



# ***YOUR ABCCC NEWS***

The Official Newsletter Of  
**THE ALL BRITISH CLASSICS CAR CLUB VIC. INC.**

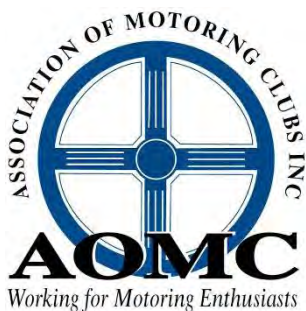
**Edition N<sup>o</sup>. 189**

**November, 2015**

## **ON DISPLAY AT COMO GARDENS**



*Not a club member's motor car, however, John Mole's delightful Riley was deservedly a part of our car park display at Como on 17<sup>th</sup> October, 2015. This is arguably one of the most attractive British classic motor cars ever built – lithe of line, beautifully balanced, a perfectly matched two-tone colour scheme and handsomely sporting in character. A credit to both its owner and the marque.*



Associations Incorporation Registered Number: A0035462V



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

Executive Committee	Name	Telephone	E-mail Address
<b>President</b>	Tony Pettigrew	(03) 9739 1146	
<b>Vice President</b>	Nello Mafodda	(03) 9719 7949	
<b>Treasurer</b>	Bill Allen	(03) 9846 2323	
<b>Secretary</b>	Pat Douglas	(03) 9739 4829	
Committee Positions	Name	Telephone	E-mail Address
<b>Membership Secretary</b>	Gordon Lindner	0419 540 920	
<b>AOMC Delegate</b>	Bill Allen	(03) 9846 2323	
<b>AOMC Delegate</b>	Mike Allfrey	(03) 9729 1480	<a href="mailto:michael.allfrey@bigpond.com">michael.allfrey@bigpond.com</a>
<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 Manager</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>	Mike 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	
<b>The All British Classics Car Club Vic. Inc. 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 operated by the All British Classics car Club Vic. Inc.

Our club does have one explicit 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 the ongoing benefit of the VCPS, their owners must continue to be a financial member for the duration of the permit period, and attend a minimum of three club events during the permit's active year. Failure to respect this rule will result in the VCPS renewal being insupportable and 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 Number 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

## November 2015

Sunday 29<sup>th</sup> Warrook Farm Tour – An ABCCC Event Greg Anglin (03) 9876 3293  
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 – A Major ABCCC Event Colin Brown (03) 5964 9291  
Display Venue – Mornington Racecourse, Racecourse Road, Mornington, Victoria.

## February 2016

Sunday 7<sup>th</sup> ABCCC Annual General Meeting – An ABCCC Event Pat Douglas (03) 9739 4829  
Venue – Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park (Melway Map 37; Ref: K3/K4)

Sunday 21<sup>st</sup> Lotus Garden Visit – An ABCCC Event Colin Brown (03) 5964 9291  
Start Venue – TBA

## March 2016

Wednesday 2<sup>nd</sup> Mid-week Run – An ABCCC Event Frank Sawyer (03) 9770 0904  
Start Venue

Sunday 13<sup>th</sup> to Saturday 19<sup>th</sup> RACV Fly The Flag Tour – A Major ABCCC Event Tony Pettigrew (03) 9739 1146  
Tour Theme – Exploring The West  
Start Venue – Ultima Function Centre, Corner of Keilor Park Drive and Ely Court, Keilor Park.  
Melway Map 15; Ref: B8.

## April 2016

Sunday 3<sup>rd</sup> Phil's To Beaconsfield – An ABCCC Event Phil Cook (03) 9842 5449  
Start Venue – Lilydale Lake, off Swansea Road (C401, Melway Map 38; Ref:G7)

Sunday 10<sup>th</sup> RACV Classic Showcase – An ABCCC Supported AOMC Event AOMC (03) 9555 0133  
Venue – Flemington Racecourse?

Saturday 16<sup>th</sup> & Sunday 17<sup>th</sup> Como Gardens Open Weekend – An ABCCC Assist Event Tony Pettigrew (03) 9739 1146  
Venue – The Basin to Olinda Road, The Basin. Bill Allen (03) 9846 2323

Wednesday 27<sup>th</sup> Coombe Cottage Devonshire Tea – An ABCCC Event Sue Thompson (03) 9761 9192  
Start Venue – TBA

## May 2016

Sunday 15<sup>th</sup> Bruno Gardens Visit – An ABCCC Event Bryan Tootell (03) 9891 6905  
Venue – Marysville, Victoria.

Sunday 29<sup>th</sup> Rex's Big Day Out – An ABCCC Event Rex Hall (03) 9795 7669  
Start Venue – TBA

## June 2016

Friday 10<sup>th</sup> to Monday 13<sup>th</sup> Hamilton Rally – An ABCCC Visit Event Tony Pettigrew (03) 9739 1146  
Rally Base Venue – Hamilton Showgrounds, Cnr. King and Gordon Streets, Hamilton, Victoria.

Sunday 26<sup>th</sup> A Tour of Discovery – An ABCCC Event Christopher Constantine (03) 9898 4431  
Start Venue – TBA

## July 2016

Sunday 10<sup>th</sup> Trivia Night – An ABCCC Event Pat Douglas (03) 9739 4829  
Experience Venue – Lilydale, Victoria. Maxine Pettigrew (03) 9739 1146

Friday 29<sup>th</sup> to Sunday 31<sup>st</sup> Wet'n Wild Weekend Whale Watching – An ABCCC Event Bryan Tootell (03) 9891 6905  
Destination – Warrnambool, Victoria.

## August 2016

Sunday 14<sup>th</sup> The ABCCC Annual Luncheon – An ABCCC Event Colin Brown (03) 5964 9291  
Function Venue – TBA

Wednesday 24<sup>th</sup> Mid-week Twilight Run – An ABCCC Event Peter McKiernan (03) 9787 6003  
Start Venue – TBA

## September 2016

Sunday 4<sup>th</sup> Something Spritely – An ABCCC Event Robert Stark (03) 9728 6308  
Start Venue – TBA

Sunday 18<sup>th</sup> Brewery Tour, Tasting and Lunch – An ABCCC Event Greg Anglin (03) 9876 3293  
Venue – Gippsland, Victoria.

