



YOUR ABCCC NEWS

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N^o. 199

September, 2016

COMO GARDENS – 2015



Part of the essence of the Como Gardens Open Weekend, our Rick Lloyd (CGR Locomotive Driver) in discussion with Hans who operates a very entertaining barrel organ at the entrance bridge over the creek. Be sure to come along and join in the fun at the October Open Days, details on Page 11.

Photo Credit – Editor's Collection.

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			
2017 RACV Great Australian Rally Website: www.greataustralianrally.com.au			
2017 RACV Fly The Flag Alpine Tour Website: www.abccc.com.au/FTF			
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.

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 8th **The ABCCC 2017 Calendar Planning Meeting – An ABCCC Meeting** Tony Pettigrew (03) 9739 1146
This meeting is for those club members are volunteering to organise events.
Venue – 16 Lawler Lane, Coldstream, Victoria.
- Saturday 15th & Sunday 16th Como Gardens Open Weekend – An ABCCC Assist Event Tony Pettigrew (03) 9739 1146
Venue – 79 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 Tank Museum – An ABCCC Event Ian Terry (03) 9841 9876
Start Venue – BP Wallan Station, Outbound on Hume M31 (Melway 2007 Map 610; Ref: L10).

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
Start Venue – McDonalds on Eastlink, Scoresby/Rowville.
- Sunday 13th Triumph Display Day – See Page 11 for details. Tony Pettigrew (03) 9739 1146
- Friday 18th The Famous ABCCC Indulgence Weekend Peter McKiernan (03) 9787 6003
Information Indulgence – Meeting Venue, Yarra Glen.
- Sunday 20th Concours And Display Day – A Jaguar Car Club of Vic Event Ann Isaacs 0409 021 987
An ABCCC Supported Event. More on Page 11.
Venue – Wesley College, 620 High Street Road, Glen Waverley, Victoria.

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.

February 2017

- * **Sunday 5th** 2017 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.

March 2017

- Sunday 19th to Saturday 25th 2017 RACV Fly the Flag Alpine Tour – ABCCC Major Event Tony Pettigrew (03) 9739 1146
Touring – Bairnsdale, Beechworth, Yarrawonga and Mansfield.

* **Note the changes for these events.**

EDITORIAL NOTES – Issue N^o. 199

With two fingers poised over my keyboard, yes just the two and no fountain pen poised over an imperceptibly lined blank piece of paper, the realisation that we have entered a new season has struck. For those not yet aware due to recent wintry weather conditions, bluebells and grape hyacinths are blooming, despite large amounts of rain being dumped upon our garden. Bluebells have, for us always been a sign that spring has at last arrived. We are definitely hoping for some nice drying weather to dry the car park paddock at Como Garden, in time for the fast-approaching Open Garden Weekend in mid-October – fingers crossed, Pat and George!

This issue contains vital information about next year's 2017 RACV Great Australian Rally. Please take careful note of the rally's official name, particularly when passing information on to members of other clubs. The naming rights are an important part of our sponsorship arrangement with our major sponsor, the RACV.

Spring also means fettling time for my two classic motor cars, the Rover was given a very comprehensive service in March this year and, suddenly last month commenced to discharge large amounts of engine coolant. This turned out to be a faulty radiator cap, new in March, that did not hold its specified 103 kPa pressure. The cap was replaced with a type that suits the newly installed coolant recovery system. Our Jupiter has also undergone some home-based servicing in readiness for the coming 'season'. So, for once, I feel that I am just a little bit ahead, at last.

Be sure to have a good attempt at our quiz in this issue and enjoy the other articles and humour.

Mike Allfrey – Editor.

CONCOURSE DE ELEGANCE (Sic)

Frequently, we, who are involved in the older car movement, receive notices promoting forthcoming events run by other clubs and organisations. Some of these promotional flyers are for clubs' national rallies, major fund raising activities and such that, frequently, feature a Concours d'Élégance which are all of very good intention. Unfortunately, a significant amount of this promotional material, be it in a flyer, in a club magazine (newsletter) or in a mass circulated E-mail message, the spelling of *Concours d'Élégance* leaves a fair amount to be remedied. The most common version of the first word of the description of the event is, usually simply, 'concourse'. This has become relatively common, to the extent that it was thought that the heritage vehicle movement here had adopted a North American corruption of the proper terminology. Not so, it seems!

Investigation of this matter was first focussed on Microsoft Word 2013 (updated[?] several times) simply because it was the most convenient way of going about the research of this word. The word 'concours' was typed into a Word Document and then checked in Word's Thesaurus, which resulted in the message 'We couldn't find any similar words'. Then, after highlighting the word 'concours' the Spelling-Check (English-Australian version) was activated. This brought up 'conkurs', 'concourse', 'contours' and 'concourses'. Not really much use for this investigation either.

Staying with Microsoft Word, the word we are looking at was revised to 'Concours' and the result in the Thesaurus was still the same. Next, the word was highlighted and the Spelling-Check cleared the word as 'OK to Go'. This result did stir up thoughts as to whether the word had been 'added to dictionary' at some stage in the past, but certainly not within my current version of MS Word, but it still could have been added in a previous version of Word.

Then, purely by chance, while reading a news story on the Internet, another story entitled 'Pictures From Pebble Beach' was noticed. It was obviously a news story of North American origin, so, it was opened to find out how this event of national importance was officially reported. There it was! The Pebble Beach **Concours d'Élégance**, which was repeated several times in the text. No mention of 'concourse' or of 'Concourse'.

To further satisfy curiosity, The *Concise Oxford Dictionary* was taken from the bookshelf and investigated. Looking for the word 'concourse' the following information was provided:

cō'ncourse *n.* crowd, coming together of things, open central area in large public building (railway station). A Middle-English language word.

