



YOUR ABCCC NEWS

ISSN 2208-0112

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N° 220

October, 2018

WAITING PATIENTLY OUTSIDE PJ'S



Their immaculate Daimler waits for Gordon and Elaine Lindner to come out of PJ's restaurant in Hastings during our September mid-week run. It turned out to be a lengthy wait. See report inside.



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	Colin Brown	(03) 5964 9291	colin@abccc.com.au
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Secretary	Pat Douglas	(03) 9739 4829	secretary@abccc.com.au
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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	0408 507 890	colin@abccc.com.au
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VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	colin@abccc.com.au
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The All British Classics Car Club Vic Inc. Website http://www.abccc.com.au			
2019 EastLink Great Australian Rally Website: www.greataustralianrally.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 Member: Pat J Douglas**

ABCCC EVENTS DIRECTORY

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

October 2018

- Sunday 21st The ABCCC Calendar Meeting – For those intending to conduct a club event in 2019.
Venue – 16 Lawler Lane, Coldstream, Victoria. Commencing at 11:00 am.
- Friday 26th to Sunday 28th The Legendary Indulgence Tour – An ABCCC Event. Peter McKiernan 0407 876 023.
Visiting – Gippsland Lakes area.

November 2018

- Tuesday 6th Celebrate the Melbourne Cup in Style! Colin Brown (03) 5964 9291.
See notice on Page 12.
We will be putting on a car display at Yarra Valley Racecourse.
Gather at Coldstream for drive to Yarra Glen.
- Thursday 15th to Thursday 29th Touring The 'Apple Isle – An ABCCC Holiday. Maxine Pettigrew (03) 9739 1146.
An information kit will be provided soon.
- Sunday 18th Annual Concours and Display Day – Jaguar Car Club (Vic.) Trevor Wilkinson 0438 345 219.
Venue – The Oval, Wesley College, 620 High Street Road, Glen Waverley.
- Sunday 18th 26th Rob Roy Hill Climb. Visit: www.robroyhillclimb.com.au for details.
Presented by the MG Car Club Inc.
Venue – Clintons Road, Christmas Hills, Victoria.
- Tuesday 26th AOMC Delegates Meeting – Visitors Welcome (Time 7:30 pm) Secretary (03) 9558 4829.
Venue – 21 Rosalie Street, Springvale.

December 2018

- Sunday 9th Our Christmas Luncheon – The ABCCC End of Year Event Maxine Pettigrew (03) 9739 1146.
Venue – Gardiners Run Golf Club, Victoria Road, Lilydale.

January 2019

- The EastLink Great Australian Rally – A Major ABCCC Event Rex Hall rex@abccc.com.au
All funds raised will be donated to our friends at Peter Mac. Greg Anglin (03) 9876 3293.
See Page 4 for latest information.

February 2019

- Sunday 24th British and European Motoring Show Graeme Moody *via* (03) 9558 4829.
Venue – Yarra Glen Racecourse, Armstrong Drive, Yarra Glen.

May 2019

- Sunday 19th National Motoring Heritage Day – The AOMC Secretary (03) 9558 4829.
Venue – Yarra Glen Racecourse, Armstrong Drive, Yarra Glen.

EDITORIAL NOTES – Issue N^o. 220

Another club achievement! We have reached Edition No. 220 of this magazine.

Unfortunately the information about the Croydon Hills Men's Shed Display arrived too late for September's issue of *Your ABCCC News*. Just after that issue was released, the Shed Folk advised that the event had been brought forward to 6th October, a bit early for magazine promotion. Thankfully, members were advised in time using E-mails.

Our club has been busy with events seemingly flying past at ever increasing speed and with the end of year events well above an imaginary horizon, 2019 seems to be closer than we realise. So, as soon as our new calendar of events is published in the November magazine, place the events into your diaries in ink and book in early. Very likely, most of us will be screen tapping on a mobile device – hopefully without the frowns that train travellers seem to adopt while screen tapping all the way to the City.

In this issue, there is a rather lengthy piece about longer-term use of the then new Austin 1800. It is interesting to read about what was notable back then and no mention of all sorts of 'connectivity'.

Mike Allfrey – Stand-in Editor.

JOKE TIME

McCuen stumbled out of a pub right into the arms of Father Logan. "Inebriated again!" declared the priest. "Shame on you! When are you going to straighten out your life??"

"Father," asked McCuen. "What causes arthritis?"

"I'll tell you what causes it! Drinking cheap whiskey, gambling and carousing around with loose women. How long have you had arthritis?"

"I don't," slurred McCuen. "The Bishop has it!"

From Colin Brown.

RALLYING FOR A CURE

26th September 2018

Dear ABCCC Members,

Reflection on what has happened:

EastLink has been appointed naming sponsor for the Great Australian Rally 2019.

A new venue has been selected for the running of the EastLink Great Australian Rally (EGAR). The venue is Cruden Farm, the former residence of Dame Elisabeth Murdoch, at Langwarrin. In addition, a new start location at EastLink Operation Centre, Ringwood has been established.

EastLink has brought substantial promotional opportunities through the provision of four bill boards displayed on EastLink from 10th December 2018 until 21st January 2019. In addition, EastLink will use its vast network of e-media outlets to promote EGAR as the new naming rights sponsor and the new venue at Cruden Farm. EastLink has provided, at no charge, access to its Graphic Designer, Carolyn Simm of SimmDesign, for the design of the Billboard, the "special" Metal and Cloth Badges, promotional signage and EGAR Branded calico rally bags.

The Entry application designed at no cost by my niece Debbie Clarke, Graphic Designer, has been printed and published on the EGAR web site www.greataustralianrally.com.au. The e-entry application is preferred in order to save costs. It can be completed, then downloaded from the web site, and e-mailed to entryegar@abccc.com.au for card payment or if cheque payment, printed and posted to P.O.Box 2521 Ringwood North, Victoria 3134. Don't forget to purchase a "special" metal Badge at \$25 or a cloth badge at \$10 or both for \$35 and maybe include a donation to Peter MacCallum Cancer Foundation for Cancer Research.

