



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition N^o. 181

March, 2015

Your ABCCC News

RACV GREAT AUSTRALIAN RALLY – January, 2015



A fine two tone Bentley R-Series and a good number of Rolls Royces on display at Mornington. This was a wonderful club display and was very popular with the viewing public.

Associations 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.

On The Web: <http://www.abccc.com.au>

www.facebook.com/AllBritishClassicsCarClub

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 INC. – YOUR COMMITTEE

Executive Committee	Name	Telephone
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
Committee Positions	Name	Telephone
Membership Secretary	Gordon Lindner	0412 540 920
AOMC Delegate	Michael Allfrey	(03) 9729 1480
AOMC Delegate	Bill Allen	(03) 9846 2323
VCPS Officer (Applications)	Nello Mafodda	(03) 9719 7949
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291
Web Master	Ed Bartosh	(03) 9739 1879
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	Rex Hall	(03) 9795 7669
Committee Member	Andrew Swann	(03) 9740 9225
Committee Member	Hans Pedersen	(03) 9894 0340
Magazine Editor	Michael Allfrey	(03) 9729 1480
Editor's Assistant	Rick Lloyd	(03) 9830 1752
The All British Classics Car Club Website: http://www.abccc.com.au		
The Association of Motoring Clubs Website: http://www.aomc.asn.au/		

CLUB INFORMATION

Visit the club's Website, <http://www.abccc.com.au> for information about how club matters are conducted.

THE VICTORIAN CLUB PERMIT SCHEME

For information about how the Victorian Club Permit Scheme is conducted by the All British Classics Car Club please visit the club's Website, <http://www.abccc.com.au>.

ABCCC EVENTS DIRECTORY

Note: For up to date requirements that are related to club (and other club supported) events, view the calendar at the club's Website <http://www.abccc.com.au>

April 2015

Wednesday 8 th	Mid-week visit to Heide Gallery and Gardens, Bulleen Start Venue – TBA .	TBA
Saturday 18 th & Sunday 19 th	Como Gardens Open Weekend – An ABCCC Supported Event 29 Basin-Olinda Road, The Basin, Victoria. (Melway Map 65; Ref: J8)	George Hetrel (03) 9761 1341 Bill Allen (03) 9846 2323
Sunday 19 th	Shannons American Motoring Show – An AOMC Event Venue – Members' Car Park, Flemington Racecourse , Melway Map X896; Ref: R4.	Iain Ross (03) 9890 0524
Sunday 26 th	Visit to Point Nepean – An ABCCC Event Start Venue – Buckley's Chance Café, 174 Ocean Beach Road, Sorrento (Melway Map 167; Ref: A8).	Bryan Tootell 0412 549 906

May 2015

Sunday 3 rd	Joint Event With ABCCC Queensland Members Venue – TBA .	TBA
Sunday 17 th	AOMC Heritage Motoring Day Venue – TBA .	TBA

Sunday 31 st	The 2015 BMS Run – An ABCCC Event Start Venue – Caldermeade Farm, 4385 South Gippsland Highway (M420), Caldermeade (RACV-VicRoads Country Street Directory, Issue 9, Map 96; Ref: A5).	Karen McDonald 0409 028 534
Saturday 30 th & Sunday 31 st	Historic Winton – Austin Seven Club Venue – Winton Motor Raceway, Winton, Victoria (Melway Map X922; Ref: B8)	TBA
June 2015		
Sunday 14 th	Rex's Big Day Out – An ABCCC Event Start Venue – HMAS Cerberus, South Beach Road, Bittern (Melway Map 194; Ref: D1).	Rex Hall (03) 9795 7669
Sunday 28 th	Kallista Run – An ABCCC Event Start Venue – TBA	Phil Cook (03) 9842 5449
July 2015		
Sunday 12 th	The ABCCC's Annual Luncheon – ABCCC Winter Event Venue – TBA	Colin Brown (03) 5964 9291
Sunday 26 th	An ABCCC Day Out Start Venue – TBA	Peter Lester (03) 9795 0033
August 2015		
Friday 7 th to Sunday 9 th	An ABCCC Weekend Away Start Venue – TBA	Bryan Tootell 0412 549 906
Saturday 8 th	Restoration Seminar – The Association of Motoring Clubs	secretary@aomc.asn.au
Sunday 23 rd	A Special Outing – An ABCCC Event Start Venue – TBA	Rob and Mary Nolan 0488 547 499
September 2015		
Wednesday 2 nd	A Mid-week Run – An ABCCC Event Start Venue – TBA	Peter McKiernan (03) 9787 6003
Sunday 13 th	An ABCCC Run Start Venue – TBA	Tore Pannuzzo (03) 9764 2276
Sunday 27 th	Geelong Run – An ABCCC Event Start Venue – The Geelong Area	Christopher Constantine (03) 9898 4431
October 2015		
Sunday 11 th	Picnic Run – An ABCCC Event Start Venue – TBA	Phil Cook (03) 9842 5449
Saturday 17 th & Sunday 18 th	Como Gardens Open Weekend – An ABCCC Supported Event 29 Basin-Olinda Road, The Basin, Victoria. (Melway Map 65; Ref: J8)	George Hetrel (03) 9761 1341 Bill Allen (03) 9846 2323
Saturday 31 st	2016 ABCCC Events Calendar Planning Meeting Venue – TBA	Tony Pettigrew (03) 9739 1146
November 2015		
Tuesday 3 rd	Melbourne Cup Day At Yarra Glen – An ABCCC Event Venue – Yarra valley Racecourse, Armstrong Grove, Yarra Glen (Melway Map 275; Ref: B1)	Colin Brown (03) 5964 9291
Friday 13 th to Sunday 15 th	The ABCCC Indulgence Weekend – An ABCCC Event Venues – TBA	Peter McKiernan (03) 9787 6003
Sunday 29 th	Farm Tour – An ABCCC Event Cost – \$32.00 per person – Includes Farm Tour and Roast Style Lunch. Venue – Warrook Farm, Monomeith, near Koo Wee Rup.	Greg Anglin TBA
Sunday 29 th	Berry Street For Kids Display – Triumph Car Club Event. Venue – Docklands, Melbourne.	Chris Sallmann csallmann@bigpond.com
December 2015		
Sunday 13 th	The ABCCC Christmas Lunch – The ABCCC End of Year Event. Venue – TBA	Maxine Pettigrew (03) 9739 1146