## October 2016

Saturday 1<sup>st</sup> & Sunday 2<sup>nd</sup> Visit to Daylesford – An ABCCC Event Marj Pepper (03) 9439 7875  
Start Venue – TBA

Saturday 15<sup>th</sup> & Como Gardens Open Weekend – An ABCCC Assist Event Tony Pettigrew (03) 9739 1146



Sunday 16 <sup>th</sup>	Venue – The Basin to Olinda Road, The Basin.	Bill Allen (03) 9846 2323
Sunday 23 <sup>rd</sup>	Touring Visit to Puckapunyal – An ABCCC Event Start Venue – TBA	Ian Terry (03) 9841 9876
<b>November 2016</b>		
Tuesday 1 <sup>st</sup>	Melbourne Cup at Yarra Glen – An ABCCC Event Start Venue – Meet at Coldstream, Victoria.	Colin Brown (03) 5964 9291
Wednesday 9 <sup>th</sup>	Special Mid-week Run – An ABCCC Event Run Details – TBA	Bryan Tootell (03) 9891 6905
Friday 18 <sup>th</sup>	The Famous ABCCC Indulgence Weekend Information Indulgence – TBA	Peter McKiernan (03) 9787 6003
<b>December 2016</b>		
Sunday 11 <sup>th</sup>	Christmas Luncheon – The ABCCC End of Year Event Venue – TBA	Maxine Pettigrew (03) 9739 1146

## EDITORIAL NOTES – Issue N<sup>o</sup>. 189

This issue of *Your ABCCC Notes* is an interim and, to a certain extent, a trial version of what may well come. It is hoped that starting from scratch will bring us a reliably stable document in MS Word form for future editions of our magazine. Really, it is very much hoped that such things as date errors and picture instability are banished to the past. There is also a promise that all E-mail and date information will be carefully checked to ensure that there will not be any confusion for club members.

In the October issue, there was a call for a new front cover design. Hopefully, that will help generate from our membership, a healthy competition where judging for the new cover page could well be difficult. The front page of this issue is by no means the final result! In addition to that, there is always a hope that there will be more articles about the interesting cars that form a vital part of our club. So, get those pens and keyboards active, and send in some interesting stories for our readers to enjoy.

Another year is coming to an end, so make sure that your subscriptions are renewed promptly – our esteemed Treasurer, and our meticulous Membership Secretary do enjoy being kept busy at this time of year. There is also a bonus, you can continue to seamlessly read further issues of *Your ABCCC News* for another twelve months! Enjoy this issue of *Your ABCCC News*.

*Mike Allfrey – Editor.*

## COMO GARDENS OPEN WEEKEND

### A Letter From George Hetrel

To: ABCCC;  
Attention: T Pettigrew  
16 Lawler Lane  
Coldstream 3770



Dear Tony,

Our recently held 'Open Gardens Weekend' in ideal weather conditions was one of the best ever, with numbers in excess of 2,000 in attendance and profits of \$19,000 for our favourite charities.

Please convey our appreciation to the fellow club members who assisted with this event and its success.

Best regards,

*George Hetrel (Signed)*

## CLUB MEMBERSHIP RENEWAL REMINDER

Please note that membership renewals are due before 1<sup>st</sup> January, 2016. The annual subscription currently is \$45.00 per family membership.

Membership Fees of \$45.00 can be paid to Gordon Lindner at the Christmas Lunch, please put cash or cheque and a completed Renewal Form in an envelope with your name on the envelope. If you are not at the lunch, please post to Gordon Lindner, 9 Hagen Drive, Berwick 3806 by the 31<sup>st</sup> December.

The Renewal Form, Page 14, can be downloaded from the ABCCC Website <http://www.abccc.com.au/forms.php>.

*Gordon Lindner – Membership Secretary.*

## RACV GREAT AUSTRALIAN RALLY

### News Update

Rex Hall, our organiser for the display at Mornington, has sent to our site marshals a schedule of timings for those who will be manning the various positions on the day. If you are not on our list for marshalling duties, and wish to volunteer to assist, please talk to Rex on (03) 9795 7669 so that arrangements can be made to accommodate your help on the day.

The schedule has been prepared with equal work-load in mind and, if we can keep to the timings, all will be well on the big day. We are very much aware that illness or family matters can affect the schedule, but should anything occur, then as early as possible notification, will be appreciated by all on the Rally Advisory Committee.

### Rally Bags

As advised previously, rally bags will be handed out to all entrants at the Mornington display site. A marquee has been provided for this purpose and the bag pick up area will be located close to the Rally Administration area for the entrants' convenience.

### RACV Great Australian Rally Entry Forms

Entry forms for the RACV Great Australian Rally are now available for download from:

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

It should be noted that all entries and cheques should be lodged by post to the address shown on the entry form. Entries cannot be handled electronically – yet.

We are looking forward to another record entry for the running of the 2016 RACV Great Australian Rally. We

also look forward to presenting, on the rally participants' behalf, another record amount of funds raised for our friends at Peter Mac. Believe us, they really appreciate what we are doing for them.

*Colin Brown – Rally Organiser.*

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## A BOOK REVIEW

### **Spring Fever by Roger Stanley**

Sometime in 2014 I was given a book by club member Roger Stanley and it was placed on a bookshelf here and promptly, in some way, forgotten. Then, earlier this year, while searching for something to read, Roger's book was rediscovered and, once opened, it was difficult to put down and carry out other activities. My apologies for this tardiness, these days I tend to forget such intentions.

The book, *Spring Fever*, is a crime fiction novel, set in Melbourne's fast growing south east suburb of Bayport. The main characters in the book, Vicki Walker, the police force's youngest Detective Chief Inspector has been transferred to the brand new Bayport police station and is set to work with Tom Barton, who is ready to retire and is very likely the oldest Detective Chief Inspector in the force. Soon a body is discovered close to the Bayport Police Complex and the two lead characters are hard at work solving the murder, the first of a number.

It was interesting to read fiction about an area that is known to me and the roads and places described are familiar. Another absorbing twist is that a certain make of luxury motor car becomes an important clue that helps the two Detective Chief Inspectors solve the series of local murders. Read the book to find out what make the car is, and, maybe, draw your own conclusions.

As previously mentioned, once started, the book is not at all easy to put down and get on with other activities. All credit to Roger for his wonderful writing and the use of local places in a work of fiction. Roger is well known to us for his Mornington Peninsula London Taxi Tours and, for his help with our major events.

The book carries ISBN 978-1-4931-2825-9. To order copies of Roger's book, contact Xlibris LLC at E-mail:

[Orders@xlibris.com.au](mailto:Orders@xlibris.com.au) or, visit [www.xlibris.com.au](http://www.xlibris.com.au) or, telephone number 1800 455 039.

*Mike Allfrey.*

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## FROM OUR ARCHIVES

Continuing our theme of how our club operated in its early days, here are Committee Meeting Minutes from July and November 1998, along with the Annual General Meeting for 1998 when the 1999 Committed was settled.

