



**All British Classics Car Club Vic. Inc.**  
**A Friendly Family Social Motoring Club**

Edition N<sup>o</sup>. 188

October, 2015

**Your ABCCC News**

**LARA, SERENDIP SANCTUARY, YOU YANG HILLS VISIT**



*In blessed sunshine with dappled shade at the You Yang Hills picnic area, a group of fine British classic motor cars, with probably one or two exceptions. In the background are club members doing what our club does well!*

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

[www.facebook.com/AllBritishClassicsCarClub](http://www.facebook.com/AllBritishClassicsCarClub)



**Associations Incorporation**  
**Registered Number: A0035462V**



## THE ALL BRITISH CLASSICS CAR CLUB VIC. INC. – YOUR COMMITTEE

<b>Executive Committee</b>	<b>Name</b>	<b>Telephone</b>	<b>E-mail</b>
<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	
<b>Committee Positions</b>	<b>Name</b>	<b>Telephone</b>	<b>E-mail</b>
<b>Membership Secretary</b>	Gordon Lindner	0418 540 920	
<b>AOMC Delegate</b>	Michael Allfrey	(03) 9729 1480	<a href="mailto:michael.allfrey@bigpond.com">michael.allfrey@bigpond.com</a>
<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>Web Master</b>	Ed Bartosh	(03) 9739 1879	
<b>Club Events Registrar</b>	Sue Allfrey	(03) 9729 1480	<a href="mailto:sue.allfrey@bigpond.com">sue.allfrey@bigpond.com</a>
<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>	Rex Hall	(03) 9795 7669	
<b>Committee Member</b>	Andrew Swann	(03) 9740 9225	
<b>Committee Member</b>	Hans Pedersen	(03) 9894 0340	
<b>Magazine Editor</b>	Michael Allfrey	(03) 9729 1480	<a href="mailto:michael.allfrey@bigpond.com">michael.allfrey@bigpond.com</a>
<b>Editor's Assistant</b>	Rick Lloyd	(03) 9830 1752	<a href="mailto:lloydgri@gmail.com">lloydgri@gmail.com</a>
<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>			
<b>The Federation of Veteran, Vintage and Classic Car Clubs Website:</b> <a href="http://www.federation.asn.au/">http://www.federation.asn.au/</a>			

### CONTACTING THE ABCCC VIC. INC.

On The Web <http://www.abccc.com.au>  
 On Facebook [www.facebook.com/AllBritishClassicsCarClub](http://www.facebook.com/AllBritishClassicsCarClub)  
 Postal Address PO Box 201, Chirnside Park, Victoria, 3116.

### CLUB INFORMATION

Visit the club's Website for information about how club matters are conducted. This Website also features information about how the Victorian Club Permit Scheme (VCPS) is conducted by the All British Classics Car Club Vic. Inc.

Our club does have one specific rule – for those motor cars operating on the Victorian Club Permit Scheme (VCPS), using the auspices of the All British Classics Car Club Vic. Inc. for that scheme, their owners must attend a minimum of three club events each year. Failure to respect this rule will result in the VCPS renewal as being void.

### MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Vic. Inc. is \$45.00 per annum. This subscription fee also includes the club member's partner. In addition to that, there is a once-only \$30.00 joining fee. Please address membership enquiries to: Gordon Lindner, 9 Hagen Drive, Berwick, Victoria, 3806. Telephone No. 0418 540 920.

**Note: Membership subscriptions are due before the end of December each year.**

**The All British Classics Car Club Vic. Inc. was founded by the late Frank E Douglas**

↻ on 19<sup>th</sup> September, 1997 ↻

#### LIFE MEMBERS

The ABCCC Vic. Inc. is proud to grant Life Membership to those who provide exceptional service to our club.

Current Life Members are: Pat J Douglas, Ross Wolstenholme

## 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>

### October 2015

Saturday 17<sup>th</sup> & Sunday 18<sup>th</sup> Como Gardens Open Weekend – An ABCCC Supported Event George Hetrel (03) 9761 1341  
29 Basin-Olinda Road, The Basin, Victoria. (Melway Map 65; Ref: J8) Bill Allen (03) 9846 2323

### November 2015

Tuesday 3<sup>rd</sup> Melbourne Cup Day At Yarra Glen – An ABCCC Event Colin Brown (03) 5964 9291  
Venue – Yarra Valley Racecourse, Armstrong Grove, Yarra Glen (Melway Map 275; Ref: B1)

**Saturday 7<sup>th</sup>** 2016 ABCCC Events Calendar Planning Meeting Tony Pettigrew (03) 9739 1146  
Venue – 16 Lawler Lane, Coldstream. Note: Only those planning to run an event should attend.

Friday 13<sup>th</sup> to Sunday 15<sup>th</sup> The ABCCC Indulgence Weekend – An ABCCC Event Peter McKiernan (03) 9787 6003  
Venues – Southern Ocean Coast Area

Sunday 29<sup>th</sup> Farm Tour – An ABCCC Event Greg Anglin (03) 9876 3293  
Cost – \$32.00 per person – Includes Farm Tour and Roast Style Lunch.  
Venue – Warrook Farm, Monomeith, near Koo Wee Rup.

### December 2015

Sunday 13<sup>th</sup> The ABCCC Christmas Lunch – The ABCCC End of Year Event. Maxine Pettigrew (03) 9739 1146  
Venue – Natalie's, 669 Maroondah Highway, Mitcham, Victoria.

### January 2016

Sunday 17<sup>th</sup> RACV Great Australian Rally – An ABCCC Major Event Colin Brown (03) 5964 9291

### March 2016

Sunday 13<sup>th</sup> to Saturday 19<sup>th</sup> 15<sup>th</sup> RACV Fly The Flag Tour – An ABCCC Major Event Tony Pettigrew (03) 9739 1146  
Exploring – The West.