NOTE: TBA = To Be Advised

EDITORIAL NOTES – Issue Number 181

In this issue there is an article about D-shackles as applied to towing trailers and caravans. It was written by Rick Cove (*Dandenong Valley Historic Vehicle Club*) and mention of the article has been made in numerous club publications. The topic was raised at the recent AOMC Delegates' Meeting, where Rick was not present to comment on the content that was discussed in his article. However, Rick does keep a weather eye on matters that may affect the hobby motoring activity and has come up with some very worthwhile topics over the years. Rick's article appears on Page 6 of this issue and, in its preparation, has prompted some Editorial thoughts about the use of D-shackles and their use for towing.

The main instigator for these thoughts was the fact that there are Australian Design Rules (ADR) with respect to the D-shackles used with safety chain(s), to connect the towed trailer to the towing vehicle. Further instigation was the fact that the Editorial computer, with all of its modern software, did not recognise the format of the illustration in Rick's article, which meant a hunt in my workshop for a D-shackle assembly to photograph for inclusion in the article. A shackle was found, which belonged to an engine lifting hoist, interestingly, the D-shackle bore no quality type identification markings as described in the article. In addition to that, while trying to find a new chromed tow-ball cover to replace *Pea Soup's* stolen cover at the nearby BP service Station, a D-shackle in clear plastic packaging was examined carefully. It had no text on the packaging stating load limits and there was no stamped marking on either the 'D' or the pin. In addition, through the packaging, the pin appeared to be of the same diameter as the shanks of the D-shackle, or, it could well have been of smaller diameter – and it set me to pondering the subject, but not for long though.

On the next day, the RACV's *RoyalAuto* arrived in the post and, on Page 66, there is an article that carries the title **D-RUMOURS DEBUNKED**, that informs us that the Victoria Police are not specifically targeting D-shackles used on vehicles towing trailers. In addition, the Caravan Industry of Australia (CIA) has told the RACV that various police and State departments have denied any sort of crackdown on vehicles towing caravans and trailers. The CIA does, however, recommend that D-shackles used for towing hitch safety chains, do meet the requirements of ADR AS-2741-2002. All of this means that Rick's article is included for member-interest purposes.

It was interesting to note that, at the BP petrol selling facility, the attendant had no idea what a tow ball cover actually is. As the petrol was being paid for, he insisted that he was not allowed to run my EFT-POS card through the gap in the machine to input my account information. He became really excited when my 'chauffeur' for the run to Mornington, moved *Pea Soup* from the bowser to allow access for a waiting customer. The attendant thought the fill of petrol was being stolen, and it was difficult for me to explain that the car was mine. All of this begs the question – why do we still call such facilities 'service' stations? In these modern times, a useful selling tool – service, is totally non-existent.

On Tuesday, 3rd March there was the presentation of a cheque to our associates at Peter Mac, being the proceeds of our RACV Great Australian Great Australian Rally, at the RACV City Club. Representing the RACV were Kevin White (RACV President and Chairman) and Daryl Meek (Motoring Interests Manager). Representing the Peter MacCallum Cancer Foundation were Professor Stephen Fox, Jennifer Doubell (Executive Director, Peter MacCallum Cancer Foundation and Campaign Director) and Ally Pekin (Supporter Events and Third Party Fundraising Coordinator). Representing the ABCCC were Tony Pettigrew (President), Pat Douglas (Great Australian Rally Administrator), Colin Brown (Rally Organiser), Rex Hall, Peter McKiernan, Colin Oberin and the writer. George Hetrel and Don Kinsey apologised for not being able to attend. It was quite a moving ceremony, we have Jennifer's acceptance speech on Page 10. What we really noticed was how grateful the Peter Mac folk were for the work that we put in on their behalf. This prompts a sincere thank you to all of our club members and associates from other assisting organisations who provide so much volunteered help to make the RACV Great Australian Rally the success that it most deservedly is.

As this is being written, the RACV Fly The Flag Tour is visiting Mildura for a special experience on the River Murray. Let us hope that the Tour is as successful as all of the previous tours. I have made a promise to myself that, the medical fraternity being confident, we will be on next year's tour, so, please form an orderly queue behind us!

Enjoy the rest of this magazine and, those of you who are organising events this year, please send me the details of those events as soon as possible – there are far too many 'TBAs' in our calendar. We need the information so that club members can make their plans for the rest of this year.

Mike Allfrey – Editor.

A SPECIAL OUTING – HAULED BY STEAM POWER!

Friday 3rd April, 2015 – In Aid Of The Good Friday Children's Hospital Appeal

SteamRail Victoria Inc., is running two special Children's Hospital steam-hauled outings as shown below:

Train Trip 1.

Departs Flinders Street Station at 10:00 am and sets off for Sandringham to Craigieburn and returns to Flinders Street Station at 2:00 pm.

Train Trip 2.

Departs Flinders Street Station at 2:00 pm and sets off for Mordialloc to Watergardens and returns to Flinders Street Station at 5:00 pm.

General Information

Ride in classic Vintage carriages, pulled by historic steam engines and help support the Children's Hospital Appeal. Bookings are essential – Adults \$66.00, Seniors \$55.00, Children \$45.00 and Family Tickets at \$189.00.

Book at www.steamrail.com

All proceeds go to the Children's Hospital Appeal.



Colin Marston – SteamRail.

JOKE TIME

As a senior citizen was driving round the ring-road, his car phone rang.

Answering, he heard his wife's voice urgently warning him, "Vernon, I just heard on the news that there's a car going the wrong way on the M80. Please be careful!"

"Hell," said Vernon, "it's not just one car. It's hundreds of them!"

Peter Hibbert – via E-mail.

