



YOUR ABCCC NEWS

ISSN 2208-0112

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

Edition N^o. 214

April 2018

ABCCC 2018 Fly The Flag Friendship Tour



Our ABCCC Members/Marshals spend early and late hours in the sun and rain to make sure the Tour goes on without a hitch. *"From my perspective it was the best marshalled FTF ever (except when I was Senior Marshal) I kept low key and left it to Bill, Wally and the team; it worked well. On many occasions you performed beyond the call of duty, and for that I thank you for making for me the best FTF ever. Thank you."* Tony Pettigrew

The All British Classics Car Club Vic Inc. was founded by the late Frank E Douglas on 19th September, 1997

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

Life Member: Pat J Douglas



Victorian Incorporated Association Number: A0035462V



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

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Committee Member	Greg Anglin	(03) 9876 3293	
Committee Member	Rex Hall	(03) 9795 7669	rex@abccc.com.au
Committee Member	Walter Thompson	(03) 9761 9192	
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AOMC Delegate	Mike Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
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On Facebook:	www.facebook.com/AllBritishClassicsCarClub		
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CLUB PERMIT SCHEME INFORMATION

In order to use the Victorian Club Permit Scheme (VCPS) through the ABCCC you must be a financial member and attend at least three (3) Club events during the calendar year. There is also a one year membership requirement BEFORE you are eligible to enter the Scheme. If you are not compliant, your permit will not be renewed.

REMEMBER: IN ORDER TO PARTICIPATE IN THE REGISTRATION SCHEME, YOU MUST ATTEND AT LEAST 3 (THREE) EVENTS.

MEMBERSHIP SUBSCRIPTIONS

Membership dues are due the 1st of January of each year. A once only fee of \$30 is due with an application. The annual dues are \$45. For additional; information please refer to the Web Site. Dues can be sent directly to Gordon.

Please address membership enquiries to: Gordon Lindner, 9 Hagen Drive, Berwick, Victoria, 3806 or 0418 540 920.

NEWSLETTER ORGANIZER – Issue N^o. 214

Please remember if you are having an event I need to have information about the event for the newsletter. Also, if you have HAD an event, please send me an article and some pictures. Cut off time is the 25th of each month. I would appreciate the notes and articles be written in complete sentences and not in all caps. It makes my job much easier.

Betty

ABCCC EVENTS CALENDAR

April 2018

Wednesday 11th Grand Children's Day Out – **Sadly, event has been cancelled**
Special Activity – A Visit to the Zoo.

Sunday 15th Shannon's American Motoring Show
Yarra Valley Race Course, Armstrong Rd. Yarra Glen

AOMC 9890 0524

April 2018 (cont'd)

Sunday 22nd A Pleasant Outing – An ABCCC Event Russell Simmonds & Eve Glenn 0433 212 056
Start Venue – Cafe of the Australian Gardens, Ballarto Road, Cranbourne at 10-am for morning tea

May 2018

Sunday 6th A Day out to Whoop Whoop – An ABCCC Event Tore Panuzzo 0413 941 502
Start Venue – Meet at the BP Servo, Calder Park, Northbound freeway at 9:30am.

Fri 25th - 42nd Historic Winton leanne@sirenmarketing.com.au
Sun 27th Winton Motor Raceway, near Benalla, Victoria 9583 2001

Sunday 27th Rex's Big Day Out – An ABCCC Event Rex Hall 9795 7669
Victoria's Newest Theme Park at 2705 Princes Highway, Tynong North

June 2018

Fri 9th to 41st Hamilton Rally – An ABCCC Visit Event Tony Pettigrew 9739 1146
Mon 11th Rally Base Venue – Hamilton Showgrounds, Cnr. King and Gordon Streets, Hamilton, Victoria.

Thursday 28th Mid-week Lunch Run – An ABCCC Event Peter McKiernan 0407 876 023
Start Venue – TBA

July 2018

Wednesday 4th Tour of the Victorian Desalination Plant – An ABCCC Event David Cook 0447 563 859
Note: This has changed to a mid-week run.
Possibly a very interesting destination – some may call it a folly!

Fri 20th to The Tootell's Weekend Away – An ABCCC Event Anne and Bryan Tootell 0412 549 906
Sun 22nd Destination – TBA.