The EGAR committee has been working on the staging of the rally with the provision of defined areas of parking for car club promotional displays, car club reserved parking, special vehicle displays, general display parking, public parking and traffic management in general. In addition, serviced portable toilets and hydration facilities have had to be provided. Catering trucks will also be located on site offering a large range of food products. Entertainment will be provided by the Royal Australian Navy Jazz Band. A professional public address system with broadcasts and roving announcers to interview owners of vehicles of interest will also be in attendance.

Organisers of the start locations at EastLink Operation Centre, Ringwood, Deaf Institute St Kilda Raod, Melbourne, Stud Park, Rowville and Western Port Marina at Hastings have been busy with arranging provisions and facilities for the sausage sizzle, preparing route notes and planning parking and flag off times.

As an Event requirement, we have had to engage professional Event and Traffic Management personnel who will be responsible for the control of vehicular traffic entering Cruden Farm from McClelland Road for participants and Cranhaven Road for the Public as well as waste collection and removal. We will be responsible for the movement of traffic, vehicular and pedestrian, within the grounds of Cruden Farm. To facilitate a smooth, safe and successful running of the EGAR and in order to build on the past reputation of the GAR and to add to the funds already raised for Peter MacCallum Cancer Foundation for Cancer Research, it is essential that we have sufficient volunteers to properly manage traffic, help participants and the public by guiding and providing information, collecting Public entry fees, administration, rally bag distribution and general assistance.

What needs to happen:

The EGAR is the only major event for the club in 2019 and your support as Club Members is sought by volunteering to assist in the set-up on Friday and Saturday and on the Sunday at Cruden Farm and to provide support to the organisers at the start locations.



As a proud ABCCC member, we need you to do four things:

1. Please make yourself available to assist with the running of the EastLink Great Australian Rally 'Rallying For A Cure' by contacting Barry Coates on mobile 0428 393 386 or e-mail bcoates@mytemail.com ;
2. Please complete and submit the rally entry brochure and display your classic vehicle in the reserved parking that will be provided for ABCCC classic vehicles. We ask you to note that your classic vehicle must be 25 years or older and, please purchase a metal or cloth rally badge;
3. Please donate to the Peter MacCallum Cancer Foundation for Cancer Research and
4. Please encourage other car clubs that you have an association with to support the EastLink Great Australian Rally showcasing historic motoring and raising funds for Peter Mac.

Thanks to the EGAR Committee members, listed below, for the support and input in the many tasks undertaken to ensure the successful running of the EastLink Great Australian Rally.

Should you have any queries please contact any of the Committee members who will be happy to assist.

Yours in Historic Motoring,

Signed

Rex Hall

On behalf of the EastLink Great Australian Rally Committee.

EastLink Great Australian Rally, PO Box 2521, Ringwood North, Victoria, 3134. Telephone: 0408 303 129

Committee (Alphabetical order):

- Mike Allfrey – Western Port Marina, Hastings organiser
- Greg Anglin – Administration – Joint EastLink Operations Centre organiser
- Barry Coates – Finance – Marshals coordinator
- David Cook – Trade stalls, Rally Bag Products and Sponsorship
- Leon Cousins – Entertainment – Car Club, Car Club Displays and vehicle entry coordinator
- Peter Flavelle – Joint EastLink Operations Centre organiser
- John Gardner – Deaf Institute, Melbourne organiser
- Ian Hodge – Car Club, Car Club Displays and vehicle entry coordinator
- Bryan Tootell – Stud Park Shopping Centre, Rowville organiser

AUSTIN 1800 de Luxe

The 12,000 Miles Staff Car Report:

The car was given a fairly hard life after its running-in period.

I had grown used to the Issigonis idea through one of the first Morris Minis, then a Morris 1100 followed by an Austin Cooper, so taking on the Austin 1800 was doing what comes naturally to me – sitting upright behind a side-ways engine driving through the front wheels.

Many people think the car ugly, but to me it has a brutish, masculine appearance set off by the big, stark wheels which seem out of proportion to the body.



Driving it is something of a masculine and brutish occupation too, with heavy low-g geared steering needing muscular effort, a gear-lever action which still requires force after more than 12,000 miles, and a not-too-light clutch action. KMT 472B came to me at Christmas-present time in 1964, replacing the Cooper with 26,000 miles behind it. It was pale French grey, with red interior.

My first walk round the car showed it to be clean and functional in appearance with no frills, but why oval holes for round headlamps? The rear looked a bit cow-hipped like the old Westminster, and critics say B.M.C. made a number of different-shaped prototypes for the 1800 and settled for the ugliest. The interior is simple with the minimum of

instruments and controls and I like this lack of ornamentation, although many people seem to want more gee-gaws for their money, a point of view I just can't understand.

The Austin arrived with wing mirrors, a clear view patch on the rear window, one Lucas driving lamp, and an Autosafe belt for the driver. In the early days I added a Britax Rollaway belt (for the front passenger) a Bosch Blue Spot radio with speakers front and rear, a panoramic interior mirror, and Interior Silent Travel. Later came a caravan hitch, extendable towing mirrors, two Marchal quartz-iodine driving lamps, a navigator's interior lamp, and Lucas reversing lamp.

The car was given a fairly hard life after its running-in period, including dragging a caravan in the National Road Rally and following the Tulip Rally around several European countries, but nothing went wrong for nine months until it was



being driven up the M1 at 12,609 miles for performance tests at MIRA, when the water pump expired. It has always had a taste for oil, and now has a thirst of about 100 miles per pint. New liners and pistons are to be fitted under warranty.

My first impression of the 1800 was how big, spacious and easy to enter it was after the duck-and-crouch entrance hatch of the Mini. But once inside the driving position is similar to that of the Mini and 1100, with the column set too vertical so that the driver cannot reach the wheel if he puts the seat back to the right place in relation to the pedals. The driver's seat was found to be too upright so that I had the feeling of perching on something like an old-time theatre gallery bench and being about to fall off. The seat-belt was the saving grace, but even wearing the belt I felt insecure and uncomfortable as if about to tumble off the seat.

The Austin 1800 waiting for air transport back from Rotterdam after being hammered around four countries chasing the Tulip Rally.

