



YOUR ABCCC NEWS

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC. INC.

Edition N^o. 197

July, 2016

ON THE SOUTHERLY WANDERINGS TOUR – 2016



The Anglins' superb Jaguar Mk X negotiating the slippery slope, while Geraldine appears to be a mite apprehensive. Several cars descended the slope on full right-hand steering lock, with the car sliding straight ahead – all rather entertaining for those who stood by and observed the trials section.



Associations Incorporation Registered Number: A0035462V



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

Executive Committee	Name	Telephone	E-mail Address
President	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
Vice President	Nello Mafodda	(03) 9719 7949	nello@abccc.com.au
Treasurer	Bill Allen	(03) 9846 2323	treasurer@abccc.com.au
Secretary	Pat Douglas	(03) 9739 4829	secretary@abccc.com.au
Committee Positions			
Membership Secretary	Gordon Lindner	0418 540 920	membership@abccc.com.au
AOMC Delegate	Bill Allen	(03) 9846 2323	
AOMC Delegate	Mike Alfrey	(03) 9729 1480	editor@abccc.com.au
FVV & CCC Delegate	Bill Allen	(03) 9846 2323	
FVV & CCC Delegate	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
VCPS Officer (Applications)	Nello Mafodda	(03) 9719 7949	
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	colin@abccc.com.au
Web Master	Ed Bartosh	(03) 9739 1879	webmaster@abccc.com.au
VCPS Attendance Records	Sue Alfrey	(03) 9729 1480	sue.alfrey@bigpond.com
Club Regalia Manager	Maxine Pettigrew	(03) 9739 1146	
Committee Member	Frank Sawyer	0408 633 778	
Committee Member	Colin Brown	(03) 5964 9291	colin@abccc.com.au
Committee Member	Ken McDonald	(03) 5975 1867	
Committee Member	Rex Hall	(03) 9795 7669	rex@abccc.com.au
Magazine Editor	Mike Alfrey	(03) 9729 1480	editor@abccc.com.au
Editor's Assistant	Rick Lloyd	(03) 9830 1752	
The All British Classics Car Club Vic. Inc. Website http://www.abccc.com.au			
The Association of Motoring Clubs Website http://www.aomc.asn.au/			
The Federation of Veteran, Vintage and Classic Car Clubs Website http://www.federation.asn.au/			

CONTACTING THE ABCCC VIC. INC.

On The Web <http://www.abccc.com.au>
 On Facebook 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 19th 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.

July 2016

Friday 29th to Sunday 31st Wet'n Wild Weekend Whale Watching – An ABCCC Event Bryan Tootell 0412 549 906
Destination – Warrnambool, Victoria. (Note: Fully booked but others can be accepted and placed in the queue, in case of any cancellations by those who booked earlier.)

August 2016

Sunday 14th The ABCCC Annual Luncheon – An ABCCC Event Colin Brown (03) 5964 9291
Function Venue – Killara Estate Winery, Corner Warburton Highway and Sunnyside Road, Seville, Melway Map 10; Ref: Q7.
Wednesday 24th Mid-week Twilight Run – An ABCCC Event Peter McKiernan (03) 9787 6003
Start Venue – TBA
Sunday 28th Picnic At Marong – An ABCCC Supported Federation Event Neil Athorn 0408 033 839
Venue – Malone Park, Marong, Victoria. Map 626; Ref: C11(Detailed) or, Map 44; Ref: D5.

September 2016

Saturday 3rd Something Spritely – An ABCCC Event Robert Stark (03) 9728 6308
Start Venue – TBA
Sunday 18th Brewery Tour, Tasting and Lunch – An ABCCC Event Greg Anglin (03) 9876 3293
Venue – Gippsland, Victoria.

October 2016

Sunday 2nd The Peppers' Alternative Pub Run – An ABCCC Event Marj Pepper (03) 9439 7875
Start Venue – Eltham Tea Rooms, 7 Falkiner Street, Eltham. (Melway Map 21; Ref: H9)
Sunday 2nd Australian National Show and Shine – www.australiannationalshowandshine.com.au
Venue – Seven Creeks Park, Clifton Street, Euroa, Victoria. (Map 677; Ref: P12)
Friday 7th to Wednesday 26th Club Holiday in Vietnam and Cambodia – An ABCCC Event [Pat Bullard](#)
Some vacancies are still available, please contact Pat Bullard as soon as possible!
Saturday 15th & Sunday 16th 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
Sunday 16th Britain To 'Bunna – Rover Car Club (Tasmanian Register) webmaster.roverclubaust@gmail.com
Venue – Triabunna, Tasmania.
Friday 21st to Sunday 23rd Motorclassica – Association of Motoring Clubs Inc. [Motorclassica](#) Paul Mathers (03) 9321 6760
Venue – Royal Exhibition Building, Melbourne, Victoria.
Sunday 23rd Touring Visit to Puckapunyal – An ABCCC Event Ian Terry (03) 9841 9876
Start Venue – TBA

November 2016

Tuesday 1st Melbourne Cup at Yarra Glen – An ABCCC Event Colin Brown (03) 5964 9291
Start Venue – Meet at Coldstream, Victoria.
Wednesday 9th Special Mid-week Run – An ABCCC Event Bryan Tootell 0412 549 906
Sunday 13th Triumph Display Day – See Page 8 for details. Tony Pettigrew (03) 9739 1146
Friday 18th The Famous ABCCC Indulgence Weekend Peter McKiernan (03) 9787 6003
Information Indulgence – TBA

December 2016

* Saturday 10th Christmas Luncheon – The ABCCC End of Year Event Maxine Pettigrew (03) 9739 1146
Venue – Chirnside Park Country Club, 68 Kingswood Drive, Chirnside park, Victoria.

January 2017

Sunday 22nd RACV Great Australian Rally – A Major ABCCC Event Colin Brown (03) 5964 9291
Start Venues – Melbourne City, Stud Park and Hastings.
Display Venue – Mornington Racecourse, Mornington.

Important!

Please Note: Our scheduled event on Saturday 10th December could be affected by renovations planned for the rooms that we will be using at the Chirnside Park Country Club. Any changes will be notified in forthcoming issues of Your ABCCC News, be sure to be aware of all likelihoods of event change information in this Directory. Our Website will also be a location where these changes could be realised.

*** Note the change of date for this event.**

EDITORIAL NOTES – Issue N^o. 197

There has been a fair amount of club activity this past month, indeed for the year so far and there is more to come! This could be a little bit early, but thanks are due to the organisers of our events – well done!