August 2018

Sunday 5th A Special Day Out – An ABCCC Event Christopher Constantine 9898 4431
Function Venue – TBA

Sunday 19th A Day out in Gippsland – An ABCCC Event Tom and Heather Cannon 5659 0264
Details – TBA 0450 580 892

September 2018

Saturday 1st A Scenic Drive – An ABCCC Event Phil Cook 9842 5449
Start Venue – TBA

Wednesday 12th A Mystery Outing – An ABCCC Event Anne and Bryan Tootell 0412 549 906
Venue – Find Out and See.

Saturday 22nd ABCCC's 21st Birthday Celebration – An ABCCC Event Colin Brown 5964 9291
Venue – TBA.

October 2018

Sunday 14th An Alternative Way to Geelong – An ABCCC Event Greg and Geraldine Anglin 9876 3293
Start Venue – TBA.

Saturday 20th Car Display at the Men's Shed (date to be confirmed) Mike Allfrey 9729 1480
Venue – Croydon Hills Baptist Church, Cnr Bemboka and Plymouth Roads, Croydon Hills.

Fri 26th to The Legendary Indulgence Tour – An ABCCC Peter McKiernan 0407 876 023
Sun 28th Touring – TBA.

November 2018

Tuesday 6th Celebrate the Melbourne Cup at Yarra Glen – An ABCCC Event Colin Brown 5964 9291
We will be putting on a car display at Yarra Valley Racecourse. Meet at Coldstream, Victoria.

Thur 15th to Touring the 'Apple Isle' – An ABCCC Holiday Maxine Pettigrew 9739 1146
Thur 29th Information Kit – TBA.

Sunday 18th A Day Out and About – An ABCCC Event TBA.

December 2018

Sunday 9th Christmas Luncheon – The ABCCC End of Year Event Maxine Pettigrew 9739 1146
Venue – TBA.

Please Note: Those members who are organising club events, please be sure to verify your telephones, and event details to reduce the number of 'TBA' entries on the calendar.

Humour

A young man and a priest are playing together. At a short par-3 the priest asks, "What are you going to use on this hole, my son?" The young man says, "An 8-iron, father, how about you." The priest says, "I'm going to hit a soft seven and pray." The young man hits his 8-iron and puts the ball on the green. The priest tops his 7-iron and dribbles the ball out a few yards. The young man says, "I don't know about you, father, but in my church, when we pray, we keep our head down."

WELCOME TO OUR NEWEST MEMBERS

A hearty welcome to 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 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!

<u>Name</u>	<u>Year</u>	<u>Car</u>	<u>Model</u>
Philip Cerbu	1967	MG	Midget
Daryl & Christine Wilson	working on it		
Norm & Heather Darwin	1927	Oakland	Sports Roadster
	1957	Chervolet	Belair Sedan
	1970	Pontiac	Firebird Coupe
	1074	Holden	Monaro

UP COMING EVENTS

Grand Children's Day Out at the Zoo - Wednesday, 11th April 2018

– **Sadly, event has been cancelled. To be rescheduled at a future date**

Marj Pepper

RUSSELL AND EVE'S FIRST DAY OUT - Sunday, 22nd April 2018

We will meet in the cafe of the Australian Gardens, Ballarto Road, Cranbourne at 10-am for morning tea. We have allowed time for you to:

1. Walking tour at a cost of \$7.30 per person;
2. Bus tour, 30 minutes at a cost of \$13.40 per person; or
3. Walk on your own at no cost.

At about 11:45am we plan to leave and enjoy a 1 hour drive on a mystery tour before arriving at a delightful venue. There is plenty of parking. Have a chat and enjoy a drink. All food will be selected by you off the normal menu. Make payment after you order.

Please let us know if you intent to go by the April 14. We are required to make a deposit. No cancellations can be accepted after April 14th.

Here's hoping to see a large number of members attend to enjoy the gardens, meal and a chat.

Russell Simmonds 0433 212 056 or 9801 2783

A DAY OUT TO WHOOP WHOOP - Sunday, 6th May 2018

We will meet for coffee at the BP Servo, Northbound Freeway in Calder Park at 9:30am. We will leave at 10:30 for lunch in Motobean Cafe, Marnsbury at 11:30. After which we are on to Whoop Whoop. There we will have a village tour and Devonshire tea (Tour and tea cost is \$11.00).