ALL BRITISH CLASSICS CAR CLUB

18TH ANNUAL GENERAL MEETING MINUTES

Venue – Held at Chirnside Park Country Club

Date – 15th February 2015

PRESENT: As per attendance book.

APOLOGIES: Terry & Helen Apps, Sandy & Alan Baker, Mary Cheng, Harry & Jean Cooper, Grattan & Lucille Fitzgerald, Ross & Pat Wolstenholme, George & Pat Hetrel, Gordon & Elaine Lindner, Rick & Gillian Lloyd, Marj Pepper, Robert & Stella Stark, Patrick & Joan Swinchatt, Judy & Geoff Birkett, David Andreassen, Peter & Lorraine Lester, Andrew & Patricia Swann.

MINUTES (2014 AGM): Moved: Tony Pettigrew, seconded: Geoff Anglin, that the minutes of the 17th AGM be accepted.

PRESIDENTS REPORT: Tony indicated that the club had had a good year with the membership steadily growing, with events being well attended.

We had some good weekends away and these were organised by Marj Pepper – Proud Mary, Anne & Bryan Tootell – a weekend by the sea and, Peter McKiernan – the ABCCC indulgence weekend; all were a delight to be on.

One of our major events – RACV Great Australian Rally was a great success, with both the cars attending and the public being up on last year. We will be able to give Peter Mac a record \$70,000 this year. Tony thanked Colin Brown for all his work making the Rally such a success. Tony also thanked Rex Hall for his work at Mornington Racecourse.

Tony indicated that the new Permit Scheme was just about to be signed. He set out the rules that we must comply with or we will be de-registered.

Because there have already been some clubs de-registered we are getting more inquiries so we will be keeping the rule that you must be a member for 12-months before you can apply for Club Plates. At any time that there is need to change this rule the committee should have the over-riding decision.

Our other major event RACV Fly the Flag Tour will not be a full Tour this year because entries went out later than usual.

During November we changed the position of Ass. Editor from Betty Taylor to Rick Lloyd. Tony presented Betty with a plaque and thanked her for all the work she had done.

Newsletter – as a lot of members get the newsletter by E-mail some still receive the newsletter through the post. A vote by a show of hands was put to the members as to whether we should cancel the newsletters by post. It was agreed to keep the situation as is.

TREASURER'S REPORT: As at the 31st December, 2014 there was a balance of \$61,907.24 in the bank.

Moved Tony Pettigrew, seconded Nello Mafodda, that the Treasurer's report be accepted.

EDITOR'S REPORT: Mike presented a report with statistics on typing the magazine.

Tony thanked Mike for his work over the year.

WEB MASTER REPORT: Ed presented Website statistics. There were a lot of visits to our web page especially the Great Australian Rally page. Tony thanked Ed for his work.

ELECTION OF OFFICE BEARERS:

All positions were declared vacant.

PRESIDENT: Tony Pettigrew

VICE PRESIDENT: Nello Mafodda

SECRETARY: Pat Douglas

TREASURER: Bill Allen

COMMITTEE MEMBERS (6): Ed Bartosh nominated that we have 6 committee members. All agreed.
Colin Brown, Rex Hall, Ken McDonald, Hans Pedersen, Frank Sawyer, Andrew Swann

Web Master: Ed Bartosh

Magazine Editor: Mike Allfrey

Assistant Editor: Rick Lloyd

Membership Secretary: Gordon Lindner

Merchandise: Maxine Pettigrew

GENERAL BUSINESS **Coming events:–**

February 22nd – RACV Classic Showcase

March 1st – Bryan & Anne Tootell have taken on this event as Marj is getting over an operation.

Barry Coates asked if an analysis could be done as to where our members live with the option of having one of the luncheon meetings nearer to where he lives.

NEXT MEETING: Date and venue to be advised.

MEETING CLOSED: 2.45 pm.

Pat Douglas – Secretary..

TOWING HITCH SAFETY CHAIN SHACKLES

Introduction: At our club's Annual General Meeting, an article written by Rick Cove (Dandenong Valley Historic Vehicle Club) was handed in by Judy Birkett. The article below has enhancements from the Internet, in the form of three tables that explain the requirements for D-Shackles as applied to towing of trailers in Victoria. There is also a photograph of a D-Shackle, that shackle does not meet any of the requirements, but it shows that the pin is of a greater diameter than the shanks of the actual 'D' section. Acknowledgement is also due to the MG Car Club and the Veteran, Vintage and Classic Club Bendigo, both of these clubs having been sources for Rick's article.

The Victorian Police have found another money raiser. A \$235.00 fine and 3 demerit points if you do not have 'Load Rated 'D' Shackles fitted to the chains from your vehicle to your towed vehicle. They are also checking the chains, tow ball weight and towing capacity of the tow vehicle and the towbar.

Right: Illustration of a D-Shackle, where 'A' is the pin's shank diameter (12.0 mm), and 'B' the shackle's working diameter (11.0 mm). The sample was taken from a near-new engine crane and has no markings at all – the example shown is not suitable for towing.

If your vehicle is listed as able to tow 2.5 tonnes and your towbar is listed at 1.5 tonnes then 1.5 tonnes is all you are legally able to tow. If the weight on the tow ball exceeds the manufacturer's towbar rating, you will have to unhook and go and get a tow vehicle of the correct towing capacity. This was seen in Bairnsdale over the past few weeks. It would muck up your holiday a bit.

