



# ***YOUR ABCCC NEWS***

*The Official Newsletter Of*

**THE ALL BRITISH CLASSICS CAR CLUB VIC. INC.**

**Edition N<sup>o</sup>. 192**

**February, 2016**

## **AUSTRALIA'S FINEST MG TA ON DISPLAY**



*Photographed recently in the RACV City Club's entrance foyer, Colin Brown's beautiful MG TA. Turn to Page 5 to find out what happened to this motor car.*



**Associations Incorporation Registered Number: A0035462V**

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

Executive Committee	Name	Telephone	E-mail Address
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<b>Vice President</b>	Nello Mafodda	(03) 9719 7949	<a href="mailto:nello@abccc.com.au">nello@abccc.com.au</a>
<b>Treasurer</b>	Bill Allen	(03) 9846 2323	<a href="mailto:treasurer@abccc.com.au">treasurer@abccc.com.au</a>
<b>Secretary</b>	Pat Douglas	(03) 9739 4829	<a href="mailto:secretary@abccc.com.au">secretary@abccc.com.au</a>
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<b>VCPS Officer (Renewals)</b>	Colin Brown	(03) 5964 9291	<a href="mailto:colin@abccc.com.au">colin@abccc.com.au</a>
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<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

**Event Organisers – please provide basic event-start details as soon as possible – Thank you.**

## February 2016

- Sunday 14<sup>th</sup> 29<sup>th</sup> Picnic At hanging Rock – MRDC [www.picnicathangingrock.com.au](http://www.picnicathangingrock.com.au)  
Sunday 21<sup>st</sup> Lotus Garden Visit – An ABCCC Event Colin Brown (03) 5964 9291  
Start Venue – IGA Store, Corner Maroondah Highway and Killara Road, Coldstream.  
Sunday 28<sup>th</sup> **Concours d'Elegance** – Triumph Car Club Vic. Inc. [csallmann@bigpond.com](mailto:csallmann@bigpond.com)  
Venue – Xavier College, Kew. Time 8:30 am to 3:00 pm.

## March 2016

- Wednesday 2<sup>nd</sup> Mid-week Run – An ABCCC Event Frank Sawyer (03) 9770 0904  
Start Venue – Will be advised electronically.  
Sunday 13<sup>th</sup> to RACV Fly The Flag Tour – A Major ABCCC Event Tony Pettigrew (03) 9739 1146  
Saturday 19<sup>th</sup> 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 Run 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, enter from Epsom Road (Melway Map X896; Ref: Q4).  
Saturday 16<sup>th</sup> & Como Gardens Open Weekend – An ABCCC Assist Event Tony Pettigrew (03) 9739 1146  
Sunday 17<sup>th</sup> 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 0412 549 906  
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 Hamilton Rally – An ABCCC Visit Event Tony Pettigrew (03) 9739 1146  
Monday 13<sup>th</sup> 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 Wet'n Wild Weekend Whale Watching – An ABCCC Event Bryan Tootell 0412 549 906  
Sunday 31<sup>st</sup> 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

- Saturday 3<sup>rd</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> & Visit to Daylesford – An ABCCC Event Marj Pepper (03) 9439 7875  
Sunday 2<sup>nd</sup> 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 16<sup>th</sup> Britain To 'Bunna – Rover Car Club (Tasmanian Register) [webmaster.rovercarclubaust@gmail.com](mailto:webmaster.rovercarclubaust@gmail.com)  
Venue – Triabunna, Tasmania.  
Sunday 23<sup>rd</sup> Touring Visit to Puckapunyal – An ABCCC Event Ian Terry (03) 9841 9876  
Start Venue – TBA



## November 2016

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  
Friday 18<sup>th</sup> The Famous ABCCC Indulgence Weekend  
Information Indulgence – TBA

Bryan Tootell 0412 549 906  
Peter McKiernan (03) 9787 6003

## December 2016

Sunday 11<sup>th</sup> Christmas Luncheon – The ABCCC End of Year Event  
Venue – TBA

Maxine Pettigrew (03) 9739 1146

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## EDITORIAL NOTES – Issue N<sup>o</sup>. 192

Please cease being amazed – this issue follows quite quickly on the heels of the January issue of *Your ABCCC News* because of printing logistics. Hopefully it will be back to the usual number of pages, now that one of our major events is behind us. There is still the RACV Fly The Flag Western Tour to come in March, and it is shaping up very nicely.

This issue reverts back to the original format, having found that a number of our readers do not like reading the two-column format that was tried for the previous issue of *Your ABCCC News*. Strangely, from an editorial point of view, the two-column format was easier because pictures tended to stay in line with the text a great deal easier. We shall see how this issue develops. But, first, a spot of humour!

*Right: "I think I'll nip down to Earl's Court and see what we'll be stocking in ten years' time." From: The Autocar®.*

Our Events Directory, on Page 3, has far too many of those 'TBA' notations beneath the event descriptions. It is only fair to our greater membership that advance information is provided. This edition is a bit rushed, due to the soon to commence RACV Fly The Flag Western Tour and, in addition to that major event claiming our attention, there is also the logistics of printing to consider.

Enjoy this issue of *Your ABCCC News*.



Mike Allfrey – Editor.

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## A HAPPY RESULT!

While at the RACV Great Australian Rally in the display area at Mornington, a few minutes were spent with the St. John Ambulance folk talking about the warm weather and how their day had been. Our discussion came round to their presence at the Como Open Gardens display days, at The Basin, put on by Pat and George Hetrel twice each year. One of the St. John's staff pointed to the brand spanking new ambulance and all of its special equipment that was in use that day. The ambulance and gear, I was informed, was a direct result of the fundraising at Como Gardens. This produced a good feeling, because our club did a great deal to help get that shiny new ambulance for the St. John's folk who will certainly put it to good use.