Tore Panuzzo 0413 941 502

REX'S BIG DAY OUT - Sunday, 27th May 2018

We will meet at Victoria's Newest Theme Park at 2705 Princes Highway, Tynong North at 10.00am for an "introduction" to Gumbuya World.

Tea & Coffee/scones jam/cream or savory @ \$9.50 per head.

This visit is seen as an introduction to Gumbuya World and the opportunity to tour the present range of activities; view the amazing job the new owners have done so far; and see what's planned for the future.

Following morning tea, we will travel 10ks to the nearby township of Garfield where the ladies can enjoy a visit to Impodimo Living and Giving at 101 Nar Nar Goon - Longwarry Road, Garfield and maybe make a purchase or two!

After our visit we travel 35ks to the Neerim South Hotel <https://www.neerimsouthhotel.com/> at 91-109 Main Neerim Rd for lunch at around 1pm.



The menu is detailed at <https://www.neerimsouthhotel.com/menus> at hotel prices with drinks available at bar prices. Seniors 2 course meal @ \$20.95.

Please let Rex or Deanna know if you would like to join us on this "Rex's Big Day Out";

- 1- "Introduction" to Gumbya World morning tea @ \$9.50pp;
- 2- Impodimo Living & Giving visit and
- 3- A good old country lunch at the Neerim South Hotel.

by Monday 14th May in order to allow for the venues to cater for our visit.

Mobile 0408 303 129 Rex – 0408 520 729 Deanna - Preferred E-mail rha41579@bigpond.net.au

Thank you,

Rex and Deanna.

THE TOOTELL'S WEEKEND AWAY - 20-22 July 2018

We will be heading into the golden triangle so bring your fossicking gear .We also have other plans in store for you. As accommodation is limited to 12 Couples, please register your intention to attend.

Anne and Bryan Tootell, 0412 549 906 or annbry@optusnet.com

Reports of Past Events

PHIL'S PHANTASTIC DAY OUT – Sunday 11th February, 2018

I arrived at the Harvey Norman car park at a time that I considered super-early, but soon realised that *Pea Soup* was one of the last to arrive. Apparently there was keen anticipation for our outing, or, quite a number of us cannot sleep-in on a Sunday morning. No matter, it was a good turn out and chatter was already at an advanced level. Phil Cook advised us that some were meeting at the Flying Tarts Bakery, our mid-morning refreshment stop.

At 9:30 am sharp, we set off for the bakery. The TomTom had been set for that destination, complete with a warning symbol about an 'unmade' road – oh, well. On the drive I latched on behind Peter and Michelle Flavelle's distinctive blue Dodge for guidance, in case Phil had included detours from the TomTom's 'direct' route. Being solo in the car and with today's traffic conditions, it has become difficult to follow written instructions. All went to plan and, along the way, in the twisty bits, we encountered numerous cyclists on the hilly roads. On this road to Panton Hill, the new road rule that requires motorists to give a minimum of one metre clearance to all cyclists on our roads is a bit difficult, mostly because we had a steep drop to our left and, with cyclists coming at us three or four abreast; any passing room was at a premium.

At one point, we passed the Halls in their Jaguar, who had sort of continued straight on ahead of us making a right turn. The closer we came to Pheasant Creek the more suicidal motor cyclists we encountered. Slowing down for a cyclist gallantly pedalling up the hill and making room for three cyclists coming down towards me, a 'bikie' shot past *Pea Soup* only to discover the 'Spring-Heel-Jack' in front of me and very little room to the descending cyclists who were cutting the corner in the road. Luckily for them all, some clearance, albeit much less than the required metre, magically appeared. Phil's notes did warn us, in red, to watch out for the motorcyclists. Most applicable indeed! With the white Jaguar not catching us, I began to wonder if the Hamilton Syndrome had struck again. Rex and Deanna pulled in at the Flying Tarts Bakery not at all long behind us.

Morning coffee and some local sustenance meant that chatter was in full swing in our group. Here the group swelled a bit more, so there was little chance of losing our way *en route* to our luncheon venue - the Beveridge Tavern. "It cannot be missed once in Beveridge", we were informed. My TomTom was re-directed and, fortunately it knew that there is a Beveridge in Victoria – finally. First it tried to show the route to a same name destination in Queensland, the reasoning when so close to the desired venue is strange.