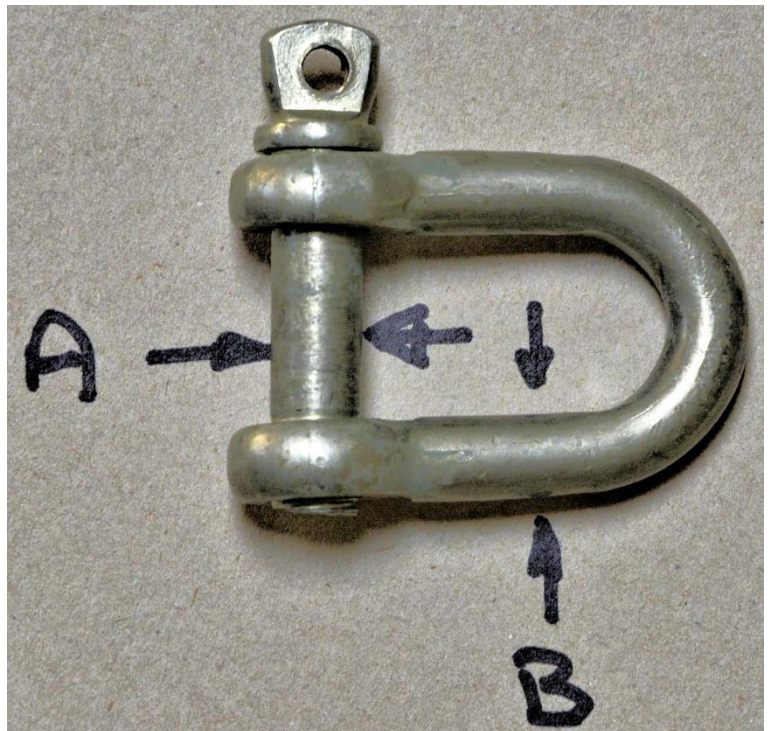
There is a certain formula for the size, fitting and type of chains as well (all in Australian Design Rules 62101). ADR62/01 also states that if you have two chains, they must be crossed over to stop the drawbar from contacting the ground in the event of a failure. The chains must also be short enough to stop the drawbar from contacting the road. D-rated Shackles have different colours for different ratings, yellow up to 2 tonnes etc. They are available from bearing shops etc.

D-rated Shackles have different colours for different ratings, yellow up to 2 tonnes etc. They are available from bearing shops etc.

Interpretation of the Australian Design Rules is that if a shackle is used to attach the safety chain to the tow hitch it must have at least the same load capacity as the chain, i.e. if the chain is 3000 kg load capacity, then a 3 tonne shackle must be used, see www.goseeaustralia.com.au/ (search site for shackle to read the Feb 2013 article).

In South Australia, "It is the view of SAPOL to strongly urge the public to make the change to a rated D-shackle for peace of mind when towing and as part of a positive outlook on road safety". "As part of the SAPOL Road Safety Section we will continue to promote rated D-shackles to the public as a road safety measure." "In SA it is not an offence to have a non-rated D-shackle connecting the safety chains to a motor vehicle", Senior Constable First Class Paul Bryant said.

It is recommended that if shackles are used, then they comply with AS 2741-2002 'Shackles' These shall be legibly and permanently marked with the following information:



- The manufacturer's name or trademark, Quality grade of the shackle, e.g. ("M" or "4", "S" or "6"),
- Working Load Limit (WLL) or Rating; Identification marking to correlate shackle to test certificate.
- Table shows Safety Chain Shackle Matrix (Guide only).

Notes: Generally, the break load limit of a rated shackle will be six times greater than its work load limit. The Pin diameter of shackle will be greater than the diameter of the main shackle body.

- Same size shackles of different quality grades will have a different WLL (i.e. 6 mm 'S' grade shackle has a greater WLL than a 6 mm 'M' grade shackle).
- Stainless steel shackles are unsuitable for trailer use due to the material's general low resistance to bending stresses.
- 'S' or '6' grade D-shackles bear similar characteristics to 'S' or '6' grade bow shackles.
- Bow shackles provide for greater angular usage compared with D-shackles.
- Rated bolts, chain shackles or other suitable fittings (i.e. hammerlocks) may be used as devices for connection on safety chains providing the break load limit of the device is at least 1.5 times greater than the ATM of the trailer.

I have not been able to locate anything on the VicRoads website regarding which shackles to use, nor anywhere in the Act (doesn't mean that it's not there), but I think that they are acting under the Australian Design Rules (see ADR62/01) and Australian Standards (AS-2741-2002) which lists chain regulations from under 750 kg up to large semis and 'EV' doubles (VSB-1).

Table 1. For Trailers With An ATM* Up To 3,500 kg

ATM (kg)	Minimum Chain Link Diameter (mm)	Rating (kg)	Number of Chains (minimum)	Marking (1.5 mm for chains \leq 8.0 mm) (2.0 mm for chains \geq 8.0 mm)	Minimum Marking Frequency (Link)
0 to 1,000	6.3	1,000	1	4177-10	4 th
Up to 1,600	8.0	1,600	1	4177-16	4 th
Up to 2,500	10.0	2,500	1	4177-25	4 th
Up to 3,500	13.0	3,500	2	4177-35	4 th

Table 2. For Trailers Over 3,500 kg ATM

Up to 4,500	6.0	4,607**	2	(Manufacturer's Mark) 'T', '8', '80' or '800'	20 th or 1 m
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* ATM Is the total mass of the trailer when carrying the maximum load recommended by the trailer manufacturer.

** Break Load in kg.

Table 3. Safety Chain Shackle Matrix (Guide Only)

Diameter (mm)	WLL (kg) (Working Load Limit)	Quality Grade Marking	Diameter (mm)	WLL (kg)	Quality Grade Marking
6	250 500	'M' or '4' 'S' or '6'	16	1,500 3,200	'M' or '4' 'S' or '6'
8	750	'S' or '6'	19	2,000 4,700	'M' or '4' 'S' or '6'
10	500 1,000	'M' or '4' 'S' or '6'	22	3,000 6,500	'M' or '4' 'S' or '6'
11	1,500	'S' or '6'	25	3,800 6,500	'M' or '4' 'S' or '6'
			26	3,800 8,500	'M' or '4' 'S' or '6'
13	750 2,000	'M' or '4' 'S' or '6'	29	5,000 9,500	'M' or '4' 'S' or '6'

Note: Pin diameter will be greater than the diameter of the shackle material. Same size shackles of different quality grades will have a different Working Load Limits (WLL) – i.e. 6 mm 'S' grade shackle has a greater WLL than a 6 mm 'M' grade shackle.

We will let you know when we find out anything. If you find out anything, then please let me know ASAP. Please ask questions from the authorities before you hook up and head off.