### **All British Classics Car Club – Committee Meeting held 17<sup>th</sup> July 1998**

Meeting opened: 8.05pm

**Present:** As per attendance book

**Apologies:** Tony Hodges, Val Jefferyes and Peter McLaren

**Discussion Of Previous Minutes:**

- As of July we have 89 individual members.
- Have club plate approval, and 2 permit books. (Frank and Tom have them.)

- Frank spoke to Ryan Gillespie in regard to window decals. 600 will be ordered and Queensland club will buy half.
- 32 people booked for Andamooka.
- The Easter 1999 rally with the Queensland club is to be a 'first come first in' situation as far as accommodation is concerned. The venue only holds 30 – 40 max.

Previous minutes accepted by Lyn, seconded by John.

### **Treasurers Report :**

\$520.34 credit in the bank. An account for \$35.00 is to be paid to AOMC. John to send account for postage.

Accepted by Tom, seconded by Frank.

### **Correspondence:**

In – As per tabled. Outgoing – Letter to Roxby Downs Sporting Car Club informing them about our intended visit next year.

Accepted by Lyn, seconded by John.

### **General Business:**

- Transurban have withdrawn from sponsoring the Great Australian Rally, however they have agreed to meet any cost incurred so far.  
Frank has sent them a bill for \$4,266.46, which will be donated to the Mornington hospital group. RACV will sponsor subject to conditions.
- Chris to send a letter to Mr. Chris Lamparidis at Shannons to confirm the use of their clubroom for our AGM on Saturday November 28<sup>th</sup>, we will also happily contribute to afternoon tea.
- A notice is to go in the next newsletter asking members to contribute articles.

**Meeting Closed:** at 9.15pm

**Next Meeting:** Friday 4<sup>th</sup> September, 8.00 pm at Frank's home.



### **All British Classics Car Club – Committee Meeting November 6<sup>th</sup>, 1998**

**Meeting Opened:** 8:10 pm

**Present:** As per the attendance book.

**Apologies:** Ray Higginson.

**Previous Minutes Accepted:** Tom Verney, seconded Tom Cannon

**Discussion Of Previous Minutes:** Nil

### **Treasurer's Report:**

- Paid: \$32.32 name badges  
\$56.50 postage  
\$220.00 AOMC Public Liability  
\$60.00 AOMC subs.  
\$640.00 window decals (Queensland Club to pay for half)  
\$32.00 Office of Fair Trading (to be presented after AGM)

Balance in bank is \$28.97. Tony Hodges has offered to loan the club \$600.00 to help with short fall in funds. In February the club will be paid \$2500.00 for work done at The Great Australian Rally, the first priority is to pay Tony back.

Accepted – Tom, seconded, Lyn.

## Correspondence:

Incoming as per tabled, outgoing, letter sent by John to *Australian Classic Car* and *Classic Motorist* to advertise our club.

Accepted Val, seconded Frank.

## General Business:

- AGM on November 28<sup>th</sup> will mark the end of the first twelve months of the club. Office bearers are crucial for club to continue. Frank will be happy to stay on as President, Tom V. will be happy to stay on as Vice President, Tony happy to stay as Treasurer, John happy to stay as Membership Secretary, Chris would like to step down as Secretary and become part of events committee, Tom C. and Ray would work together as Events Committee No. 1, Lyn and Chris would work together as Events Committee No. 2, Frank and Pat happy to stay as Magazine Editors.
- John to remind Shannons about AGM.  
At AGM members to be asked if they would like their details released to other members.  
Joining fee to stay at \$25.
- Hand out next newsletter and membership renewals at AGM to save on postage.  
At AGM volunteers will be asked for The Great Australian Rally and also anyone else interested in Opal Safari, (have 50 participants so far).
- Janelle Hazelhurst from the Queensland club will be attending our AGM; anyone interested in having dinner afterwards let Frank know.
- February 1999 we will be looking at ways to promote our club, and hopefully increase members.
- Easter 1999 the Queensland club is going to Denman NSW, at AGM our members will be asked to show numbers if interested in going.
- 54 entrants so far for The Great Australian Rally. Meeting being held mid-December to finalise all details for Rally. MCG car park and Town Hall both got the OK. Halfway stop will now be Mornington. Mornington Council will provide a band, sandwiches, tea, coffee, car parking spaces and a donation to the Hospital of \$850.00. They will also provide 8 helpers for the parking organisation. Tom V. and Tom C. to co-ordinate Mornington, Frank and his team will coordinate the MCG and Ray and his team will coordinate Portsea, Craig Douglas and Tony will arrive from the city to help. John and his team will co-ordinate Swanston Street.  
There will be a picnic at Portsea on November 15<sup>th</sup> to reconnoitre army barracks. National Parks people want to have a meeting that day also. Media launch for the rally will be 16<sup>th</sup> November at 10:30am.  
Lindsay Fox has offered some of his cars for celebrities to drive.
- A good weekend was had by all at Lakes Entrance.

**Membership:** Neil Wakeman has now joined club taking membership to 91.

**Meeting Closed:** 9.40 pm. **Next Meeting:** 8:00 pm, 11<sup>th</sup> December at Frank's.



## All British Classics Car Club – Annual General Meeting

Meeting opened at 3.00 pm, on 28<sup>th</sup> November, 1998. President welcomed all in attendance.

**Present:** As per Attendance Book.

**Apologies:** Tom Cannon

Minutes from the inaugural meeting were accepted by Ray Higginson, seconded Ross Wolstenholme.

### Treasurers Report:

- As per attached sheet.
- President felt club should now pay its own way. Appreciate help from John Gardner for postage, Frank and Pat Douglas for magazine and Tony Hodges for financial loan.

Accepted Lyn Higginson, seconded Heather Cannon.

### President's Report:

President's Report was printed in last month's newsletter. President wished to thank existing Committee for all their efforts over the last year.

### Election of Office Bearers:

As a result of no other person wishing to take on a committee role, (with the exception of Val Jeffereys) the 1998-1999 committee is as follows:–

President:	Frank Douglas
Vice President:	Tom Verney
Secretary:	Val Jeffereys
Treasurer:	Tony Hodges
Membership Secretary:	John Gardner
Events Committee 1:	Chris Gardner and Lyn Higginson
Events Committee 2:	Ray Higginson, Tom Cannon (with help from Ross Wolstenholme)

Any club member is welcome to help on the committee at any time.

Annual dues are now payable and are used for the running of the club and insurance etc. Fees are: \$25 and \$20 joining fee. (The joining fee covers the cost of 1 decal, 2 name badges and 1 cloth badge.) A motion was put to the floor to agree on this issue. Motion was passed by all in attendance.

Annual General Meeting closed at 3.20 pm.

