms and then it was time to thank those who had put in so much work to ensure our enjoyment. Lorraine and Peter Wilson, Jim Ford, Peter and Sue Cass, Graeme and Betty Ralph, Chris Watt and all the very capable marshals who bravely withstood the rain squalls and rainbows – our thanks to you all collectively.

After lunch, it was time for us to depart for home, aiming for arrival just before dark. The TomTom was told 'Home James', and promptly became totally confused. Since when has the Glenelg Highway been renamed the Midland Highway? No matter, it was soon switched off and left to its own rumblings with a blank screen. *Pea Soup* soon settled in to a 102 kph long-legged lope and, as we soon found out, was by far the slowest vehicle on the road and a great annoyance to quite a number of intimidating four-wheel-drive tractors towing trailers with filthy motorcycles crammed aboard. The journey home was a study of driving anarchy and clumsy impatience. It did not get better on the Western Freeway either, where any lane disciplines were totally ignored. Just north of the City as we were about to cross Lygon Street into Alexandra Parade and its landmark shot tower, we became embroiled in quite a traffic snarl-up. It appeared that there had been a head-on collision of two right-turning vehicles at the traffic lights. We arrived home well after dark.

Our thanks are due to Tony and Maxine for making the motel bookings, and to our other ABCCC members who made a great contribution to the fun factor.

*Mike Allfrey – Editor.*

### **WINTER SOLSTICE RUN – Sunday, 22<sup>nd</sup> June 2014**

With a bright and crisp winter morning greeting the participants at the start point in Warrandyte some of the early birds took a tour of the main street in search of the elusive 'coffee'. After leaving at the designated start time, we proceeded in a rather strung out convoy following the directions provided.

Travelling across the lush green countryside we passed through the townships of Kangaroo Ground, Wattle Glen and Hurstbridge before meandering along picturesque byways through the settlements of Nutfield and Arthurs Creek before arriving at Yan Yean Reservoir Park for a pit stop, a chat and a stretch of the legs all the while admiring the views of the distant hills across the water.

For some a walk around the original Park Rangers residence, for others a stroll along the dam wall or discussions on the age of the large gum trees all most a fleeting visit by some of the locals – two small mobs of kangaroos.

Once invigorated/chilled by the fresh breeze it was time to be off again proceeding via Whittlesea for the climb up into the clouds towards our luncheon venue at *The Kinglake Hotel*. We partook of a hearty two course meal and some beverages. A surprise birthday cake appeared to belatedly celebrate the momentous occasion of our President Tony Pettigrew attaining his . . .<sup>th</sup> birthday.

After much chit chat and a group photo by the bar we all departed for the homeward journey with a few detouring for some retail therapy.

Many thanks to Peter and Lorraine Lester for organising another great day out with our friends from the ABCCC.

*Greg Anglin.*

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### **WHAT WE ARE ABOUT TO DO – Coming Events**

#### **THE BASS STRAIT BASH – Friday, 18<sup>th</sup> to Sunday, 20<sup>th</sup> July 2014**

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 for the numbers are limited with only one vacancy (for one couple) remaining. Anne and Bryan Tootell 0412 549 906 – or [annbry@optusnet.com](mailto:annbry@optusnet.com)

*Bryan Tootell.*

#### **A COUNTRY PUB RUN WITH A DIFFERENCE – Wednesday, 20<sup>th</sup> August 2014**

Meet at Eltham Tea Rooms at 10:00 am for a 10:30 am departure, from the corner of Falkiner and Main Roads, Eltham. This is opposite the Eltham Miniature Railway Park (Melway 21; H10). You can enjoy a Morning Tea or late Breakfast there. After Morning Tea we will be travelling mostly scenic country roads before arriving at our 'Hidden Surprise' lunch venue. More details will follow. We look forward to hearing from you and can promise you a warm fire, great food and good company as usual.

Contact; Marj 0407 392 330 or Brian (03) 9439 7875. RSVP: By 11<sup>th</sup> August please.

*Marj Pepper.*

#### **THE TABILK WINERY RUN AND LUNCH EVENT – Sunday, 31<sup>st</sup> August 2014**

Meet at 9.00 am at Tullamarine Northern Runway viewing area car park (corner of Sunbury and Oaklands Roads) approximately four kilometres past Tullamarine Airport turnoff (Melway 177; H9) for the **9.30 am departure**. We will have a morning tea stop after a short run before travelling to Tabilk Winery for tastings and/or tours before lunch at the winery.

Bookings are essential, by 3<sup>rd</sup> August, for catering purposes. Contact Greg Anglin 0419 882 155 or Geraldine Anglin 0418 502 202, or A/H 9876 3293, or by E-mail [gregsbusy@msn.com](mailto:gregsbusy@msn.com).