While we were talking, the subject of an ambulance driver's lot in Melbourne's Metro area came up. Over the past few years, there have been complainants on our TV news screens about ambulances not responding to requests quickly enough. One source of frustration for ambulance crews is that, when they are responding to on an urgent call, very few motorists move aside (where possible) to make way for the sirens and flashing lights to get past them with a minimum of delay.

Modern motorists are probably too engrossed with their latest digital i-Devices to notice the approach of emergency vehicles on their way to their destination where they can, hopefully, be of great assistance to someone. Sad really.

Mike Allfrey.

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## SQUEEZE YOUR BRAIN

1	3	5
2	4	?

But the answer is not 6 – Think about it . . . . See next issue!

Betty Taylor.

## WRETCHED HAPPENINGS

At the Motor Classica auction last October, my 1936 MG TA Roadster, a very original car, one of the few retaining its original MPJG motor, was sold at auction to a buyer in New South Wales. The buyer then brought a car and box trailer from NSW to collect the beautiful MG. After loading the car, the journey north commenced and, somewhere along the Hume Freeway the trailer commenced a startling sway, with the final result being that the trailer rolled over.

The result was a badly damaged trailer, and extensive damage to the unfortunate MG inside the trailer

*Right: Just some of the damage sustained by the MG.*

The unfortunate purchaser rang shortly after the accident to see if it could be returned to the people who restored it in Melbourne, I could not face up to admitting it was me, as I could not go through another restoration of the same car.

As you can see from the photo the car is in pretty bad shape, the engine has been pushed into the firewall, and the front axle, that was anchored to the trailer was torn off, the timber frame would have suffered extensive damage.

It is amazing that the headlights, fog lamp and horn survived undamaged, I imagine that many of the pre-war rare parts required to restore the car will be hard to find.

The car was taken to Stylerod Panels in Croydon where it was assessed and written off by the insurance company,

During my conversation with the new owner they informed me that the trailer felt a little odd when being towed down from NSW, from this comment I assume that the U-bolt holding the axle to the chassis was loose or missing, hence this disaster, this illustrates graphically that the trailer should be in sound condition and great care needs to be applied when loading a car into a box trailer for a long journey to its new home.

*Colin Brown.*

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## URGENT REMINDER – Membership Renewal

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

Please renew your membership ASAP, the Membership Renewal Form is available from the ABCCC Website at <http://www.abccc.com.au/forms.php> . It can be filled in electronically, printed and sent to: Gordon Lindner, 9 Hagen Drive, Berwick, Victoria, 3806.

*Gordon Lindner – Membership Secretary.*

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## CURING THE CURSE OF ETHANOL

You would think that a liquid harmless enough to be drunk by humans – usually with a dash of ice, lemon, and tonic – would cause little bother to the average classic car, and yet in recent years the ethanol component of pump fuel has been blamed for turning flexible fuel hoses to ‘goo’, dissolving fuel tank sealants, and rotting the needle seats and sometimes the jets themselves in carburettors. Ethanol absorbs water and can attack the efficacy of what has been accepted as petrol-proof plastic and rubber components. If you haven’t experienced any of the above, it may only be a matter of time. We have been discussing Ethanol within the Kettering Area Motor Club (KAM) for seemingly a long time and, whilst current levels we tested ranged from 3.5 percent to 5 percent, the government goal is that by 2020, 10 percent Ethanol will be the standard for of all EU road transport fuel, diesel or petrol. Whilst the Federation of British Historic Vehicle Clubs (FBHVC) carried out tests on a number of after-market products that address the effects of Ethanol, they only concentrated on corrosion. Go to:

<http://www.fbhvc.co.uk/legislation-and-fuels/fuel-information/>

*Classic Oils* has developed a product called ‘ETHANIL’ which is designed to remove the harmful Ethanol from pump fuels. There are three main causes for concern regarding ethanol:

1. Corrosion,
2. Combustion, and
3. Compatibility.

The new product from *Classic Oils* is designed to remove the Ethanol and therefore the harmful elements and so negate the need to put further expensive additives in your tank which may only address one of the issues of concern. However, as we discussed at our meeting, the ETHANIL process is not very practical as it only processes 17 litres (approximately 4 gallons) at a time, and whilst being fine for small tanks i.e. motorcycles and very local and low mileage car users, for anyone travelling on a round trip of 250 miles, or a tank full of fuel they would need to carry additional processed fuel to avoid breaking the continuity. However, it might be well worth considering putting the processed fuel in your tank for the last few months of a season to ensure that you are storing your car with ethanol-free fuel over the winter months. But whatever you do, don’t let stale untreated pump fuel sit in your tank for weeks on end.

When I checked with *Classic Oils* to see how this revolutionary new product was going the answer was 'Steady'. Thoughts are, like with any new product, there is a degree of apprehension; the same was said about waterless coolants some years ago and now, well it is accepted as a norm.

### Boiling Characteristics (Fuel Volatility)

The Federation has published detailed information about simple practical steps which can be taken to overcome problems such as vapour-lock, which stem from the volatility of today's petrol when used in some historic vehicle fuel systems. A summary of the recommendations is given below:

- Reduce the flow of (exhaust) heat to the liquid fuel supply to the engine.
- Route fuel lines away from heat sources.
- Locate the fuel pump (e.g. electric pump) away from heat sources.
- Use a thermal break (e.g. plastic spacer) where possible for mechanical (engine-mounted) pumps.
- Shield carburettor(s) from radiant exhaust heat (this is especially so where inlet and exhaust are on the same side of the engine).
- Check radiators for condition and effective dissipation of engine heat. Old radiators may have become furred-up or partially blocked, leading to significant reduction in their ability to keep the engine cool in traffic.