The most common use, and understanding, of the word 'concourse' is the 'open central area in large public building' (railway station).

Immediately above that word in the dictionary the following entry is listed:

concours d'élégance (kaw'noor dēlēgah'ns) *n.* parade of vehicles with prizes for the most elegant-looking. [F, = contest of elegance], here, the 'F' means that this derived from the French language.

In our writing, we tend these days to abbreviate terms and descriptions. Should that need to be the case, then our events notices and flyers advertising or reporting on a Concours d'Élégance, should have the word 'Concours', or, yet even more abbreviated to Cd'É, and therefore, should the full terminology be utilised, then it should be *Concours d'Élégance*, that should be employed as such an event's proper title.

As a result, maybe the AOMC and other State-level heritage motoring bodies around the nation can encourage the correct terminology from clubs promoting their events?

It is granted that finding the accented capital 'É' is not all that easy, but it is there under the MS Word's 'Insert a Symbol' icon, contained at the right hand side of the Insert Menu upper ribbon, with the 'Ω' symbol. Once the 'É' is found, the words 'Concours d'Élégance' can be typed into a Word document, spelling-checked and, if unknown to MS Word, added to your own Dictionary within Word. Once added, it seems to stay there.

I most certainly am open to correction on this, however, seeing the word 'concourse' used so frequently to inform about a Concours d'Élégance, has started to make me feel uncomfortable. It is understood that such Concours d'Élégance events for motor cars originated on the Mediterranean coast of France, and, was derived from similar events for horse-drawn carriages in the holiday season. That justifies this terminology should still be preserved, the world over.

And then just as importantly, what about the term *Concours de Confort*? That term accommodates additional vehicle accompaniments such as map books, picnic tables and chairs, picnic baskets, cocktail cabinets, glass panelled roofs, fur rugs etc. Food for thought ...

Mike Allfrey – Editor.

WHEN INSULTS HAD CLASS

Continuing these glorious insults from an era before the English language got boiled down to four-letter words.

"He has never been known to use a word that might send a reader to the dictionary." – William Faulkner (about Ernest Hemingway).

"Thank you for sending me a copy of your book; I'll waste no time reading it." – Moses Hadas

"I didn't attend the funeral, but I sent a nice letter saying I approved of it." – Mark Twain

"He has no enemies, but is intensely disliked by his friends." – Oscar Wilde

"I am enclosing two tickets to the first night of my new play; bring a friend, if you have one." – George Bernard Shaw to Winston Churchill. "Cannot possibly attend first night, will attend second . . . if there is one." – Winston Churchill, in response.

"I feel so miserable without you; it's almost like having you here." – Stephen Bishop
 "He is a self-made man and worships his creator." – John Bright
 "I've just learned about his illness. Let's hope it's nothing trivial." – Irvin S. Cobb
 "He is not only dull himself; he is the cause of dullness in others." – Samuel Johnson
 "He is simply a shiver looking for a spine to run up." – Paul Keating
 "In order to avoid being called a flirt, she always yielded easily." – Charles, Count Talleyrand
 "He loves nature in spite of what it did to him." – Forrest Tucker
 "Why do you sit there looking like an envelope without any address on it?" – Mark Twain
 "His mother should have thrown him away and kept the stork." – Mae West
 "Some cause happiness wherever they go; others, whenever they go." – Oscar Wilde
 "He uses statistics as a drunken man uses lamp-posts . . . for support rather than illumination." – Andrew Lang (1844-1912)
 "He has Van Gogh's ear for music." – Billy Wilder
 "I've had a perfectly wonderful evening. But I'm afraid this wasn't it." – Groucho Marx

Betty Taylor.

REQUESTED FOR A FIRST-RATE CAUSE

To complete an exclusive set of badges struck for the RACV Fly The Flag Tours, I am still looking for a 2002 example of the badges, as shown at right. The set, when completed, will be donated to the RACV Foundation for their raffle during the 2017 RACV Fly The Flag Alpine Tour.

Tom and Heather Cannon have generously provided their 2003 badge and indebted thanks are due for their generosity.

If anyone can spare a 2002 badge that they wish to donate, here is your chance to move it in a truly acceptable way.

Please advise me on (03) 9739 1146 or, mobile 0408 128 420.

Also, on E-mail:

president@abccc.com.au



Tony Pettigrew – President.

AN AUSTRALIAN-IRISH TYPE JOKE

The young man up in the Northern Territory came running into the only shop in the town and said to his mate, "Johnno, somebody just stole your ute from the car park outside!"

Johnno replied, "Did ya see who it was?"

The young man answered, "No, but I got the rego!"

Via E-mail.

MAJOR EVENTS NEWS

2017 RACV Great Australian Rally – Sunday 5th February, 2017

All club members should note that the official name for this event is '2017 RACV Great Australian Rally', this important aspect of our rally is in accordance with the rally's sponsorship arrangements. This name must be adhered to when producing documents, reporting on the event or making reference to it in this and other club magazines. In the event that the RACV's official logo for our event be required, a JPEG version can be obtained by contacting members of the Advisory Committee. Use of the RACV logo requires that an appropriate margin be provided around the logo, and that text does not intrude on that margin. In addition to the foregoing, the 2017 RACV Great Australian Rally has a dedicated Website. This requires that all enquiries be directed to: www.greataustralianrally.com.au.

The date for the 2017 RACV Great Australian Rally has been positively set for Sunday 5th February next year. The close-off date for pre-booked rally entries has been set for Thursday 26th January, 2017. Please place these dates in your diaries, whether they be hand written or of digital type, right now.

Your Rally Advisory Committee.