Rated D-Shackles and Towing Chains Update

The shackle that is used has to be rated at the same as the gross weight of the trailer. If the trailer is rated to 2 tonnes gross, then the shackle should be two-tonnes rated. The gross weight of a light trailer is equal to the unladen mass (or weight) of the towing vehicle (usually on the compliance plate).

Another way to check is to add up the maximum carrying weight of each tyre then the total weight capacity of the tyres is the maximum load of the trailer. The legal weight is then the lower of these two (the total tyre weight or the unladen towing vehicle weight). The maximum weight to be towed by the vehicle is the maximum (gross) weight as found in the vehicle's handbook. If the load is too heavy then there is a weight penalty (the weight is over the shackle's limit). Simply buy the correct shackle to keep the Authorities happy.

The drawbar of the trailer should be prevented from hitting the ground if the coupling accidentally detaches. It is not compulsory to cross the chains but it is recommended.

If the shackle doesn't comply with the Standards-code 2143, the penalty is \$361.00 and no points are imposed, or Section 163 – over-weight limits. Small breaches \$220.00, minor over 5% over limit \$287.00, moderate over 10%, \$570.00 and severe over 15% about \$1,450.00. Anything else goes to court. www.austlii.edu.au

With the old 6 ft. x 4 ft. trailer and other single axle trailers, nothing is allowed to hang over the rear. A common misconception is that you can have stuff hanging off the back with a red rag or similar. Overhang of the front of the trailer is fine, but not the back.

Article written by Rick Cove – Dandenong Valley Historic Car Club.

Sent in by Judy Birkett.

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
Graham de Jong	Jaguar	Mk II	1967
	Jaguar	XJ-12	1989
	Jaguar	S-Type	2006
Kimberley Rae & Marti Ahern	MG	B	1970

Gordon Lindner – Membership Secretary.

RACV GREAT AUSTRALIAN RALLY

Acknowledgement of Cheque Presentation – Tuesday 3rd March, 2015

During a ceremony at RACV City Club, there was the presentation of a cheque for \$70,000, being the funds raised for our associates at Peter Mac at the RACV Great Australian Rally. Jennifer Doubell responded to our presentation with this acceptance response:

Well! What an amazing contribution to Peter Mac's work! On behalf of Professor Stephen Fox, and all of us at Peter Mac, I would like to thank you for your generosity, and to congratulate you on what was a tremendous event.

I know that organising an event as large as the RACV Great Australian Rally takes immense passion, dedication, and effort. I'm thrilled to have the opportunity to be here with you today to celebrate yet another fantastic event.

When the late Frank Douglas, past President of the All British Classics Car Club, set out to organise that first rally from Melbourne to Mornington in 1990, I'm sure he had no idea that we would be standing here – a quarter of a century later – celebrating what has become such a powerful force in the fight against cancer. Your decision to honour Frank's memory by raising funds for Peter Mac has resulted in a wonderful contribution to cancer research. The RACV Great Australian Rally has grown to become Peter Mac's largest annual community fundraising event, and throughout the many years of partnership, we have together achieved extraordinary things.

As you know, we use the funds raised by the RACV Great Australian Rally to provide some of the world's best cancer researchers with the cutting-edge technologies and specialised resources needed to discover cancer cures. More than



400 laboratory researchers benefit from the funds you raise. Your work enables a diverse range of research projects, and helps fight all cancer types and today, I'd like to tell you about just one of those exciting projects.

Cancer is a genetic disease caused by mutations that are either inherited or acquired during life. Because of this, understanding a patient's genetic information can help improve that patient's chance of survival, and reduce the side effects of their treatment.

The Clinical Cancer Genomics Program, which is led by Professor Stephen Fox, is an integrated program, which links a patient's clinical and genetic information to guide the delivery of more effective therapeutic options. The program combines targeted cancer gene sequencing with the expertise of pathologists, scientists and bioinformaticians, and involves the development of Peter Mac's own software program to convert complex genetic data into useful clinical information.

Through the fully-automated program, clinicians will receive detailed information on any genetic defects present within an individual patient's tumour — including genetic mutations for which treatment options are currently available or accessible through clinical trials. This enables faster delivery of results to clinicians and their patients, or faster implementation of management strategies for people at higher risk of developing cancer.

Your support is helping to ensure this program can be fully realised, and when it is, it will help arm clinicians with the best available information to treat patients' cancers. We believe the Clinical Cancer Genomics Program will result in improved diagnosis, reduced treatment side effects and increased survival, and what we already know is that it simply would not be possible without the support of people like you. This is just one of the many exciting advances that the

team at the RACV Great Australian Rally is helping to make possible, so I hope that each of you will accept our sincere thanks for all that you are helping to achieve.

Left: Tony Pettigrew (ABCCC), Jennifer Doubell, Professor Stephen Fox (Peter Mac), Colin Brown (ABCCC).

I would like to take a moment to highlight the contributions of Kevin White, RACV President and Chairman; Daryl Meek, also from RACV; Tony Pettigrew, All British Classics Car Club President; and Colin Brown, who is a skilled rally organiser. I would also like to acknowledge the wonderful contributions of volunteers from All British Classics Car Club and RACV, and from the Rotary Clubs of Keilor East and Waverley. Thank you for taking action to help fight cancer.

Your ongoing commitment to our work is so highly valued by all of us at Peter Mac, and your success is a reflection of

both your skill and your dedication. I thank you most sincerely for your generous support.

*Jennifer Doubell – Executive Director,
Peter MacCallum Cancer Foundation and Campaign Director.*

AOMC NEWS

Great News!

The 2015 Shannons American Motoring Show, scheduled for 19th April, 2015, is returning to Flemington.

AOMC Delegates' Meeting Dates

For your diary – the Delegates' Meetings are generally held on the third Mondays of February, May, August and November of each year. The remaining dates for 2015 are as follows:

May 15 th , 2015	Delegates' Meeting
August 17 th , 2015	Delegates' Meeting
November 16 th , 2015	Delegates' Meeting and Annual General Meeting

All meetings for these dates will be held at the Chevrolet Car Club Rooms at 1/3 Edgecombe Court Moorabbin (Melway Map 78; Ref: B7). Meetings begin at 7:30 pm and feature a guest speaker. Visitors from clubs are welcome to attend.