Right: Ian and Mary Hodge's MG TF relaxing after the morning drive.

Well, the drive continued with Robin Jervis-Read, who was also solo, latched to the beautiful Jensen onto the Rover's tail. All went well, until we arrived on the outskirts of Beveridge. At the 'T' junction where we turned left, the TomTom informed that it was still 1.8 kilometres to the 'Beveridge city centre'. Thus the Rover and the Jensen, very soon sailed past the Tavern, and quickly realised that a 'U' turn was necessary! That was easily executed after passing under the freeway.



From Pheasant Creek, Phil had organised a nice quiet roads for us. Lunch at the Tavern was, in my instance, very good. However, to me it seems strange to have salad served with the Sunday Roast. No matter, it was a lovely lunch in pleasant surroundings, amongst great company.

After the luncheon stop, *Pea Soup* continued up the hill to find a spot where a 'U' could be safely made and the TomTom re-programmed to take me home *via* the quickest route. The relentless flow of traffic on the Hume Freeway was joined and the car was settled into its slot. At 114 kph, I was the slowest vehicle and obviously an unreasonable



obstacle to the impatient ones behind. At the Cooper Street intersection with M31 and on the southern side of the overpass bridge, the traffic had built up to the extent where it was possible to count the Safety Sentinels (Speed Tax Cameras) patiently doing their task. Eight were counted in the median strip aimed south! I made the mistake of taking the M80 Metropolitan Ring(?) Road and motoring southwards to Bulleen Road, and thence onto the Eastern Freeway. Not a good decision on a Sunday afternoon.

Left: Just a part of our group parked on the proper Hume Highway, with the Beveridge Tavern at extreme right.

A long time later to avoid a blatant red light runner, after very hard braking the V-8's low oil pressure warning light appeared for a short spell. I also found out was how

effective the braking system on the Rover really is – most impressive and no harm done. Luckily there was a gap behind me!

Our collective thanks to Phil and Anne for putting it all together for us to enjoy. Be on the next one!

Mike Allfrey.

2018 ABCCC FLY THE FLAG FRIENDSHIP TOUR - MARCH 2018

The 2018 Fly the flag Tour started off with breakfast at the Ultima Function Center in Keilor. After a hearty breakfast, we were flagged off by Tour Organiser (and ABCCC President) Tony Pettigrew. It was a windy drive through Taradale, Elphinstone and Castlemaine to lunch at the Muckleford Cricket Club grounds where the Lions and Cricket Club served a sizzle feasts of burgers and snags with salads on the side. We then headed out through Maldon, St Arnud, Rupanyup and Mutoa to our accommodation in Horsham. Along the way, many stopped to see the "Silo Art" at Rupanyup - and perhaps some of the other 5 towns so decorated, such as Sheep's Hills and Brim. Our first dinner was a chance to chat and get acquainted with old and new friends on the Tour.



Leaving Horsham, we ventured further southwest through Coleraine, which some remember from our "Western Tour" a few years ago, their chocolate factory and Coleraine Classic Cars. Then on to lunch at Merino. It was wonderful to see how that small town of less than 400 residents showed up to take care of the tour participants. From there it was on to Mt Gambier for a 2-night stay. Entertainment and great food were mainstays at "The Barn Steakhouse".



Participants could enjoy the area at their leisure, with the Umpherston Sink Hole and Blue Lake as nearby attractions. Most took an opportunity to travel north to Penola and the Coonawarra wine region awaiting our sophisticated palates. Lunch (?) at Yallum Park allowed a look into the past through the stately mansion.



After a hearty breakfast at The Barn, we ventured back into town to the Lady Nelson Visitor Center for a flag-off on the short drive to Portland for another 2-night stay. Many took advantage of the easy drive to stop at the small fishing village of Nelson or have lunch at the beach at Cape Bridgewater.



Dinner was served at the Portland Civic Centre, where an amazing catering job was done by Alan Lay, who came all the way from Mildura to serve the 400 dinners when the local provider had to cancel after a severe car accident. Lunch was hosted by the Portland Lion's Club in the Henty Park, where many took advantage of the tourist trolley to have a get acquainted tour of Portland. The



botanical garden had a amazing array of roses and dahlias. We also had a chance to visit the Maritime Discovery Centre, WWII Memorial Lookout and the Whalers' Bluff and Cape Nelson Lighthouses.