I considered this problem and thought about dropping the steering column back to a better angle, but although there are kits for this purpose on the market for both the smaller B.M.C. varieties there was at that time nothing for the 1800. Finally I solved it by fitting a smaller diameter steering wheel with leather-covered rim by John Selby Greene Ltd. and putting wedges under the seat-runners. The main criticism I have of the car relates to the steering, which B.M.C. engineers have contrived to make both too low-g geared and too heavy, a combination which would seem difficult to achieve.

The smaller diameter steering wheel has the double benefit of improving the driving position and raising the effective ratio by providing more road wheel movement for the same rim movement. But of course it increases the heaviness, which one can only counter by raising the tyre pressures. Rack-and-pinion steering always seems to have some initial stiffness which wears off after a certain mileage. Most people who drive my car now comment on how pleasant it is, and how much nicer than the maker's set-up in relation to steering.

What it cost

	£	s.	d.
Cost of car	808	14	7
Delivery charge	7	10	0
Number plates	3	0	0
Total cost of car	819	4	7
Approximate resale value	750	0	0
Depreciation	approx	69	0
Running Costs			
479 gal at 5s. 3d.	129	6	9
35 pints oil at 2s. 5d. pint	4	4	7
Repairs			
1 new water pump plus fitting (result of warranty claim awaited)	8	17	6
Servicing including materials (9,000 service was omitted because car was abroad)	16	8	8
Road fund licence	15	0	0
Insurance (average of cheapest and dearest)	46	0	0
Two new tyres	18	9	0
Grand total	307	6	6
Cost per mile for 12,304 miles = 4.65d. (excluding depreciation)			
5.98d. (including depreciation)			

Note: The price of the Austin 1800 de luxe was raised by £65 after this one was bought, which accounts for the low depreciation. Taking a more realistic figure of £150 the cost works out at 7.56d. per mile.

The seats I found quite intolerable after using them for only a short time, but discovered that there were, quarter-inch wooden slats between seat and runner. I made up some wedges which fall away from something over an inch at one end to a point at the other and inserted these in place of the existing slats, a simple operation. They have the effect of tilting the seats back, and transform the car. Reverting to the steering ratio, B.M.C. have a higher one which they used on their Monte Carlo rally car, but apparently this requires even greater feats of strength from the driver.

Once used to the low-g geared steering – before changing the steering-wheel – I began to like the car except for the amount of wheel-twirling involved in traffic. Apart from this I had no complaints, except that the brake-servo made a loud clonk on each application. I consulted an expert who said I could have an on-clonk or an off-clonk, but not silence. Either I have got used to the noise or it has gone away.

The 1800 was surprisingly free of new-car faults, especially bearing in mind that it was a new design and an early version of it at that. With every new car I had owned before I had had to make out a list of a couple of dozen faults to be

corrected on the first service. With this one there were two: when the clutch pedal was depressed there was a noise like an old-fashioned bedspring being squashed, and from the exhaust system came a rattle as the engine moved on its mountings. The agents seemed familiar with both troubles and cured the clutch noise at 500 miles, but the exhaust noise persisted. Right from new the Austin suffered what is sometimes called Mini death-rattle, which comes from the idler gears between crankshaft and gearbox. This can be heard only on tick-over, but is decidedly loud on my car now. All Minis and 1100s have it, but presumably because the gears are bigger it is even louder on the 1800, and apparently there is no cure.

At **3,000** miles the 1800 was tested by Crypton prior to performance figures being taken, and many faulty settings were discovered. The distributor dwell-angle was 65 degrees instead of 60, plug gaps were too wide, ignition timing was five degrees out, some tappets were set too close making both the inner cylinders down on power, the throttle cable was slack and not giving full opening, and the intake from the crankcase breather to the induction manifold was slack, permitting an air leak. All these faults were corrected.

The tester also found that the starter would not keep up a continuous motion but went in fits and starts, and suggested that a breakdown was imminent, but it is still functioning. Loose connections were discovered later when seeking another electrical fault, and this may have been the reason.

By **3,834** miles the Austin had used six pints of oil in addition to the 500 drain and refill, but at this point the consumption became really heavy and 16 pints were used in about 3,000 miles. There was no oil on the floor under the car and no leak could be detected with the engine switched off, but a test with the engine running showed oil spraying from the filter assembly, which no doubt accounted for its habit of emptying the sump to the low mark in a 100-mile motorway run. After the leak was cured consumption settled down to an amount varying between two and five pints per 1,000 miles according to driving – the faster the worse. The matter was raised with the agents at each service, but no remedy was offered and the general attitude seemed to be to let sleeping dogs lie. Fuel consumption was running around the 22/23 mark, although some caravan towing brought it down to 18 for 550 miles.

Right: Breakage of the steel straps in some Austin 1800 clutches was due to insufficient clearance, remedied by dishing carbon thrust and machining metal away from the metal fork (left, at lower right). The right-hand fork picture shows original assembly before modifications. Our car did not have this trouble.

At the **6,000** mile service the filter was replaced, and this time the sump lost much of its oil in a 15-mile drive. The car was taken back next day, the filter rebedded on a new seal, and the sump refilled free of charge. A broken flasher switch was also replaced. This has never worked properly, and became even more peculiar after a heavy-duty flasher unit was fitted to work caravan wipers when towing. It works according to plan when the six wipers are in use, three at a time of course, but when the car signals only are in circuit the interior warning lamp does not work, or works intermittently.

By **7,900** miles the front tyres had worn down to the 1.5 mm of tread at which tyre manufacturers recommend they should be scrapped, but they were put on the back for further use and the less-worn rear tyres switched to the front. Two new tyres came at 11,960 miles and were put on the front, the former rear tyres going back to their old stations, still with about half their treads left.