AOMC GUEST SPEAKER – Monday 16th February, 2015

At the February AOMC Delegates' Meeting, the guest speaker was Ron Mays, from the Ron Mays Welding Advice Company, who very explicitly explained welding techniques and the causes of weld failures. Ron did this most effectively, once the computer settled down to project the correct image on screen in time with his script, by using examples of large construction site weld failures – using major road projects and bridges as explicit examples.

Such weld failure examples were sobering examples about what could happen, on a much smaller scale, with unskilled welding techniques during a vehicle's restoration. Ron went on to describe how critical welding can be with regard to joints in tubular weld projects that can undergo expansion and contraction during the weld's normal working cycle, i.e. in our case, for an exhaust system's tubing. Then butt welds and fillet welds were described with particular attention to weld penetration characteristics of a butt weld, which is the easiest to inspect visually, after the weld has been completed. Ron went on to describe how pre-heating the parent metal (steel) prior to the weld process, helps slow the

cooling rate and encourages hydrogen diffusion, and, then using slowing of the cooling rate to reduce the risk of hard brittle structures and hydrogen cracking of the weld.

Very likely, the two most common weld types that are used during a vehicle's restoration are butt and fillet welds, examples of these welds are shown below:

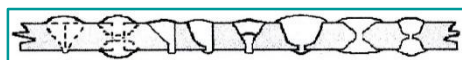


Figure 1. Typical Butt Welds

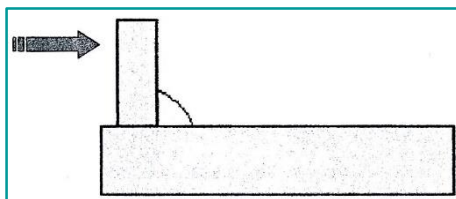


Figure 2. A Fillet Weld

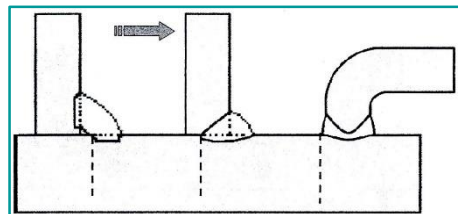


Figure 3. Fillet Weld Types

The diagrams above are from Ron's presentation – our thanks for their use. In *Figure 1*, at left is shown a section through a butt weld joining two pieces of metal plate together, without any preparation, but relying on the welding technique to penetrate through the metal thickness. The thinner the metal, the easier to achieve ideal penetration, however greater care is required for setting up the welding process. Still referring to *Figure 1.*, the second example shows that the pieces of plate to be joined have a gap between them, that is usually a bit less than half the thickness of the plate to be joined. This section shows that one welding pass has been laid on each side of the metal pieces being joined. The third example shows a not very good weld section, the plate was bevelled on one face only and there is no sign of weld penetration. The fourth example, again shows that the left hand side of the plate has been bevelled and the welding technique here reveals that penetration has only happened at the LHS of the joint. The fifth example shows both plates having been bevelled and the weld having been laid down in two separate passes. This technique can work well, with the proviso that the second pass is laid over clean metal and no flux slag is present. The sixth example shows a single pass weld where both plates have been bevelled and penetration is satisfactory. The seventh example shows a double bevel preparation for weld passes on both sides of the joint. The eighth, and final, example shows only a small gap between the plates as preparation, again, there have been two passes, one on each side of the joint – however, a small gap can be seen between the welds. Not very good, especially where high strength is required.

Figure 2. shows a fillet weld in its simplest form, the laid weld-metal is triangular in shape and lies outside the planes of the metal surfaces. In this illustration it can be seen that a force, applied at and in the direction of, the arrow would either break or bend the weld with ease. Because, in this illustration there is no evidence of weld penetration into the two pieces of metal, weld breakage would most likely occur.

Figure 3. shows at left, a fillet weld that has penetrated well into the two plates, still not very strong and the bend position is indicated by its vertical dotted line. This is a much better situation than the example shown in *Figure 2*. The second example, shows that the vertical plate has been half-bevelled in preparation for welding. This is a stronger weld that can resist a bending force in a better way than the weld at its left. The third example shows the joint with fillet welds at both sides, and illustrates that the parent metal will bend when a force is applied as shown. Again the dotted vertical line below illustrates this characteristic. *To be continued . . .*

Mike Allfrey – AOMC Delegate.

1964 MODELS – ALVIS TE.21 3-LITRE SERIES III

Four Headlamps – 13.5 Per Cent More Power

Price – Saloon: Basic £2,295, Total Incl. Purchase Tax £2,773 13s. 9d.

Price – Drop-head Coupé: Basic £2,495, Total Incl. Purchase Tax £3,015 7s. 1d.

Extras Incl. Purchase Tax: Automatic Transmission £114 15s. 10d.

Wire Wheels £30 4s. 2d.

Radio £40 18s. 10d.

The particular appeal of the Alvis Park Ward saloon lies in the fact that it is one of the few remaining coach built cars – coach built in the sense that it is put together by skilled and meticulous craftsmen, with an attention to detail and finish that cannot be contemplated on a production line. All this, of course, accounts for the fact that the price is fairly high.

Only modest changes have been made to the car for this year; in the sphere of styling – if such a word can be used in connection with the products of the coachbuilders' art – there is a radical departure from previous models in that a four-headlamp system has been introduced. This has called for a slightly higher wing-line, and each pair of Lucas 5.75 in. dia. sealed-beam lamps is mounted vertically in plated surrounds.

The extra headlamps replace the pair of long-range driving lamps previously fitted; redesigned, horizontal air intakes break up the otherwise plain and extensive panels between the new lamp clusters and the traditional grille. An



improvement has been made to the appearance at the back by turning-under the lower edges of the wing valances to line up with the curvature of the door sills.