In addition to all that has happened, there are some quality events organised by other clubs or club bodies. These are included in our calendar for interest's sake, and we are free to participate in them. The way these extra-activity events are flowing in means that you should keep an eye on our *Events Directory* on Page 3 of our magazine. These same events are also listed in the club's Website for those who rely on those telephone-plus devices that can perform all manner of tasks.

Continuing the theme of 'borrowing' articles from oldish magazines, this issue has a light-hearted piece about bearings and their relationship with the motor car. The article comes from an April, 1940 magazine, when Britain was in dark times during WW II, when a smidgeon of humour must have done wonders for the nation's morale. It would be very interesting to see how a modern motoring magazine would handle a similar situation. It also makes one wonder if there would be a total recall of a certain military model should there be a very remote possibility of an air-bag deploying itself without any impact to the vehicle to trigger it. Or, hopefully, the enemy's military vehicles could be impounded because of breaches of the emissions output regulations.

These older magazines make very interesting reading and, there will be another article in *Your ABCCC News* sometime soon, on a topic which could well have relevance in 2016 – things do not change very much.

Also, in this issue, we have a couple of articles submitted by members, from other clubs' newsletters, about the things we do. This is one way of getting our event reports!

No adverse comment about the motorcycle suspension article in Issue 196? Strange!

Mike Allfrey – Editor.

AN ENGLISHMAN, FRENCHMAN AND AN IRISHMAN

An Englishman, a Frenchman and an Irishman were in a pub talking about their children. "My son was born on St. George's Day", remarked the Englishman, "So we obviously decided to call him George."

"That is a real coincidence", observed the Frenchman, "My daughter was born on Valentine's Day, so we decided to call her Valentine."

"That's really incredible", drawled the Irishman, "Exactly the same thing happened, with my son Pancake."

From: One of Our Contributors.

NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club (Vic.) Inc. Our club is one of the fastest growing motoring interest clubs in this country. We hope to be able to welcome you and, in actual fact, your British classic motor car, at one of our events soon. Our club aims to have two motoring events each month, so there are plenty of fabulous events for you to select from. Welcome!

Name	Car	Model	Year
Bill Bowker	Jaguar	XJ-S	1978
	Daimler	104	1958
	Humber	S Snipe IV	1957
	Armstrong Siddeley	Sapphire	1954

Gordon Lindner – Membership Secretary.

KEVIN AND JENNY WATT RECEIVE AN AWARD ON THE RACV FLY THE FLAG WESTERN TOUR

We were very pleased to receive an award, Best Family Car, in the recent RACV Fly The Flag Tour with our newly restored Austin 1800. We took the Austin on its maiden run on the recent Werribee Car Club mid-week run to Queenscliff as a test before the Fly The Flag Tour and it performed very well.

Right: Kevin and Jenny with their award after the Tour,

Our Austin 1800 was a recent acquisition, purchased in Adelaide in July last. Mechanically it did not require a great deal of work but the cosmetics required quite a bit of attention, including a complete two pack paint job. We have received great assistance from members of the Car Club in completing the restoration, in particular Elio Massari, John and Corey Agosta and Geoff Gauchi. We used other local businesses for the painting and other minor jobs that we were unable to undertake ourselves. We had some difficulty in the first place in sourcing parts that were needed but managed to acquire all we needed *via* the Internet and from Adelaide and Albury, it is remarkable to find what is about when you carry out a search. Apart from a replacement of a bottom radiator hose on tour the car performed faultlessly.



As always recommended, we carried a set of radiator hoses and other spares in our tool kit and the changeover by the RACV service mechanics on tour was performed quickly and efficiently.

The RACV Fly The Flag Tour is a great event, this was our sixth entry and we would recommend it to any motoring enthusiast as a very well organised and enjoyable outing. This year we visited Hamilton, Warrnambool, Geelong and Ballarat.

Members might be interested in our restored 1970 Honda QA50 motor bike (*Right*), it probably would be a very rare item now. It was purchased new in 1970 from Riley Motors in Portland. It was used by my family of four children on our then farm at Narrawong, plus many joy rides by adults. It then migrated to Canberra where it was enjoyed there by four grandchildren before returning to Portland to complete its useful life being used by grandchildren five and six. It was retrieved a couple of years ago from my son-in-law in Portland in many pieces and in boxes. Luckily replacement parts needed are available in North America and after a few headaches and a lot of work the Honda was returned to life. New mudguards, new rings in the motor and powder coating of all metal parts, plus a host of other minor jobs saw the completed task. It is parked in our patio at Hoppers and draws a lot of comments from clients attending Jenny's Clinic there. Unfortunately, because of where we live, we are unable to give the bike a real tryout but in the short runs we are able to do it performs as new. I would like to give it a 'burn' up Morris Road, top speed about 15 kph, but the bike would probably finish up being confiscated by the law, looks like it is destined to be 'look only'.



Kevin Watt – From the Werribee Car Club Magazine – With Thanks.

A SPACE FILLER

An Irishman went into a post office to see if there were any letters for him. "I'll see, sir," said the clerk. "What is your name?"

"You're having me on now because I'm Irish," said the Irishman. "Won't you see the name on the envelope?"

And:

Murphy took his car to the mechanic, who told him he needed a new muffler. He went straight home and asked his wife to knit him one.

EVENT REPORTS

WHAT WE HAVE BEEN DOING

39TH QUEEN'S BIRTHDAY TOUR – Saturday 11th to Monday 13th June, 2016.

Southerly Wanderings – From Hamilton

On the Friday before the long weekend Terri and I set off for our annual pilgrimage to Hamilton in our Rover '90' for the Annual Tour organised by the Hamilton and District Veteran Vintage and Classic Drivers' Club Inc.

Right: Bill and Terri Allen's Rover 90 relaxing after negotiating the slippery entrance to the parking area at Arrandoovong.

This year the Tour, the 39th running, was titled 'Southerly Wanderings'. Also attending this event were Rover P4 Guild Members August and Asun Langenegger – Rover P2 '16' – and Peter and Sue Cass – P6B 'S', with from the ABCCC the Alfrey Rover, *Pea Soup*, Kurt and Sue Schultz – 1937 Riley Falcon, Clive and Helen Benoy – 1963 Wolseley 24/80, Ian and Mary Hodge – 1957 Vauxhall Velox, Peter and Leon McKiernan – 1969 MG-B, Greg and Geraldine Anglin – 1966 Jaguar Mk. X and Tony and Maxine Pettigrew – Modern for various reasons, which will not be aired here. A good ABCCC and friends turn out for the long weekend.



About twenty of us enjoyed an excellent evening meal at Alexandra House, a very popular eating venue in the centre of Hamilton then it was off to bed for an early night.

