



# YOUR ABCCC NEWS

ISSN 2208-0112

*The Official Newsletter Of*

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

**Edition N° 222**

**December, 2018**

## CLUB MEMBERS' MOTOR CARS



*Phil Squire in his Jowett Javelin PA Deluxe model, with his father about to go for a ride.*



Associations Incorporation Registered Number: A0035462V



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

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Treasurer	Bill Allen	(03) 9846 2323	<a href="mailto:treasurer@abccc.com.au">treasurer@abccc.com.au</a>
Secretary	Pat Douglas	(03) 9739 4829	<a href="mailto:secretary@abccc.com.au">secretary@abccc.com.au</a>
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Committee Member	Greg Anglin	(03) 9876 3293	
Committee Member	Rex Hall	(03) 9795 7669	<a href="mailto:rex@abccc.com.au">rex@abccc.com.au</a>
Committee Member	Walter Thompson	0408 507 890	<a href="mailto:colin@abccc.com.au">colin@abccc.com.au</a>
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2019 EastLink Great Australian Rally Website: <a href="http://www.greataustralianrally.com.au">www.greataustralianrally.com.au</a>			
The Association of Motoring Clubs Website <a href="http://www.aomc.asn.au/">http://www.aomc.asn.au/</a>			
The Federation of Veteran, Vintage and Classic Car Clubs Website <a href="http://www.federation.asn.au/">http://www.federation.asn.au/</a>			

### CONTACTING THE ABCCC VIC INC.

On The Web <http://www.abccc.com.au>  
 On Facebook [www.facebook.com/AllBritishClassicsCarClub](http://www.facebook.com/AllBritishClassicsCarClub)  
 Postal Address PO Box 201, Chirnside Park, Victoria, 3116

### CLUB INFORMATION

Visit the club's Website for information about how club matters are conducted. This Website also features information about how the Victorian Club Permit Scheme (VCPS) is operated by the All British Classics Car Club Vic Inc.

Our club does have one explicit rule – for those motor cars operating on the Victorian Club Permit Scheme (VCPS), using the auspices of the All British Classics Car Club Vic Inc., for the ongoing benefit of the VCPS, their owners must continue to be a financial member for the duration of the permit period, and attend a minimum of three club events during the permit's active year. Failure to respect this rule will result in the VCPS renewal being insupportable and void.

### MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Vic Inc. is \$45.00 per annum. This subscription fee also includes the club member's partner. In addition to that, there is a once-only \$30.00 Joining Fee. Please address membership enquiries to: Gordon Lindner, 9 Hagen Drive, Berwick, Victoria, 3806. Telephone Number 0418 540 920.

**Note: Membership subscriptions are due before the end of December each year.**

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

#### LIFE MEMBERS

**The ABCCC Vic Inc. is proud to grant Life Membership to those who provide exceptional service to our club.  
Current Life Member: Pat J Douglas**

# ABCCC EVENTS DIRECTORY

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

## January 2019

The EastLink Great Australian Rally – A Major ABCCC Event  
All funds raised will be donated to our friends at Peter Mac.  
See Page 4 for latest information.

Rex Hall [rex@abccc.com.au](mailto:rex@abccc.com.au)  
Greg Anglin (03) 9876 3293.

## May 2019

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

## February 2019

Sunday 10<sup>th</sup> The Annual General Meeting of the ABCCC Vic Inc. Pat Douglas 0425 712 973  
Venue – Gardiner's Run Golf Course, 132 Victoria Road, Lilydale.  
Sunday 24<sup>th</sup> RACV British & European Motoring Show – An ABCCC Supported Event. AOMC Office – Contact  
Venue – Yarra Glen Racecourse, Armstrong Drive, Yarra Glen. Graeme Moody (03) 9558 4829

## March 2019

Sunday 17<sup>th</sup> A Special Club Run – An ABCCC Event Christopher Constantine (03) 9898 4431  
Venue – TBA.  
Saturday 23<sup>rd</sup> Shannon's and AOMC American Motoring Show AOMC Office – Contact  
Venue – Akoonah Park, Berwick, Victoria. Graeme Moody (03) 9558 4829  
Sunday 24<sup>th</sup> 64<sup>th</sup> Kalorama Rally – Vintage Drivers' Club Inc. Iain Ross 0409 027 392  
Venue – Kalorama Community Reserve, Mt. Dandenong Tourist Road, Kalorama.  
Sunday 31<sup>st</sup> Scoresby Picnic – A Federation Event, Supported by ABCCC Bill Allen (03) 9846 2323  
Venue – National Steam Centre, 1200 Ferntree Gully Road, Scoresby.

## April 2019

Thursday 11<sup>th</sup> Tour of Mahindra Aerospace Facility – An ABCCC Event. Graham Talmage 0419 399 752  
Or, a visit to the Latrobe Regional Art Gallery (Mahindra Tour – Maximum of 20 People).  
Venue – Latrobe Regional Airport, Traralgon, Victoria.  
Saturday 13<sup>th</sup> Echuca Show and Shine Val Cosway [valerie.cosway@bigpond.com](mailto:valerie.cosway@bigpond.com)  
This event will form a part of the Echuca Swap Meet and will feature a section for lady drivers.  
Sunday 28<sup>th</sup> Gippsland Roaming – An ABCCC Event. Heather Cannon (03) 5659 0264  
Venue – TBA.