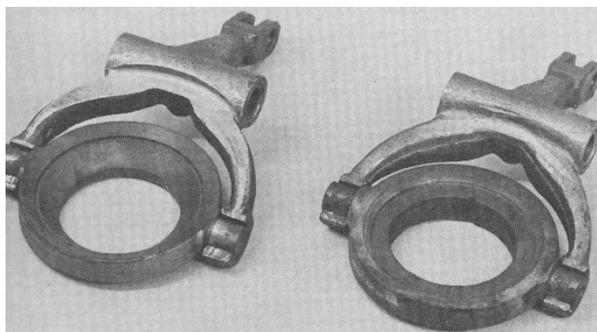
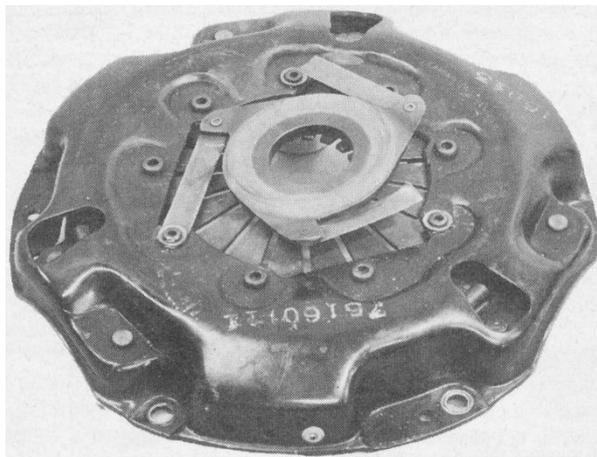
When the **12,000-mile** service came around a broken exhaust bracket was replaced. This major service includes new plugs, oil filter change, blowing out dust from brake drums, and a general check. Immediately after this service the car went back to Crypton, and it was found that the distributor dwell angle had again been set seven degrees out, and the ignition was nine degrees too far advanced – a very audible fault.

Under load on the dynamometer the engine showed slightly better power readings at all speeds from 40 to 70 showing the benefits of freeing-up under mileage. At **12,609** I was going up the M1 when overheating, signalled by steam escaping from the bonnet and a rising temperature-gauge needle, set in just before a service area. I trickled in and allowed the engine to cool off, and could then see a steady dribble from the pump. The mechanic said he had never tackled one before but estimated an hour-and-a-half to take off the radiator and switch the pump.

Since the pump had to be brought from Rugby I did not share his optimism and left the car for the day, returning to fetch it late in the afternoon. The bill came to £8 17s. 6d., of which £5 10s. was for the pump. This garage do not do warranty jobs, so charged the full price and gave me the old pump back so that I could claim from the makers. When the man commented that the price included 'mileage charges' I concluded that it was perhaps somewhat over the odds: It was. A check with the London Agents showed the normal charge to be £3 15s., or £2 8s. under exchange. But in contrast their normal fitting charge is £4 14s. 3d. against the £3 7s. 6d. I paid. Result of the warranty claim is still awaited.

A chance to drive another car and follow my Austin confirmed what the rear-view mirror had hinted at when the throttle is re-opened after being on the overrun at speed, clouds of blue smoke appear, indicating the piston troubles already mentioned. The initial performance check made at 3,900 miles showed that the speedometer was accurate up to 50 m.p.h., and slightly slow over this. The best maximum speed run on the 12,000-mile tests was 92.9 m.p.h.

So much for the diary. So little has gone wrong that there is not much to record. So far as general condition goes the car is unblemished apart from a small dent bestowed anonymously in the front, paint chips from flying stones, and a rear-bumper dent impressed by the locking-handle of the caravan jockey-wheel. The imitation-leather seats are showing signs of use by creasing and cracking, but carpets show little wear. The horn has always been uncertain in action, and



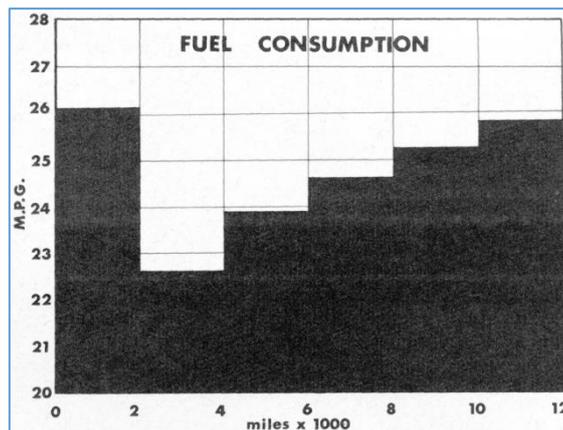
it is sometimes necessary to waggle the steering wheel to make it work. An electrician suggested that this was due to inconstant earthing through the rack-and-pinion steering.

On the road the Austin is quiet apart from the whistling of the wind if the dash ventilators are open, but on tick-over the clatter of the idler wheels and noisy valve-gear comes in. One of the car's benefits is its flexibility, and it can be driven in third and top most of the time once it is rolling if the driver is so minded. On the other hand it can be taken up to 40 in second and 60 in third for brisker journeys. The gearchange was stiff and notchy when new and has not improved. It is still difficult to engage the synchromesh first gear, which sometimes involves shuttling to and fro from second and dabbing the clutch up and down before it will go in; this is a nuisance at traffic lights, and tends to make one wait with the clutch out.

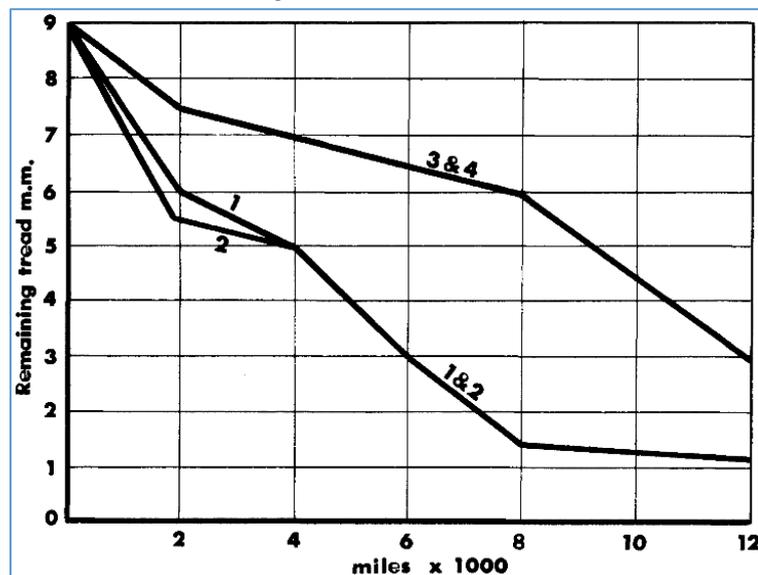
Handling is a joy apart from the low-geared steering, and on the one occasion when I lost the tail on some loose surface alongside a bend I went down the road like a yo-yo before I managed to get things unwound. The handbrake is placed in the centre of the car so that drivers of either left or right-hand drive cars can use it, but it is in fact almost out of reach from either side. I have just got used to driving without using it. The driver's seat is locked to the runner on one side only, with the result that the seat swings from side to side under acceleration and braking, but this too I seemed to have accepted and almost forgotten. Others owners complain of the same thing, though.