Often, simple modifications such as these can be extremely effective in preventing the formation of un-wanted vapour bubbles in the liquid fuel. Relatively minor changes need not alter the character of a historic vehicle, while thermal baffles and heat shields can be fitted in a sympathetic manner to provide minimal visual impact.

### Ethanol

The FBHVC has identified three operational aspects relating to the addition of ethanol to petrol:

**Compatibility:** some elastomers, plastics, and composite materials are not compatible with petrol containing ethanol. Where problems are experienced, incompatible materials in the fuel system should be replaced with compatible alternatives.

Material	Recommended	Not Recommended
<b>Elastomers</b>	Buna-N (hoses and Gaskets)	Buna-N (seals only)
		Neoprene (seals only)
	Fluorel	
		Urethane rubber
	Fluoro-silicone	
		Acrylonitrile-butadiene hoses
	Neoprene (hoses and gaskets)	Polybutene terephthalate
	Polysulphide rubber	
	Viton	
<b>Polymers</b>	Acetal	Polyurethane
	Polypropylene	Polymers containing alcohol groups (such as alcohol-based pipe dope)
	Polyethylene	
	Teflon	Nylon 66
	Fibreglass reinforced plastic	Fibreglass reinforced polyester and epoxy resins
		Shellac
<b>Others</b>		Cork
	Paper	
	Leather	
Acknowledgements and thanks to CONCAWE who provided the above data.		

Note: CONCAWE stands for CONservation of Clean Air and Water in Europe.

**Corrosion:** long-term storage of petrol-ethanol mixtures (e.g. over a winter period) can lead to corrosion in historic vehicle fuel systems. Following tests, a number of corrosion inhibitor additives which are effective at protecting fuel system metals have been identified and endorsed by the Federation. These additives are as follows:

The stability additives that passed the test are:

VSPe Power Plus, VSPe and EPS from Millers' Oils; Ethomix from Frost A.R.T. Ltd; Ethanolmate from Flexolite.

These all received an 'A' rating in the research which enables all these products to carry an endorsement from the FBHVC. The endorsement is in the form of the FBHVC logo and the words: 'Endorsed by the FBHVC as a fuel additive for protection against corrosion in metals'.

Millers' oils – E-mail: [enquiries@millersoils.co.uk](mailto:enquiries@millersoils.co.uk); Website: [www.millersoils.co.uk](http://www.millersoils.co.uk)

Frost A.R.T. Ltd – Email: [order@frost.co.uk](mailto:order@frost.co.uk); Website: [www.frost.co.uk](http://www.frost.co.uk)

Flexolite – E-mail: [sales@flexolite.co.uk](mailto:sales@flexolite.co.uk); Website: [www.flexolite.co.uk](http://www.flexolite.co.uk)

**Combustion:** There is no evidence that the addition of ethanol to petrol directly affects combustion adversely, but ethanol does have a 'leaning' effect; fuel mixture strength becomes slightly weaker, and this is particularly true for higher ethanol blends. Petrol containing 10% ethanol for example, would result in a mixture-leaning effect equivalent to 3.6%, which may be felt as a power loss, but also could contribute to slightly hotter running. Adjusting mixture strength (enrichment) to counter this problem may prove beneficial. There is a further secondary effect on engine operation from the addition of ethanol to petrol, in that it adversely affects fuel boiling characteristics by increasing volatility at lower temperatures, and so could exacerbate vapour lock problems. The advice already given about practical steps to counter these difficulties (shown in the *Boiling Characteristics* sub-headed section inserted above) can produce real operational benefits.

Matt Tomkins, an associate of FBHVC and under-graduate student at Oxford Brookes University, recently carried out a study of carburettor component degradation in varying concentrations of petrol/ethanol mixes. This study was submitted as his undergraduate thesis and Matt has been kind enough to give FBHVC permission to reproduce it.

You are respectfully requested to respect his copyright of this interesting work.

*From: The Jowetteer and the FBHVC – with thanks.*

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## FROM OUR ARCHIVES

27<sup>th</sup> January, 1999

### RACV GREAT AUSTRALIAN RALLY REVIEW – 1999

#### Preamble

During the earlier part of 1998 I was asked to a meeting with the Peninsula Health Care Network, and I was asked if it was possible to put on a Car Rally in the time available and to conduct the Rally during the holiday period of January, 1999.

My view then was that it was possible although there would be difficulties to overcome. The end result of the Rally proves without a doubt that the RACV Great Australian Rally could be conducted, was conducted and was a credit to all who assisted in the organisation and running of this event as well as participated in the event as a entrant.

#### Planning

It has become evident that the 'red tape' syndrome is continuing to expand with one of the major problems that we had to overcome was satisfying the requirements of various statutory bodies whether it be the Department of the Army, the various Councils, the Country Fire Authority, the Life Guard body and last and very much not least the Police Department.

Progressively with the help of the Staff of the Hospital Network we worked our way through the complicated web that had been laid before us and at the end of the day I believe all concerned were satisfied with the paperwork side of running this Rally.

I should pay a considerable compliment to Nigel Atkins, Sue Haddon and Elizabeth Alexander who performed above and beyond the call of duty in assisting in resolving these innumerable matters that were placed before us.

#### Committee

A committee was formed under the Chairmanship of Professor Peter Chandler. That committee worked very well to establish the parameters of the Rally and to work our way through all the tasks and problems that were before us insuring that the Rally proceeded successfully.

I pay compliment also to the input of all members of the Rally Committee.

With exception of possibly adding one additional member that I will comment on later, I would see little point in changing a successful committee team in the event that the Peninsula Health Care Network and the RACV continue with this Rally.