Coordination Of Marshals And Other Helpers On The Day

Planning has been ongoing for the 2017 RACV Great Australian Rally and as previously advised, due to circumstances beyond our control, it has been necessary to change the intended date of this event from Sunday 22nd of January to **Sunday 5th of February 2017**. Plans are being prepared for marshalling locations, responsibilities, preferred time periods and for other administrative functions required for a successful outcome for the 2017 RACV Great Australian Rally at Mornington Racecourse.

Thanks again to those volunteers who assisted this year on one of our Major events. My intention is to use the same plan for marshalling locations and time periods as for the 2016 rally so please let me know if you are unavailable for the 2017 rally due to the change in date or any other reason, otherwise I will assume that you are available.

There may be members who were unable to assist this year or new members who would like to participate. If you would like to volunteer for the 2017 RACV Great Australian Rally, please contact the relevant club member for the various locations and activities by the end of October and advise in which capacity you would like to assist so that all new volunteers can be incorporated into the overall planning process.

A. Mornington – Marshalling, Ticketing and Administration – Rex Hall 0408 303 129 rha41579@bigpond.net.au

B. Stud Park – Marshalling – Tony Pettigrew - 0408 128 420 tonypettigrew@bigpond.com

C. Hastings – Marshalling – Mike Allfrey - 0408 514 119 michael.allfrey@bigpond.com

D. Melbourne – Marshalling - Colin Oberin 0411 646 769 ancolk@gmail.com

Twenty-five Stall Traders have been invited to provide stalls on sites 3m x 3m for a donation to Peter Mac of \$50.00 per site. If you are aware of any Stall Trader who would like to support our Rally, please let me know details to enable an invitation to participate to be forwarded.

Looking forward to your support as an All British Classics Car Club member and to another successful 2017 RACV Great Australian Rally.

Rex Hall – Coordinator 2017 RACV Great Australian Rally, Mornington Racecourse.

2017 RACV Fly the Flag Alpine Tour

By the time you read this, entry forms for the 2017 RACV Fly the Flag Alpine Tour will have been sent to previous tour participants. At the same time, the entry and regalia purchase form will have been placed on the tour's Website – www.abccc.com.au/FTF. Many participants have been advised that accommodation could well be tight at Mansfield, due to another large event in the area. We will keep you informed about this extremely popular event in coming issues of *Your ABCCC News*.

Mike Allfrey – Editor.

PREVENTING SCALE AND 'FUR' IN THE COOLING SYSTEM

An Interesting Instruction

It is well known that tap water leaves a deposit of fur in the water-cooling system, and if this becomes excessive the cooling action diminishes and the engine will run too hot.

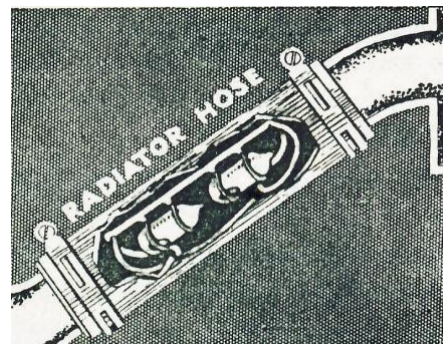
Soft Water

One way to overcome this is to use water which has been softened by passing it through chemicals, but this is not always possible, especially when filling up at the wayside.

An Automatic Device

The scale – and 'fur' – forming properties of hard water can be overcome by the Scale Buoy automatic device, which consists of a glass bulb containing a small quantity of mercury and inert gases. When the bulb is agitated in water small charges of static electricity are produced. The mineral salts in the water are polarised and prevented from depositing themselves as hard scale or fur. This device has been applied successfully both to domestic and industrial hot-water and steam plants, and there is a smaller unit for use in the cooling systems of motor-car.

The sketch at right, shows the Scale Buoy fitted into the radiator connecting hose. The motion of the car and the circulation of the water are sufficient to ensure that the polarising action is continuous.



When the device is agitated in the water, it does not rid the water of its solids. The chalk and lime converted into another form does not leave a deposit on the sides of the water jacket but are kept circulating with the water.

Solids Left In System

When evaporation takes place, it is only the water which evaporates and not the solids, so that in time a sludge will be left at the lowest point in the system. The amount of sludge will be so slight that there will be no necessity to remove it excepting after a very long period. If desired, it can be removed by opening the drain plug at the bottom of the radiator and swilling out the water system by means of a hose pipe.

*From Motor Repair And Overhauling – Published by George Newnes Limited.
With Thanks.*

2017 RACV Great Australian Rally Date – Sunday 5th February, 2017

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
Grant and Denise Worthington	Riley	Elf	1966
Allan and Pam Fabry	MG	TC	1948
	MG	TD	1951
	MG	C	1968
	MG	B	1980
	MG	ZT-190	2002

Gordon Lindner – Membership Secretary.