Faults And Failures

On Delivery	Subsequently
Tyres pressures all wrong	Winker switch broke
Groaning noise from clutch	Water pump failed
Rattle from exhaust pipe	Ignition wrongly set at service
Plug gaps too wide	Oil leak from filter due to bad fitting
Ignition timing out	Excessive oil consumption
Tappets wrongly adjusted	Excessive noise from idler gears
Air leak at fume-extractor	First gear hard to engage
Throttle cable slack	Broken exhaust pipe bracket



Above right: Fuel consumption graph shows benefits of loosening up as mileage mounts. Driving included nearly 3,000 miles of caravan towing.



Above: Tyres are numbered on graph because just before 8,000 miles they were switched diagonally. Nos. 1 & 2 were the original fronts. Right: Performance figures compared.

Performance comparisons

	"MOTOR" ROAD TEST Oct. 17, 1964	KMT 472B					
		at 3,000 miles		at 12,000 miles			
MAXIMUM SPEED (m.p.h.)							
Mean	91.2	88.0		90.1			
Best	92.8	90.0		92.8			
MAXIMILE (m.p.h.)							
Mean	89.8	87.4		88.0			
Best	92.8	90.0		90.4			
ACCELERATION—Sec.		Top	Third	Top	Third	Top	Third
20-40 m.p.h.		9.0	6.1	10.7	7.2	10.9	7.6
30-50 m.p.h.		9.0	6.4	10.6	7.2	11.7	8.2
40-60 m.p.h.		10.5	7.7	12.4	8.9	12.6	9.5
50-70 m.p.h.		12.7	10.3	15.3	12.6	12.8	13.2
60-80 m.p.h.		16.2	—	22.6	—	17.1	—
FUEL CONSUMPTION (m.p.g.) at steady							
30 m.p.h.		42.0		41.6		45.3	
40 m.p.h.		38.0		36.0		40.4	
50 m.p.h.		35.0		31.1		35.3	
60 m.p.h.		32.0		27.8		31.1	
70 m.p.h.		27.5		24.4		28.0	
80 m.p.h.		23.0		19.7		23.5	
Overall		22.5		22.6		25.8	

(Includes approx. 3,000 miles towing a 15 cwt caravan at an average of 20.8 m.p.g.)

Other Owners' Views:

Most common complaint is of excessive oil consumption, particularly at speeds over 60 m.p.h., when 100 miles to the pint seems common. A fleet owner with a dozen or so Austin 1800s confirmed this. He had had one car with two new engines in a small mileage, one fitted to cure oil consumption, the second when a cylinder liner moved. Another car had had a big-end bearing fail, and six had suffered clutch failures at mileages between 2,000 and 9,000. Two had suffered excessive drive-shaft wear at 6,000 and 9,000 miles travelled. One owner reported creaking noises from the Hydrolastic suspension which has required attention several times.

Some people complained of jerky throttle action, due to the cable operation. One man said it was so bad he had stopped using his car, another said it was impossible to drive smoothly. They complained, too, of the low-geared steering, and said they would prefer it 'twice as heavy', if only it could be higher geared. Broken flasher-switches and non-blowing

horns were mentioned; an ignition coil had fallen off twice on the same car, also the air-cleaner from the carburettor. Some complained that the boot lid did not open far enough.

Praise was given to the enormous amount of room in the car, and the comfort. Some people miss a lockable compartment inside; some say the dipswitch is too far forward for the foot.

Comments From Alec Issigonis

Following our usual custom, we sent a copy of our report to B.M.C. for their comments.

Despite what Motor says, B.M.C. feel that this is one of the most enduring cars they have ever designed and foresee a model life at least as long as that projected for the Minis and 1100s – if not longer.

Dealing specifically with the problems mentioned, we have:

1. Oil consumption. There have been minor design and production problems connected with the engine which have now been overcome.
2. Overheating. There have been, unfortunately, too many cases of cars in which the cooling systems have not been hermetically sealed. The cooling system is designed to operate at 13 p.s.i., where it will meet global conditions of operation. Any small leak in the system diminishes this pressure and this can lead to over-heating.
3. Steering. In a car of this type a very severe compromise is posed by choice of tyre equipment to meet mileage requirement on the one hand and light steering effort on the other. Small changes have, however, been made on recent cars to the fore-and-aft flexibility of the suspension which have considerably reduced this criticism.
4. Seating. We cannot agree that the seating position is anything but satisfactory for modern traffic conditions where a reclining/relaxed position is not conducive to alertness on the part of the driver. For those who wish to drive lying down, reclining seats are available.
5. Throttle. The throttle mechanism has been redesigned to provide progressive throttle opening which avoids the jerky operation experienced on the earlier cars.
6. With regard to failure of equipment not designed or manufactured by B.M.C. (e.g. trafficator switch) we see no reason why this particular model should be pin-pointed, as most cars are fitted with identical equipment.

by George Bishop – The Motor, 30th October, 1966 – With Thanks.

EVENT REPORTS

WHAT WE HAVE BEEN DOING – WELL?

GERALDINE & CHRISTOPHER'S 'OVER HILL, OVER DALE' WINTER EXCURSION – Sunday 5th August, 2018

Due to the stand-in editor's faulty telephone line, about 100 metres along the street, our E-mail system was, sort of, up the creek with none of the proverbial . . . Hence, this report was omitted from our September issue, with profound apologies from the folk at Telstra – or whoever operates the dilapidated cables these days.