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## EDITORIAL NOTES – Issue Number 188

Issue Number 187 turned out to be quite a disaster, and apologies are due for that. It was, most certainly, the modern editor's nightmare, attempting to select text from a previous issue of the magazine, and then pasting the selection into a new document created for the purpose of editing the text to update it for copying into the edition of *Your ABCCC News* that is being worked on. Sounds convenient, simple and foolproof, but in this instance, some text became a mixture that demanded careful proof-reading and some old dates (that had been altered in the editing document) returned into the current text. It was thought that a foolproof system had been devised, not so it seems! This time, it didn't, because the dates for last year's version of the Como Open Gardens' October event emerged in the September 2015 edition then being worked on. Why this strange phenomenon occurred is probably still shrouded in the mysteries that are Microsoft Word.

This state of affairs became even more puzzling, the annual Christmas luncheon booking form was also updated to the 2015 date and a new heading picture was inserted. Later, after printing the form so that our booking and payment could be sent in, the 2014 date appeared yet again. Basically, the September, and October, issues are direct descendants of the first issue of *Your ABCCC News* (Issue No. 65) that I created. Since that first issue, all editions have been '**Saved As**' new versions each month – even through three new computers and several computer repair activities. It is possible that there could well be a lingering thread in there at Issue 188!

My apologies to those who may have been thoroughly confused by my clumsy actions. It is still mystifying to me how the 'Articles For' document is still the corrected item. Apologies to Mary Cheng, Ed Bartosh and to Pat and George Hetrel as well. The incorrect date for our 2016 Calendar Meeting is very much simpler to explain – clumsy arthritic fingers and a spelling checker that still cannot even tell me if the date is incorrect!

To help resolve these issues, we are trying to create a new format, in an attempt to freshen up *Your ABCCC News*, see *Page 5* for details of how you can participate in this exciting development. Also, would our readers prefer the main text to appear in two columns? Some feedback on this would be appreciated.

In this issue, there is an article that arrived *via* one of the Rover E-mail groups, that discusses the effects of using modern engine coolant additives in older engines. The story applies to a Rolls Royce motor car, but it is very relevant with regard to other makes and models. The November issue of *Your ABCCC News* will feature a personal experience with engine coolant management, a most important subject.

We are now in the summer events season, so, lower those soft tops and get the full feeling of the freedom of our roads while motoring in your British classic motor vehicle. The Editorial Jupiter has been out a few times on sunny days recently, in an attempt to burn off some of its stale BP Ultimate. It is now possible to mix a 'shandy' with some fresh petrol that will hopefully stop a fair bit of spluttering in stop-start traffic conditions. Enjoy *Your ABCCC News*!

*Mike Allfrey – Editor.*

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# RACV GREAT AUSTRALIAN RALLY NEWS

## Some Changes That Will Be Taking Place

The All British Classics Car Club is pleased to welcome its members to the RACV Great Australian Rally which will be held on Sunday 17<sup>th</sup> January, 2016. This event raises much needed funds for our friends at the Peter MacCallum Cancer Centre. All proceeds from this rally are donated for research purposes only, and to date we have raised in excess of \$700,000. We sincerely thank the participating car and motoring clubs for their support over the years. The 2016 RACV Great Australian Rally will mark the 17<sup>th</sup> running of this major event.

### Collection Of Rally Bags

We ask that you note these changes, so that they are fully understood. You are free to copy this notice into another club's newsletter. Please provide due acknowledgement to the ABCCC Vic. Inc.

For the 2016 RACV Great Australian Rally, the popular rally bags will not be handed out at the rally's three start points. Rally entrants will be given a numbered ticket and rally bags can then be collected after arriving at the Mornington Racecourse display area. The collection area will be close to the Rally Administration marquee and bags will be issued to ticket holders only.

### Pay-On-The-Day Entrants – A Reminder



The organising committee put a great amount of time and effort into creating the RACV Great Australian Rally bags, sourcing the items that are placed within them, gathering and coordinating those items, filling the bags, storing and transporting them. All of this takes place after pre-booked entries for the rally have been received before the 9<sup>th</sup> January, 2016 rally pre-bookings close-off and the number of rally bags is thus determined.

Understandably, we cannot determine how many RACV Great Australian Rally entrants will elect to pay-on-the-day and that means that the policy is that such entrants do not receive an official rally bag. In addition to that, the rally entrance fee is greater than that for pre-booked entrants.

All of this is to foster the incidence of pre-booking for the RACV Great Australian Rally, to help make the organisation of the event easier by knowing how many will be present on the day.

In addition to the foregoing, those who elect to pay-on-the-day forfeit the opportunity of entering their vehicle for judging in the nominated categories.

### Rally Merchandise

The recently released 2016 RACV Great Australian Rally entry form features a wonderful selection of special rally merchandise. An appropriate grille badge has been struck and a limited quantity of these collector badges have been made. See an image of the badge at right.

In addition to the badge there are: a cloth patch badge, heritage short sleeved polo shirts in fit sizes for the ladies and for gentlemen, there is also a special rally cap along with the ever popular scarves in grey, white or camel colours.

Please be sure to make your choices from the entry form.

### Conclusion

RACV Great Australian Rally entry forms are available for download from:

[www.abccc.com.au](http://www.abccc.com.au)

It should be noted that all entries should be lodged by post to the address shown on the form, they cannot be handled electronically – yet.

We look forward to another record entry for the 2016 running of the RACV Great Australian Rally. We also look forward to presenting, on the participating clubs' behalf, another record amount of funds raised to the folk at Peter Mac. They really do appreciate our efforts.

*RACV Great Australian Rally Advisory Committee.*



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## AOMC NEWS

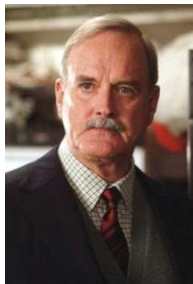
### AOMC Delegates' Meeting Dates

The next Delegates' Meeting will be held on November 16<sup>th</sup>, 2015, it is also the Annual General Meeting.

The meeting 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.

*Mike Alfrey – AOMC Delegate.*

## ALERTS TO THREATS IN 2014 EUROPE – From John Cleese



The English are feeling the pinch in relation to recent events in Syria and have therefore raised their security level from 'Miffed' to 'Peeved'. Soon, though, security levels may be raised yet again to 'Irritated' or even 'A Bit Cross'. The English have not been 'A Bit Cross' since the blitz in 1940 when tea supplies nearly ran out. Terrorists have been re-categorised from 'Tiresome' to 'A Bloody Nuisance'. The last time the British issued a 'Bloody Nuisance' warning level was in 1588, when threatened by the Spanish Armada.