Perhaps the most noteworthy improvement is a 13.5 per cent increase in power output, from 115 b.h.p. at 4,000 r.p.m. to 130 at 5,000. It is expected that this will give the new car a true top speed of 110 m.p.h. This extra power results from an increase of 2 mm in the diameter of the exhaust and inlet valves, and redesigning of the dual exhaust manifolds into a 'bunch of bananas' form; in addition, the diameter of the pipes has been increased from 1.125 in. to 1.75 in. The sturdy seven-bearing crankshaft is well able to absorb the increased engine speed, and the torque, which shows an improvement right through the speed range. Maximum torque occurs at 3,250 r.p.m., the same as on the Series II engine, but is increased from 156 to 172 lb.ft. In spite of the extra power, however, specific consumption (pints per b.h.p. per hour) has been reduced, which points to an increase in engine efficiency; a Borg and Beck diaphragm-spring clutch replaces the older type.

Inside the car there are detail changes. A folding central armrest has been fitted to the back seat; ashtrays have been removed from their rather inaccessible position on the door trim pads, and let into the fascia rail; and minor controls and switches have been regrouped on the fascia, so that they are in a more logical order. The cigar-lighter is now to the left of the switches and the starter, ignition switch, and choke control on the right-hand side of the steering column. The spare wheel tray, difficult to lower on the Series II cars, is now secured by over-centre lifting levers inside the boot and is far easier and more convenient to operate.

Finally, modifications have been made to the steering box that result in lighter steering, a welcome improvement, since the steering on the TD-series was undoubtedly heavy. Unfortunately, engineering changes in conjunction with increased labour costs in the Coventry area have resulted in a price increase of £200 on the basic cost of the saloon and convertible.

Brief Specification

Engine (front-mounted, water-cooled)

No. of cylinders	6	Bore	84 mm (3.30 in.)
Stroke	90 mm (3.54 in.)	Displacement	2,993 c.c. (182.5 cu. in.)
Valve operation	Overhead, pushrods and rockers	Compression ratio	8.5 to 1
Max b.h.p. (net)	130 at 5,000 r.p.m.	Max b.m.e.p.(net)	142 p.s.i. at 3,250 r.p.m.
Max torque (net)	172 lb. ft. at 3,250 r.p.m.	Carburettors	Twin S.U.
Fuel pump	AC-Delco, mechanical	Tank capacity	14.3 Imp. gallons (65 litres) (plus one-gallon reserve)
Oil filter	Tecalemit, full flow	Cooling system	Pump, fan and thermostat
Battery	12-volt, 51 amp. hr.		

From Autocar – With Thanks.

EVENT REPORTS

WHAT WE HAVE BEEN DOING

RUN TO TOOBORAC HOTEL FOR LUNCH – Sunday 1st March, 2015

After a wild-weather night, over 30 participants arrived for refreshments and a natter before heading off to the Tooborac Hotel for lunch. It was great to see the Peppers at the scene and now look forward to 'Marshall Marge' being on deck for the upcoming 'RACV Fly the Flag'.

Right: Morning refreshments prior to setting for Tooborac.

An easier, more direct run was adopted to ensure the chance of fallen trees etc. would be avoided.

On arrival at the Tooborac Pub, where we were joined by nearby country members and also new members. There were members from other Clubs dining there also (including a Motorcycle Bunch) which led to good natured banter between the groups. This of course was encouraged by our 'jovial' President Tony Pettigrew. We all enjoyed a sumptuous Lunch which included delicious Homemade Pies, the favourite being 'Lamb and Shiraz' which went down very well. The day was a catch for all those going on the Fly The Flag Tour and also those who won't be able to participate.



Anne and Bryan Tootell.

THE COMO GARDENS OPEN WEEKEND – Saturday 18th and Sunday 19th April, 2015

An ABCCC Assist Event



Over the years, our club has provided assistance with the running of this very popular event which is in aid of the Knox SES branch and St. John Ambulance Brigade, both most worthy causes. This year, the Como Open Garden weekend does not clash with the RACV Classic Showcase, and that means

that we can give a good level of assistance to George and Pat Hetrel with their fund raising garden days at Como Gardens. For the car parking assistance on both days, contact Bill Allen on (03) 9846 2323. See details on Pages 13 and 14.

Pat And George Hetrel.

POINT NEPEAN RUN – Sunday 26th April, 2014

The Point Nepean Run is a picnic day, as there are NO facilities in the Park (other than a toilet block and Ice Cream shop at the Quarantine Station. It is proposed we will meet for refreshment at Buckley's Chance Café, 174 Ocean Beach Road, Sorrento (at the Old Melbourne Road roundabout, Melway Map 167; Ref: A8) at 10:30 am, (allow around 1.5 hours to reach Sorrento from Melbourne) and will then proceed to the National Park around 11:00 am.

On arrival at the Quarantine Station, there are several buildings open for inspection and great views over the Bay. We will then have our get together for lunch allowing plenty of time to pack up, use toilet etc., in time to catch the 1.30 pm bus to the Fort. This is 5 kilometres from the Quarantine station, so is too far to walk. Bus cost is \$10/head and must be pre-booked and paid for, so all Members who nominate to attend will be charged whether you attend or not. The earlier you advise us of your participation, the more chance you have of being on this bus. Once booked out you will be directed to a later bus. At least an hour should be allowed to look over the Fort precinct. The bus departs the Fort at 2.45 – 3.15 –and 4.00 pm. From the Quarantine Station this should allow ample time to return to Melbourne at a reasonable hour.

We look forward to your Company, and HOPE for reasonable weather on the day. To book, telephone Anne and Bryan Tootell on 0412 549 906 or, E-mail annbry@optusnet.com.

Anne and Bryan Tootell.

THE 2015 BMS RUN – Sunday 31st May, 2015

Join us for a leisurely coastal run. We will start from Caldermeade Farm, 4385 South Gippsland Highway, Caldermeade, between Tooradin and Lang Lang. As this will also be our morning tea stop, we suggest you arrive from 9:00 am, if you would like tea/coffee/scones.