We arrived at the Tim Neville Arboretum at 9:15 am to find that there were a couple of club members already waiting, obviously keen and not wanting to miss out on the snowballs.



The weather forecast during the week had been for rain but this had been modified to windy by the previous Saturday so driving out through Boronia in sunshine and in a nice warm car didn't prepare us for the 'wind chill factor' that hit us on exiting the Magnette.

Still, we ABCCC members are a hardy lot and well prepared for little inconveniences, so being fortified with cuppa and a snowball or two, we enjoyed a great catch up with new members and some we hadn't seen for a while.

Leaving Francis Crescent about 10.20 am. with twenty-two cars in tow, we headed off for our pleasant Sunday drive through the Harkaway Hills. Thankfully, the roads were largely free

of traffic which made for an enjoyable drive through to Gembrook and although the Birketts were stopped by the local constabulary, I suspect it was just to take a look at their gorgeous MG.

At Gembrook, Yvonne and Alan Bennett had organized for us to park in the grounds of the Puffing Billy Station which not only provided convenient parking but also allowed a wonderful display of our club's cars.

The Ranges Hotel at Gembrook has recently been refurbished and was an easy twenty-five metre walk from the carpark. We had booked seating around the open fire (as per instructions from the ladies at our annual calendar planning meeting) and this proved a hit with many of our members. The service and food for the most part was reasonable but the fellowship and fun with such a wonderful group of people was certainly the highlight of the day.

If the sentiment of the participants expressed in the number of emails received, like this one from Anne and Bryan, is anything to go on, then the little excursion to the hills has proved to be something of a "Gem".



proved to be something of a "Gem".

'OUR THANKS TO YOU BOTH FOR SELECTING THE PERFECT WINTERS DAY FOR YOUR RUN.

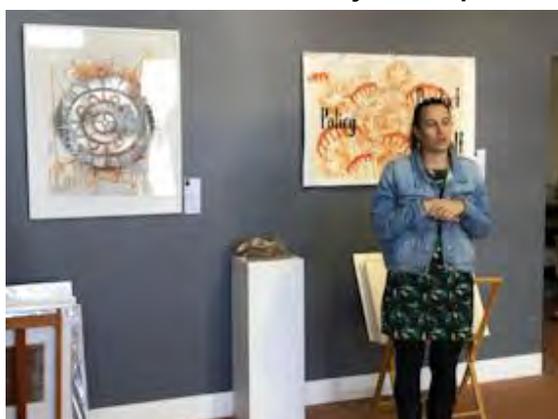
A GOOD PLACE TO MEET AT A RESPECTABLE TIME, IT WAS A PLEASANT DRIVE, AND A CONVENIENT DESTINATION.

YOU CAN'T GO WRONG. KEEP UP THE GOOD WORK.

REGARDS ANNE AND BRYAN.'

Christopher Constantine.

MID-WEEK RUN – Wednesday 12th September, 2018



With a perfect spring day (see front cover), thirty-seven participants met for morning tea at BP Eastlink. It was great to see a large number of 'Classics' getting a spring airing as we proceeded to our first stop at the Baluk Aboriginal Art Gallery, Mornington.

The Gallery Coordinator gave us a short talk on the Aboriginal History of the Mornington Peninsula area, the Group, and the workroom at the rear, with many 'interesting' items used in creating their works.

We then drove to our lunch venue, PJ's in Hastings, already well known to many of our Members. The food was great, but the wait was long. However, when together we always have plenty to chat about to pass the time.

Bryan Tootell.

21st BIRTHDAY CELEBRATION OF OUR CLUB – 5:30 pm, Saturday, 22nd September, 2018



It was a really good 'do', probably in earlier times it would have been described as a 'Shed Full of Sheilas' due to the popularity of the dance floor for our ladies!

Colin Brown was the organiser of a very enjoyable dinner and, to give our celebration a bit of our Fly The Flag Tour flavour, we had Gavin Lydell there to entertain us with some 'proper' music and songs. At one point the dance floor square was filled with youthful ladies hopping and bopping.

Left: Hi Jinx, Marj Pepper enthusiastically clapping the beat of what looks like a good old square dance, swirling skirts and all that. Photo from Peter Hibbert.

Between courses, Colin introduced Tore Pannuzzo, who played an important part of

what we were celebrating, to describe how our club really got kicked off twenty-one years ago. Memories of great people and great times that look like continuing very well for our club.

It was an evening event, which may have had an influence on our number present, but truly, the timing was perfect for those of us who live relatively close by. Bit selfish there!

Our collective thanks to all who put it all together for us to enjoy to the full – literally.

Mike Alfrey.

THE CROYDON HILLS MEN'S SHED DISPLAY – Saturday 6th October, 2018

On a perfect spring morning five of us gathered for a pleasant day displaying our cars to an interested public at the Croydon Hills Baptist Church car park. There should have been six of us, but Christopher Constantine had an unscheduled visit to hospital that morning and we were wondering about his absence, and that of his lovely MG Magnette. It is now known that a good recovery was made, proving that we ABCCC types can even surprise some doctors!



We were well represented with Phil Cook's Morgan, Kevin Ryan's Ford Cortina GT, Bryan Tootell's Mercedes-Benz (you want it locked? We lock it for you with hydraulics!), Phil Squire's Jowett Javelin and my Javelin Jupiter – all causing much interest from other display folk and the public alike. It was very pleasant sitting in a shady spot and enjoying the ambience of the day. Other classic British marques mingled with vehicles from Europe and the USA. All good fun.

Mike Alfrey.

THE 'ALTERNATIVE WAY TO GEELONG' – Sunday 14th October, 2018

What a great day out Greg and Geraldine organised. We all met, under a clear blue sky, by the Maribyrnong River in Footscray, ready for the 9:45 am start. Nice to see the range of colourful cars lined up, with some very interested onlookers.



We had an uneventful drive through some of the western suburbs industrial areas and, for most of us on the eastern side of Melbourne, it was interesting to see and feel the amount of industry that we probably weren't fully aware of.