THE GREAT ABCCC TRIVIA QUIZ

Because our Trivia Night had to be cancelled, this unfortunate excuse for a quiz replaces what was proposed:

1. What sits on Bennelong Point?
2. What horse won the 2014 Melbourne Cup?
3. In what year did the Syrian Civil War begin?
4. What South Australian volcano contains the Blue Lake?
5. *Better Call Saul* is the prequel to what US television program?
6. Which geologic period followed the Jurassic?
7. The Disney animated film *Frozen* was inspired by which Hans Christian Anderson tale?
8. Who is Reginald Dwight?
9. What is the highest selling album in history?
10. Which planet in the solar system has the largest number of moons?
11. Which Australian states and territories field at least one team in the AFL?
12. What is scrod?
13. In which state is Mount Kosciuszko?
14. How many members of Monty Python are still alive?
15. What novel introduced the concept of 'Big Brother'?
16. What is the smallest species of dog in the world?
17. Order these services from oldest to youngest: Twitter, Gmail, Instagram, Facebook.
18. Who was Australia's longest living prime minister?
19. What are the two surviving species of monotreme?
20. What's the largest Australian-owned brewery?
21. How many double dissolutions have there been in Australia's political history?
22. The announcement of the discovery of what elementary particle was made in 2012?
23. Which is furthest from sea level: the top of Mount Everest, or the bottom of the Mariana Trench?
24. In what year was the first iPod put on sale?
25. What Australian sketch comedy show introduced the characters of Kath and Kim?
26. Which Australian journalist was released from prison in Egypt earlier this year?
27. Name the four members of Hanna-Barbera's the Banana Splits.
28. What was the mission that successfully landed Neil Armstrong and Buzz Aldrin on the surface of the moon?
29. Which colony was founded first, Singapore or New Zealand?
30. Name the last three Australian federal treasurers.
31. Which planet is bigger: Venus or Mars?
32. What is the capital of Canada?
33. For what is SONAR an acronym?
34. What is the lightest element on the periodic table?
35. All Australian states and territories but three observe daylight saving. Which are they?
36. What was the name of the man who supposedly founded the town in which *The Simpsons* is set?
37. What drug is referred to by the nickname 'ice'?

38. What solar system object is Ceres?
39. What was the final Beatles album to be recorded?
40. Excluding Tasmania, which is Australia's largest island?

The answers will be published in the October issue of *Your ABCCC News* – no arguments will be entered into.

From the Internet, with thanks.

GROUNDS FOR DIVORCE

"Well, Mrs. O'Connor, so you want a divorce?" the solicitor questioned his client. "Tell me about it. Do you have a grudge?"

"Oh, no," replied Mrs. O'Connor, "shure now, we have a carport."

The solicitor tried again. "Well, does the man beat you up?"

"No, no," said Mrs. O'Connor, looking puzzled. "Oi'm always first out of bed."

Still hopeful, the solicitor tried once again. "Well, does he go in for unnatural connubial practices?"

"Shure now, he plays the flute, but I don't think he knows anything about the connubial."

Now desperate, the solicitor pushed on. "What I'm trying to find out are what grounds you have."

"Bless ye, Sor. We live in a flat – not even a window box, let alone grounds."

"Mrs. O'Connor," the solicitor said in considerable exasperation, "you need a reason that the court can consider. What is the reason for you seeking this divorce?"

"Ah, well now," said the lady, "shure it's because the man can't hold an intelligent conversation."

Colin Brown – With Thanks.

FOUR YEARS

A Survey of Cars and Conditions Encountered Since the War, by Christopher Jennings MBE, Editor of *The Motor*

As most of our readers will have concluded from time to time, being a member of *The Motor* staff is an interesting way of earning a living. Editorial work has its fascination at any time, but I find it difficult to conceive that a more entertaining period has fallen to any technical journalists than that experienced by all of us who have been connected with motor cars since the end of the War.

When private motoring virtually stopped in September, 1939, there were many important developments about to take place. By 1942 considerable progress would have been made in the European passenger-car world and, in fact, the great factories in the United States, which were able to go on producing civilian vehicles until about that time, gave a fair indication of the general trend. But for sheer interest and excitement the motoring activity which set in when Germany and Japan collapsed is unlikely to be repeated on any future occasion.

Stimulated by the prospect of a boundless home demand and an entirely new export market of immense proportions, car manufacturers everywhere set about re-creating and re-styling their products. It was at this period – on March 3rd, 1946, to be precise – that I re-joined *The Motor* as prospective Editor.

Right: Century Plus – Steady as a rock, the Healey saloon sweeps through the timed section of the Milan to Como autostrada. Just over 104 m.p.h. was the mean speed recorded for the two-way runs, a figure later exceeded in tests in Belgium.

In the whole history of *The Motor* there had been but two Editors and I was indeed fortunate enough to spend nine months in the company of the second before his retirement left me to shape the future policy of this journal. It was a great time to take over. All over Europe new designs of motor car were springing up. On the whole the British decided upon a fairly conservative plan and rushed through as many of their pre-war models as possible in order at least to offer the public some adequate transport to replace that which was lost in the years of the War.

Behind the scenes, however, considerable activity proceeded everywhere and it was a fascinating business to walk past a long row of pre-war-type vehicles being completed on the production line and then into the experimental department where an entirely different creation awaited our inspection perhaps eighteen months or more before the public would know of it.

Conversely, the Continentals, in keeping perhaps with their more volatile nature, could not bear to regard their bread and butter in preference to caviar. Long before we held our first post-war motor show in London, there were great displays in Paris and Geneva. Automobiles of beautiful aspect and often entirely without commercial possibilities appeared from all directions. The Italians even built a whole flock of Cisitalia racing cars which they dispatched in droves to one or two countries in order to provide a spectacle and revive their nation's name for ingenious engineering. Paris



sprouted miniature motor cars with tiny wheels and motorcycle engines and all the time Great Britain pumped out as many sound, sensible, but semi-obsolete cars as the market would absorb.

An event which must eventually assume considerable importance in the history of motoring was the London Earls Court Show of 1948. It was here that so many new cars were announced at once that *The Motor* carried eight descriptive articles dealing with them in one issue.