The Scots have raised their threat level from 'Pissed Off' to 'Let's get the Bastards'. They don't have any other levels. This is the reason they have been used on the front line of the British army for the last 300 years.

The French government announced yesterday that it has raised its terror alert level from 'Run' to 'Hide'. The only two higher levels in France are 'Collaborate' and 'Surrender'. The rise was precipitated by a recent fire that destroyed France's white flag factory, effectively paralyzing the country's military capability.

Italy has increased the alert level from 'Shout Loudly and Excitedly' to 'Elaborate Military Posturing'. Two more levels remain: 'Ineffective Combat Operations' and 'Change Sides'.

The Germans have increased their alert state from 'Disdainful Arrogance' to 'Dress in Uniform and Sing Marching Songs'. They also have two higher levels: 'Invade a Neighbour' and 'Lose'.

Belgians, on the other hand, are all on holiday as usual; the only threat they are worried about is NATO pulling out of Brussels.

The Spanish are all excited to see their new submarines ready to deploy. These beautifully designed subs have glass bottoms so the new Spanish navy can get a really good look at the old Spanish navy.

Australia and New Zealand, meanwhile, have raised its security level from, 'No worries' to 'She'll be right, mate'. Two more escalation levels remain: 'Crikey! I think we'll need to cancel the barbie this weekend!', and 'The barbie is cancelled'. So far no situation has ever warranted use of the last final escalation level. Regards,

*John Cleese – British Writer, Actor and Tall Person.*

And, as a final thought – Greece is collapsing, the Iranians are getting aggressive, and Rome is in disarray. Welcome back to 430 BC.

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## 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
David and Margaret Knight	Morris	Mini (Van)	1965
Graeme and Barbara Love	Mercedes-Benz	380 SL	1985
Arthur and Jill Tuckett	Austin-Healey	100/6	1957

*Gordon Lindner – Membership Secretary.*

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## A NEW MIEN FOR YOUR ABCCC NEWS?

Our club is considering a revision of the front cover of *Your ABCCC News*, the current style gives some cause for concern when editing information and inserting the cover photo. The initial version was inherited when I was persuaded to take on the Editor's task in 2003, and I think some of it is Corel Draw-based, along with several past versions of MS Word – quite a crossbreed by now.

Essentially, we are calling for ideas/submissions from those in the ABCCC family who have creative leanings. There are some very definite criteria though, however, that could easily change at the next AGM where someone may well be inebriated enough to raise his/her hand to volunteer when the Magazine Editor's position is called for!

The front page criteria are as follows:

- The entire template must be in Microsoft Word 2013 or 2016.
- All text should be in one font that easily identifies our club. There can be different font sizes and colours.
- No vertical text please.
- All images should be of JPEG format. There should be space for a larger (180 mm wide) photograph.
- The 'header' should be set at 12.7 mm; the 'footer' should be set at 6.00 mm. Side margins should be set to 12.7 mm for both sides. These dimensions conform with the rest of *Your ABCCC News*.

The front cover page *must* carry the following text and illustrations:

- 'All British Classics Car Club Vic. Inc.'
- 'The Official Newsletter of'
- 'Edition No. XXX'

- 'Month'            'Year'
- 'YOUR ABCCC NEWS'
- 'Associations Incorporation Registered Number: A0035462V'
- The ABCCC Vic. Inc. badge that should be placed appropriately. Current size is 43 mm diameter.
- Spaces should be provided at lower left and right-hand corners for AOMC and Federation badges (logos) that are 30.00 mm wide, as shown on the front page of this issue. Quality badges are currently in the Editorial file.

Information about contacting the ABCCC Vic. Inc. (Post, Website and Facebook will be relocated to Page 2, beneath the Committee list. Also, on Page 2, will be information about current subscription rates and about joining our club. This relocation provides more creative room for you to let yourself loose on.

All of the foregoing may appear daunting, but the challenge is open to all ABCCC Vic. Inc. members, so, don your creative thinking caps and set to work. There will be a prize too! He/she who puts forward the selected entry for the year will feature in an acknowledgement and an appreciation note on the back page of each issue that has their front page employed! What a prize!

Entry close off is 6<sup>th</sup> December, 2015. Please send entries to [michael.allfrey@bigpond.com](mailto:michael.allfrey@bigpond.com) .

*Mike Allfrey – Editor.*

## **MAGIC . . . YOUR AGE BY CHOCOLATE MATHS**

Don't tell me your age; you'd probably lie anyway – but the Hershey Man will know!

### **Your Age By Chocolate Maths**

This is pretty neat.

**DON'T CHEAT BY SCROLLING DOWN FIRST!**

It takes less than a minute. Work this out as you read. Be sure you don't read the bottom until you've worked it out! This is not one of those waste of time things, it's fun.

1. First of all, pick the number of times a week that you would like to have chocolate (more than once but less than 10).
2. Multiply this number by 2 (just to be bold).
3. Add 5.
4. Multiply it by 50 – I'll wait while you get the calculator.
5. If you have already had your birthday this year add 1765. If you haven't, add 1764.
6. Now subtract the four digit year that you were born. You should have a three digit number. The first digit of this was your original number (i.e., how many times you want to have chocolate each week).

The next two numbers are – YOUR AGE! (Oh YES, it is!)

**This is the only year (2015) it will ever work, so spread it around while it lasts.**

*Greg Anglin.*

## **COOLANTS – THIS IS A WARNING TO ALL OWNERS**

***Coolants for All Motor Cars, with Special relevance to Cars with Wet Cylinder Liners Especially Rolls-Royce Phantom III, Silver Cloud II, III, SY and SZ Models.***

*Conclusions within this article are made with the reservation that they are my opinions only, that many statements relate purely to my own experiences, and that any remedial action taken by owners is at their own risk. Certain information has been withheld from the article for legal reasons.*

In July 2006 I serviced my Phantom III. The engine on this car had been totally rebuilt, by me, in 2003 and, following a complete restoration of the rest of the vehicle, it won First Prize in the PIII class at the Rolls-Royce Enthusiasts Club National in 2005. The point being that the whole vehicle is in 90+ point condition. The coolant was two years old and therefore ready for replacement. My local auto spares store, part of a national (UK) chain, was out of stock of the standard own-brand antifreeze but was fully stocked with their own-brand 'Advanced Coolant'. The information on the label quoted the usual compliance numbers, offered extended coolant life, better anti-corrosion protection and stated that the product was suitable for older engines. On that basis, following a cooling system flush, I decided to use the new coolant.