We stopped for coffee at Raffael's Café, Bar and Grill in Werribee and most of us were lucky enough to actually get our coffee. To say that the coffees were slow is a bit of an understatement because after an hour or so when we had to leave, some hadn't received their order. A few of us gave the establishment a serve about slowness, probably with no effect. Pity because it was a very nice venue and location.

After coffee (or not), we headed towards Geelong. Some club members thought that they'd try their own directions, possibly taking a few wrong turns and driving along a not ideal bumpy, dirt road. The description "sheep" comes to mind. Anyway, we all managed to get to Geelong. Finding the lunch stop, Edge Geelong, was easy. Finding parking was not. The foreshore was so busy, with people and cars clogging the area. All of the cafés and restaurants were full and the whole area was very lively. Great to see so many people out and about enjoying themselves. It was well worth it when we were settled at our tables, on the side balcony with a slight breeze and a great menu selection. Twenty-eight people and fourteen cars graced Geelong with their presence with, unfortunately, a Humber going home on a flat top (wouldn't say it was WT's).

Rick Lloyd.

WHAT WE ARE ABOUT TO DO

THE ABCCC 2019 CALENDAR PLANNING MEETING – Sunday 21st October, 2018

Our planning meeting for the 2019 Events Calendar will be at 16 Lawler Lane, Coldstream commencing 11:00 am and it would be nice to see a few new faces again. If you would like to organise an event then come along and let us hear about it and if you can't make it to the meeting just E-mail me the details. Also, if you have some ideas but can't organise, let me know and maybe someone else will take them on board. Lunch and refreshments will be provided by the club so make sure you let Maxine know if you intend coming so she can organise the pizza's.

Tony Pettigrew.

INDULGENCE 2018 – Friday 26th to Sunday 28th October, 2018

It's on again the famous 'Over Indulgence Weekend'.

This year we are going to Paynesville on the Gippsland Lakes with a 3½ hour luncheon cruise on the water. There is only one motel in Paynesville and I have booked it out for the weekend.

Be sure to print the brief itinerary sheet that was recently E-mailed to booked participants and note the content.

Peter McKiernan 0407 876 023.

CELEBRATE THE MELBOURNE CUP IN STYLE – Tuesday 6th November, 2018

Some members like the sit down lunch in the Members' Dining Room, others prefer a car display and a picnic lunch. If those members intending to join in the fun could contact me on 0408 343 176 or colin.brown@hotmail.net.au and advise what they would prefer to do, I can cater for both groups if numbers are sufficient. I have put a hold on two tables in the Members' Dining Room, and an area will be available for a car display etc.

Colin Brown.

CHRISTMAS LUNCHEON – Sunday 9th December, 2018

Please note that for the past few years we have had the ABCCC Christmas lunch at the Chirnside Park Country Club, Maxine has now been advised that the long-awaited renovations have commenced and the venue will not be available for our lunch, however they have offered us the use of the Gardiners Run Golf Club. We have inspected the room and found it acceptable but with one drawback it only holds 110 maximum and in recent years the numbers have been between 100-125 people. At this late stage it would be difficult to find another venue as most function centres are booked out for Christmas. A booking form is located at the end of this magazine. We suggest you get in early with your bookings, because it will be first in first served. All enquiries should be made to me on telephone number 9739 1146.

Maxine Pettigrew.

LOST PROPERTY

A gent's scarf was found after our 21st Birthday Party. If you wish to claim it, please contact Colin Brown, to make arrangements for its retrieval, on 0408 343 176 and it will be returned.

Did it belong to Gavin Lydell? (Ed.)

Colin Brown.

CLASSIC FANS HIT OUT AT ETHANOL PROPOSAL

Clubs And Enthusiasts Vote Overwhelmingly For 'Protection Grade' Petrol

More than 2,700 classic car owners – who between them own more than 6,800 historic vehicles – have spoken out against Government plans to increase the amount of ethanol being added to petrol.

The responses, compiled by the Federation of British Historic Vehicle Clubs (FBHVC) as part of a survey in response to the Department for Transport-led fuel plans, reveal that classic vehicle owners overwhelmingly want a lower-grade protection fuel with reduced ethanol content to be made available long term, with concerns being expressed about fuel line degradation and – in the worst cases, vehicle fires.

FBHVC chairman, David Whale, said, "This is a clear vote by our members for the retention of 97-RON as the protection grade and this will therefore be our recommendation in our response to Government."

A 'protection' grade of 97-octane and above fuel, better known as 'high octane', contains far less bioethanol than E10, which has been proven to be harmful to classic fuel systems, but will become the standard grade of petrol from 2020.

The FBHVC said that 70 per cent of these 6,800 vehicles, are run on 97 RON petrol, the sought-after protection grade already – suggesting a heavy dependence on low ethanol fuel among members. 6,100 historic vehicles in the survey are registered for road use.

It added that many respondents would struggle to fuel their vehicles were fuel with reduced ethanol content to be abolished, with 68 per cent of cars running on 97 octane fuel said not to be capable of conversion to run on R10. Forced down(?) other means of filling up, 77 per cent of owners would use an additive if 97 was not available – or, worryingly a significant number (11 per cent) would simply sell their cars.

The FBHVC's survey still has two days left to run – *Classic Car Weekly* strongly encourages classic fans to fill in the on-line survey and share their views and any experiences of ethanol-related incidents.

Jon Burgess.

Fill in the survey at: www.paulc1.typeform.com/to/Bt7HKS

Why Ethanol Is A Risk To Classics

Classic Car Weekly has been made aware of several classic car fires linked to ethanol-related fuel degradation, including John Embly's 1971 Triumph Herald earlier this summer. The effects of ethanol damaging fuel lines have also been encountered on CCW's £1k Challenge Reliant Robin – we've had them replaced as a safety precaution.

Readers have also got in touch separately to share their concerns about the effects of ethanol, including Geoffery Hammonds, who has encountered two fuel line {failures} on V8 engined MGBs.