Around midday on Saturday the ninety-two entered vehicles met at Tour Headquarters, the Hamilton Entertainment and Convention Centre in the Showgrounds. Here we were given our Tour Packs and enjoyed a cuppa and some delicious homemade cakes and slices.

At 1:30 pm the 150 or so individuals were assembled in readiness for the short drive to Branhholme, to visit the historic property 'Arrandoovong'; the beautiful old bluestone homestead built in the 1850's. After enjoying afternoon tea and

more cakes and slices, all too soon it was time to head back to Hamilton. Most of the vehicles managed to avoid becoming bogged in the rather wet paddock where we were parked.

From 5:30 pm to 6:30 pm Tour participants were able to enjoy a Happy Hour where drinks and finger food were provided by the Hamilton Club. We then enjoyed a very nice two course meal. Following the meal we were entertained by local Club Member, Les Toohey, with a talk and slide presentation on his recent 3,000 mile trip on his 'new' India-built 1949 model Royal Enfield 500 cc Bullet motorbike around the very rugged desert region of northern India. This proved to be a most interesting presentation.

At 9:00 am on Sunday morning the participants once more gathered at Tour Headquarters in order to travel to Portland. At Portland we visited the premises of Keppel Prince, an engineering works which currently manufactures the towers for Wind Turbines. This proved to be a most interesting two hour plus tour where we were informed that this business is currently owned by Singapore based ship building company Keppel. We were surprised to learn that Keppel Prince in Portland, a huge facility, probably only formed about 1% of parent company Keppel's overall business! The three tour presenters had a rather philosophical view on the ongoing viability of their employment as it was a very much hand to mouth existence for them.

Following this tour, participants headed off to the nearby centre of Portland, which was extremely busy as a Tuna Festival was in full swing, to arrange to purchase their own lunches.

After lunch we were divided into two groups where we took it in turns to visit the Maritime Discovery and Information Centre – which presented much about the early history of Portland which was based on whaling and fishing – and the Powerhouse Museum – described as a must for car enthusiasts, featuring a collection of veteran, vintage and classic cars, motorbikes, tractors, stationary engines and a fully restored Melbourne cable tram and associated memorabilia.

It soon came time for us to return once again to Hamilton, this time up the Henty Highway.

Tonight, the Tour Dinner was organised once again at Tour Headquarters. The three course dinner was followed by the presentation of awards, results of competitions and entertainment.

Our Members, August and Asun Langenegger were delighted to win the award for the 'Pre-War Classic 1941 – 1950' for their Rover P2 '16'. Well done and congratulations to you both!

On Monday morning participants assembled at the Hamilton Car Club Clubrooms at the Hamilton Pastoral Museum, where a tasty brunch was provided. After a short stroll around the Museum and bidding farewell to our friends we headed off for home at 10:30 am, arriving home, after stopping briefly at Lismore, at 3:00 pm.

Our Rover '90' completed the 500-mile outing without any problems, except the speedometer cable decided to break just twenty-three miles from Hamilton. A job to be done!

Congratulations must go to the Hamilton Club who, once again organised a wonderful weekend, enjoyed by the 150 or so individuals who participated.

We can hardly wait for the 40th Tour next year which, I'm sure, will be something really special.

Our beautiful P4's are ideal for this type of Event and we would encourage as many Members as possible to get out and participate in this and similar events to enjoy their cars to the maximum.

(Note:– These Tours were previously known as Rallies until the 'Federation' deemed the word Rally to have some connotation with racing!) *Editor's Note: Maybe some in the Federation should have a look in MS Word's Thesaurus and the Concise Oxford Dictionary!*

Bill Allen – Written For The Rover P4 Guild – With thanks.

THE SAME EVENT – REPORT II

The first consideration was to use my Jowett Jupiter for the Tour, but then weather forecasts were for a fair amount of rain over the weekend. Thus my Rover P6B, *Pea Soup*, was quickly prepared for the trip to Hamilton, but not quite carefully enough, from a couple of aspects though as it soon turned out. The car had been used for the quick run up to Winton for the Historic Race meeting, and back home again – all on the one fill of BP Ultimate. Before departing for Hamilton, I had decided to fill the tank at Bayswater and set off on the Friday morning to rendezvous with other ABCCC folk at the Courthouse Hotel in Smythesdale just past Ballarat on the Glenelg Highway. However, about 200 metres into the journey, *Pea Soup* coughed and staggered to a stop, the petrol had reached the level for the reserve tap to be actuated. After a fill of fuel, the TomTom navigation device was programmed for 122 Ballarat Road, Footscray. The reason for using this address was to fool it into not taking me over the Westgate Bridge, instead it took me past the Melbourne Zoo and on through Flemington. In a leafy street in the better part of Footscray, the device was re-set to guide me to Smythesdale. The resulting legend informed me that the arrival at the hotel would be 12:00 noon – perfect timing. The run was an easy lope for the eager V8 and it was 11:54 am when the stop was made in Smythesdale.

We were all rather surprised to find that the Pettigrews had not arrived ahead of the rest of us and, after waiting a few minutes, a call was placed to find out how far behind us they were. It turned out that they had not yet left home! The reason for the delay was a repeat of the brake concern that afflicted the Princess Van den Plas during the RACV Fly The Flag Western Tour last March. Then, to compound matters, one of the tyres de-laminated and, to even further build up the delay, the bevel gear in the Princess' jack suffered stripped-away teeth. With that, it was time to call the RACV Road Patrol and a repair was effected. The green Lagonda was the next choice, but for some reason that choice was not adopted. Finally it was all put in the charge of the Holden Statesman. Meanwhile in Smythesdale, we settled down to a rather good lunch and then motored on to our accommodation in Hamilton in a leisurely manner.

It was while driving past Mount Abrupt, with thoughts of stopping and taking a photo in the strange light conditions, when, after picking up the camera off the passenger seat, Mount Abrupt very quickly disappeared with the result that

the heavens really opened up and there was a deluge of rain – along with a strong wind from the north and west a bit – sort of like being in a fourteen-foot dinghy in a mid-North Atlantic gale and wondering which foot would get wet first, only this time it was my right wrist as the quarter light was slightly open. The decision to leave the Jupiter snug and dry at home, suddenly became a good one. No doubt, the same applied to the same decision for the Pettigrew Lagonda! Conditions were such that it was extremely prudent to pull to the side of the road and wait it all out.