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## ENGINE COOLANT

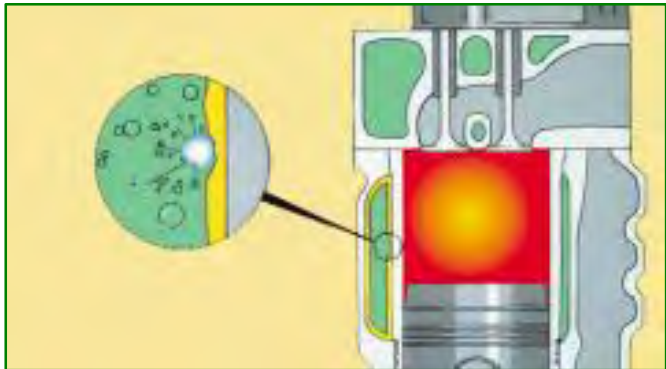
### Getting A Bit Technical

Continuing on from the article in the October 2015 edition of *Your ABCCC News*, about engine coolants, here are some personal experiences about this complex matter.

Back in the good old days (1950s) in England, with the annual ritual of draining the family car's engine cooling water and filling the cooling system with the traditional 'Bluecol' anti-freeze mixture from Smiths Industries, took place in about mid-September (in Somerset anyway) or early autumn. This activity had two main attributes, rapidly finding any leaks that may have existed in the cooling system and, preventing the engine components from wide open casting crack damage due to the forces of ice expansion in very low temperatures.



The reason for leaks revealing themselves, sometimes very quickly indeed, was due to the 'self-searching' habit of the glycol present in the anti-freeze mixture. The anti-freeze did, however, greatly reduce the risk of engines being damaged due to ice expansion. Though, not fully understood by us in those days, there was a hidden benefit in the anti-freeze mixture, that extended the life of cylinder blocks and heads. This was the glycol content that did, to a certain extent, help control something that did not become understood till much later, known as 'cavitation erosion'. In some engines such erosion was present a long time ago, sometimes with disastrous results as suffered by Standard Vanguards and Jowetts.



*Above: This illustration graphically shows how cavitation erosion is generated. From a Fleetguard (Cummins) publication – with grateful thanks.*

The concern 'cavitation erosion' became much better understood in the later 1970s, and mostly it was prevalent in thin wall castings and/or wet cylinder liners used in Diesel engines. Cavitation erosion was also present in the Standard Vanguard engine which was used in the Triumph series of TR sports cars and, of course, the Ferguson TEA-20 petrol engined tractors. Surprisingly, the concern did not exist with the Ferguson TEF-20 Diesel engine, it featured 'loose-fit' dry cylinder liners, exposed to engine oil that must have provided a cushion for the pulsing vibrations. The Diesel engine, for many years has been an important part of the farm tractor, self-propelled implements and combine harvester industry.

The Caterpillar company put a great amount of research into the phenomenon of cavitation erosion and, in my experience here in Australia, it was very difficult for farmers, initially, to understand why it was so important to have an anti-freeze coolant mixture in engine cooling systems, that only operated during the summer seasons or in a warm climate. Some farmers and machinery dealers did learn – the difficult and costly way.

To explain just what cavitation erosion is, it is best to take an example of an engine with its cooling system filled with pure water. A Diesel engine employs a very high compression ratio to ignite the fuel oil that is injected into the cylinder at a very precise moment in the firing cycle. This compression-ignition causes a great explosion of the air/fuel mixture, and, resultant piston slap in some Diesel engine designs the explosion/slap can cause severe vibration in the cylinder walls. Pistons require a certain amount of operating clearance within their bores, otherwise engine seizure could result, hence the term 'slap'. With pure water used as the coolant, the water, when the cylinder wall vibrates, bounces away from the wall and, as the water leaves the wall, leaves it with tiny vapour bubbles that are created by the shockwave. These tiny bubbles or 'voids' will, as the water bounces

back towards the cylinder wall, implode against the cast iron wall. During this implosion, minute particles of the parent metal are eroded away – to eventually erode a hole where the vibration may be at its greatest.

Caterpillar, Cummins and Ford during their research into the erosion condition, used paper element coolant filters, much the same as spin-on oil filters that we are familiar with. The results of filtering the coolant were, sort of, shocking. On cutting open filter elements, to inspect the bits that had been trapped, it was found that the mess in the filter was magnetic. Further into the research programmes, cylinder blocks were sectioned so that the eroded areas could be etch-examined. Then, it was soon realised that those Diesel engines that had cooling systems that were filled with an anti-freeze mixture, were not affected quite so much by cavitation erosion concerns. This was found to be due to the glycol content clinging to the cylinder walls and cushioning the eroding bubbles as they imploded during the bounce-back condition. Further research revealed that the generation of bubbles was reduced. This discovery brought on rapid development of industry standards for coolants.

It has to be said that, with respect to the Caterpillar 3208 engine, during distributor and dealer training, Caterpillar staff really hammered in the importance of using only the coolant mixture that the company recommended. It was a great help that Caterpillar produced excellent training material on this subject. In over twenty years of experience with their 3208 engine, our company did not have to honour a warranty claim generated by the erosion concern. Cummins also employed a strict regime of coolant maintenance service training. Interestingly, Mercedes-Benz only required the use of a measured amount of soluble oil, as used in machine shops for lubricating metal cutting, in their OM 360 and 402 six cylinder Diesel engines. For these three manufacturers, our company spent considerable time training dealer staff and farmers who operated these engines, about the effects of cavitation erosion. That was successful.

With regard to the Ford tractor engines, the matter was a little bit different. Ford made great claims for their parent metal bore, as against wet cylinder liners, being lighter than others in the industry. This thin-walled type of engine technology was going to become quite a concern. In fact, within the dealer network, the three, four and six cylinder engines' cavitation erosion concern quickly became known, informally, as 'block rot'. Most likely, the concern was allowed to grow because of the Ford tractor service, living under the wing of the motor vehicle division and, therefore, not quite so much strict emphasis on the reasons for preventing the effects of cavitation erosion was put into their service training programme, resulting in some serious concerns.

Inside the Ford tractor Diesel engine, along the left-hand side and at the base of the cylinder coolant jacket walls, there is a main oil gallery that feeds all of the engine's lubricated components. In the four and six cylinder versions of the engine, the epi-centre of the cavitation erosion concern was located at the base of the front cylinder's wall and, after cooling system neglect, erosion was such that oil at 50+ p.s.i. (344 kPa) would be forced into the coolant mixture. The result was unreparable damage to the cylinder block and, quite a grotty mess that required much cleaning time! This event really did

bring home the fact that cavitation erosion effects are not confined to just the cylinder walls.

Ford did take significant steps to prevent cavitation erosion happening, even to the extent where a coolant filter was an important part of the service schedule. It had been found that farmers had been using all sorts of water and quite significantly in this country, dam water was prevalent, hence the filter. However, the condition was not as strongly dealt with, as Caterpillar had, at tractor service training, for dealer mechanics. That soon changed.