After a filling Lion's Club breakfast, we were flagged-off by Glenelg Shire Cr Robert Halliday, his wife Shirley and Portland Classic Automobile Club President Craig Dennert for the next leg of our trip to Bendigo. This was a bit longer than most legs, but allowed us to revisit Hamilton, Dunkeld, and Ararat again on our way through to Maryborough and Castlemaine.

On arrival in Bendigo, we prepared for our Fancy Dress night. There was no formal competition for the best costume, but it sure seemed like a lot of people were vying for the unofficial title of "best dressed". A well done to all who got into the spirit of the night. Dinner and dancing, with friendly conversation filled the night. Some pictures of the night are shown below while many more are posted on www.facebook.com/flytheflagtour/.





Following breakfast, we made our way to the luncheon finale at the Yarra Valley Race Course in Yarra Glen. The route took us through the Heathcote Wine Region and a back road near Puckapunyal, then through Seymour and Yea. The week of camaraderie and driving was nearing an end. Ten of the best cars were recognised for their pedigree (and stamina - they had to complete the 1,400 kilometres). ABCCC Club members garnered 2 of the awards with Best Vintage Vehicle (Rex and Deanna Hall's 1928 Chevrolet) and ABCCC President's Selection (Allana Flynn-O'Neile's 1980 Porsche 911SC) - sadly not British - but fine specimens none-the-less. A list of the winners is shown below, with pictures of the vehicles and awardees on our web site. Oh, yes, it was finally about the cars - you can view most of the cars through our FTF facebook page or web site (www.ABCCC.com.au/FTF/).

Finally, we have to thank the members who organised and ran the event. Our marshals (front page), who were up before dawn and some of the last to get to sleep, made sure we were headed in the right direction and got the help we needed. Martin Ogle volunteered to join us as patrolman, and whether you needed him or not, it was reassuring to know he was there to assist. And mostly, thanks to Tony and Maxine Pettigrew for their Herculean efforts to plan, replan and carry out this massive adventure for the 160+ vehicles and 350+ participants. You all have earned the thanks and respect of all of us for another job well done.



Ed Bartosh

ABCCC FLY THE FLAG 2018 FRIENDSHIP TOUR AWARDS

BEST VINTAGE CAR	Rex & Deanna Hall 1928 Chevrolet Tourer
BEST EARLY CLASSIC CAR	Max Hodson 1938 Ford V8 Roadster
BEST CLASSIC CAR	Bob & Barb McBride 1970 Buick Electra
BEST MODERN CLASSIC CAR	David & Brenda Tincknell 1968 Ford Mustang
BEST OPEN SPORTS CAR	Graham & Sue Dows 1959 MG A
BEST FAMILY CAR	Peter & Tess Schouw 1977 Holden Torana
BEST COMMERCIAL VEHICLE	Alan Summergreene 1955 Ford Mainline Utility
PRESIDENT'S AWARD	Allana Flynn-O'Neile 1980 Porsche 911SC
BEST OVERALL VEHICLE	Robert Tingay 1930 LaSalle Roadster
FRANK E DOUGLAS TROPHY	Robert Tingay 1930 LaSalle Roadster

A few vehicles from the 2018 Fly The Flag Friendship Tour



Your vehicle not on the Facebook photo album? Submit it for inclusion by Facebook or e-mail to the webmaster.

FROM THE U.K. AND EUROPE

The following report on the volatility of fuels was published in the April edition of the Federation of British Historic Vehicle Clubs news magazine.

Fuel News

Manchester XPAG Tests, Modern Petrol – Volatility – By Paul Ireland.

The Federation contributed some financial support to this series of tests in 2016. Paul Ireland has kindly written a summary of his findings for this Newsletter.

Introduction

To investigate the problems of running classic cars on modern petrol, a series of tests has been run on a 1940s twin SU carburettor MG XPAG engine at Manchester University School of Mechanical, Aerospace and Civil Engineering.

Why an XPAG?