#### Focal Points

inevitably, the Rally is not just not built around one site. It is built around the start, the run and the finish.

#### Yarra Park

I would like to comment that the start at the Melbourne Cricket Ground car park (Yarra Park) could not be improved upon as a venue and the Marshalls at that start conducted themselves with experience and efficiency. There were no difficulties at the start.

#### Melbourne Town Hall

I would then move on to the Melbourne Town Hall where, with the 'best laid plans of mice and men' syndrome, being put into effect. The parking of buses in Swanston Walk then the parking of 4 or 5 trams alongside the buses as occurred effectively totally blocked the use of Swanston Walk by the entrants' vehicles.

I would believe that the next run we should alter the route and bring the vehicles down Bourke Street with a left turn into Swanston Walk and this brings the entrants into the Town Hall precincts in advance of the area where the buses park and the trams also park and this will relieve this particular blockage.



The start itself at the Melbourne Town Hall with the assistance of the mobile starting platform with all the flags and decorations and signs on the platform, together with the Melbourne Highland Pipe Band in the back-ground, the attendance of quite a number of bystanders and the television crews that attended made this part of the activities quite successful.

It is regretted that the Lord Mayor cancelled his attendance and Professor Peter Chandler was left to do the start alongside with one of the minor City Councillors who attended.

Nevertheless we cleared the vehicles down Swanston Walk much more rapidly than what we anticipated and, whilst we had allowed that by 10:30 am all vehicles would have exited Swanston Walk, in fact by 9:45 am all vehicles were underway. John Gardner and his Marshals performed their tasks very efficiently.

### **Frankston**

The Frankston start area was a success from the point of view of the entrants from the Peninsula area and some of the much slower vehicles such as a 1912 Thornycroft Truck with a maximum speed of 15 mph, were given an opportunity of starting in effect half way along the route and some 20 vehicles took the opportunity to do this and a photo opportunity was created for the local press. I would suggest that this aspect of the Rally continue, however the by-passing of the general body of the Rally up Bay Street South and then back onto the Highway was, in my opinion, a total waste of time and should be dispensed with as there was little or no evidence of any people taking any interest in the photo opportunity. Further entrants should be encouraged to start at this point progressively from 9:00 am to 10:30 am.

### **Mornington**

Mornington proved to be a success, however human frailties came to the fore and entrants decided that this was a good spot to buy Aerogard, cigarettes, milk and maybe even have a browse at some of the shops, and the vehicles tended to build up and whilst we expected a maximum of 60 vehicles in that location at any one time. I understand we exceeded 100 vehicles and created some holdup that will need to be attended to with more positive Marshalling at this point and more accent on the literature given to the contestants ensuring that they do stay a maximum of 15-minutes only at this particular point.

The run from there to Portsea was good and it was evident by the number of people whether they be at an old folks home or just general public who lined the route and waved to this beautiful cavalcade of cars.

Portsea presents quite a number of logistical problems, however, it is an outstanding site and a beautiful setting and was complimented on by the greater majority of the Rally entrants.

Whilst we had the total number 250-plus entrants of which for various reasons approximately 20 did not start, we finished up with in the order of 260 vehicles parked on the old parade ground area.

One can only assume that a number of the general public vehicles together with band vehicles and other official members' vehicles somehow or other mingled in with the Rally vehicles.

It is again evident that this particular site would handle a maximum of 300 vehicles and according Rally numbers set for the year 2000 should not exceed this number.

### **Marshals And Officials**

I would like to pay a very genuine and sincere compliment to the efficiency and manner in which the Marshals, the Officials and the Judges carried out their duties in a highly competent professional manner and many of the Rally entrants complimented the organisation and efficiency of the Rally and this is reflected on the team that worked to put this Rally together.

I believe that we would call this Rally an outstanding success and I personally would allocate it 9 out of 10 on any scale but do understand that fine tuning and learning from problems is obviously essential to ensure that the Rally can go forward to be regarded as the premier Rally in the State of Victoria.

### **The Future**

Whilst the decision rests entirely with the Peninsula Health Care Network and its sponsors the RACV, I would strongly recommend that this Rally continue, not only in its current format but expanded to develop into a music festival along the lines of a family music festival, a jazz festival or a country and western type festival.

Continuing to expand the time that the event runs until as late as 9 or 10 o'clock at night and with a second sponsor to take over the musical side of the event I believe that whilst it may take several years to do, as many as 10-thousand people could be expected to attend such an event provided that cost of entrants is kept as low as approximately \$10 per head and perhaps \$5 for children.

This would be an added workload to the committee and I would suggest that, should the decision be made to expand the Rally, that a Musical Director be added to the general committee and as the object of this exercise entirely is to make money for the Network I believe that this would increase your potential income to in the order of \$100,000 per year and I would be happy to have discussions with the Network Board as to the feasibility of expanding the Rally.

In conclusion I would thank all concerned who have supported and assisted me as the Rally Organiser in the development and the conduct of this Rally.

Thank you,

*Signed*

**Frank E Douglas F.A.I.C.D. Rally Organiser.**



## **ALL BRITISH CLASSICS CAR CLUB**

**Committee Meeting 12<sup>th</sup> February, 1999.** (Note: These minutes relate to the meeting that was held **after** the foregoing report was sent out.)

### **Present**

Lynn and Ray Higginson, Chris & John Gardner, Heather and Tom Cannon, Tom Verney, Frank Douglas and Val Jefferyes.

### **Apologies** Tony Hodges

We now have 27 financial members with a total of 52 memberships.

### **Correspondence:**

Report from Frank for hospital (*see above*).

Rally entry number 12 for Penny and Cled Davies.

Frankston RSL pipes and drums, Glenys Macaffe.