Soon after, the storm passed by and the steady drizzle resumed. Mount Abrupt was still well hidden so the TomTom took me on to Hamilton using the old road (from the Mill Road level crossing) that runs straight on from the Glenelg Highway level crossing, a much quieter road that took me straight to the Goldsmith Motor Inn. At the reception counter the stand-in manager issued me with the key to room 9, and gave me strict instructions to not try and get into room 10, because the lady in there would get really cranky. This caused me to wonder if this advice was from actual experience? On getting back behind the wheel in *Pea Soup*, and starting the engine, it was noticed that the red ignition warning lamp was glowing dimly and the engine had to be revved-up somewhat to extinguish the lamp. Initial thoughts were that the super-heavy rain had got into the charging circuit somehow. Oh well! Later, after a good natter and exchange of experiences in the Pettigrew's room, we all walked up the hill and around to the right a bit for dinner at Alexandra House Club. A good meal it was too and a brisk walk back to the motel worked a little of the excesses off.

Next morning, early, *Pea Soup* started willingly enough and started charging the battery right away as the course was set to witness the Australian Kelpie Parade in Casterton. Breakfast was found in the form of an egg and bacon (three rashers!) roll and a sustaining coffee in a pleasant café. It was while munching my way through all that bacon, that it was realised that, in warm weather the town's name would be Caarrsterton and in frigid conditions it would be Cassterton, just like Bath in good old Somerset! The Kelpie Parade was really good fun and well worth getting up early for. All too soon, it was time to head back to Hamilton, but before doing that, a jar of 'Blood Plum Chutney' was bought at one of the many parade-side stalls. Heading back, in Coleraine a drive up to Points' Arboretum, to stop and take the same photo as had been taken back in March, only this time the country was much greener. Because the ammeter's indicator needle had sort of hung loosely at dead centre all the way from Casterton – with no charge indication at all, the engine was left running. All the way to the *Southerly Wanderings Tour* headquarters, there was no indication of any life being delivered to the battery. This was a mite worrying, until we set off on our wanderings to Branhholme and a good charge was indicated, as it was again, on the open road back to Hamilton later that afternoon.

Right: Admiring the sheer enormity of fabricating a wind turbine tower at Keppel Prince. This is inside the spray paint booth. Note that this is just one segment of a tower.



Doug Palmer, President of the Hamilton Club, had regaled us about the parking arrangements at 'Arrandoovong', in a rather wet field. Being closely Land Rover related, *Pea Soup* took the slippery conditions in a very capable way, another good reason for not bringing the Jupiter, which is hopeless on wet grass, but pretty good in snow conditions. Must be the way the torque characteristic of the Jowett engine behaves. The departure from 'Arrandoovong' was quite entertaining, but again, the Rovers handled the conditions well. On the drive back to Hamilton, there was a reasonable indication that the battery was being charged. Ho; Hum – good old Joe!



Left: Part of our group in discussion while visiting the Maritime Museum at Portland.

Sunday was taken up with a most-of-the-day round trip to Portland. For this run, Ian and Mary Hodge invited me to join them in their Vauxhall Velox, which they had purchased only three weeks previously. This offer was taken up rather gratefully and we enjoyed a most interesting and enjoyable day out. The Velox purrs along at a good speed and appears to have a very useful second gear ratio. Direction by several tour marshals and their enthusiastic grandchildren meant that we could not possibly get lost along the way. It was on the drive south that we realised how extensive the blue gum plantations were. Also noticed, was the damage being inflicted on the roads by the large numbers of logging trucks. But our trusty State Government has a really good

fix for the damage – erect permanent yellow signs that inform of 'ROUGH SURFACE' and of 'ROUGH EDGES'. Quite sad really, because the Western District's roads were so good about thirty years ago. The Mayor of Hamilton had very clearly outlined the state of the roads to us at Saturday's dinner.

The visit and tour of the Keppel Prince factory was most interesting. It was a wonderful experience to see how massive the wind generator towers really are, with them being four metres across inside, and a number of multi bolted flanged sections, that could be carried on the roads to build the towers on site. Then we set off for lunch with a view of the enormous pile of wood chips waiting to be shipped to China, which prompts the question, why can't we add value to it all here? We walked off our lunch on the way to the Maritime Museum for an interesting tour of the exhibits. Then the Velox took us up to the Powerhouse Museum and here there was a rather personal piece on show, a Bamfords

stationary engine. Having worked for that company, it was good to see that an example of these fine engines had been preserved. Our drive back to Hamilton saw some hairy overtaking of tour vehicles by a large white car that showed no respect whatsoever for double white lines in the road. The gala dinner was really good that night, and Kurt Schultz took home two awards with his Riley, as did August Langenegger with his charming Rover 16 Sports Saloon. In addition to all of that, some of our club's attendees won prizes in the giant raffle. On the Monday morning, we all motored over to the HVV CDC clubrooms for a really good 'brunch'. After a good look around the Pastoral Museum, it was decided to set the course for home reasonably early, in case of *Pea Soup* suffering more electrical concerns along the way. There was, initially, indication of some charge going to the battery, but from Dunkeld onwards the ammeter's indicator needle hung slackly in the central position.

The TomTom guided me across country towards Beaufort, that supposedly being the quickest route to the Western Freeway. On passing a wind farm, a stop was made to photograph the wind generators and their now fully understood and appreciated towers. The engine was left running while a couple of shots were taken. On reaching Footscray, cramp was making itself felt in one leg, so the car was stopped in a quiet side street. After a few minutes' walk, the drive home was set to continue. The key was turned to engine cranking mode and there was dead silence. It was then realised that my multi-meter had been left at home. A local resident approached and admired the Rover, I informed him I was about to call the RACV and he told me not to do that, jumped into action with his car and a set of stout jumper leads. He was amazed that the Rover's battery was located in the boot, the leads connected and *Pea Soup* burst into life again. Profound thanks were given and his reply was, "Well, you look like the sort of chap that would provide assistance for someone in a similar position." With the engine idling, and no battery charge showing, he was shown the engine bay and the V8 impressed him greatly.



Left: At the Monday morning Brunch, left to right – Ian Hodge's Vauxhall Velox, Pea Soup, and Peter McKiernan's MG-B on a very cold, but clear winter's sky, morning.

The drive home was cautiously undertaken, care taken to prevent any chance of engine stalling and, still with no charge indicated, *Pea Soup* pulled up at home after a good run through cross Melbourne traffic. Once inside the garage, the ignition was switched off and an attempt was made to re-start the engine. It burst instantly into life! Why? That evening the wiring diagram was studied and, as is usual, there was little mention in the *Repair Operations Manual's* text as to where electrical connections were

actually located. Particularly noticed was the item described as a 'terminal post' with 'live' feeds going to the ammeter and various other points of the car. Just where that post is located is still a mystery. On the Tuesday morning the alternator was removed for a diagnostic check at Boronia Automotive Electrical Service, where Phil immediately installed it on his test rig and demonstrated straight away that no charge at all was coming from the unit. A few days later, the rebuilt alternator was ready and, on collection, Phil showed me the faulty parts. One brush was virtually non-existent and the slip rings looked very sad indeed, but more alarming, the two sealed ball bearings were dry and quite rattle-evident as they were shaken. The alternator had been reconditioned in 2005 – eleven years that have flown by. All in all, an extremely lucky result on reflection, vis-à-vis the RACV Fly The Flag Western Tour, the very early morning quick trip to Winton and the recent Southern Wanderings Tour. This was especially so, after the careful service *Pea Soup* received in February. In future, alternator components will form a part of the preventive service programme, we do tend to forget such components because they have a habit of performing reliably. Essentially, the car drove for most of the Hamilton event on its battery alone, thank you RACV Batteries!