He said, "I have been thoroughly frightened recently by two fuel line failures that resulted in large amounts of petrol being sprayed into the hot engine compartment. All these components have now been replaced preventatively in the engine pipeline length – but these were only four years and 12,000 miles old. "I realise that this may be bad luck but it seems rather odd that, in fifty-four years ownership of some pretty doubtful old machines with equally doubtful old fuel lines, this has only occurred since the introduction of ethanol. I'm sure that the best of motives underpin its use, but I am not a fan of self-immolation."

From Classic Car Weekly (UK) – September, 2018; Supplied by Phil Cook. With Thanks.

TIME TO BORE YOU TO TEARS

Or, How To Fill Up A Page When An Editor Has Nothing!

There are numerous methods of filling a page – use of a large font (say 72-point) and triple spacing between lines can easily fill the space between here on the page and the commencement of our Christmas Luncheon booking form. My own preference is to natter on about the British classic cars theme, probably at the risk of grossly exceeding a reader's attention span, quite risky that one! So, I will settle for some rather strange decisions made by the British motor industry.

Very likely, one of the saddest scenarios was the acquisition of Lanchester by the British Small Arms (BSA) group, who went on to lump a once very well engineered Lanchester in with The Daimler. Why was it sad? Well, neither Daimler nor the BSA group really understood what Lanchester was all about – sound automotive engineering. In their wisdom, they sort of treated Lanchester as if it was very much below The Daimler in their motor cars range. That caused sales to suffer dramatically. Let's hope that those fine Lanchester cars are never forgotten.

Another one, and this is the writer's own understanding, was the BMC Mini. It does have a predecessor though, in the form of the Morris Minor, which was never intended by its designer (Alec Issigonis) to have a side-valve engine, the intention was for it to have a light-weight aluminium-based flat four cylinder arranged engine. Also, never contemplated by the designer, was the adoption of the overhead valve conversion of the venerable Austin 8 hp. It continued too. The BMC Mini was intended to have, also, a light-weight horizontally opposed four cylinder engine, but instead received the old up-dated Austin 8's unit. The Mini was a sensation, but how much more so could it have been?

On the 16th March, 1961 the new William Lyons' masterpiece, the Jaguar E-Type, was unveiled at the Geneva Show, and was a superb revelation at that October Earl's Court Motor Show in London when it was first revealed to British enthusiasts. Then along came some 'motoring writers' who in their wisdom demanded that the fixed-head sports car be a 2 + 2 seater. Jaguar bowed to these demands and a beautiful form was ruined. Possibly also by US regulations for windscreen size and wiper swept area requirements.

Then Jaguar took The Daimler into its fold, and soon after the excellent Daimler SP250 was no more. It is understood that Sir William Lyons saw that model as a threat to Jaguar sales. Jaguar did produce the badge-engineered Daimler 250 version of the popular Mk II Jaguar models. In another twist, with the adoption of near complete badge-engineering that came all too soon, one could be forgiven for wondering why the Edward Turner designed 2.5 litre Daimler V8 was not installed in other British sports cars, such as the MG-B and Austin-Healey as well as specialist builders' marques. A missed opportunity?

Another British motor car that deserved better was the Triumph Herald, a good design that suffered from numerous short cuts. It was a brilliantly conceived car that featured a separate chassis and, its Achilles heel, bolt together body panels. These early Heralds, with their screwed (mostly of the self-tapping type), were not at all suitable for wet climates due to leaking rain water and road spray into the passenger cabin, more profusely than an Austin-Healey Sprite. At the time, it was a case of not taking any bets on which foot would get wet first – they were both soaked in very short order! The leakage was so bad that the sort of papier-maché dash panel, if allowed to get too wet, tended to sag into a sodden mass. Standard-Triumph must have spent a fortune on a sealing putty called Dumdum, during the extensive reworks to rectify customer complaints. At times, the front foot wells would fill with salty road filthy water thrown by the front tyres. No doubt all of those concerns were eventually resolved and as a result, a number have survived, it is always good to see fine examples of Heralds and Spitfires at local displays.

Jowett's Javelin was one rare instance where a designer, Gerald Palmer, was given a free hand with an all new motor car. The sad aspect for that model was that Jowett Cars Limited's backers did not provide sufficient funds to develop it fully prior to release for sale. Gerald Palmer gave a very interesting presentation at a UK Jowett Car Club meeting in the late 1960s. His first comment was, "The Javelin was my biggest mistake." He then went on to describe just how limited development funds were during the immediate post-war period. He also told us that the Wolseley 4/44 and the MG VA Magnette, which he designed, were fitted with 'overweight and unexciting' engines.

I think that is enough!

Mike Allfrey.

TAIL PIECE

McQuillan walked into a bar and ordered Martini after Martini, each time removing the olives and placing them in a jar. When the jar was filled with olives and all the drinks consumed, the Irishman started to leave.

"S'cuse me," said a customer, who was puzzled over what McQuillan had done, "What was that all about?"

"Nothing," said McQuillan, "my wife just sent me out for a jar of olives."

THE ABCCC PRESENTS!
CHRISTMAS LUNCHEON
SUNDAY 9TH DECEMBER, 2018
12:00 NOON FOR 12:30 PM
SIT DOWN LUNCHEON



VENUE:
GARDINERS RUN GOLF CLUB, VICTORIA ROAD, LILYDALE



BOOKING FORM

Timing

Time: 12:00 noon, For 12:30 pm Luncheon Commencement

Booking Details – For Financial Club Members Only

Please Reserve Places for People

Name(s)

Payment \$ Representing \$35.00 per Person.

This year, payment can also be made by direct deposit to – Account Name: All British Classics Car Club Vic Inc. to: BSB 063 863; Account Number 1001 3709, **stating your name and purpose** for payment included with the transfer. Please make our Treasurer's task easier this year. However, this form will still need to be posted to the address below for catering purposes.

Update: After completing the electronic fee transfer you can E-mail the luncheon booking confirmation to Maxine at tonypettigrew@bigpond.com .

Please Post this form and your cheque, payable to the All British Classics Car Club Vic Inc. to: Maxine Pettigrew, 16 Lawler Lane, Coldstream, Victoria, 3770. Telephone No.: (03) 9739 1146

Note: If you do not wish to damage your magazine, a photo-copy of this form will be quite acceptable.