It has to be stated that, if a Ford tractor engine is maintained correctly, the cavitation erosion problem will not affect an engine's work life. This is solely due to the correct coolant additive and filter being used at the appropriate service intervals.

Over the past thirty-odd years, there have been some significant changes in petrol engine engines for motor cars. There are constant calls, from the motoring writers and from governments, for greater performance along with lighter engine weight and more and more stringent exhaust emission controls that combine to make modern car engines susceptible to the evils of cavitation erosion. Allied to this is the quest for faster aluminium casting methods where alloys of differing metals are used, to enable easier pouring of molten metal into more exacting and intricate casting dies.

In addition to all of the foregoing, there are important reasons for using industry approved coolant mixes to prevent severe corrosion transpiring due to dissimilar metals being present and reacting, within the engine's cooling system. Most reputable service centres have test devices for checking the effectiveness of the coolant. It is wise to make good use of this service.

I hope that you have not been bored to tears reading this, but it is an important subject nonetheless. Good luck with your coolant maintenance schedule.

In this article the word Diesel has been written with a capital 'D'. The reason for this is personal, because I place Rudolph Diesel right up there with such famous names as Whitworth, Lanchester, Watt and Pascal, to name a few of those who provided so much to enable us to be able to enjoy our motoring.

Mike Allfrey.

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## SPACE FILLER

"Your glass is empty O'Flaherty, will you be having another?"

"And why would I be wanting two empty glasses?" replied O'Flaherty.

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## CAUSE FOR CONCERN?

### News From Britain

The lead editorial article in the British magazine, *Practical Classics* for September 2015, contains some news that may well have ramifications for the future. The article refers to actions being taken by the Driver and Vehicle Licencing Agency (DVLA). It appears that the DVLA has been sending letters to 'keepers' of older vehicles, asking them to provide information about any major work and warning that if too many new parts have been used, it could result in historic car status being stripped. Registrations could also be taken away and replaced by

a 'Q' number plate if the agency isn't completely satisfied.

In the letter, the agency has requested owners to provide 'information about the provenance, construction and origin' of vehicles including receipts, old documents, copies of historical race sheets or reports, recent/historic photographs, copies of old sales advertisements and extracts from books'. It has also asked for notification of when items such as chassis, engine, axles and steering assembly have been replaced and whether a car has been rebuilt or restored in the last twenty-five years. 'If the vehicle has been recently built using a new or replica chassis, it is likely the DVLA record will be incorrect', the letter warns.

The communication has sounded alarm bells among enthusiasts, although it does seem that there is no intention to send letters to all historical vehicle owners. Press Officer, David Whitbread told *Practical Classics* that it had been made aware that only 'some vehicles recorded in the historic tax (registration) class have been incorrectly registered' and these were the ones being investigated. So far, it seems that high-value pre-war classics have been the main target, but it does throw up the questions about later, less expensive and more widespread cars such as Minis, MGBs and Midgets where entire new body shells are easily available. DVLA rules define most of a car's identity as resting with its 'original and unaltered' monocoque or separate chassis.

Even cutting into the monocoque, for example to fit a different engine, could mean that the vehicle's identity has been altered in the eyes of the DVLA. The move may be in response to the 2013 abolition of DVLA local centres, with the DVLA now examining variances in the way the rules were interpreted by the regions as it centralises operations. Both the Federation of British Historic Vehicle Clubs and the All Party Parliamentary Historic Vehicle Group are understood to be monitoring the situation closely.

*D Hopkins – Editor, Practical Classics Magazine.*

*With thanks.*

**Note:** Set out here is a copy of a letter sent out by the DVLA. Addresses have been condensed. Obviously, some information has been withheld for privacy reasons:

*Driver and Vehicle Licencing Agency,  
Strategy, Policy and Communications Directorate  
Longview Road, Morriston, Swansea SA6 7JL  
Website [www.gov.uk/browse/driving](http://www.gov.uk/browse/driving)*

*Your Ref: . . . . , Our Ref: . . . . .*

*Date: 3<sup>rd</sup> July, 2015*

*Dear . . . . .*

**Vehicle Registration Number:** . . . . .

*I am writing to you as our records show you are the keeper of a (sic) 'Historic' vehicle. The Driver and Vehicle Licencing Agency (DVLA) has been made aware that the recorded date of manufacture for a number of vehicles may not be accurate. Initial investigations have confirmed that some historic vehicles have been built using replica/replacement parts or a mixture of period and new components and have therefore been incorrectly registered. A period manufacture date has been recorded in error and a registration number allocated based on this date.*

*I hope you will appreciate that DVLA has a legal responsibility to ensure that our records are accurate.*



*This letter aims to provide you with advice and guidance on how DVLA will look to resolve this matter. DVLA require information about the provenance, construction and origin of your vehicle. You should provide as much information about your vehicle as you can. This should include:*

- Copies of receipts
- Old documents such as logbooks
- Copies of historical race sheets or reports
- Recent/historical photographs
- Copies of old sale advertisements
- Extracts from books

*We also require information on the age and origin of major components your vehicle comprises of, such as chassis, engine, axles, and steering assembly. You should also advise if the vehicle has been rebuilt, restored or entirely constructed in the last 25 years. The relevant Owners' Club may be able to assist. The information should be sent to:*

*Vehicle Registration Policy, Strategy, Policy and Communications Directorate. D 16, DVLA, Longview Road, Swansea, SA6 7JL.*

*Using this information, together with the documentation that was provided at first registration, we will assess whether a Historical classification is appropriate for your vehicle and if the date of manufacture is correct. If the vehicle has been recently built using a new or replica chassis, it is likely the DVLA record will be incorrect. You should be aware that we may contact the relevant Owners' Club to help with our investigations.*

*Once investigations are complete, we will write to you again explaining our conclusions. If any amendments are needed to the information DVLA hold on the vehicle record, these will be made and a new registration certificate issued. This could involve the issue of a different registration number. In addition, in some cases individual Vehicle Approval may be required and/or a Q registration number may be appropriate.*

*Please be aware that while these investigations are ongoing, applications to notify a change of vehicle keeper will not be processed.*

*Yours faithfully, John Vale. Team Leader – Vehicle Registration.*

#### **Danny Hopkins' Note – Bureaucratic Sledgehammer**

*"I've got nothing against cars being correctly described and dated, but with the idea that we will be 'investigated' come many causes for concern. Is a Heritage Shell original equipment? What does the word 'new' mean in this context? I can see disputes running on for years . . . the only benefactors being the legal profession. I can't help thinking that this 'one letter fits all' approach would have been avoided had we still got DVLA regional offices.*

*There's a fishy smell of the EU 30 year historic vehicle directive in the background here . . . Let's hope someone sees sense."*

*Editor's note: The letter pages had been reduced in size for the magazine's use and the text was very fuzzy but just readable for typing into here.*

*Our collective thanks to Practical Classics magazine for this piece of news. PC is always good to read!*

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## **EVENT REPORTS – WHAT WE HAVE BEEN DOING**

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



*Above: A part of our Saturday display.*

This time around, the weather was perfect for viewing the attractions at Como Gardens, at the base of Mount Dandenong. Some of us were kept busy keeping order in the car parking area. On both days, the carpark was filled by 11.00 am and then, on the Saturday, those departing after their visit just balanced those coming in. However, on the Sunday, once filled, arriving visitors were forced to park where they could along the side of the road. This continued till well into the afternoon when the area began to empty a little.