*Greg Anglin.*

#### **RUN TO MALMSBURY – Sunday, 14<sup>th</sup> September 2014**

We will meet at the BP Service Station on the Calder Freeway at Brimbank (Melway 354; J3), at 9:00 am for a 9:30 am departure for Malmsbury (Melway 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 special *Surprise Entertainment*. There is ample car parking opposite the hotel. For catering purposes and special dietary requirement notification to be with the organiser, before 1<sup>st</sup> September.

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

*Tore and Connie Panuzzo.*

## **PHANTASTIC DAY OUT TO MOUNT MACEDON – Sunday, 28<sup>th</sup> September 2014**

We meet at the car park outside Masters Hardware Store, located corner of Plenty and McDonalds Roads, South Morang (Melway 183; F11). Time 9:00 am for a 9:30 am drive off. After driving north to Whittlesea, we will proceed on to Wallan. Here we will stop for Morning Tea/Coffee. After a short break, we will drive through some of Victoria's unspoilt countryside to Mount Macedon. Lunch has been organised at the lovely Mount Macedon Hotel. Meals will be from the standard lunchtime menu and drinks will be at bar prices.

As catering needs to be confirmed, will those members who are interested, please let me know. Full route details will be given at the start of the event. Contact Phil Cook on 9842 5449, or 0417 568 851

*Phil Cook.*

## **EUROA SHOW AND SHINE – Sunday, 5<sup>th</sup> October 2014**

Catering for Veteran, Vintage and Classic motor vehicles, this is a big one. Enter from 8:00 am to 3.00 pm at Clifton Street, Euroa. For information, contact telephone John Mason on (03) 5795 3662, or

[john@euroashowandshine.com](mailto:john@euroashowandshine.com). Show vehicles \$5.00, Public Entry \$2.00.

*Information Only.*

## **OVERNEWTON TOUR - Wednesday, 8<sup>th</sup> October 2014**

A tour of Overnewton Castle will take place on Wednesday, the 8th of October. I have booked morning tea (consisting of scones, jam & cream, tea and coffee), a tour of the castle and afterwards a two course luncheon. The price will be \$50 per head. For those who attended Ray's wake you will know the quality of the food. Arrive at Overnewton Castle, Overnewton Road, Keilor at 9.45 for a 10.00 morning tea.

Payment can be made on the day. Please contact Lyn Higginson on 9988 9310, 0418 995 183 or at [lynette.higginson@bigpond.com](mailto:lynette.higginson@bigpond.com).

NOTE: I will be away from 3rd July to 15th July and can be contacted by phone after that date.

Come along and enjoy a good tour, good food and great company

Lyn Higginson

## **COMO GARDENS – OPEN WEEKEND – Saturday, 18<sup>th</sup> & Sunday, 19<sup>th</sup> October 2014**

### **An ABCCC Assist Event**

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

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

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

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

If you can provide some assistance, please call Tony Pettigrew on 9739 1146 or Bill Allen on 9846 2323. Pat and George Hetrel (03) 9761 1341.

*Mike Allfrey – Editor.*

## **SHOW AND SHINE – Sunday 2<sup>nd</sup> November, 2014**

The Balmoral District Lions Club will be holding their annual Show N' Shine, at the Balmoral Recreation Reserve from 10:00 am. Contact Jo on (03) 5570 1302 for details.

*Information Only.*

## **IT'S ON AGAIN! – THE FAMOUS INDULGENCE TOUR – 14<sup>th</sup> to 16<sup>th</sup> November 2014**

The Tour this year will have an international connection for we are being joined by club members Peter and Joanne Schneider, who are visiting from New York (in the US). The Tour is to the Gippsland Lakes district of Victoria. Departing from Cranbourne, we will proceed down the South Gippsland Highway, before turning off to travel the Strzelecki Highway through central Gippsland. Morning tea (coffee or tea) with freshly-baked delicacies will be at Mirboo North.

Lunch with drinks will be at the *Foster Place Café*, a sheltered workshop at Maffra. After lunch we proceed to our destination, *The Moorings* at Metung. Once we have unpacked and freshened up, pre-dinner drinks and nibbles will be available (remember to bring some nibbles). Dinner will be at the Metung Gallery, a short walk from our motel.

On Saturday morning after breakfast which you can enjoy in your room, or at one of the nearby eateries (at your expense) we will board a Pal's Cruises for a tour of the Gippsland Lakes, nibbles and drinks will be available on board. We will berth at Lakes Entrance for lunch at the Lakes Bowling Club. After lunch we return to our cruising of the Lakes, returning to Metung late afternoon where nibbles and drinks will again be available.

Dinner on Saturday evening will be a 'Bar-B-Q' dinner on the banks of Bancroft Bay (weather permitting). Sweets and drinks will be available.

**Note:** Volunteers are required to assist with the BBQ (drinks will be supplied).

On Sunday we arise and again proceed to the Metung Gallery where a cooked breakfast will be served prior to our departure for home or other locations. The cost of this extravaganza will be \$421.00 per couple, or, \$210.50 for a single, plus cost of accommodation at The Moorings.