But between the end of the War and the present time we have been fortunate enough to drive many cars at home and on the Continent and also in the U.S.A. It is with some of these vehicles that I should now like to deal because they represent the greater portion of my rather considerable post-war mileage. The first real motoring which I had on the outbreak of peace was in a 2½-litre Riley. As a result of spending a large portion of the War overseas in many different countries, I had experienced considerably more fast driving than would have been possible at home. I was, nevertheless, completely unprepared for the new model lent me in 1945 by the late Victor Levrett, at that time Sales Manager of the Riley Organisation. One run in this car convinced me that it was quite the most desirable piece of property in sight and the fact that I still look upon this model with affection after 42,000 miles of 2½-litre driving is, I think, a tribute to the men who regarded their bombed factory and burnt drawings as a direct challenge to create something new and better in every way. I was fortunate enough in 1946 to organise a trip to Italy with two Rileys and the new Healey car. The object of this Continental journey was to discover how fast the Healey and the Rileys would travel because then, even as now, the destruction of Brooklands made high speed timed runs impracticable in this country, particularly where the maximum was likely to approach or exceed three figures and the total level stretch must, therefore exceed two miles and preferably be of three or four.

I was a little disconcerted on returning to England from this first of many motoring sorties to discover the scepticism with which a few people regarded the Healey claim to have exceeded 100 m.p.h. Quite a number of suggestions were made that this was no ordinary car and no ordinary engine, but the figure which we obtained on the Italian motor roads coincided almost exactly with that which Laurence Pomeroy had forecast with all the authority of a mathematician only a few months previously. I think that some of these doubts as to the maximum speed capabilities of the Healey must have reached the factory in Warwick, because in due course, accompanied by Harold Hastings of *The Motor*, Donald Healey went to Belgium and demonstrated what a standard car running on standard fuel really could do. This time the speed went up to a mean of 110.8 m.p.h. and the critics received a jolt. More recently the amazing run of the Jaguar XK 120 model must have so dumbfounded the 'no-British-car-can-do-a-hundred' brigade that no one even wrote to us to ask if we knew how it was done!

World-wide Reputation

The Jaguar run, in fact, had profound repercussions throughout the motoring World and we felt that it was a matter of the greatest importance that the car should be submitted to our normal road test and given a big mileage in the course of the journey to Belgium where the maximum-speed test was made. The fact that in our hands the car recorded a mean figure of 124.6 m.p.h. in full touring trim and achieved several other notable figures in the matter of acceleration is now well known to our readers.

But although there is a great deal of glamour attached to these extremely fast and roadworthy British sports cars, and although the men who have sponsored them are building for Britain a wondrous reputation abroad, we should not overlook the present-day small family saloon which, in its way, has advanced just as much as the sports car. Indeed, I suppose that the roadholding and handling characteristics of the popular type of British car are now the best of their kind in the World. This was not always so.



Left: Lochside Pause – The Hillman Minx, complete with roof-rack, is halted for a moment at the side of Loch Fyne, Scotland. Making full use of the rack and the ample luggage boot enabled four people to journey in comfort for a fortnight.

Before the War we had constant cause to lament on the manner in which fine upholstery, good instruments, reliable engines and well-conceived gearboxes were wasted on chassis often out-dated in design and weighed down by bodies of formidable proportions and antique aspect. I have been fortunate enough since 1947 to cover extensive mileages in three of these family models. The first was an Austin A40 which brought to the small-car world a

smoothness and liveliness hitherto unknown in this class. Second was a Hillman Minx which is surely the best looking in its field and combines a luxury of finish and equipment in keeping with cars of many times its price, while the third and latest acquisition is a Vauxhall Velox concerning which several things should be noted.

Flexibility is the Keynote

The Velox in its 1950 form is a truly remarkable car. The body shell is basically that of the type marketed on the eve of the War as a 10 h.p. model and consequently passenger accommodation is limited to four, or at the very most five, for long journeys. By installing a 2.2-litre, six-cylinder engine in this well-tried combination of chassis and body, the Vauxhall engineers have presented to the motoring world a car which provides the economy and modest dimensions of the smaller British saloons plus the flexibility and acceleration of the largest American product. It must be understood, however, that these performance figures are qualified by the fact that the car is unlikely to exceed 75 m.p.h. in normal

use. However, with so more acceleration available and such quietness of running at all speeds the Velox presents a very attractive proposition. Furthermore, and I think this should be stressed, it would appear that the heating system supplied for an additional £8 or so on the Velox is a very superior proposition. Not only is warm, fresh air fed into the car in rather under a minute after the engine has been started from cold, but at speeds of over 18 m.p.h. the electric fan can be switched off and the forced draught is quite sufficient to comfort all the occupants and de-mist the screen. In icing conditions the switch can reverse the electric fan so that all the heat is concentrated on the windscreen with most satisfactory results.

Right: Good Performer – The latest Vauxhall Velox proved a thoroughly sound, go anywhere type of car. Performance up to 60 m.p.h. is comparable with the largest American vehicles and the 6-cylinder engine provides an excessively smooth and flexible drive.

Moreover, the heater itself contains a control which enables the water to be turned off from the circulation system and the air vent then delivers cool, fresh air from the outside of the car. In five years continuous motoring in post-war cars, I have yet to find a more efficient, simple and effective device.

(To be continued) Editor's Note: Sadly, unless anyone out there has later editions of TheMotor, and are happy to lend them, that carry the continuation of this interesting story – as has been said, that's all we have, folks.

From TheMotor, April 19th 1950 – With Thanks.



EVENT REPORTS

WHAT WE HAVE BEEN DOING

THE SOMETHING SPRITELY DRIVE – Sunday 3rd September, 2016

The Something Spritely Drive began with a typical British Sports car day, cold, some cloud and light drizzle. What more could you ask for on an All British Classics Car Club drive?

After a brief "Hello" it was time to head off. We made our way along the Warburton Highway towards our morning tea stop at one of Warburton's many cafés. After a warming coffee and cake with a lot of chatter it was time to set off for the Spritely part of our drive.