Thanks are due to Tony Pettigrew for organising the Friday lunch venue, all of our ABCCC members for their company, to Ian and Mary Hodge for the wonderful ride in their Vauxhall Velox (1957) and, not at all forgetting Lorraine Wilson and her team members from the Hamilton and District Veteran, Vintage and Classic Drivers Club for putting the tour activities together for our enjoyment. Thank you all!

Mike Allfrey.

A.B.C.C.C. TOUR OF DISCOVERY – Sunday 26th June, 2016

Christopher and Geraldine Constantine organised a delightful day – crisp and cold but blue skies (whenever I looked). We straggled into the meeting point at Lilydale Lake over half an hour and received our drivers' briefing and puzzle sheet (read mental torture) which promised a prize for the genius who got the most car names out of it. However, the day had a time-table and we left promptly at 9:30am. in a strung out convoy to Kilsyth where Christopher had organised a visit at the home of a most generous couple, John Lakeland and his wife Kerry.



John had a unique collection of cars mainly Triumph, Riley, and even a Mercedes-Benz. However what made this unique is that most cars were specials, put together from bits and pieces from many different makes but predominantly one make. Hence each one achieved a marque. A couple of others were pure (nearly) but rare. One was a Triumph sports, one of only two in Australia. John has built most of the cars himself with some help from ABCCC member Bill Bonner. The other great thing about John is that he uses these cars and even races the Riley at hill climbs at Rob Roy. The Mercedes certainly looks like a racer. The SSS of the '30s is the inspiration for this one. His workshop, where he is currently putting together a



Triumph Tourer from the thirties (I think) looks a bit like a themed museum with all sorts of car memorabilia hanging on the walls. Next to the workshop is the "man cave". Apparently this was the former club rooms of the Hell's Angels motorbike gang and there were some issues trying to evict them after John had bought the property (not for the faint hearted). John has much improved the place and we celebrated with a wonderful morning tea. Bravo! We had a little too much fun when leaving because the ground (super green grass) where we parked our cars, was a bit damp and soft. The Morgans got out fine, but the Jags and Rolls had to be very carefully manoeuvred and pushed.

The drive to Gembrook, to the Puffing Billy Terminus, was positively magnificent. In the Mini the more appropriate word is 'exhilarating'. We had no trouble keeping up with the Jags and the Lagonda, but when you are six inches off the ground 60 kph is exhilarating especially as we had more than adequate engine sound feedback. (How odd that modern sports cars of today have to contrive to add engine sound to the cabin!) So we arrived at Gembrook station and in keeping with our superior status we were waived into our VIP parking lot on the station platform. You can't do better than that. However I think I detected a question to us by the parking marshal asking whether we were with the car club! Lucky Ian was driving and deftly answered the question with no malice. I wonder if the marshal had assessed our Mini was Australian made and perhaps not eligible. Couldn't be!

Anyway, Gembrook was great. The Craft Market was in full swing. The Puffing Billy was arriving and shunting down spur lines creating clouds of steam around us as we tried to get the definitive Puffing Billy photo. Having had all this fun we were then invited into the station waiting room where there were chairs and an open fire and homemade pumpkin soup and sausage rolls. This was provided by Gary McGough and his wife who are on the committee of the Gembrook Craft Market. We were generously looked after. Then David Peck, a ABCCC member, owner of the motorist museum across the road, and who is also an organiser of the Puffing Billy, invited us for a free ride on Puffing Billy back to Cockatoo. Well who could resist? At 2:45 p.m. we all boarded. Many hardy souls went to the open carriages, but being used to comfort we Mini drivers (gentle sarcasm) headed for the first class enclosed carriage and joined a couple of Lagonda drivers (our President and good wife) who were also used to such comfort. I hardly need mention spirits were high even having only consumed pumpkin soup and coffee.

Bravo again and huge thanks to Christopher and Geraldine for organising a wonderful day.

David Knight (Mem. 341).

ANSWERS – TOUR OF DISCOVERY PUZZLE

a1 – AC ACE; a2 – ALLARD; a3 – ALVIS; a4 – ASTON MARTIN; a5 – AUSTIN; a6 – AUSTIN HEALEY;
b1 – BENTLEY; b2 – BRISTOL; c1 – CATERHAM; c2 – COOPER; c3 – CORTINA; d1 – DAIMLER; e1 – ESCORT;
f1 – FRAZER NASH; h1 – HILLMAN; i1 – INVICTA; j1 – JAGUAR; j2 – JENSEN; j3 – JOWETT; l1 – LOTUS;
l2 – LAGONDA; l3 – LEA FRANCIS; m1 – MCLAREN; m2 – MG MAGNETTE; m3 – MG B; m4 – MORGAN;
m5 – MORRIS; p1 – PANTHER; r1 – RAILTON; r2 – RILEY; r3 – ROVER; r4 – ROLLS-ROYCE; s1 – SINGER;
s2 – STANDARD; s3 – SUNBEAM; t1 – TALBOT; t2 – TRIUMPH; t3 – TVR; v1 – VAN DEN PLAS; v2 – VANWALL;
v3 – VAUXHALL; w1 – WESTFIELD; w2 – WOLSELEY; z1 – ZEPHYR; z2 – ZODIAC.

Note: Arguments will not be entered into.

Christopher Constantine.

WHAT WE ARE ABOUT TO DO

THE ABCCC ANNUAL CLUB LUNCHEON – Sunday 14th August, 2016

An early warning of this upcoming event, that will be held at the Killara Estate Winery, which is located on the corner of Warburton Highway and Sunnyside Road, Seville. We have held many successful events at this Winery, and at the last visit we had morning tea, prior to driving on to the Blue Lotus Water Garden, I proposed holding our Annual Luncheon here to the attending members, and it was duly approved by a show of hands. (So, if you do not like the location or meal, a list of all the members who attended that day will be made available upon request.) To those members who brought presents last year this is not Christmas in July or August so save your presents for our Christmas lunch. A great menu has been chosen:

Entrée:	Crumbed Calamari Prawn Cutlets	Main Course:	Roast Lamb and Roast Vegetables Stuffed Chicken Breast
Dessert:	Lime Tart or Sticky Date Pudding	Refreshments:	Coffee/Tea

This is a club members only event, and the cost for the luncheon will be \$35.00 per head, and all drinks will be provided by the club. **A booking form is on the back page of this newsletter, or, there is a PDF version on our club's Website that can be typed-in and printed-off for mailing.** All bookings *via* the booking form please.