After about four weeks I noticed damp patches on the floor beneath the engine. Further investigation revealed that coolant was leeching from almost every possible joint: both radiator top hoses, both radiator bottom hoses, the Calorstat joint in the header tank, drain tap joint in the bottom tank plus the weep holes in the block. Tightening joints and hose clips had no effect. My bodily fluids started to threaten sympathetic reaction with the coolant.

The new coolant was drained-off, all hoses were replaced with new items and leaking gaskets replaced; obviously, the liner 'O' rings were left in situ pending further investigations. The engine was thoroughly flushed three times and the coolant replaced with a known standard anti-freeze from a different supplier. The result was that all of the coolant leaks stopped immediately. Unfortunately, after driving the car, there was evidence that minute amounts of oil had started to seep from at least three of the weep holes. Bearing in mind that this a concours' standard car, the result was not entirely satisfactory.

Cutting a very long story short, I spent five months attempting to get the retailers to provide technical information of any changes made to the formulation of the 'Advanced' coolant compared with their previous offering. This process went through the usual steps of stonewalling, denial, acknowledgement of changes, admission of known problems and culminated with them blaming me for using their product without the manufacturer's recommendation. At this point I escalated the problem and am now in discussions at Board level within the company, which is, in turn, making the manufacturer (one of GB's main producers) provide evidence of the product's suitability or otherwise.

It turns out that the 'Advanced' coolant is manufactured using an Organic Acid Technology (O.A.T.) corrosion inhibitor pack. The previous anti-freeze used an Inorganic Additive Technology (I.A.T.). Evidence supplied to the retailer by the manufacturer admits that the O.A.T. inhibited coolant is known to cause leak problems even in engines that do not use wet liners. The major fault with the inhibitor being that it attacks, amongst other things, silicone compounds. The most commonly used base compound for gasket sealants is silicone.

The immediate problem to the buying public is that the manufacturers and retailers are failing to disclose which inhibitor technology is being incorporated in their coolants/anti-freezes. Anybody replacing their coolant MUST investigate with the manufacturer which system is employed. It appears that O.A.T., and even H.O.A.T. (Hybrid O.A.T.), inhibited coolant can be supplied under the same national compliance standard codes as the earlier I.A.T. technology.

To date, the industry has overlooked the volume/number of old car users who may inadvertently buy their products and the potential risks that this consumption represents. In 2006 there was a survey conducted relating to the 'old car' movement and its contribution to the EU economy. In the UK this was co-ordinated by the Federation of British Historic Vehicle Clubs (FBHVC), which is an umbrella body, funded by all of the recognised auto clubs, to fight poorly drafted EU automotive regulations that may accidentally drive old cars off the road. The findings, for the UK alone, were that this business sector contributed £2-billion (say \$3.8-billion) to the UK economy alone. If the coolant manufacturers and retailers carelessly move to O.A.T. inhibitors without considering the ramifications on the old car sector they may find that class actions through the courts will damage their Balance Sheets as much as these products do our old engines.

#### **Update (Originally Drafted 13<sup>th</sup> September 2007)**

Well, folks, this has been a long time coming but the situation has eventually been resolved. For those who had the patience to follow this saga from its inception I can now give the definitive answer, which is:-

#### **Do not use O.A.T. inhibited coolant in your engine!**

I eventually had a meeting with the National Technical Manager of the O.A.T. coolant manufacturer. He was categorical in his statement that this 'technology' is inappropriate for use in any Rolls-Royce or Bentley engine other than the latest Bentley GT and Goodwood Phantom. NO 'IFS' and NO 'BUTS'!

Glossary of inhibitor terminology:-

I.A.T. = Inorganic Additive Technology

O.A.T. = Organic Acid Technology

H.O.A.T. = Hybrid Organic Acid Technology

The officially recommended coolant for R-R V8 engines is a 50/50 solution of water and ICI 007 / 400F antifreeze. The latter is still available from any Official Bentley Main Dealer – see <http://www.bentleymotors.com> for contact details.

#### **Changeover History:-**

##### **Car Manufacturers**

The major car manufacturers were looking for improved coolant performance with, amongst other needs, extended product life. Engine designs were changed, including new seals, sealants and gaskets being introduced on a model by model basis. The manufacturers started selectively to introduce O.A.T. coolants from about 1995 and virtually all engines manufactured since 2005 are now compliant with this technology.

##### **Coolant Manufacturers**

The primary impetus for the coolant manufacturers is to satisfy the needs of their main customers who are the car manufacturers. The secondary action is to then provide the after-market retailers with the same products so the market can continue to function. 'Old Cars', in the eyes of both are deemed to be vehicles up to about 12 years old, this being the national average vehicle life in both the USA and Europe.

No consideration is given to vehicles of a greater age. The decline in the retail sales of I.A.T. coolants is taken as an indication of falling demand despite the fact that the retailers are encouraged to promote H./O.A.T. coolant. General ignorance of the product differences has not been considered, whether this related to the DIY mechanic or non-franchise auto shop operatives. Unless specific demands are made, by owners of really old cars, I.A.T. coolants will soon be removed from the marketplace.

**Summary:-** The old car movement in Europe has, fortunately, organised a strong lobbying group as a defence against EU bureaucratic stupidity. The EU legislation drafting machine is constantly putting forward proposals that would inadvertently remove old cars from the road. Representation has stopped this by providing accurate data on the contribution that this group of people make to the various national economies.

When the coolant manufacturer's representative was presented with a copy of the 2005 report he was astounded, not least by the apparent lost opportunity.

#### **Result:-**

1. The coolant manufacturer has undertaken to change its own and its retailers' labelling to emphasise the unsuitability of O.A.T. in 'old cars'. At the same time it will clarify or reword its definition of 'old car'.