With the drizzle clearing it was time to head up over the mountainous roads where we could give our classics cars a real good run. With the roof off we could smell the fresh forest and hear the birds twittering. We were thinking of some of the larger cars behind us winding their big bodies around some of those very tight bends. Well done!! I think we were very lucky to have the drizzly weather so there were not many motorbikes flying past us as we made our way to the top.

At the top we encountered a heavy fog patch which made it somewhat challenging to negotiate the next bend. It wasn't long before we were at Marysville where some of us needed a quick pit stop before making our way to the Buxton Pub for lunch.

There was a very warm welcome at the Buxton Pub where some of us were very lucky to be eating lunch in front of a big open fire. It was great to see that we were not the only British Sports Car Club out enjoying the brisk morning. We met up with the MG Car Club at the pub. With such a big turn out the pub staff did an amazing job of feeding all of us in such a short time.

After lunch some of us said our goodbyes, while others looked like they decided to stay in front of the fire for another wine before heading off. A small group of us decided to head off and see how Marysville has changed after the bushfires and enjoy a spot of afternoon tea.

For those people who were unable to make it we hope that you are feeling much better for the next ABCCC outing.

Robert and Stella Stark



WHAT WE ARE ABOUT TO DO

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

THE ABCCC 2017 CALENDAR PLANNING MEETING – Saturday 8th October, 2016

This meeting is open to those members of our club who plan to conduct an event for Club Year 2017. If you have plans for conducting an event in 2017, please contact Tony Pettigrew on 9739 1146 and you will be advised of the timing schedule for the meeting.

Tony Pettigrew – President.

COMO GARDENS – OPEN WEEKEND – Saturday 15th and Sunday 16th October, 2015

An ABCCC Assist Event



Over the years our club has assisted Pat and George Hetrel to raise funds for St. John's Ambulance, The Basin CFA and the Knox SES. There are many different tasks that we can help with, and such help is very rewarding and will also help promote our club within the local community.

The gardens open at 10:00 am and close at 4:30 pm and they are located at 79 Basin – Olinda Road, The Basin (Melway Map 65; Ref:H7). Fine, sunny weather has been booked for both the lead-up and for the two Open Days.

Attractions in addition to the splendid gardens will be * **CELEBRATING HANAMI DAY** * Working Display in the Vintage Car Museum * Rainy Day Bookstall * Toshi Sakamoto and his team of Japanese Drummers Perform Daily * Ikebana Flower Arrangements * Kendo Demonstration * Rock & Roll Band, **THE WHAT!**, will perform on the Saturday * Lawn Games * Conducted Garden Tours * Sausage Sizzle * Devonshire Teas and Refreshments * **Tea Demonstration – Peacefulness from a bowl of tea** * Come and Try Origami * Surrey Park Model Boat Club – Speed, Steam and Sailing Boats On The Pond * Barrel Organ Music by Hans * A Fine Display of Interesting Classic Cars * Model Cars Display * Knox Historical Society Display * Plant and Craft Stalls * The Hand Tool Preservation Association Display of Tools * Some Special Giveaways * Andy's Antics – Entertainment for children * Gordon Ross Puppeteer * Wizard of Oz in the Woodlands * Renown Sushi Chef Sam Ito will be demonstrating * The Eastern Dog Club will put their dogs through the Flyball Competition and some interesting obstacle courses * All Day CGR Train Rides * A Giant Raffle provided by the RACV (a sponsor of the Open Days) * Helpful Hints and Giveaways from Seasol (another sponsor) * Rucci's Circus (Sunday only) conducting circus workshops. Try your hand Hula Hoops, juggling and other circus apparatus. *



Note – Hanami is a Japanese tradition of flower viewing and refers to the celebration and appreciation of the cherry blossom flowering.

Please bring your British Classic along for the display and assist with the Open Garden Weekend and its activities. Your help in whichever way you can support the cause – whether it be helping with car parking, selling entry tickets, providing a hand with sausage sizzling and Devonshire tea making, assisting with train rides and so on, all will be most welcome! If you can provide some assistance, please call Tony Pettigrew (train operating roster) on 9739 1146 or Bill Allen (public car parking and Devonshire teas etc.) on 9846 2323. Pat and George Hetrel (03) 9761 1341.

Tony Pettigrew – President.

PUCKAPUNYAL TANK MUSEUM TOUR – Sunday 23rd October, 2016

Itinerary For The Day: Summary of the Tour – Today we tour North up the Hume Highway to Seymour, for a morning tea, followed by a tour of the Tank Museum at Pucka, finishing the day with lunch at Château Tahbilk near Nagambie. Main points of interest include the Vietnam Memorial at Seymour, the exciting Armour and military artefacts display at Pucka and a delightful lunch at historical winery, Château Tahbilk.

ABCCC is booked into the Tank Museum, and for lunch at Château Tahbilk. Museum entry \$5.00

SPECIAL NOTE: We need 15 members minimum for volunteer Museum curator to enable opening.

All members attending need to submit names, rego numbers and drivers licence ID details to Ian Terry well before the event for lodging with Puckapunyal Security Controller. By 30th September please, Thank you.

Start Point: 9:00 am BP Wallan Station, Outbound on Hume M31 (Melway 2007 Map 610; Ref: L10, Melway 2013 Map 646; Ref: K7). Or, key into your mobile telephone this address: BP Wallan Outbound, 10:15 Hume Freeway M31, Wallan and it should help you find the start location. Start 9:30 am.