A fair amount of dust was raised by moving vehicles on both days, a bit different from the muddy conditions of the April weekend. On both days we had a good line-up of classic cars, backed up against the Como Gardens Railway track. Speaking of which, there were a couple of derailments on the curve right at the main entrance! It was a bit like our Public Transport Victoria's eastern approach to Box Hill station.



*Above: The young boy at left, in the blue hat, was quite distressed, however, the maintenance team, using a stout crow-bar soon had the train running again.*

At least on that railway the wheel flanges are deeper and not as susceptible to rail unevenness as the smaller gauge that the Como Gardens Railway uses. Small scale requires everything being absolutely right for good performance. It all happened at slow speed and it was determined that one of the carriages was at fault. The track did suffer some slight damage that was weld repaired overnight. More was to happen on the next day.

It was nice to see Bill Bonner again, he had his HMB on display and he spent considerable time explaining to the people who asked, just what his 'HMB' represented!

A good number of ABCCC members helped with other activities – train driving and conducting, keeping up a good supply of scones with jam and cream, manning the public entrance gate and helping with many other things. It was understood that the Sunday could well have broken attendance records. Thanks are due to the folk at the St. John Ambulance brigade for keeping us supplied with drinks and sustaining food. Furthermore, thanks are due to those ABCCC folk who helped out on both days. The Knox SES and the St. John Ambulance people must have benefitted handsomely from our combined efforts.



Above: The Sunday car park display in perfect sunshine.

Our thanks to Pat and George Hetrel for making us so welcome on both days. Believe us, it is great fun!

*Mike Alfrey.*

## WHAT WE ARE ABOUT TO DO

### 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, **note correction**, 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 at the grandchildren's favourite place.

A further leisurely drive leads us to a fifteen-minute mystery stop, before continuing to our destination at Warrook Farm. Once at Warrook Farm, we will be able to see sheep shearing, sheep dog demonstrations, 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 of farm tour plus a two-course lunch, including tea and coffee is \$30.00 per adult and \$20.00 for children aged between two and twelve years.

To secure your place for the last country run of the year: contact Greg or Geraldine Anglin on (03) 9876 3293 or on 0419 882 155 or, at [gregsbusy@msn.com](mailto:gregsbusy@msn.com)

*Greg and Geraldine Anglin.*

### CHRISTMAS LUNCH 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 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 and the cost of the luncheon will be \$35.00 per person, we advise that you book early. A booking form is provided on Page 14 of this edition of *Your ABCCC News*, and can be photocopied and posted with your cheque made out payable to the All British Classics Car Club Vic. 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. Also, note that any updates that may be required, will be provided via our E-mail network.

*Maxine Pettigrew.*

## ANNUAL GENERAL MEETING OF THE ABCCC VIC. INC.

### Sunday 7<sup>th</sup> February, 2016

The Annual General Meeting (AGM) will be conducted at the Chirside Park Country Club, 68 Kingswood Drive, Chirside Park (Melway Map 37; Ref: K3/K4). There will be a lunch commencing at 12:00 noon, with the meeting commencing at 2:00 pm. The lunch will cost \$10.00 per person. Please advise the Secretary that you will be attending the lunch and AGM before Monday 1<sup>st</sup> February, 2016. Should you decide to only attend the meeting, plan to arrive before 2:00 pm. This information is required for printing and catering purposes. Payment for lunch will be received as you enter the country Club, please do not send payment in advance.

The Annual General Meeting follows the protocol that only financial members of the ABCCC Vic. Inc. are eligible to cast votes. Protocol also rules that there can only be one vote per member couple.

Nominations for Committee positions will be called for at the Annual General Meeting. The Minutes of the 2015 Annual General Meeting will be distributed a minimum of two weeks prior to the meeting date.

If you have items that you wish to have placed on the Agenda, please notify the Secretary prior to 31<sup>st</sup> January, 2016. Late requests cannot be placed on the Agenda.

*Pat Douglas – Secretary.*

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## ABCCC VIETNAM HOLIDAY

### Summary Of Proposed Trip Itinerary

**Introductory Note:** *This is a basic description of a rather special 19-day holiday that has been arranged for members of our club. Paddy and David Bullard have received enquiries from our membership about having another holiday in Vietnam. They have worked with our previous partner, Tonkin Travel, who have created for us a most interesting tour of Vietnam and Cambodia. The actual tour itinerary fills nine pages and, therefore, cannot be placed in its entirety here. However, all is not lost for the actual itinerary has been placed on the ABCCC Website for a while now, where is much more information. For those who do not have access to Internet facilities, please contact the Editor for a non-coloured, printed copy to be sent to you. Accommodation*



location, in this précis, is shown in brackets after each day's sub-heading. For details of what is/not included in the tour's costing, please visit our Website, below, where you will find meal arrangements, types and styles of accommodation and detailed tour timing schedules. It is suggested that our holiday will be held in September or October.

[http://www.abccc.com.au/docs/VIETNAM\\_CAMBODIA\\_2016\\_ABCCC.pdf](http://www.abccc.com.au/docs/VIETNAM_CAMBODIA_2016_ABCCC.pdf)

The holiday is a bespoke tour arranged for us by Tonkin Travel, to welcome ABCCC members back to Vietnam, and also welcome those new members who have never visited the country before. There will be an extended trip to Siem Reap (Cambodia), where there will be a three nights stay. The tailor-made itinerary also includes some new destinations (Ninh Binh province where we will have chance to visit Tam Coc Bich Dong) and visit another part of Halong. Tonkin Travel also recommend you a very special show in HCM city, the AO show that you have never seen before in Vietnam.

#### **Day 1. Hanoi Arrival (Palmy Hotel)**

Upon on your arrival, meet your guide and driver and then transfer to your hotel. Free time for a stroll around the city.