2. My issue was resolved without recourse the courts, thus depriving the legal profession of a small income.
3. My car has regained its continence.
4. The coolant manufacturer may actually start to market I.A.T. directly at the owners of those cars that need it.

**YOU HAVE BEEN WARNED!!!**

Republished January 2<sup>nd</sup> 2009 by <http://www.mechanical.info> (Note: Web Page not available)

With many thanks to, and for permission by, Stephe Boddice rhtv1.1

*By Stephe Boddice, September, 2007 – July, 2008.*

*Editor's Note: The foregoing is very true and we, as preservers of older vehicles need to be very much aware of the properties of engine coolant additives when we use them. Our thanks for this article, it is greatly appreciated.*

## **The Autocar® ROAD TESTS N<sup>o</sup>. 1666 – Aston-Martin MK III (Continued)**

### **DATA**

PRICE (basic), with saloon body, £2,050; British Purchase Tax £1,026 7s. Total (in Great Britain), £3,076 7s.

Extras – Overdrive £70 plus £35 Purchase Tax.

ENGINE: Capacity: 2,922 c.c. Number of cylinders: 6. Bore and stroke 83 x 90 mm (3.27 x 3.54 in). Valve gear: OHV. Compression ratio: 8.2 : 1. B.H.P.: (162 nett) at 5,500 r.p.m. (B.H.P. per ton laden 110.4). Torque: 180lb. ft. at 4,000 r.p.m. M.P.H. per 1,000 r.p.m. on top gear, 21.5. M.P.H. per 1,000 r.p.m. on overdrive, 28.4.

WEIGHT: (with 5 gallons fuel) 26½ cwt. Weight distribution (per cent) Front, 51.5, Rear, 48.5; Laden as tested, 29¼ cwt.; Lb per c.c. (laden) 1.1

BRAKES: Type, Girling, Front – disc, Rear – drum. Method of operation – hydraulic. Brake dimensions, Front 12 in. diameter disc, Rear 12 in. diameter, 1¾ in. wide drum. TYRES: 6.00-16 in. Pressures: (lb. sq. in.) Front – 26; Rear – 27 (normal).

SUSPENSION: Front, independent, trailing links, coil springs and anti-roll bar. Rear, live axle, parallel radius arms, coil springs and Panhard rod.

TANK CAPACITY: 15½ Imperial gallons. Oil sump, 16 pints. Cooling system, 24 pints.

TURNING CIRCLE: 35 ft. (L and R). Steering wheel turns (lock to lock) 2½. DIMENSIONS: Wheelbase 8 ft. 3 in. Track, front 4 ft. 6 in, rear 4ft. 6in. Length (overall) 14 ft. 3½ in. Height, 4 ft. 5 ½ in. Width, 5 ft. 5in. Ground clearance, 5¼ in. Frontal area, 17.5 sq. ft. (approximately).

ELECTRICAL SYSTEM: 12-volt; 51 amp.-hour battery. Headlights; double dip; 45-40 Watt bulbs.

### **PERFORMANCE TABLES**

<b>Acceleration (From Constant Speeds):</b>					
<b>Speed Range (M.P.H.)</b>	<b>Gear Ratios And Time In Seconds</b>				
	<b>*2.93 to 1</b>	<b>3.77 to 1</b>	<b>5.01 to 1</b>	<b>7.45 to 1</b>	<b>11.0 to 1</b>
10 – 30	–	–	6.1	3.8	2.5
20 – 40	–	7.3	5.6	3.8	2.7
30 – 50	–	7.4	5.7	3.5	–
40 – 60	–	8.1	6.4	3.9	–
50 – 70	13.1	9.1	7.0	–	–
60 – 80	16.3	19.5	7.3	–	–
70 – 90	22.2	12.9	8.0	–	–
80 – 100	35.7	17.0	–	–	–

**\* Overdrive**

<b>From Rest Through Gears To:</b>		<b>Tractive Effort:</b>		
<b>M.P.H.</b>	<b>Seconds</b>		<b>Pull – (lbs. per ton)</b>	<b>Equivalent Gradient</b>
30	3.5	O.D Top	184	1 in 12.0
50	7.1	Top	226	1 in 9.9
60	9.3	Third	325	1 in 6.8
70	13.1	Second	520	1 in 4.2
80	16.7	<b>Standing Start Quarter Mile (0.402 km) – 17.4 Seconds</b>		
90	22.3			
100	31.0			



Speeds On Gears:				
Gear	M.P.H. (max)	K.P.H. (max)	Brakes (In neutral at 30 m.p.h.):	
O.D. Top (mean)	113	190	Efficiency	Pedal Pressure (lbs.)
O.D. Top (best)	119	191.5	41 per cent	25
Top (mean)	119	191.5	59 per cent	50
Top (best)	120	193.1	71 per cent	75
Third (3 <sup>rd</sup> )	91	146.4	85 per cent	95
Second (2 <sup>nd</sup> )	62	99.8		
First (1 <sup>st</sup> )	42	67.6		

Speedometer Correction (M.P.H.):												
Car Speedometer	10	20	30	40	50	60	70	80	90	100	110	120
True Speed	11	20	30	39	49	59	68	77	87	96	105	110

**Fuel Consumption:** 18.1 m.p.g. overall for 776 miles (15.7 litres per 100 kilometres). Approximate normal range 16 – 22 m.p.g. (17.6 – 12.8 litres per 100 kilometres). Fuel, premium grade.

**Weather:**

Dry, air temperature 40 – 50 deg. F. Acceleration figures are the means of several runs in opposite directions. Tractive effort and resistance obtained by Tapely meter.

*From The Autocar® – 27<sup>th</sup> December, 1957. With thanks.*

## GOOD HUMOUR

### Irish – The First

Murphy told Quinn that his wife was driving him to drink.

Quinn thinks he's very lucky because his own wife makes him walk.

### Irish – The Second

An American lawyer asked, "Paddy, why is it that whenever you ask an Irishman a question, he answers with another question?"

"Who told you that?" asked Paddy.

### Irish – The Third

Irish lady customer: "Could I be trying on that dress in the window?"

Shopkeeper: "I'd prefer that you use the dressing room."