Peter McLaren.

Chris and Janelle Hazlehurst – flyers.

Janelle Hazlehurst – name badges.

Australian Austin A30 Car Club – Thank you for the Great Australian Rally, Marshalls and Grand Hotel Mornington, Tom Baker secretary.

Other letters passed on to hospital.

A.O.M.C. Newsletter.

### **Great Australian Rally**

\$15,000.00 to hospitals.

Pat and Frank went to a meeting of the Hospital Board of Directors on 4<sup>th</sup> February, 1999.

The Board are happy to continue with the next rally – work on 2000 rally.

\$2,500.00 will turn up in a few weeks.

What can you expect to get out of a car rally – more rally cars – sponsorship.

Market stalls - music at event. Stage 2 of rally – evening jazz festival to get extra money.

Second lot of volunteers for Stage 2 event.

Car club people to go home – different people to go to musical night.

Great Australian Rally 1999 – Report.

Check in went well – people started to arrive early.

City – Major problem, length of Swanston Street, buses and trams blocked Swanston Street, next year maybe go down Bourke Street, need to go straight across at Flinders Street, Lonsdale Street busses blocked Road.

Frankston – photo opportunity – not much good, half way start alright, keep it simple.

Mornington – 15-minute stop became a 30-minute stop, too many cars, cars banked up, need more Marshalls. Maybe angle parking. Traffic lights maybe change pattern.

Portsea sign wrong – had to take sign down, some cars went to Sorrento, they needed to turn right.

Ray to design some signs.

Permission to have a sign on ropes in the air.

Portsea – not enough parking area we need less space between cars, maximum number of cars 350. Need more than one person to park cars.

Last car got to rally at 11:45 am.

Everyone needs to think about ideas to streamline the next rally.

### **Treasurer's Report**

We have a balance of \$284.00

Pay Frank \$150.00 for advance for opal safari. Need to repay money lent by Tony.

Flyer to join club for putting under windscreens, try club out before you join, invite people to next outing.

### **Easter – Denman**

Participants: Frank, Pat, Tom, Heather, Tom Verney and Val Jefferyes.

Classic Car – Neil Wakeman ABC Car Club mentioned.

Tom Cannon wants to go to AOMC meetings at Spring-vale but not to Pascoe Vale.

### **Next Meeting** 23<sup>rd</sup> April, 1999.

Frank was thanked for making the Marshalls job easier. Meeting closed at 9:55 pm.

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## THE ALVIS TE.21 3-Litre Series III

### Four Headlamps, 13.5 Per Cent More Power

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

Only modest changes have been made to the car for this year. In the sphere of styling – if such a word can be used in connection with the products of the coachbuilders' art – there is a radical departure from previous models in that a four headlamp system, has been introduced. This has called for a slightly higher wing-line and each pair of Lucas 5.75 inch diameter sealed beam lamps is mounted vertically in plated surrounds. The extra headlamps replace the pair of long-range driving lamps previously fitted; redesigned horizontal air intakes break up the otherwise plain and extensive panels between the new lamp clusters and the traditional grille. An improvement has been made to the appearance at the back by turning-under the lower edges of the wing valances to line up with the curvature of the door sills.

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

Inside the car there are detail changes. A folding central armrest has been fitted in the back seat; ashtrays have been removed from their rather inaccessible position on the door trim pads, and let into the fascia rail; and minor controls and switches have been regrouped on the fascia, so that they are in a more logical order.

*Right: The performance chart for the Alvis TE.21 3-litre.*

The cigar-lighter is now to the left of the switches and the starter, ignition switch, and choke control on the right-hand side of the steering column. The spare-wheel tray, difficult to lower on the Series II cars, is now secured by over-centre lifting levers inside the boot and is far easier and more convenient to operate.

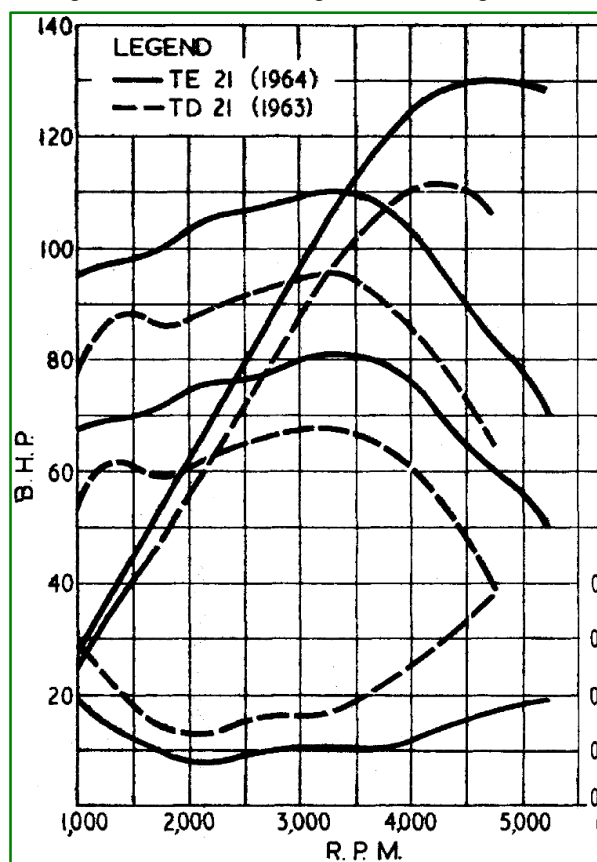
Finally, modifications have been made to the steering box that result in lighter steering, a welcome improvement since the steering on the TD series was undoubtedly heavy.

Unfortunately, engineering changes in conjunction with increased labour costs in the Coventry area have resulted in a price increase of £200 on the basic cost of the saloon and convertible.