We have reserved some 15 units at The Moorings and have been required to pay a deposit for each unit. Bookings for this weekend are presently being taken. As numbers are limited, early registration is necessary to avoid disappointment. In order to ensure your booking, contact Rosalie or Peter McKiernan on (03) 9787 6003 or 0407 876 023.

When booking, please advise of any special dietary requirements. A deposit of 50% is required.

**Note:** Once we arrive at Metung you will not need your car until you wish to return home.

Your only out of pocket expenses will be breakfast on the Saturday and a small cost for some nibbles.

*Peter and Rosalie McKiernan.*

## THE BENDIGO NATIONAL SWAP MEET – 15<sup>th</sup> and 16<sup>th</sup> November 2014

It is on again! Enter from Holmes Road, Bendigo. There will be a Show And Shine on the Saturday only.

For more information contact – 0434 730 822, or [info@bendigowap.com.au](mailto:info@bendigowap.com.au)

*Information Only.*

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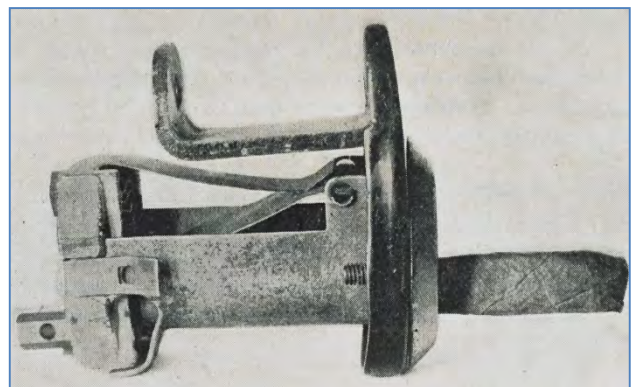
## ELECTRIC CIGAR LIGHTERS

Another luxury accessory is the electric cigar lighter, which enables the driver to indulge in a smoke with safety as with this device only one hand is required for lighting the cigar or cigarette.

### Three Main Parts

The lighter consists of three parts, namely: the base with its push-button, the heating element, and the element holder. The base is fixed to the dashboard and is connected up to the accumulator supply. The element holder is a moulding of Bakelite which is easily slipped into the base.

The element is a flat strip nickel-chrome resistance spiral suitably insulated between turns with the element being screwed into the hollow top of the holder.



### Operation Of Lighter

A few moments with the push-button pressed in is sufficient to bring the resistance element to 'a red glow'. The push-button is then released and the holder with its element can be slipped out of the base and used for lighting-up purposes.

### Size Of Cable

When fitting any of these 'accessories', it is important to use connecting cable of sufficient size to carry the current. Otherwise voltage drop will prevent the component operating in its proper manner. Also, the use of too thin a cable will cause it to heat up, and this will soon cause the rubber to perish.

### Burnt-out Element

These lighters take approximately 8 amps when switched on. If left on for longer than necessary to bring the resistance element to a red glow, it will be burnt out. There is no remedy but to replace the element with a new one. This is simply a matter of removing the old element and fitting the new one in its place by means of a screw through its centre.

Another type of element is fitted on a M.E.S. cap, which is screwed into the holder in the same way as a flash-lamp bulb. Some cigar lighters have a glass bull's-eye in front of the element. As this gets dirty, the operator cannot gauge the intensity of the glow; hence burnt-out elements. The bull's-eye is not easy to clean and is better removed. It is really a matter of gauging the time required to get hot enough, especially as the driver's eyes should be on the road and not watching the lighter.

**Bad Contact**

When the 'wireless' type of lighter is dropped into its holder, the centre screw of the element makes contact with a brass strip on the holder. In time this strip is bent too far back and so this prevents good contact being made. To ensure good contact being made between the two components, it is necessary at times to bend the strip forward.

*From Motor Repair And Overhauling – Volume IV.  
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**Annual Club Luncheon**  
**Sunday, August 3<sup>rd</sup>, 2014**  
**York on Lilydale Resort**  
**Corner of York & Swansea Roads, Mt Evelyn**  
**Time: 12.00 for 12.30**



*Please join us for the club's annual luncheon, this year to be held at a new venue - the York on Lilydale Resort. A special 3 course dinner has been ordered.*

*This luncheon is a Member-only event as the meal cost is subsidised by the club and drinks are provided.*

*All this for \$35 per head.*

*Pre booking and payment are required by the 23<sup>rd</sup> of July*

*For further information, please phone Colin Brown on 0408 343 176*



***Booking Form***

***Please reserve ..... seats @ \$35 for: .....***

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

***Payable to: All British Classics Car Club***

***Send to: Colin Brown  
PO Box 40  
Coldstream Vic 3770***