Looking forward to your company.

Colin Brown.

MID-WEEK TWILIGHT RUN – Wednesday 24th August, 2016

We will meet in the car park of the Burvale Hotel, on the corner of Burwood Highway and Springvale Road, in an area close to Springvale Road (Melway Map 62; Ref: D7) at 4:00 pm. There will be a 4:30 pm departure. After approximately an hour and a half drive, unfortunately in peak-hour traffic, and passing through the Yarra Valley, we will arrive at our dinner venue in Yarra Glen.

Please advise if you wish to attend, in order that catering arrangements can be confirmed. Contact Peter McKiernan on 0407 876 023 or, E-mail to petermckiernan@tpg.com.au .

Peter McKiernan.

PICNIC AT MARONG – Sunday 28th August, 2016

An ABCCC Supported Event – Contact: Neil Athorn 0408 033 839

This Federation-run event will be held at Malone Park, Marong (Near Bendigo). All vehicles attending are required to be in place by 10:30 am and will not be able to leave before 2:30 pm. Catering will be available on site. Entry will be free for all Federation affiliated club members, and \$20.00 per vehicle for any non-affiliated Federation Members. Any ABCCC Members attending this event must bring along a copy of *Your ABCCC News* to prove that they are members of a Federation-member club to gain free entry, otherwise they will be charged the \$20.00 entry fee.

Bill Allen.

PEPPERS' ALTERNATIVE PUB RUN – Sunday 2nd October, 2016

Meet at the Eltham Tea House, 7 Falkiner Street, Eltham (Melway Map 21; Ref: H9) at 10:00 am.

We will have a cuppa and chat before heading off on a leisurely drive to a cosy Country Pub for lunch. There is an opportunity to visit a great little Farmers Market along the way which showcases quality local and Yarra Valley produce, with your \$2 coin donation supporting the local combined CFA units.

There will be more information on arrival at morning tea.

Please call 0407392330 or E-mail bmpepper1@bigpond.com . We will need to confirm the numbers by 12th September if you wish to join us. Hope you can join us.

Marj and Brian Pepper

CLUB HOLIDAY TOUR OF VIETNAM AND CAMBODIA – Friday 7th October, 2016

The tour is now settled upon visiting Vietnam and Cambodia, as this was preferred, over including Laos in the itinerary. Our departure date will be October 7th, 2016, and the duration of the tour will be 19 days. There are several vacancies still available, to be finalised about mid-May, with deposit due about end of May, to confirm.

Anyone with interest or questions please contact me at paddybee@alphalink.com.au Or telephone (03) 9898 1881, or on mobile 0429 140 183. There will be more detailed information in the June issue of *Your ABCCC News*. Very likely, we will distribute the information *via* our E-mail group.

Pat Bullard.

MORE SPACE FILLER LINES

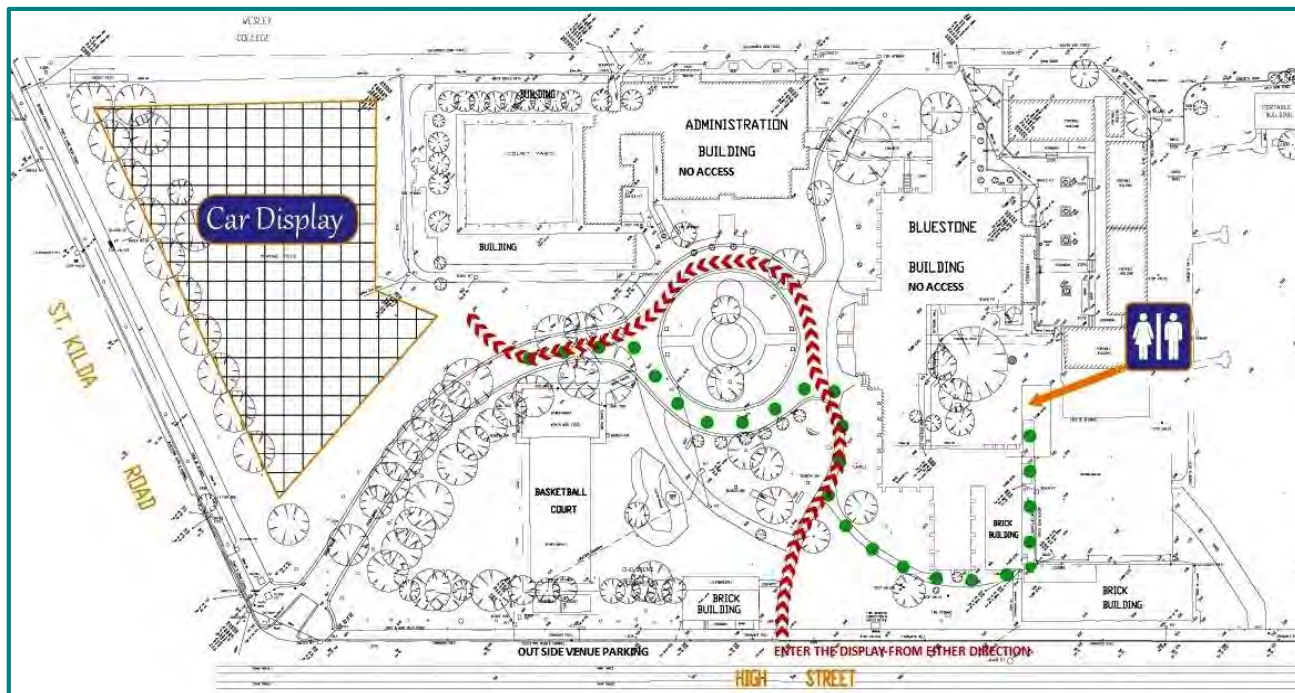
- ◆ The tooth is the only part of the human body that cannot heal itself.
 - ◆ In ancient Greece, tossing an apple to a girl was a traditional proposal of marriage. Catching it meant she accepted.
 - ◆ For every extra kilogramme carried on a space flight, 530 kilogrammes of extra fuel are needed at lift-off.
 - ◆ Nine out of every ten living things live in the ocean.
 - ◆ Intelligent people have more zinc and copper in their hair.
 - ◆ A comet's tail always points away from the sun.
-

TRIUMPH DISPLAY DAY – Sunday 13th November, 2016

The All British Classics Car Club (Vic.) Inc. has been invited by the Triumph Car Club of Victoria Inc. to take part in their Display Day at the Deaf Children Australia venue at 597 St. Kilda Road (Melway Map 58; Ref: B6). A map of the display's location and its layout is shown below.