We will be leaving at 10:00 am to drive to a newly opened cheese factory. The owners will prepare a cheese tasting and talk, costing \$5.00 per person, however there will be 10% discount on any cheese purchased. Please bring a cooler bag to keep your purchases cold. After this, we will visit two more 'fascinating outlets', before we proceed to our lunch venue. Because the number participating in the run are essential for catering purposes, and if you are able to join us, please contact Karen McDonald on 0409 028 534 before Sunday 24th May, to book in for the BMS Run.

Another memorable outing promised, the BMS team, Judy, Geoff, Karen, Ken, Val and Frank.

Karen McDonald.

A SPACE FILLER

An elderly couple had dinner at another couple's house, and after eating, the wives left the table and went into the kitchen. The two gentlemen were talking, and one said, "Last night we went out to a new restaurant and it was really good. I would recommend it very highly."

The other man asked, "What is the name of the restaurant?"

The first man thought and thought and finally said, "What is the name of that flower you give to someone you love? You know . . . the one that's red and has thorns."

"Do you mean a rose?"

"Yes, that's the one", replied the man. He then turned towards the kitchen and yelled, "Rose, what's the name of that restaurant we went to last night?"

Colin Brown.

Little Billy and his Dad were down at the autocross watching the Spitfires zipping through the cones. Little Billy looks up to his Dad and says, "Dad, when I grow up, I want to be a Spitfire driver." His Dad looks down at him and says, "You can't do both, son."

Rick Lloyd

Rex's Big Day Out , Sunday 14th June 2015

HMAS Cerberus Museum



Hi ABCCC Members,

In this centenary year of the Gallipoli conflict during WW1, it is appropriate that we reflect on the sacrifices of our service men and women and in this respect we are indeed privileged to have been granted 'permission to come on board HMAS CERBERUS – Museum' on Sunday 14th June, 2015.

Make your way down to HMAS CERBERUS and meet along South Beach Road, Bittern (Melway Map 194; Ref: D1), which is the main security entry to the Naval Base entrance at 9.45am for a group entry through the Security check points. We will park our cars in the area adjoining the Museum building and proceed to our morning tea provided by the Museum. The cost of entry to the Museum and for morning tea is by donation of \$5.00 per person.

Following our Museum visit, we will proceed to our lunch venue close by.

The Museum is located within the secure area of HMAS CERBERUS Naval Base and as you would be aware, security is paramount to ensure safety to personnel and property.

To facilitate efficient and timely entry through the security check point, we have been asked by the museum curator that participants attending provide details below at the time of accepting this "come on board" invitation:

1. Photo ID of the driver and passenger/s; and
2. The car model and registration number of the vehicle to be taken.

The Museum Curator will be provided with that information and have security lanyards prepared and issued at our meeting point on South Beach Road on Sunday, 14th June at 9:45 am in order to gain quick entry without the need to go through the usual prolonged security check process.

Please let Rex or Deanna know of your intention to come on this very special visit in this Centenary year of the Gallipoli conflict on E-mail rah41579@bigpond.net.au – Mobiles – Rex 0408303129 – Deanna 0408520729. Please note that the close off date for 'Rex's Big Day Out' is 31st May.

Don't forget you will need to provide Photo ID and Registration number of the car you will be taking at time of accepting!

Kind regards – Rex and Deanna

A GET WELL SOON MESSAGE

Recently, Val Jeffereyes had a spell in hospital for surgery on a broken shoulder bone. We trust that all is going well for you Val and we all look forward to seeing you on a club run again soon.

The Membership.



With Assistance From The All British Classics Car Club Inc.

Please note that the Como Gardens Open Weekend is on again. Make sure that you mark your calendar for 18th and 19th April, 2015 for this special event. You can join us as volunteer helpers on either day, or, simply come along as an interested visitor. Como Gardens are at 79 The Basin-Olinda Rd, The Basin, Melway Map 65, Ref: K8.

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

March, 2015

Fellowship, Friendship – That's Your ABCCC

Page 13 of 14

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

If you wish to help, please contact George Hetrel on (03) 9761 1341. Also, visit: www.comogardens.com.au

The ABCCC asks you to join in and help, for one day will be enough, but please let George know that you will be there to help and which task you can assist with. For our car parking assistance roster, please call Bill Allen on telephone number (03) 9846 2323 to arrange your spell of parking help. Morning and afternoon tea along with a sausage sizzle lunch will be provided to those who help with this very special cause.



On Saturday and Sunday the gardens are open to the general public, raising funds for St. John Ambulance and the Knox SES. This is a great weekend, something for everyone. Train rides, George's car museum is boasting in caring for the oldest car in Australia an 1891 Panhard et Levassor, beautifully restored and in running order, don't miss out on seeing this little beauty. There will also be shows and displays from the local Dog Club. Ross Gorden our resident ventriloquist never fails to keep the children enthralled and Hans with his barrel organ gets the kids singing along. At the gate, there will be special giveaways from the RACV. We are very proud to have Toshi Sakamoto, a wadaiko performer (Japanese Drumming and his students perform for us again. For the youngsters, there will be Peter Pan In The Woodlands – another favourite. It will certainly be a full weekend of interesting activities for families.

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

Pat and George Hetrel.



AT DOCKLANDS – November 29th, 2015



This will be a static display. BYO lunch or eat at any of the nearby eateries.

The James Squire Restaurant is directly behind our display.

Triumph and invited British Marques to arrive between 10.00 and 11.00am, departure by 3.00 pm. Presentation for (Triumph Car Club of Victoria) Show 'n Shine 1.30 pm.

Entry fee \$20 per car, strictly on behalf of Berry Street for Kids at, www.berrystreet.org.au

Please arrive via Pearl River Road, Melway Map 43; Ref: B8. Please follow marshals' directions, Please Note: DRIP TRAYS at the display venue are essential.

Gate prize provided by supporter Caulfield Jag Service, and all cars will be eligible for the car of the show award.

Information in the first instance: Chris Sallmann, csallmann@bigpond.com, or, Peter Welten – Events Co-coordinator, TCCV, peter.welten@dhs.vic.gov.au