### Brief Specification

#### ENGINE (Front-Mounted, Water Cooled)

No. of Cylinders	6	Bore	84 mm (3.30 in.)
Stroke	90 mm (3.54 in.)	Displacement	2,993 cc (182.5 cu. in.)
Compression Ratio	8.5 to 1	Valve Operation	Overhead, pushrods and rockers
Max. B.H.P. (net)	130 at 5,000 r.p.m.	Max B.M.E.P. (net)	142 p.s.i. at 3,250 r.p.m.
Max Torque (net)	172 lb. ft. at 3,250 r.p.m.	Carburettors	Twin SU
Fuel Pump	AC Delco, mechanical	Tank Capacity	14.3 Imperial gallons (65 litres) 1 gallon reserve.
Oil Filter	Tecalemit, full flow	Cooling System	Pump, fan and thermostat.
Battery	12-volts, 51 amp. hr.		



PRICE DESCRIPTION	Basic	Total (Incl. P.T.)
Saloon	£2,295	£2,723 13s 9d.
Drophead Coupé	£2,495	£3,015 7s 1d.
<b>EXTRAS (Including Purchase Tax)</b>		
Automatic Transmission	£114	15s 10d.
Wire Wheels	£30	4s 2d.
Radio	£40	18s 10d.

*Editor's Note: The chart, above, of comparative net performance curves does not illustrate the entire right-hand column, due it being lost in the spine of the magazine it was scanned from. The missing column is for specific fuel consumption shown as Pints/BHP/Hour, along with the readings for British mean effective pressure (Bmep).*

*In addition, the illustration of the Alvis was taken from an advertisement in the same magazine. The photograph (printed in the magazine's report) had faded to the extent that it could not be used.*

*From The Autocar®, 11<sup>th</sup> October, 1963 – With thanks.*

## JUST ONE LETTER

The following are results from an OZ-words Com-petition where entrants were asked to take an Australian word, *alter it by one letter only*, and supply a witty definition.

Clearly, you need to be an Aussie to understand:

- Billabonk:** To make passionate love beside a waterhole.
- Bludgie:** A partner who doesn't work, but is kept as a pet.
- Dodgeridoo:** A fake indigenous artefact.
- Fair Drinkum:** Good-quality Aussie wine.
- Flatypus:** A cat that has been run over by a vehicle.
- Mateshit:** All your flat mate's belongings, lying strewn around the floor.
- Yabble:** The unintelligible language of Australian freshwater crustaceans.
- Bushwanker:** A pretentious drongo, who reckons he's above average when it comes to handling himself in the scrub.
- Crackie-daks:** 'Hipster' tracksuit pants.

*Colin Brown.*

## ANOTHER INTERESTING FACT

Gift cards worth £240-million go unredeemed in Britain each year.

*From Qi.*

## EVENT REPORTS – WHAT WE HAVE BEEN DOING

### RACV GREAT AUSTRALIAN RALLY – Sunday 17<sup>th</sup> January, 2016

During the presentation of awards ceremony at Mornington there was one special presentation. The Rally's Advisory Committee had, with the recommendation of George Hetrel, created a special award for David Cawte from the St. John Ambulance group. For many years, David has supported both the RACV Great Australian Rally and the Como Gardens Open Weekends, with a devoted crew who provide First Aid as required at these events. At times, this contribution has been significant and, in one instance, has very likely saved a life.

The award was a plaque with a Rally badge mounted on it with an engraved plate commemorating forty-three years of noble support to the St. John's Ambulance cause.

David is now retiring from his duties at St. John's and we look forward to welcoming him to our events as a keen observer. We at the ABCCC salute you David!

In addition to the foregoing, here is the winners' list for prizes awarded at the RACV Great Australian Rally. It should be noted that the judging results at the Rally are not for a Concours d'Elegance, they are the motor vehicles that were favoured by our judges.



## GREAT AUSTRALIAN RALLY – WINNERS' LIST 2016

<b>BEST VETERAN VEHICLE:</b>	<b>Rally Number: 753</b>	<b>Owner: David &amp; Kath Wright</b>
	<b>Year, Make and Model:</b>	<b>1911 Fiat Tipo 1</b>
<b>BEST VINTAGE VEHICLE:</b>	<b>Rally Number: 205</b>	<b>Owner: Frank Fazio</b>
<b>(Ray Higginson Trophy)</b>	<b>Year, Make and Model:</b>	<b>1925 Fiat 519</b>
<b>BEST EARLY CLASSIC VEHICLE:</b>	<b>Rally Number: 321</b>	<b>Owner: Paul Carmen</b>



<b>1931 to 1940 (ABCCC Trophy)</b>	<b>Year, Make and Model:</b>	<b>1937 Buick 8/40 Special</b>
<b>BEST LATE CLASSIC VEHICLE:</b> <i>(3AW 693 Trophy)</i>	<b>Rally Number: 611</b>	<b>Owner: John Johnson</b>
<b>BEST LATE AMERICAN CLASSIC:</b>	<b>Year, Make and Model:</b>	<b>1987 Volvo 780</b>
	<b>Rally Number: 760</b>	<b>Owner: Bill Dineen</b>
<b>BEST LATE BRITISH CLASSIC:</b> <i>(Mornington Peninsula News Group)</i>	<b>Year, Make and Model:</b>	<b>1957 Cadillac Convertible</b>
<b>BEST COMMERCIAL VEHICLE:</b>	<b>Rally Number: 503</b>	<b>Owner: Ross Chapman</b>
	<b>Year, Make and Model:</b>	<b>1957 Austin Healey BN4 100/6</b>
<b>BEST MOTORCYCLE:</b> <i>(Magic 1278 Trophy)</i>	<b>Rally Number: 488</b>	<b>Owner: Russell Marshall</b>
<b>BEST CLUB DISPLAY:</b> <i>(RACV Trophy)</i>	<b>Year, Make and Model:</b>	<b>1947 Studebaker M5</b>
<b>BEST OUTRIGHT VEHICLE:</b> <i>(Dr Max Lay Perpetual Trophy)</i>	<b>Rally Number: 787</b>	<b>Owner: Colin Osborne</b>
	<b>Year, Make and Model:</b>	<b>1955 Triumph Speed Twin</b>
	<b>The Veteran Car Club of Australia</b>	
	<b>Club Vehicle for Display:</b>	<b>John Anderson, 1913 Nazzaro Tipo 11</b>
	<b>Rally Number: 321</b>	<b>Owner: Paul Carman</b>
	<b>Year, Make and Model:</b>	<b>1937 Buick 8/40 Special</b>