Arrive between 10:00 am and 11:00 am, there will be a brief presentation at 1:30 pm, leave by 3:00 pm, Entry fee is \$20, per car on venue all proceeds go to the Deaf Children. Come along and display your car at this stunning inner city locale, other British marques are invited, meet and talk to other members, share stories and lunch together. Families very much welcome, plenty of free parking in High Street, walk-in visitors are most welcome.

Triumph Car Club cars will be automatically entered into the Shown'n'Shine. Invited clubs are encouraged to organise a display and their own, show'n'shine, if desired.



All cars are eligible for the 'Invited Car Of The Show' award and gate prizes, supplied by: Caulfield Jag Service and Auto Photo. Please lodge your club's interest as soon as reasonably possible for space allocation.

Please enter from the High Street Road Entrance.

Tony Pettigrew.

IT IS ON AGAIN! THE FAMOUS ABCCC INDULGENCE TOUR – Friday 18th to Sunday 20th November, 2016

We will meet at Yarra Glen for a 9:00 am start, proceeding along the Melba Highway (B300) and Goulburn Valley Highway (B340) to our morning tea or coffee and cookie stop at Yarck. After morning tea, we continue on to Mansfield where we turn off to Whitfield and our luncheon venue at the Mountain View Hotel. After lunch you may care to travel onwards to Cheshunt to visit the local wineries.

Note: Do not continue from Cheshunt to Myrtleford as the road is only suitable for four-wheel-drive vehicles.

We continue along the road from Whitfield to Wangaratta, turning off at Oxley and passing through Milawa (the Glenrowan to Myrtleford Road C522) and Markwood to join the Great Alpine Road (B500), proceeding through Myrtleford to Bright.

Accommodation has been reserved at the River Bank Park Motel, on the left as you enter Bright. After we unpack and clean up, nibbles and drinks will be served outside your room on the Ovens River bank. Dinner is within walking distance at the SOLE É LUNA Italian Restaurant where *mine host* Frank Martinez, has promised us a night to remember.

On Saturday morning we are to be collected from our motel by a coach for a tour of the area, visiting the Milawa Cheese factory, Brown Brothers Winery and a luncheon stop at the Ringer's Reef Winery at Porepunkah. After lunch our tour continues, visiting a Boutique Winery, and a deer and emu farm prior to being returned to our motel.

Saturday evening will be our Indulgence Bar-B-Que held on the bank of the Ovens River outside our rooms.

Sunday morning breakfast has been arranged at the Bright Brewery where bacon and eggs will be available. Once we arrive at Bright, it will not be necessary for you to use your vehicle until you wish to return home.

All meals, drinks costs included with the exception of motel accommodation and pre-dinner nibbles. The cost for the weekend is \$480.00 per couple, or \$240.00 per single. Bookings are filling fast, so please confirm your interest in this event to Peter McKiernan on 0407 876 023 or, E-mail petermckiernan@tpg.com.au .

Peter McKiernan.

TECHNICALITIES FOR TYROS

Hidden Mysteries Of Mechanics – Bearings

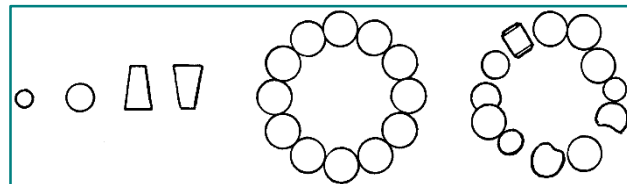
When technical people get a slide rule in their hands, or a piece of squared paper before them, a dreamy, far-away look comes into their eyes, and you realise they are experiencing visions of cams with wonderful contours, of combustion chambers that never were so hemispherical, of magnesium pistons – preferably of kidney shape – and other items which go clicking around in the brain of a student of design.

It is very nice to be able to talk of all these things in a convincing manner, but they are so frightfully difficult for the ordinary man to understand. Consequently, it is with a burning desire to come to the relief of my fellow-men that I set myself the task of the telling in simple language which all can understand the real truth about things. What I am about

to tell you is known to any service manager who sees all the bits and pieces described below in a state which definitely corroborates my story.

Now, among the most important parts of any motor vehicle are the bearings. I propose to begin by an exposition of the ball bearing. The ball bearing is a device primarily intended to lull the owner into a false sense of security while the bearing is performing its main function of wearing a deep groove in the ball race. Balls are popularly supposed to roll, but, since the inner race is of small diameter and the outer one of large diameter, a geared-up effect is exerted on the outer race, with the result that, in the first place, the balls skid, and, in the second place, they wrench the outer race out of its housing. This is bad for everything, and particularly for aluminium, which metal, for some odd reason, is generally chosen as the housing.

Left: Taper roller, end view, other end, pointing up and pointing down. Right: A row of rollers correctly disposed, and a normal row of rollers (far right).



A ball race is made of steel, a special kind of steel designed to produce, after a time, a deep rumbling noise or a disturbing 'clack' when, say, a wheel is turned. On dismantling, a careful inspection will reveal a series of minute pits in the race, or a cursory glance may reveal the fact that darn great lumps have been chipped away.



A ball, plan elevation, back view, front view, ball looking north and ball looking south.

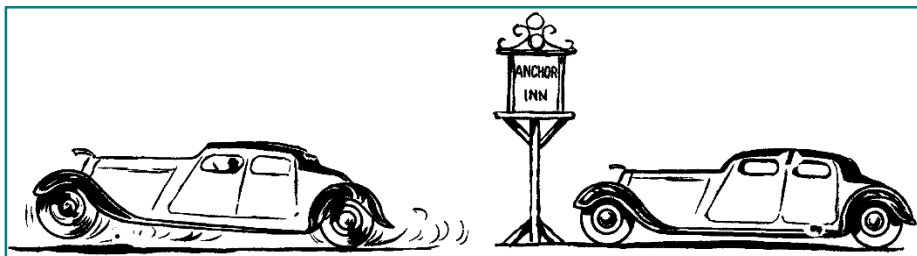
During the process of dismantling, the balls – especially when they are small ones – will spill themselves all over the garage floor, or roadside, whichever is being used. This involves an intense and protracted search; hence the term 'finding your bearings'.