Almost the first thing people say is, “Why test an XPAG? They are an old engine, designed in the late 1930s and only fitted to MG T-Types”. While it would have been ideal to test a range of engines, the high cost of installing the engine in the test cell prevented this. In practice, the XPAG or ‘X’ series engines were used in virtually all Morris and Wolseley cars until 1956, including the many thousands of the Morris 10/4 Utility cars and vans made during WW2.

The XPAG is a good compromise. Its long stroke bottom end shares a great deal with earlier engines; while the cylinder head design is virtually identical to the ‘A’ and ‘B’ series engines fitted to later BMC cars. It also demonstrates the problems of running with modern fuels very well.

Petrol consists of over 300 different hydrocarbons. Measuring the volume of fuel that evaporates as a sample of petrol is heated gives a distillation curve for that fuel. The graph below compares the distillation curves of the different fuels used in the Manchester tests and that of 1930s petrol which remained virtually unchanged into the 1970s.

The curve for modern 95 octane petrol (blue line) compared to 1930s petrol (the orange dotted line) shows that classic petrol is much less volatile, especially at typical engine bay temperatures. This increased volatility of modern petrol is at the heart of the problems suffered by classic car owners.

A petrol engine produces colossal quantities of heat. Unfortunately, only around one third of this heat energy is converted into power to move the car forward. The remaining two thirds is waste heat, most of which goes into heating the engine bay.

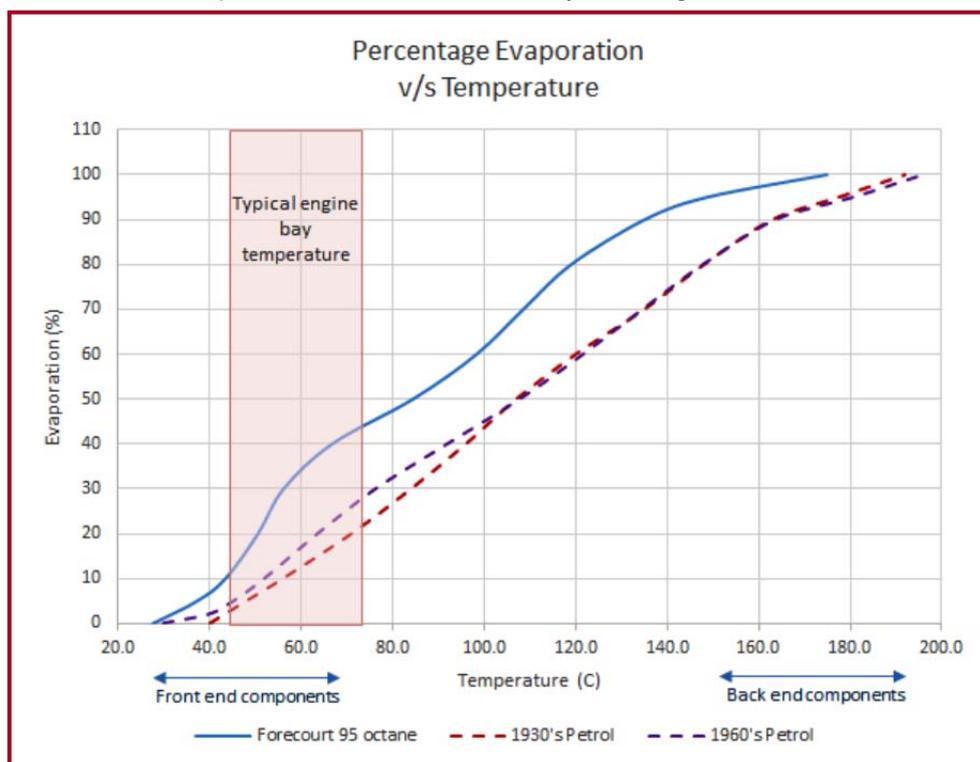
At Manchester, the highest petrol temperature in the carburettors when running at full power was 42°C. Not sufficiently high to cause problems.

A thermal image shows the blue float chambers silhouetted against the white (300°C +) exhaust manifold. Despite being positioned less than one inch above the exhaust manifold, the petrol flowing through the carburettors is keeping them cool. After the engine was stopped, the tests showed the carburettors were being heated by hot gases coming from the engine through the inlet manifold, not by heat from the exhaust manifold. Thus demonstrating that it is not obvious how the carburettors are being heated.