Seymour Stop: Morning Tea at 10:30 am Bakeries near rail station area, discretionary tour Vietnam Memorial, shops etc. depart for Puckapunyal Army Base around 11:30 am (Route C384 **15.5 kilometres** or via Hume Highway (M31) **22.6 kilometres**, around 20 minutes' drive).

Puckapunyal Army Base: Arrive 11:50 am at front gate/entrance for security check and await tour guide to meet and greet us all, before driving in convoy behind him as security escort to the Tank Museum entrance inside the base. Security has been elevated in Puckapunyal following recent events.

We will spend about an hour here before departing under escort for the Exit Gate at about 12:50 pm to be on our way to lunch at Château Tahbilk, Nagambie Region. Left out of Gate, back to M31, and north.

Château Tahbilk: Drive back up Hume Highway (M31) and left onto to Goulburn Valley Highway (M39), and tour **40 kilometres** up to and turn left onto Mitchelstown Road at off ramp, proceed **1.5 kilometres** along to Muller Road and turn right, continue **1 kilometre** to O'Neils Road and turn left, keep going **3 kilometres** and arrive Château Tahbilk on the Goulburn River. Arrive 1:30 pm for a group-booked à la Carte lunch.

There are winery tours at the Château available to join if desired. Maps and Tahbilk Menu will be issued on the day. Check Website for information. Château Tahbilk is an Australian winery located 120 km north of Melbourne near the township of Nagambie in the Nagambie Lakes region of central Victoria. It was Established in 1860, and claims to be the oldest family-owned winery in Victoria. 254 O'Neil's Road, Tahbilk, Victoria, 3608.

Lyn and Ian Terry : Contact : 0409 097 496 , lynian@tpg.com.au

A GOOD POKE AROUND, MID-WEEK RUN – Wednesday 9th November, 2016

We will be meeting at the BP Eastlink Mc Café (Southbound), between Ferntree Gully and Wellington Roads, at 9:15 am for refreshments and then heading south at 10:00 am to a famed collectables warehouse for a good poke around. After which, we will proceed to a Mornington Hotel for lunch.

Our meet-up point can be accessed from Dalmore Drive, Rowville/Scoresby (Melway Map 72; Ref: E11), for those who do not wish to pay Eastlink tolls.

Please advise us by November 1st if you wish to attend, as numbers are required for catering. Please call 0412 549 906 or, E-mail to annbry@optusnet.com .

Anne and Bryan Tootell.

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 was shown in previous issues of *Your ABCCC News*.

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.

CONCOURS DE ÉLÉGANCE AND DISPLAY DAY – Sunday 20th November, 2016

The Jaguar Car Club of Victoria will hold its annual Concours d'Élégance and Display Day on the oval at Wesley College Glen Waverley campus, 620 High Street Rd, Glen Waverley (Melway Map 62; Ref: A12), from 9:00 am to 3:00 pm. More than 250 gleaming Jaguars, including the trophy winners, will be displayed plus a range of other British marques. Food, drink, car-related merchandise and Jaguar merchandise will be on sale. Cost: \$5.00 individuals, \$10.00 a car. More information contact: Ann Isaacs, 0409 021 987 or concours@jagvic.org.au

Ann Isaacs – JCCV Inc.

THREE TYRES IN FIVE STILL RETURNED UNFIT FOR RE-TREADING

Issued By The Ministry Of Supply

Two years ago the overall average of tyres returned fit for re-treading was 1 in 4. Today it is 2 in 5. Thus, definite progress has been made and a saving of between 50,000 and 100,000 tyres a year has been achieved. But an appreciable number of the best maintained fleets have reached an average of 7 in 10. On the other hand, there are districts where the average is still below 2 in 5 and some where it is even below 3 in 10.

There is therefore considerable room for improvement. The remedy is frequent inspection of wheels and tyres, and through day-to-day check of tyre pressures. In other words, do a 100% job of tyre care . . . and then submit tyres for replacement when smooth.

How To Keep Your Tyres Fit For Re-treading

1. Dig out embedded flints daily.
2. Check tyre pressures regularly and often.
3. Avoid overloading your vehicles.
4. Don't let tyres wear too far.

From The Autocar® – December 31st 1943 – With Thanks.

AOMC NEWS

Delegates' Meeting Dates

Monday 14th November, 2016 (Also AGM). Monday 15th February, 2017.

August 2016 Delegates' Meeting Notes

The August meeting was held in Seymour, as a country meeting. The attendance was really good and there was a welcoming lunch put on for a gold coin donation. There were sufficient delegates present for the lunch to be provided in two shifts before the meeting commenced. At the time of welcome to the meeting for first-time delegates and visitors, I wrote in my notes the word 'heaps', which was apt.

There was not much formal business that required attention, not from my point of view anyway due to the ongoing hearing instrument problems, so that can wait until I receive a copy of the Meeting Minutes and pass on the details. The guest speaker was John Lewis, with assistance of a colleague, from VicRoads. Guest speaker? Well, not really – apart from some comments relating to 'modified' vehicles and the proposed 'M' plate version of the Victorian Club Permit Scheme (VCPS). The session soon deteriorated to a question and answer session that soon had Andrew Davenport (*Norton Owners Club*) racing amongst the delegates, like Geoff Duke, with the roaming microphone for those asking questions. Unfortunately, most of the successful questioners had no skills pertaining to the use of a microphone, which meant that I did not catch too much of what was being asked of the two from VicRoads. It has to be said that John Lewis skilfully handballed a good number of questions to his bright assistant! Most of the questions related to precisely what VicRoads considered to be a modified vehicle, that would be eligible for the VCPS 'M' plate proposal?