Lost ball – Large ball not magnified, showing how it may be confused with a small ball magnified.

Generally, when you have found all the balls, you will discover that there is, surprisingly, one too many. The apparent miracle is explained by the fact that the extra ball is one of the set you lost a fortnight ago.



It will be noticed that some balls have large diameters and some small diameters. A high degree of what can only be termed class consciousness exists between the two types, and they should never be asked to mix with each other in the same bearing. Odd sizes, however, should never be discarded; they should be kept in an accessible place upstairs in the bedroom. They make excellent missiles which may be projected with great success from a catapult to break up meetings of the feline fraternity on the lawn.



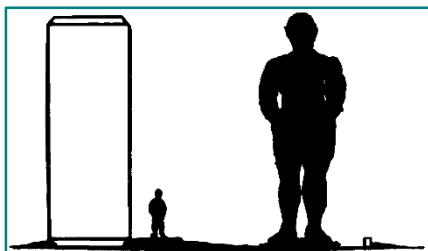
Left: Rotary motion unchecked, Right: Rotary motion checked.

The roller bearing is another type of job, and, like the ball bearing, has its own peculiarities. Owing to the fact that the roller makes a line instead of a point contact with the race, it does not wear grooves in the latter. Instead, it wears flats on itself, thus competing

adequately with the ball in producing the rumbling noises already mentioned.

When these flats develop, the rollers exhibit a marked objection to any rotary motion in or about them. If rotary motion is insisted upon, they hold a mass meeting, unite together with every symptom of determination, break their bonds, and behave in such a manner as proves them once and for all to have no consideration for the future of the 'race'.

When this trouble occurs, dismantling becomes necessary. If, during this process, a large lump of metal comes away in your hand, this is probably the stub axle or, more probably, half of it. The remedy is obvious. Should it be that only the rollers and the cage are damaged, these can be removed (a) by magnetic means, (b) with brute force, or (c) with a fish hook. If you find everything has a particularly jagged appearance, this is a case of breakage, but if you find one roller shaped like a crescent moon, the cage in three separate pieces and the race revolving freely in a welter of aluminium swarf, this is known as wear and tear.



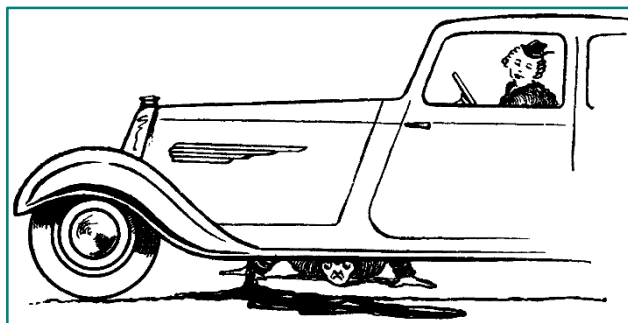
There is one other type of bearing which interests us – the plain bearing. This differs from the others we have noted, in that it does not roll – it rubs. As a matter of plain fact (no pun intended), it rubs, generally, on one side of the shaft only, a point which can be verified by almost any motorist if he will have regard to that hard metallic sound emitted by the engine while ascending steep hills.

Large roller compared with small man. Large man compared with small roller.

In the plain bearing, flats are not worn – they are built in. This is a cunning device which, according to design experts, allows the rotary motion of the shaft to run the bearing in, transforming it from a polygon to a cylindrical object.

It is well known that under conditions of heat metals are caused to expand. At the same time, it is curious to reflect that, in practically every instance, the metal that passes through a plain bearing expands far quicker than the metal of the bearing itself. This brings about what is known as a seizure, which results in an exactly similar set of conditions to that achieved with ball and roller bearings. Rotary motion is discouraged.

Right: Evidence of a seizure.



Below: 'Finding your bearings'.



Putting Things Off

Should you have a strong personality, you will take no notice of the noise set up by a badly fitting plain bearing – until you are forced to do so. Then you will find, by peering at the underworks, that a large hole has been made in the crankcase of your engine, and a swelling pool of oil is forming immediately below.

This oil is supposed to have guarded you against any such happening but the truth is that rotary motion (from which it will, by now, be realised the bearings have been trying to escape) has flung all the oil onto the sides of the engine which (a) reject it, having no use for it, or (b) burnt in an endeavour to obtain further business for the oil merchants.

You will see, therefore, that all the forces are arrayed against you; that, in the first place, you are compelled to have bearings, and that, in the second place, you cannot retain them. Hence the expression, 'You can't have your cake and eat it'.

George Beresford. From The Autocar® – 19th April, 1940 – With Thanks.

AOMC NEWS

Delegates' Meeting Dates

Saturday 13th August, 2016. Monday 14th November, 2016 (Also AGM). Monday 15th February, 2017. Please Note: These dates are set, the August meeting will be held in Seymour.

Mike Alfrey – AOMC Delegate.

NEWS FROM THE FEDERATION

Delegates' Meetings Conducted By The Federation

Saturday 6th August, 2016

Swan Hill, venue to be advised (includes the AGM).

Saturday 15th October, 2016

Trafalgar Truck Restorers, venue to be advised.

Saturday/Sunday 12th-13th November, 2016

Bendigo National Swap Meet, Bendigo Show Grounds.

AS REPORTED FROM THE COURTS

These are from a book called *Disorder in the Courts*, they are questions and responses people actually said in court, word for word, taken down and published by court reporters, that had the torment of staying calm while the exchanges were taking place.

Advocate: What was the first thing your husband said to you that morning?

Witness: He said, "Where am I, Cathy?"

Advocate: And why did that upset you?

Witness: My name is Susan.

Advocate: What gear were you in at the moment of the impact?

Witness: Gucci sweats and Reeboks.

Advocate: Are you sexually active?

Witness: No, I just lie there.

Advocate: What is your date of birth?

Witness: July 18th.

Advocate: What year?

Witness: Every year.



Cartoon from one of our members – with thanks.

Colin Brown.

Annual Club Luncheon

Sunday August 14th, 2016

Killara Estate

Corner Warburton Highway and Sunnyside Road, Seville

Time: 12:00 noon for 12:30 pm



Please join us for the clubs annual luncheon this year to be held at Killara Estate. A great three-course meal has been selected and includes Calamari, Prawns, Roast Lamb, Chicken, plus, Sticky Date pudding or Lime Tart with your coffee. This luncheon is a Member only event, as the meal cost is subsidised by the club, and drinks are provided.

Cost \$35.00 per head.

Pre booking and payment is required by the 5th August, 2016

For further information please phone Colin Brown on 0408 343 176



Booking Form

Please reserve Seats @ \$35 For:

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

Payable to: All British Classics Car Club

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