In slow moving traffic, two effects work to increase under-bonnet and petrol temperatures. Although the engine is running at low power and producing less heat, the rate at which heat is lost is reduced. There is less air flow through the engine bay. In addition, petrol is flowing more slowly through the carburettors and has more time to heat up. When the engine is switched off, petrol stops flowing and its temperature will continue to rise as heat soaks out of the engine, exhaust and radiator.

The distillation curve for 95-octane fuel (above) shows a rapid rise in the volume of fuel evaporating between 45°C and 70°C. As the fuel boils, vapour bubbles in the petrol result in the carburettor delivering a much weaker mixture. This is what causes the engine to stop or prevents it from restarting.

Mike Allfrey



A NOTICEABLY PLEASANT READ

The Gentleman's Guide to Motoring – by Vic Darkwood

This little gem, published by the Automobile Association (AA) in Britain is a small book that can be taken anywhere with the story continued at any time. It is not very PC by today's standards. It was first published in 2012, which period to some is very much pre-PC as we know it now.

The book gives a light-hearted guidance for the British gentleman – learning to drive, choosing a motor car, dealing with car salesmen, what to wear, fellow road users and so on. Here are two small samples from the book, with a very apt description of the Jowett Jupiter! The piece on cyclists is very appropriate even in these modern times.

Circa 1952 Jowett Jupiter Convertible

A British car made in Idle near Bradford, the Jupiter, despite being fitted with a bench seat for three people, is ideal for the amorous chap wishing to win the heart of a young lady.

Deceptively cuddly but with a savage heart, the gentleman may well find that it closely resembles his own personality, and hopefully its success at Le Mans in 1950, the Monte Carlo and Lisbon International Rallies in 1951 will be a harbinger of a similar level of achievement in the realm of the bedchamber.

Cyclists

Other than their unsightly choices in the wardrobe department, cyclists can also offend other road users by their apparent belief that the laws of the highway are an inconvenient optional extra and one which they generally prefer to opt out of. Jumping the lights, ignoring zebra crossings, terrorising OAPs on pavements or riding on the wrong side of the road, cyclists are the surly adolescents of the Macadam.

In the following extract a particularly lethal combination of gender and bicycle riding makes a seemingly innocuous and easily negotiated encounter into something potentially far more hazardous:

You are driving along a broad high road either in the centre or near the side when you see a presumably, intelligent woman riding a bicycle on the off and wrong side. You sound your horn; she pays no attention. You sound it again, and she continues to bicycle as if there was nobody else in the world but herself. Do not imagine that she is going to stay on her wrong side. On the contrary, persuade yourself that just as you draw level she will be seized with panic and wobble across the road to her proper side in front of the car, and doing everything in her power to get run over.

John Prioleau,

Motoring for Women, 1925

The above from The Gentleman's Guide to Motoring.

ISBN: 978-0-7495-7275-4 (Hardback).

With thanks – Mike Allfrey.



Value of classic cars hits skids

CLASSIC cars are falling in value because there aren't enough old-fashioned mechanics to keep them at their best.

Since 2005, vintage vehicles have proved one of the shrewdest high-end 'collectible' investments going as prices soared by more than 300 per cent.

But figures from Coutts, the Queen's bank, suggest their worth plummeted by 10.4 per cent over the past year.

Philip Warner, of the Car and Classic website, said: 'Prices have tumbled and that is in part due to the dire shortage of skilled mechanics. I seriously doubt the future of classic cars as we know them.'

+

Oct 17 Daily Mail From Phil Cook

NEWS FROM THE FEDERATION



Notes of the AOMC Delegates' Meeting Monday February 26th, 2018 at 7.30pm Venue – Jaguar & Austin Healey Car Clubrooms Springvale.

Chair: Keith Mortimer, President AOMC - There were 107 delegates and visitors in attendance.

Presidents Report: Keith reinforced the importance of the role of Club Delegates - Club Delegates are the most important part of the Association, as they are the conduit between the clubs and the AOMC. They need to bring matters to the AOMC that need to be looked at, and also they need to report matters back to their clubs. In future, the delegates meeting agenda will be circulated 2 weeks prior to the meeting. Also a 1 page summary of the meeting will be emailed to clubs and delegates in the week following the meeting. Keith then noted given current and emerging issues facing historic motoring that it consideration should be given to how the movement can be best represented. Consideration should be given to the idea that the Victorian car club movement may be best represented by 1 peak body rather than the 2 that it currently has, especially as many clubs are members of both bodies. This was not a reflection of either of the bodies rather what is needed to best represent clubs and enthusiasts in challenging times. He asked that delegates go back to their clubs and discuss the suggestion above and what they want from a peak body.