#### **Day 2. Hanoi City Tour (Night Train To Lao Cai – Four-Berth Share)**

The day is dedicated to a more in depth discovery of Hanoi, beginning with a visit to Ho Chi Minh's mausoleum. We will then visit Tran Quoc pagoda located on the shores of West lake, visit the temple of Literature, a structure dedicated to Confucius. It was constructed in 1070, the compound soon became the first Vietnamese university.

In the early afternoon, there will be a visit the renowned museum of Ethnology, which houses an interesting collection of artefacts relating to the mosaic of ethnic groups that inhabit Vietnam. Later in the afternoon, we will also provide the opportunity to see Hanoi's famed Old Quarter from the seats of cyclos and visit the temple of Jade in the centre of Hoan Kiem lake.

In the evening a guide and driver will collect us at the hotel transfer to our dinner venue then move to train station for night train to Lao Cai.

#### **Day 3. Lao Cai – Sunday Market – Sapa (Bamboo Sapa Hotel)**

At the station, we will be met by a local guide and driver, then we will leave for Bac Ha via a winding road with breath-taking mountain views. Visit Bac Ha fair,

considered the liveliest and crowded in the region. It attracts a large number of Flower H'mong and other hill-tribe groups. Then, back to Lao Cai and continue on our interesting trip to Sapa, which offers spectacular scenery and is home to different hill tribes.

#### **Day 4. Sapa Tour (Night Train Back To Hanoi)**

In the morning our guide collects us from hotel for Sapa Market/Sapa town. Afternoon – we have two options take a car and transfer to Muong Hoa valley, one of the most beautiful valleys in northwest Vietnam. Descending into the valley by foot you will see the largest terraced rice paddy in the Sapa area. The walk takes you from Lao Chai village of the Black H'mong to Ta Van, village of the Zay, providing the opportunity to see the traditions and costumes of two ethnic groups.

For those who do not wish to walk – we will continue the drive uphill to the Heavens Gate, the highest road in Vietnam. On the way back to Sapa we will meet the first group and then drive to Lao Chai station.

#### **Day 5. Hanoi – Ninh Binh – Hanoi (Palmy Hotel)**

At Hanoi station, the local guide and driver transfer us to flower market to visit. Depart Hanoi for Ninh Binh province and enjoy the drive through the luxurious vegetation of the Red River Delta. We then continue on to Tam Coc and take a cruise up the river, on a traditional boat.

We continue our tour with a journey through bustling villages, rice paddies and beautiful limestone rock formations, to arrive at Hoa Lu, the capital of Vietnam for forty-one years under the Dinh and Le dynasties, to see beautiful shrines dedicated to the Emperor Le Dinh.

#### **Day 6. Hanoi – Halong (Grayline Cruise)**

Guide and driver pick us up from hotel for the world famous Halong Bay; embark at Tuan Chau Marina pier; transfer to Gray Line Halong Cruise by tender; relax on sundeck and enjoy the scenery of Halong Bay while cruising into the bay; cruise through Hoa Cuong fish farm among islands in Halong bay. Arrive at Me Cung (Maze) Cave. explore the cave. Climb up several rugged stone stairs to see a great lake considered as a royal garden and surrounded by mountains, its water is always blue.

Return to the cruise and head to Bright Cave, a lagoon that is part of Lan Ha bay, and on to Cat Ba Island. Enjoy swimming around the cruise boat. Enjoy fantastic views and take stunning pictures in evening light. Enjoy sunset party with cocktails and seasonal fruits. Overnight at the quietest sleeping area.

#### **Day 7. Halong – Hanoi – Flight To Hue (Eldora Hotel)**

This morning, Disembark at Tuan Chau Marina. Transfer back to Hanoi, the Palmy Hotel then, another driver transfers us to airport for flight to Hue.

#### **Day 8. Hue City (Eldora Hotel)**

We will spend a full day to visit Hue, former capital of Vietnam from 1802 to 1945, declared a world heritage site by UNESCO in 1993. Cruise in a sampan on the Perfume River to Thien Mu pagoda. Our tour continues with a visit to the Citadel, the seat of the Nguyen Dynasty emperors.

In the afternoon, visit the Tu Duc' tomb, which is one of the most impressive of the royal mausoleums. Emperor Tu Duc designed it himself, for use both before and after his death. The day ends with a visit to Minh Mang's tomb, located on the left bank of the Perfume River.



### **Day 9. Hue – Hoian (Vinh Hung Emerald Resort)**

Travel to Hoi An along Highway 1, which links Hanoi to Saigon. This drive is reputedly the most beautiful in all Vietnam. Note: Hoian is a great place for tailor-made clothing.

### **Day 10. Hoian Walking Tour – Boat Trip (Vinh Hung Emerald Resort)**

We take the boat trip on Thu Bon river. Then the morning is spent strolling through the narrow streets of this old town. Around the 17<sup>th</sup> century Hoi An was one of the busiest ports in South East Asia, with Chinese, Portuguese, Japanese, Dutch, French and English merchants visiting the town in search of spices, lacquer ware, and ceramics.

### **Day 11. Hoian Free (Vinh Hung Emerald Resort)**

A free day at your leisure.

### **Day 12. Hoian – Danang – Ho Chi Minh (Silverland Central Hotel)**

Take the arranged flight to Ho Chi Minh city.

### **Day 13. Ho Chi Minh City – Cooking Class – Cuchi Tunnel (Silverland Central Hotel)**

Start Ho Chi Minh City tour to HCM Agricultural Villages: Visiting HCM Agricultural Villages; cow areas; buffalo areas; rice fields; fish, prawn, chicken, duck areas; herbs, spices, vegetables and mushroom areas; challenges in the gardens become real Vietnamese farmers in Vietnamese traditional hat and gather up a lot of herbs, spices, vegetables and mushrooms from the gardens.

There will be cooking challenges, starting with hands-on cooking class and then enjoy what has been learnt. In the afternoon we visit rubber tree forest with latex collection demonstrations. Later we visit Cu Chi Tunnels. The outing will conclude at our hotel HCM City.

### **Day 14. Ho Chi Minh City – City Tour – AO Show (Silverland Central Hotel)**

The morning is free time for local exploration and, in the afternoon we will be collected from our hotel for a half-day city tour in Saigon, which includes the War Remnants Museum, Cholon Market, Ben Thanh Market, and to Notre Dame Cathedral and Old Post Office. In the evening we go to the AO show (O class) – a short walk to the Opera house.