*Mike Allfrey and Colin Brown.*

## WHAT WE ARE ABOUT TO DO

### BLUE LOTUS WATER GARDEN VISIT – Sunday 21<sup>st</sup> February, 2016

I know all of the members who visited these gardens last time are looking forward to this return visit, the gardens have been extended and a number of upgrades have been made to the facilities. These improvements include a large undercover dining area for clubs to use – you may bring your own picnic or purchase meals at the café. Included in this visit is reserved seating for us in one of their Bali shelters for lunch.

Also included is an entertaining talk by a presenter who will cover a brief history of the garden and its feature plants, along with advice on how to grow lotus flowers in your own back yard.

We will meet at 9:00 am for a 9:30 am departure from the car park of the IGA store on the corner of Killara Road and Maroondah Highway, Coldstream. Our first stop will be at the Killara Estate Winery for morning coffee and some cake. Departing the winery, we will take an interesting drive to the Blue Lotus Water Gardens.

Reserved parking will be available at the gardens for our classic vehicles (and moderns). The cost of this extravaganza is \$20.00 per person, which covers morning coffee, entrance to the gardens and the talk by the Lotus Garden expert. Payment must be made by us as a single payment for the entire group. They do not collect payment from members, so remember that, if you book you are com-mitted to pay even if you get lost on the way. The Blue Lotus Water Garden is located at 2628 Warburton Highway, Yarra Junction

Money will be collected on the day – those who do not turn up will be invoiced. To book for this event, please advise me by E-mail to: [colin.brown@hotmail.net.au](mailto:colin.brown@hotmail.net.au)

*Colin Brown.*

### FRANKS MID-WEEK RUN – Wednesday 2<sup>nd</sup> March, 2016.

We will meet at the McDonalds food outlet at the corner of Hall Road and the Western Port Highway (Melway Map 132; Ref: J4). We will meet at 9:00 am for a 9:30 am start. We are going to visit The Australian National Aviation Museum at Moorabbin. A wonderful collection of aircraft and memorabilia which is run and maintained by an enthusiastic crew of dedicated volunteers. On the completion of our tour we will motor to our lunch venue. A hotel/bistro where you can select from the main menu or there is an option of a light lunch special at \$16 per head which includes a glass of house wine, beer or a soft drink.

It is planned to have a nice relaxing day out. And we hope that you can be a part of this. So if you are going to join us on the day, please let me know. As this helps people to look after us better.

Contact Frank on 0408 633 778. Or, E-mail [classicautos@aol.com.au](mailto:classicautos@aol.com.au)

*Frank Sawyer.*





## **PHIL'S RUN TO BEACONSFIELD**

**Sunday 3<sup>rd</sup> April 2016**

We will meet at Lilydale Lake, off Swansea Road (C401), Melway Map 38; Ref: G7, at 9:00 am for a 9:30 am departure. Our drive will take us to Yarra Junction, where we will enjoy a short break for a street walk and a tea/ coffee.

Then we will drive on through some of Victoria's best forests and rich pastures. We will arrive at a country pub where we will enjoy a lovely lunch at reasonable prices. Drinks will be at bar prices.

Please advise your participation so that I can advise numbers for catering purposes.

Full run details will be provided at the start.

If you will be joining us telephone either (03) 9842 5449 or mobile number 0438 067 548.

*Phil Cook.*

## **THE RACV CLASSIC SHOWCASE – Sunday 10<sup>th</sup> April, 2016**

This will be a display of motor vehicles that were manufactured in European (old east and west) countries, Japan and Britain. This important event is what used to be the AOMC British Motoring Show, however, it has become somewhat diluted over the years. That means that those of us who are involved with British-made vehicles should support this event as strongly as possible. It will be great if our club can put on a really good display of really fine British classics. This year is expected to be a big event because of the celebrations for the AOMC's 40<sup>th</sup> anniversary – they have achieved a great amount for the historic motoring movement in Victoria, and that provides a good opportunity for expressing our gratitude by supporting this show.

The RACV Classic Showcase returns this year to its home at the Nursery Gardens Car-park at Flemington Racecourse and, as in the past, entry is *via* the Epsom Road entrance (Melway Map X896; Ref: Q4). Display marshals will direct us to our club's display area. Display vehicles from 9:00 am, general public from 10:00 am. Prices are \$20.00 per display car and its legal passengers, general public \$15.00 per person and concession card holders at \$13.00 per person. Trophies will be awarded from 2:00 pm on the day.

Be sure to place this event in your diary now.

*Mike Allfrey – AOMC Delegate.*

## **SHANNONS/AOMC AMERICAN MOTORING SHOW – Sunday 1<sup>st</sup> May, 2016**

This event is for those who admire acres of finned sheet metal! Catering for all classic and historic motor vehicles that were manufactured in the USA. This is still a pure show, so enjoy it as an enthusiast for things motoring of that type.