Treasurer's Report: Current cash balance in all accounts is \$178,386.56.

AOMC Events: Shannon's Aussie Classic Car Show. Was held on Australia Day at Yarra Glen Racecourse. 300 + cars attended the day. When feedback was asked for from the floor, the response was positive, with many having enjoyed the day and wish it to be held again.

The RACV Classic Showcase was held yesterday at Yarra Glen, with over 850 cars attending. Once again, feedback from the floor and on the day was very positive, and most liked the change of venue (from Flemington)

American Motoring Show is next up on April 15th at Yarra Glen.

National Motoring Heritage Day venue has yet to be decided, clubs will be notified when arrangements are firmed.

Keith acknowledged the enormous work done on organising and running these shows by Iain and Maureen Ross, with countless hours of preparation and attending the venues in advance. A hearty round of applause was given by the delegates.

VicRoads: Iain Ross said there is very little to report at present. There are some deceased estate issues that are not resolved yet. Iain added that if anyone has an issue with deceased estate transfer of a CPS vehicle he is happy to take up the matter with VicRoads for you.

Iain added that each week about 3 vehicles are reported to VicRoads for apparent breaches of the CPS. In those cases VicRoads sends a letter to the vehicle owner.

Studebaker Club delegate reported that he has tried 3 times to get their clubs CPS registered vehicles listing from VicRoads but has had no response or was put onto the wrong person. Keith Mortimer responded that AOMC will approach VicRoads to get a clear process for clubs to follow to get their listings.

Guest Speaker 1: Kalinda McIntyre. As reported in the November AOMC newsletter, Kalinda was the recipient of a Robert Shannon Trust award to assist with her restoration project, a 1926 Willy's Overland tourer, which was proudly on display in the meeting room. Kalinda gave a brief background of the restoration and of her involvement in vintage cars, almost from when she was born, with her parents and grandparents all being involved, and how she did most of her "L" plate driving in a vintage Whippet. Roger Stewart then gave a summary of the mechanical work that had been done. Kalinda thanked everyone who assisted her with the project and with the Robert Shannon award. She added that she is looking at running a show and shine in Gisborne to raise money for wildlife.

Guest Speaker 2: Doug Young. He is involved with the Historic Vehicle Interest Group (HVIG) who have put in a very detailed submission to the Federal Govt to support the abolition of the Luxury Car Tax (LCT) on historic vehicles. Doug cited several instances where vehicles that had been purchased overseas and brought back to Australia (in some cases were they had originated) and a hefty LCT was charged on landing in Australia. Doug became interested in this topic when an American friend offered to work on Doug's car in the USA, but discovered that when he wanted to bring the car back he would have LCT imposed.

One point of argument is that the LCT is a major impediment to anyone wishing to bring a historic vehicle into this country, and if it was abolished many cars would come in again. Also, the small amount of tax raised by the LCT would be more than offset by the GST on the increased imports.

Doug gave a very detailed talk on his submission, and the various surveys and research that has been done on this topic. Full details will be posted on the AOMC website. AOMC supported the submission and Keith Mortimer and Iain Ross are on the committee of the HVIG, as is Rod Amos who wrote the original submission on this topic in 2008.

Current Issues: Robert Greene (Macedon Ranges) raised the topic of the Department of Infrastructure and how they are looking at changing import legislation on heavy vehicles that could see 15yo trucks being banned from being imported. Robert has been involved with consultation meetings over this issue and will continue reporting on progress.

Daryl Meek (RACV) noted that there is only 2 more weeks left to register for the 2018 Florence Thomson Tour. An event for female only drivers in vehicles over 25 years old. RACV have already received 250 expressions of interest.

Iain Ross noted that the idea of having Kalinda McIntyre here tonight was to promote the Robert Shannon Trust awards, and to encourage clubs to put forward young restorers to enter for the award for 2018. Applications for 2018 must be sent to the AOMC before the end of May.

Meeting declared closed at 9.29pm.