### **Day 15. Ho Chi Minh City – Caibe – Ho Chi Minh City (Silverland Central Hotel)**

This morning we take a drive from hotel to Caibe – we will stop at Cai Be, where the tour guide will join us at the Cao Dai Temple, Cai Be, which is symbolic for the local unique religion and then visit the Cai Be Cathedral. After that, we will embark on a boat to visit the inland and floating markets of Cai Be. Leaving the markets, we will continue, using a hand-rowing boat tour to discover the exciting Mekong river life. Next, we will cycle around Tan Phong Island to visit the local handicraft workshops.

### **Day 16. Ho Chi Minh City – Siem Reap, Cambodia (Siddhatar Hotel)**

Free for your own time until driver meets us for transfer to airport, for flight to Siem Reap. On arrival we will be met for transfer to our hotel.

### **Day 17. Siem Reap, Cambodia (Siddhatar Hotel)**

We start our sightseeing tour of the Angkor area and we spend a full day exploring the wondrous ancient ruins

with the South Gate of Angkor Thom, the Bayon Temple, the Royal Enclosure, Phimeanakas, the Elephant Terrace and the Terrace of the Leper King.

### **Day 18. Siem Reap Tour (Siddhatar Hotel)**

Heading out of town we make our way by traveling on a newly paved road to the intricately carved and well preserved temple of Banteay Srei. Along the way we make stopover at the Preah Dark village, and we continue with a visit to the Banteay Samre Temple adorned with impressive relief carvings depicting scenes of Vishnu as well as Krishna legends. In the afternoon, we drive to the Pouk district, in the West of Siem Reap town, where we will visit a silk farm, a fascinating farm/workshop where you can see the entire silk creation process including growing the food for the silk worms, breeding the worms, silk extraction and refinement, traditional kit dying pattern creation and looming. On our way back, we visit the Western Baray (Baray Occidental) measuring 8 by 2.3 kilometres, which provided water for the intensive cultivation of lands around Angkor. Our tour conclusion dinner will include an Aprasa show

### **Day 19. Siem Reap Leaving**

Free at your own time until our driver collects our group and for the transfer to airport for our flight home.

*From Mrs Huong – Tonkin Travel.*

### **Expressions Of Interest**

Please lodge your expression of interest with Paddy Bullard via E-mail to: [paddybee@alphalink.com.au](mailto:paddybee@alphalink.com.au)

There will be updates for our club holiday as they come to hand.

*Paddy Bullard.*

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

**Continued From The October Edition:**

### **6. Music**

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

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

### **7. Television**

Revenues to the networks are down dramatically – not just because of the economy. People are watching TV and movies streamed from their computers. And, they are playing games and doing a number of other things to take up the time usually spent watching television. Prime time shows have degenerated down to lower than the lowest common denominator. Cable rates are skyrocketing and commercials run at about four minutes and thirty seconds.

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

### 8. The 'Things' You Own

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

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

This is a fair way down the road yet, as hard drives currently have terabytes of space – so, why use the Cloud?

### 9. Joined Handwriting

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

### 10. Privacy

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

All we will be left with, and such cannot be changed, are our Memories!

*Colin Brown.*

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## MORE IRISH HUMOUR!

Murphy dropped dead the moment he arrived home from a holiday in the tropics. He was laid out in the coffin for friends and neighbours to pay their last respects.

"He's got a great tan," Mrs Doolan from next door mused, "The holiday did him the world of good."

"And he looks so calm and serene," said Mrs McGuinness.

"That's because he died in his sleep," explained Mrs Murphy, "and he doesn't know he's dead yet, but when he wakes up, the shock will kill him!"

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## STOP PRESS ITEM – HOONS SWINDLE CAR REGO COSTS

**Exclusive** – Mark Buttler, *Herald Sun Newspaper.*

HOONS and cheapskates are rorting the state's registration system by exploiting a scheme for classic car enthusiasts. Some young hoons are using the system to drive powerful vehicles that they could not ordinarily use under restricted licence conditions. Other car owners are simply looking to save big money on their registration bills.

The number of Victorian vehicles on club permits was 8,500 in 2010. It has now boomed to 65,000. Those who have the permits must be members of approved car clubs and associations, allowing them to drive their vehicles on the road for private use for 45 or 90 days a year, depending on the amount paid. Cars must be older than 25 years.

One club official said while most people were genuine car buffs, there were instances where members appeared more interested in getting cheap rego than any activities. The savings are huge. While regular registration for most cars costs more than \$700, the club permit fee is \$142. "This is how some hoons get around driving prohibited vehicles," a police officer said. "They're paying less than a quarter of what we pay. They're rorting the system."

The *Herald Sun* has been told a log book system aimed at ensuring permit-holders stayed below the stipulated number of days was being abused. Many drivers were happy to gamble on not being pulled over or to have the book handy with only the date to be quickly inserted if intercepted. In other cases, motorists get club permits so they can use their older car as a second vehicle. Police said action would be taken against anyone abusing the system. "Victoria Police is aware of the concerns," a police statement said. "If anyone is found abusing or exploiting the scheme then police will take appropriate action."

VicRoads said the use of dub permits was the subject of strict licensing and inspection conditions. A relaxation of conditions on when the cars could be used had led to the boom in numbers since 2010. "Previously, vehicles could only be used at official club events and rallies, but now club permit vehicles are allowed to be used unrestricted on the road for 45 or 90 days," a spokesman said. "Permit-holders are required under the scheme to keep a log book accounting for each day's use. The majority of club permit holders are genuine motoring enthusiasts who appreciate and support the scheme."

VicRoads said it earlier this year worked with club bodies and police to improve vehicle standards, identification and club governance. "The operation of club permit conditions are under constant review and if a further tightening is required of the rules around logbooks, clubs or the type of vehicle that can be used on a club plate, VicRoads will consult with club peak bodies and Victoria Police."

*From the Herald Sun Newspaper – with thanks.*

*26<sup>th</sup> October, 2015.*

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## SPACE FILLER – THE FUTURE?

In fifty years' time, the AOMC may be running a Motoring Show for driverless motor cars!

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**ABCCC VIC. INC. ANNUAL MEMBERSHIP RENEWAL FORM**

Please fill in your details below and forward your cheque (\$45.00), made payable to the All British Classics Car Club Vic. Inc. to: Gordon Lindner, 9 Hagen Drive, Berwick, VICTORIA. 3806

Name ..... Partner's Name .....

Address ..... Post Code .....

Telephones: Home ..... Business ..... Mobile .....

E-mail Address .....

Please update your vehicle ownership as we need the information to keep our club records current. If your vehicle is on the Victorian Club Permit Scheme (VCPS), please indicate below if it is with the ABCCC register:

Year	Make	Model	Reg. No.	VCPS via ABCCC Y/N
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
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**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  
Names(s) .....

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

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

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. for help (03) 9739 1146

*Note: If you do not wish to damage your magazine, a photocopy of this form will be acceptable.*