This went on for some considerable time, and I sat there pondering on why VicRoads had to make the proverbial mountain (Mount Everest in this case) out of a grain of sand, why can't our enlightened country have a national motor vehicle authority (abolishing the States' various methods that are only just about compatible) and, particularly, why can't we adopt how the Swiss handle their heritage vehicle registration (where a person can legally drive numerous vehicles on just one registration fee – based on being able to drive only one vehicle at a time)?

Then the ripening chestnut surfaced, the subject of motor homes on the 'H' plate scheme. That brought out the fact that, in the case of a converted bus, according to VicRoads, as soon as a seat has been removed – the bus is considered to be a modified vehicle. Good grief!

That folks is the gist of the meeting and just some of my idle thoughts during its process. One point that manifested itself is that VicRoads is a monolith that is still very difficult to move.

VCPS Renewals

On another topic, due to the VicRoads computer's indigestion (probably it is Windows 10 related!) quite a number of Victorian Club Permit Scheme renewal notices are not being sent out to participants in the scheme. At the meeting, we were reminded that it is solely up to the vehicle's owner to keep his/her permit constantly valid. Not receiving a renewal notice from VicRoads is not a suitable excuse for letting the permit lapse.

Mike Allfrey – AOMC Delegate.

NEWS FROM THE FEDERATION

Delegates' Meetings Conducted By The Federation

Details of dates and locations of the next Delegates Meetings are:

Saturday 15th October 2016 – Trafalgar Truck Restorers Club, Darnum Hall.

Saturday/Sunday 12th-13th November, 2016 – Bendigo National Swap Meet, Bendigo Show Grounds.

Saturday 11th February 2017 – Bellarine area.

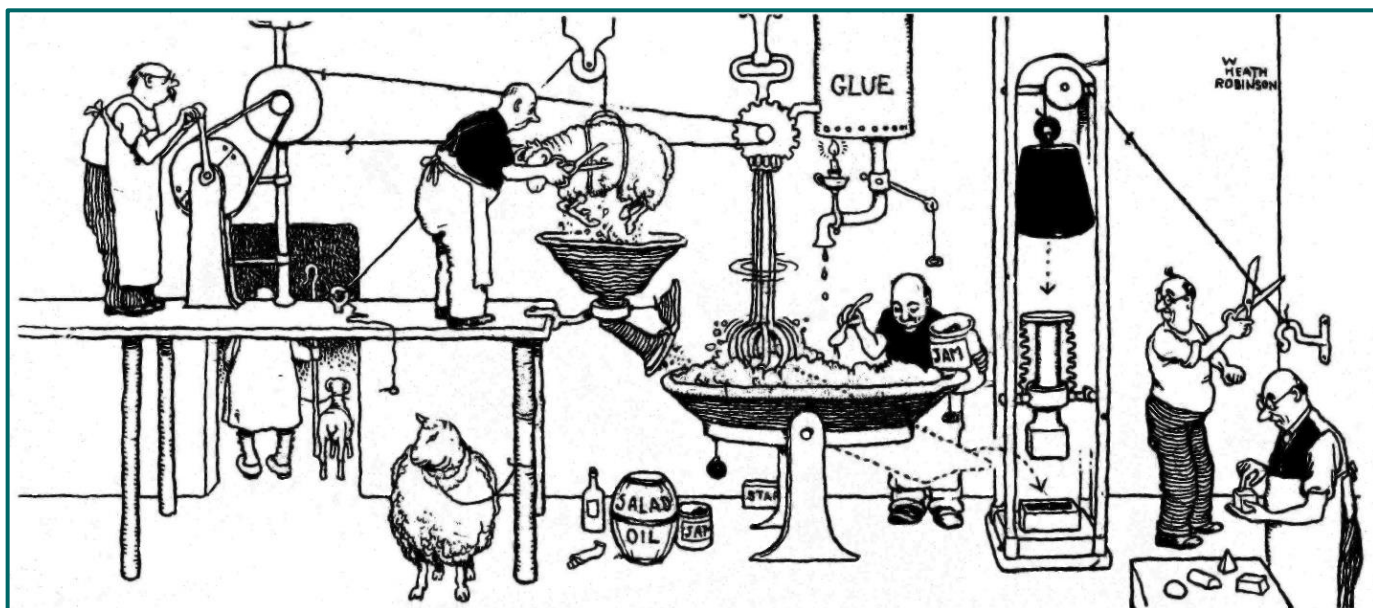
Saturday 20th May 2017 – Albury area.

Saturday 5th August 2017 – Hamilton.

Saturday 14th October 2017 – Bendigo.

Note – Details of next year's Meetings have yet to be finalised. For our Club the October Meetings both this year and next year clash with Como Gardens Open Weekends.

Bill Allen – Federation Delegate.



Felt Production Specialists at Work

From a December 1943 The Autocar®, a delightful description of how Mechofelt – The Next Best Thing to Rubber – was made by Hubbard Mechanical Felt Ltd. Note the ingredients appropriated from the kitchen! In the advertisement, it is interesting that 'Bomb Sight Padding' is listed as one of Hubbard Mechanical Felt Ltd.'s. products. One of those special illustrations by W Heath-Robinson, this is, very likely, one of the last of his entertaining sketches. With thanks.

SPACE FILLER – MANAGING YOUR INHERITANCE

Dan was a single fellow living at home with his father and working in the family business. When he found out he was going to inherit a fortune when his sickly father died, he decided he needed a wife with whom to share his fortune. One evening at an investment meeting, he spotted the most beautiful woman he had ever seen. Her natural beauty really took his breath away.

"I may look like just an ordinary man", he said to her, "but in just a few years my father will die, and I'll inherit \$200-million."

Impressed, the woman obtained his business card. Three days later, she became his stepmother. Unfortunately, some women are so much better at financial planning than men.

Rob Nolan.