Details for the show are as described above for the RACV Classic Showcase.

*Mike Allfrey – AOMC Delegate.*

## **FROM BRITAIN TO 'BUNNA**

Once again the Rover Car Club of Australia (Tasmanian Register) and The Village Triabunna will be hosting the From Britain to 'Bunna Car Show in Triabunna Tasmania on Sunday 16<sup>th</sup> October 2016.

This will be the third holding of this Show.

If any ABCCC members were thinking of visiting Tasmania during 2016, please bear in mind, a tour around Tassie and drop in to Triabunna for the Show, local RCCA members can help you with any itinerary. We would welcome any interstate visitors. For photos of previous shows see:

<https://www.flickr.com/photos/rccapics/sets/72157660056875206>

<https://www.flickr.com/photos/peterhut/albums/72157648508299549>

For further details please E-mail Peter Hüttemeier at:

[webmaster.roverclubaust@gmail.com](mailto:webmaster.roverclubaust@gmail.com)

or at: [triabunnavillage@gmail.com](mailto:triabunnavillage@gmail.com)

*Rover Car Club of Australia Inc.*

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## **GETTING A CHEAP PRICE**

A Scotsman telephones a dentist at the local clinic, to enquire about the cost of a tooth extraction.

"£85 for an extraction, sir", the dentist replied.

"85 quid! Have ye no'got anythin' cheaper?" And then he asked, "What about if ye didnae use any anaesthetic?"

"That's unusual, sir, but I could do it and would knock £15 off."

"What about if ye used one of your dentist trainees and still without any anesthetic?"

"I can't guarantee their professionalism and it'll be painful. But the price could drop by £20." the dentist responded.

"Well then, what if ye make it a trainin' session, have yer student do the extraction with the other students watchin' and learnin'?"

"It'll be good for the students", mull'd the dentist. "I'll charge you £5 but, I need to warn you it will be traumatic."

"Well then", said the Scotsman. "It's a deal. Can ye make an appointment for the wife next Tuesday then?"

*From Peter Hibbert.*

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## A QUALITY MOTOR CAR IS SOUGHT

Wanted a Jaguar XJ6 4.2-litres Series 2 or Series 3, must be good as I am too old to do a Restoration.

Please contact Gordon Lindner, 0418 540 920 or E-mail [ghl123@internode.on.net](mailto:ghl123@internode.on.net)

Gordon Lindner.

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## REDISCOVERING THE OLD HUME HIGHWAY 31

(Included in this magazine for information purposes.)

### Introduction

The Old Hume Highway 31 Group, in conjunction with the National Trust (Victoria) will conduct a leisurely tour of the former Hume Highway from Melbourne to Wodonga on Saturday 28<sup>th</sup> and Sunday 29<sup>th</sup> May, 2016. The tour will evoke memories of past travel, and allow reflection on the changes which have taken place. The objectives of Old Hume Highway 31 are to ensure that:

- The old highway is recognised for its historical significance in the development of south-eastern Australia;
- As much as practicable of the old road remains recognisable and trafficable;
- The by-passed towns are not overlooked by travellers; and
- In the interest of road safety, modern-day travellers are encouraged to make use of the facilities in those towns.

Many organisations which have an association with the highway are working with Old Hume Highway 31 to achieve these objectives. They include every local government body along the route (including those in NSW), historical societies, Chambers of Commerce, the National Trust in both Victoria and NSW, VicRoads and NSW Roads and Maritime Services.

**Outline** – Commencing at Broadmeadows which, if not the actual beginning of the highway, was certainly a sentimental point for starting the journey to Sydney, you will travel to Albury using as much as possible of the old route as practicable, at your option. We will use only those old sections of road which have convenient and defined entry and exit points. There will be no competitive element in this event – the only specified times will be your starting time, and the opening and closing times at the refreshment stops.

**Who Is It For?** – The event will cater for those of us who have an affinity with the old road. We may have travelled it in our youth, or as children with our parents. It will take us back to a different era. Drivers must have a licence valid for driving in Australia. As for your vehicles: cars, motor cycles and light commercial vehicles of a model sold before 1986 are acceptable. All vehicles must be registered for use on public roads (VCPS is valid).

**Details Of The Route** – From Broadmeadows, you will travel via Wallan, Kilmore, Broadford, and Tallarook to Seymour for morning tea at Kings Park. Then, on to Mangalore, Avenel and Euroa for lunch on the banks of Seven Creeks. From here, via Violet Town, Baddaginnie, Benalla, Glenrowan, Wangaratta, Bowser, Springhurst to Chiltern for afternoon tea at Victoria Park. Then, it's only a short run via Barnawartha to Wodonga, and on to Albury. That evening a gala dinner for participants will bring us together to socialise and reminisce.

Accommodation has been arranged in Albury, and both of the facilities we will use have secure parking to ensure that good care is taken of your cars. The accommodation is only four (4) minutes' walk to the dinner venue. The next morning, we will be having breakfast at The Gateway Lakes on the Causeway at Wodonga from 8:00 am until 10:30 am. During this time the public will be invited to view the display of all entrants' vehicles.

Then the rest of the day is yours to enjoy Albury/Wodonga, go to Winton for the Austin 7 Club's wonderful Historic Winton race meeting, or to take your time driving back to Melbourne, perhaps visiting some of the places on the Old Hume Highway 31 you noticed on the way up but didn't have time to check out properly.

**The Next Step** – If you would like to be kept up to date on the event, or are considering entering, please contact us:

By E-mail at [sales@oldhumehighway31.com.au](mailto:sales@oldhumehighway31.com.au) or, telephone 0418 272 491.

Frank Burke – Old Hume Highway 31 Group.

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