### Irish – The Fourth

"O'Ryan", asked the chemist, "Did that mudpack I gave you improve your wife's appearance?"

"It did surely", replied O'Ryan, "but it keeps fallin' off!"

### On Reaching Old Age

I've certainly reached old age!

I've had two bypass surgeries, a hip replacement, new knees, fought prostate cancer and diabetes. I'm half blind, can't hear anything quieter than a jet engine, take forty different medications that make me dizzy, winded, and subject to blackouts. Have bouts with dementia. Have poor circulation; hardly feel my hands and feet anymore. Can't remember if I'm eighty-five or ninety-two. I have also lost all my friends.

But, thank God, I still have my driver's licence.

*From the usual sources.*

## A SHED FIND

This may be of interest to ABCCC members if published over a few issues. The dismantled 1928 Bentley 4.5-litre Drop-Head, licence number UP2100, was found at a three-storey house in Richmond, south-west London, after its owner Stuart Wallace died last year aged 75. Read and view the full story at the Website below:

<http://www.dailymail.co.uk/news/article-3220852/The-build-Bentley-Incredibly-rare-1928-car-taken-apart-kept-BOXES-50-years-finally-restored-former-glory.html>

Be sure to read the comments posted below the article.

*Peter Hibbert.*

## NEW CLUB MERCHANDISE NOW AVAILABLE!



New Regalia – Club Vest, wind-proof, at left – \$40.00 each, plus delivery.

New Regalia – Club Polo shirt, above – \$30.00 each, plus delivery.

New Regalia – Club Cap, above right – \$12.00 each, plus delivery.

We have new stocks of club apparel now in stock. The wind-proof over-vest, the polo-shirt and caps can be ordered by using the Contact Us form on the ABCCC Website, or direct from our Regalia Manager. Postage will be extra.

Be sure to attend one of our events soon to see the new apparel being modelled by members of our club.

It should also be noted that there are stocks of cloth patch badges, with the ABCCC logo, in standard and large diameters for sewing on to existing garments. There are limited stocks of club logo (miniature) lapel badges and the larger ABCCC motor car grille badges available.

We pride ourselves with our quality regalia and, it is also a very effective way to help promote our club. Please contact Maxine Pettigrew on (03) 9739 1146 for availability and postage/delivery costs. Cheques and cash are readily accepted for regalia items. Please make cheques payable to: The All British Classics Car Club Inc.

*Maxine Pettigrew – Regalia Manager.*

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## EVENT REPORTS

### WHAT WE HAVE BEEN DOING

#### 1. TOUR TO LARA – Sunday 27<sup>th</sup> September, 2015

At this moment I must be the newest member of the ABCCC. But not only have I made this huge decision to join the club with a very long name and paid the huge joining fee (joke), I have been entrusted to write the report on this outing by our tour leader, Mr Christopher Constantine. He is obviously a risk taker.

Being wide-eyed and innocent when Ian Mitchell (member of several years) and I arrived in his 1975 Mini Van at the meeting point at Melbourne Zoo, I rushed around taking photos of beautiful British cars that I normally see going in the other direction or on sale at Shannon's Auctions. I had some wonderful chats with interesting and learned members about some fine points of car maintenance.

Beautiful cars kept arriving and soon we set off in procession to Werribee to meet more beautiful cars, one of which was a Porsche 928S. Whilst I stood stroking my chin (and admiring the 928) the owner appeared and assured me it was made in Britain. I asked how many were made in Britain and was told "Just the one" which is obviously why I hadn't heard about it. I could see I was going to learn plenty of new facts today.

Christopher gave a run down on what we would be doing and handed out sheets which included questions (oh no I'll have to keep alert). In the end my driver Ian answered more questions than I did. I was surprised in the summing up after lunch when Christopher gave us the answers that although we only got 11/19 we actually came 5<sup>th</sup>. The lucky winners (names withheld because I don't know them yet, sorry) got 14/19. Thus I was starting to feel very at home with this club.



Back to the tour – for morning tea stop we visited the very well established Lara Historical Museum. It's hard to believe it only began in 2004. Apart from great Devon-shire teas and coffee, there was a wonderful collection of photos, paintings, memorabilia, old machines, tools and even an old Model A Ford. There was a Furphy water tank with shorthand hieroglyphics cast into it, which was translated by one of our learned lady members and which I vaguely remember as 'Whisky and gin are inventions of the devil. Go forth and procreate and drink the water'. I found that I half believed those sentiments and went away feeling happy.

We dropped into Serendip Sanctuary. It was very popular on this beautiful Sunday. Great for bird observing and there were some hides overlooking the lake.

Next, the run up into the You Yang Hills and Ian let me have a thrash of the Mini (I wonder if the Jag drivers think like this!). As we know Minis are great to drive but also are great for your tummy muscles. Those little rubber cone springs ensure you hold on tight.

Somehow Christopher organised a great spot for lunch near the top of the You Yang Hills. We occupied one whole carpark. If those couple of cars not in our club wanted to leave before us – we are truly sorry. No one could interrupt the earnest organisation of lunch. I WILL lift my culinary standards on the next outing. I could see that peanut butter sandwiches are not *de rigueur* in the ABCCC. But I did have fresh plunger coffee, so that made up for it.

Christopher gave us a few stories of his youth as he grew up in the area. His family were pioneers in Lara and apparently his Great Grandfather was around when it was named Lara. It is said old King Billy (see photo of him in the Museum) used to call the area 'Lara' and it 'supposedly' meant 'Hut on Stony Ground'.

That could be right but as no one spoke his language Christopher wasn't guaranteeing it!

We all loved the day and greatly thank Christopher and Geraldine for putting it together and making it such fun.

*David Knight.*

## 2. EXCURSION TO LARA AND THE YOU YANGS – Sunday 27<sup>th</sup> September, 2015

We chose to start from the Centrelink carpark in Werribee and after driving around in circles having left the address at home we spotted two Jaguars at the side of the road, turned out to be the Williams and Rowe's. While were chatting along came Gordon and Elaine Lindner followed a short time later by the entourage from the Zoo.

Christopher handed out directions and a list of questions, this was going to be the first observation run since the Birkett's Cream Sponge runs, and it kept us on our toes on the drive to Lara. When we arrived at the Museum we were parked in the paddock for a display, our visit had been reported in the local press and it was surprising the amount of people who turned up to see the cars. Before we had our Devonshire tea we received a very interesting talk on the history of the museum and its benefactors.

After tea we toured the museum and some of the girls offered their support by emptying the plant stall of all its contents.

The next stage of our excursion was to the Serendip Sanctuary the first time for me and very interesting it turned out to be, with bird hides and wetlands every-where

it was amazing the amount and variety of birds and animals there were. It reminded me of a Northern Territory Park without the crocs even so there were several logs in the water holes that fooled some.

After an hour at the Sanctuary we headed up to our picnic spot in the You Yang Hills only to discover that Christopher and Geraldine's first choice was over populated but the second spot was just as good and we had the whole area to ourselves. The views were spectacular, the weather was magnificent and as always the company was great. This was the second time we as a club had a picnic in the You Yang Hills and it was rather sad when we remembered who was on that day in 2003 and how few of us are still here today.

This was the first event organised for us by Christopher and Geraldine and as retired teachers I think it fair to say they have some experience in this field and I would like on behalf of all the participants to thank them for such a well-planned enjoyable day.

Guess who won the box of chocolates? You got it, yours truly.

*Maxine Pettigrew.*



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## SPACE FILLERS

**The Moon** moves about 50.8 mm (two inches) away from the Earth each year.

**The Roar** that we hear when we place a seashell next to our ear is not the ocean, but rather the sound of blood surging through the veins in the ear.

**Avocado Pears** have the highest calories of any fruit at 167 calories per hundred grams.

*From Peter Hibbert.*

## WHAT WE ARE ABOUT TO DO – Coming Events

**COMO GARDENS – OPEN WEEKEND – Saturday 17<sup>th</sup> and Sunday 18<sup>th</sup> October, 2015**

*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 such help will also promote our club within the local community.

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

Attractions in addition to the splendid gardens could well be: \* A Working Display in the Vintage Car Museum \* Rainy Day Book-stall \* The Basin Primary School students performing Peter Pan, Puff The Magic Dragon \* Rock & Roll band, **WHAT!**, will perform on the Sunday \* Horticulture – Ferns and Orchids for sale \* Conducted Garden Tours \* Sausage Sizzle \* Devonshire Teas and Refreshments \* Model Speed, Steam and Sailing Boats On The Lake \* Barrel Organ Music by Hans \* A Fine Display of Interesting Classic Cars \* Some Special Giveaways \* The Local Dog Club will put their dogs through some interesting obstacle courses \* Andy's Antics \* Teddy Bear's Picnic and Children's Activities \* Puppeteer and Ventriloquist – Gordon Ross \* A Giant Raffle provided by the RACV (a sponsor of the Open Days \* Helpful Hints and Giveaways from Seasol (another sponsor) \*



Please bring your British Classic along for the display 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 (train operating roster) on 9739 1146 or Bill Allen (public car parking and Devonshire teas etc.) on 9846 2323. Pat and George Hetrel (03) 9761 1341.

*Mike Alfrey – Editor.*

## **MELBOURNE CUP DAY AT YARRA GLEN – Tuesday 3<sup>rd</sup> November, 2015**

### **Yarra Valley Racecourse**

It's on again – Melbourne Cup Day at Yarra Glen Racecourse, and I am sure we will have as much fun this year as we have had in the past celebrations of this iconic event.



The racing club has kindly donated the use of two marquees and an area on the main promenade to display our classic cars to the public. The cost to attendees will be the entrance fee to the racecourse only, so bring along your picnic, or you may purchase meals at the many catering stalls.

This is a great day out with all the excitement of being at Flemington, without the hassle – lots of entertainment, fashions on the field, (ladies and gentlemen: dress up if you wish and take home the inaugural trophy for the best dressed ABCCC member) wine tastings, music, and of course, we will run a sweep. Any other gambling can be carried out with the bookies or the TAB.

*Left: Flashback to last year – fashionable young ladies enhancing John Wood's MG TF.*

To help organise this event, could you please notify me ([colin.brown@hotmail.net.au](mailto:colin.brown@hotmail.net.au) or on mobile 0408 343 176) if you plan to attend, and what car you would like to display. It is important that we select the most interesting cars that we can. Members cars not selected for display will be parked in the members car park adjoining the track.

*Colin Brown*

## **THE ABCCC 2016 CALENDAR PLANNING MEETING – Saturday 7<sup>th</sup> November, 2015**

This meeting is open to those members of our club who plan to conduct an event for Club Year 2016. If you have plans for conducting an event in 2016, please contact Tony Pettigrew on 9739 1146 and you will be advised of the timing schedule for the meeting.

*Tony Pettigrew – President.*

## **VINTAGE, CLASSIC AND CUSTOM CAR SHOW – Sunday 22<sup>nd</sup> November, 2015**

The Rotary Club of Belgrave are running this well supported event. The venue is the Ferny Creek Recreation Ground, Corner of Clarkmont and Hilton Roads, Ferny Creek. Listed for interest purposes only, but good to visit. *Judy Birkett.*

## **OUR ANNUAL WEEKEND OF FUN AND DEBAUCHERY – Friday 13<sup>th</sup> to Sunday 15<sup>th</sup> November, 2015**

This year we are going west along the Southern Ocean coast. We will meet at the 'BP' Service Station, Princess Freeway, Little River, at 9:00 am for a 9:30 am start. After a 50 minutes' drive we arrive at our morning tea venue on the beachfront at Torquay, where coffee and a cookie will be served (additional food is available at your own cost). Following morning tea, we proceed at a leisurely pace along The Great Ocean Road, to arrive at our luncheon venue, The Wye River Hotel where a hot meal, and a glass of beer or wine is included (again additional drinks are available if you so desire).

After lunch we continue along the Great Ocean Road to our venue for the weekend, The Seaview Motel, Apollo Bay. Once we unpack and settle in we will assemble for nibbles and drinks (don't forget the nibbles), before walking a few blocks to our dinner venue, a boutique Italian Restaurant where dinner and drinks will be served. After dinner we will walk back to our motel for a good night's rest.

On Saturday morning breakfast for those who require it, can be provided from a number of interesting establishments located along the main street. At 9:30 am we board a coach for a tour of the Otway Ranges, with a visit to the 'Otway Fly' where you can walk across the Forest. Those not wishing to take the walk may care to remain in the cafeteria and enjoy a coffee, bun and a chat. We reboard our coach and proceed to our luncheon destination the Otway Brewery and Winery, where you will be able to sample their Beer and Wines, along with luncheon platters. A glass of your favourite selected beverage will also be provided (additional drinks will be available if required). We then continue on our tour, returning to our Motel where drinks and nibbles will again be available, prior to our evening Bar-B-Q (volunteer cooks are required).

On Sunday we arise and return to our treasured vehicles for a drive to Wye River, where at the Wye River Store a sumptuous 'Brunch' will be awaiting you. Following 'Brunch' we return home, and re-commence our dietary procedures.

The cost for this extravaganza will be \$480.00 per couple, or \$240.00 per single, plus the cost of accommodation, to be paid direct to the Motel. Bookings are now available by contacting Rosalie or Peter McKiernan on (03) 9787 6003 or mobile 0407 876 023. Please advise of any special dietary requirements at the time of registration. Early registrations would be appreciated.

*Peter and Rosalie McKiernan.*

## **WARROOK FARM VISIT – Sunday 29<sup>th</sup> November, 2015**

Our Run to visit Warrook Farm at Monomeith is an opportunity for taking 'the grandchildren' out for the day.

We will meet at the Rotary Park on Lonsdale Street Dandenong (just east of Webster Street – Melway Map 90; Ref: E9) at 8.45 am for a 9.15 am start. After a short drive we will stop for coffee and treats at the grand-children's favourite place.

A further leisurely drive leads us to a fifteen-minute mystery stop before continuing to our destination at Warrook Farm. At Warrook Farm we will be able to see sheep shearing, sheep dog demonstration, have a try at milking a cow, visit the baby animal nursery and the native fauna park to feed the animals, have a wagon ride and enjoy a two-course roast for lunch. Cost for farm tour plus a two-course lunch including tea and coffee for \$30.00 per adult and \$20.00 for children aged between 2 and 12 years.

To secure your place for the last run of the year:

Contact Greg or Geraldine Anglin on 9876 3293 or 0419 882 155 or [gregsbusy@msn.com](mailto:gregsbusy@msn.com)

*Greg and Geraldine Anglin.*

## **CHRISTMAS LUNCHEON RUN – Sunday 13<sup>th</sup> December, 2015**

This year our Christmas Luncheon will be held at Natalie's Restaurant, which is within the Quality Hotel Manor complex located at 669 Maroondah Highway (also known as Whitehorse Road), Mitcham. The hotel is on the northern side of the highway between Warnes Road and Dampier Grove, and can only be accessed from the service road, enter from the Deep Creek Road intersection while motoring eastwards.

We will gather at 12:00 noon for a three-course luncheon, commencing at 12:30 pm. Drinks will be provided by our club. Cost of the luncheon will be \$35.00 per person, we advise that you book early. A booking form is on Page 14 of this edition of *Your ABCCC News*, and can be cut out, or photocopied and posted, with your cheque made out payable to the All British Classics Car Club Inc., being for full payment to:

Maxine Pettigrew, 16 Lawler Lane, Coldstream, Victoria 3770.

Father Christmas will, of course, be in attendance and we are asking that gifts for distribution in our 'Kris-Kringle' be of \$10.00 minimum – Please remember that if you do not put in, you are not eligible to take out gifts. Please note that this event is for financial club members only. In addition, updates (if any) will be issued in the November magazine.

*Maxine Pettigrew.*



# THE FIRST FIVE OF TEN THINGS THAT WILL DISAPPEAR IN OUR LIFETIME

Five Things To Disappear In Our Lifetime. This is USA oriented, but Canada and the rest will not be far behind. Whether these changes are good or bad depends in part on how we adapt to them. But, ready or not, here they come.

## 1. The Post Office

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

## 2. The Cheque

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

## 3. The Newspaper

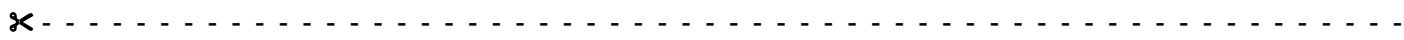
The younger generation simply doesn't read the newspaper. They certainly don't subscribe to a daily delivered print edition. It will go the way of the milkman and the laundry man. As for reading the paper online, get ready to pay for it. The rise in mobile Internet devices and E-readers has caused all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

## 4. The Book

You say you will never give up the physical book you hold in your hand and turn the literal pages. I said the same thing about downloading music from iTunes. I wanted my hard copy CD. But I quickly changed my mind when I discovered I could get albums for half the price without ever leaving home to get the latest music. The same thing will happen with books. You can browse a bookstore online and even read a preview chapter before you buy. And the price is less than half of a real book. And think of the convenience! Once you start flicking your fingers on the screen instead of the book, you find you are lost in the story, can't wait to see what happens next, and you forget you're holding a gadget instead of a book.

## 5. The Land Line Telephone

Unless you have a large family and make a lot of local calls, you don't need it anymore. Most people keep it simply because they've always had it. But you are paying double charges for the extra service. All the cell phone companies will let you call customers using the same cell provider for no charge against your minutes. *Colin Brown.*



## BOOKING FORM – 2015 ABCCC CHRISTMAS LUNCHEON



### Timing

Date: 13<sup>th</sup> December, 2015  
Time: 12:00 noon for 12:30 pm Luncheon Commencement

### Booking Details

Please reserve seats for: . . . . . People

Name(s): . . . . .  
. . . . .

*Note: This Special Event Is For Financial Club Members Only.*

**Payment \$ . . . . . Cost Per Person – \$35.00**

Please Post this form and your Cheque, payable to the All British Classics Car Club Vic. Inc. to:  
Maxine Pettigrew, 16 Lawler Lane, Coldstream, Victoria, 3770. Telephone No.: (03) 9739 1146  
*Note: If you do not wish to damage your magazine, a photo-copy of this form will be quite acceptable.*