## May 2019

Sunday 5<sup>th</sup> Rex's Big Day Out – An ABCCC Event Rex Hall (03) 9795 7669  
Meet Point – TBA.  
Friday 17<sup>th</sup> to Historic Winton – The Austin 7 Club Inc.  
Saturday 18<sup>th</sup> Venue – Winton Motor Raceway, Winton Near Benalla, Victoria.  
Sunday 19<sup>th</sup> The Big M Run – An ABCCC Event Geoff and Judy Birkett (03) 9755 1772  
Our event for National Heritage Motoring Day.  
Meet at McDonalds, Canterbury Road Bayswater – Melway Page 64; Reference: G1

## June 2019

Sunday 7<sup>th</sup> to Hamilton Queen's Birthday Rally – The Hamilton Club. Tony Pettigrew (03) 9739 1146  
Monday 10<sup>th</sup> A Very ABCCC Supported Rally.  
Venue – Hamilton, Victoria.  
Sunday 23<sup>rd</sup> A Rather Exceptional Run – An ABCCC Event. Bryan Tootell 0412 549 906  
All Will Be Revealed Close To The Day.

## July 2019

Sunday 7<sup>th</sup> A Visit To A National Trust Property – An ABCCC Event. Greg Anglin (03) 9876 3293  
Venue – TBA.  
Sunday 14<sup>th</sup> Bygone British Brands – Gippsland Vehicle Collection Leigh Shields 0429 164 763  
An all-day event. Sue Lawrence 0428 456 614  
Display at the Maffra Shed, 1A Sale Road, Maffra, Victoria.  
Sunday 21<sup>st</sup> The ABCCC Annual Luncheon – An ABCCC Event. Colin Brown (03) 5964 9291  
Venue – TBA.

## August 2019

Thursday 1<sup>st</sup> to ABCCC Tour – An ABCCC Event. Maxine Pettigrew (03) 9739 1146  
Sunday 11<sup>th</sup> Note: Financial Club Members Only.  
Saturday 31<sup>st</sup> Our Twilight Run – An ABCCC Event. Peter McKiernan (03) 9787 6003  
Venue – TBA.



## September 2019

- Sunday 15<sup>th</sup> The Much Anticipated Sliding Pillars Run – An ABCCC Event. Phil Cook (03) 9842 5449  
Venue – Lunch In Toolangi.
- Sunday 29<sup>th</sup> Power Works Visit – An ABCCC Event. Tom Cannon (03) 5659 0264  
Featuring Lunch at 'Hydewood', Boolarra South.  
Location – Morwell, Gippsland.

## October 2019

- Saturday TBC The Croydon Hills Men's Shed Car Display – A Supported Event. Mike Allfrey (03) 9729 1480  
Venue – Croydon Hills Baptist Church, Cnr. Bemboka and Plymouth Rds., Croydon Hills, Victoria.
- Sunday 13<sup>th</sup> Mystery Run – An ABCCC Event. Russell Simmonds (03) 9801 2783  
Venue – TBA.
- Saturday 26<sup>th</sup> to Sunday 27<sup>th</sup> The 'Terri Allen Garden Tour' – An ABCCC Event. Kate Senko & Graham Talmage (03) 5169 6626  
'Gardivalia Festival of Gardens and Events' within the Baw Baw Shire. [hydewood@bordnet.com.au](mailto:hydewood@bordnet.com.au)  
A Weekend of Open Gardens.

## November 2019

- Sunday 10<sup>th</sup> A Winery Tour – An ABCCC Event. Marj Pepper (03) 9216 1600  
Venue – TBA. Mobile No. 0407 392 330
- Friday 22<sup>nd</sup> The Justly Famed Indulgence Tour – An ABCCC Event. Peter McKiernan (03) 9787 6003  
Sunday 24<sup>th</sup> Touring – Yarrawonga Area.

## December 2019

- Sunday 8<sup>th</sup> Christmas Luncheon – An ABCCC Event Maxine Pettigrew (03) 97395 1146  
Venue – TBA.

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## EDITORIAL NOTES – Issue N<sup>o</sup>. 222

Once again I have been sort of shanghaied into this position on the ABCCC Committee. It is very appropriate that our thanks go to Betty and Ed for the work they have done in getting *Your ABCCC News* to you in a timely manner. Not an easy task, believe me! I also wish to inform that my newsletter composition skills have not really freshened up and, in addition, my fingers are even more clumsy on the wireless QWERTY thing I now use. Please put up with the odd 's' instead of a 'd' that may somehow creep in. Also, there may be quirky placement of punctuation marks, but that is mostly due to the way I tend to write.

There is a bonus, because Betty presented me with the book titled, *Eats, Shoots and Leaves*, by Lynne Truss, a sort English Language punctuation manual that deals with the subject in a (sometimes) hilarious manner. Thank you Betty I have taken some note of the content as far as I have read. I do tend to still take great note of what my English Language teacher, Mr. Newcombe who was a survivor from the *RMS Titanic* disaster, taught us in school. The *Eats, Shoots and Leaves* is a title that refers to pandas, but that one comma does make a great difference.

In this issue there is a message about the EastLink Great Australian Rally – please enter the spirit of the event and get your bookings in quickly. We do not wish to run out of sausages at the start venues!

Also, there is a restoration of a *The Autocar's* article describing the Daimler SP-250 sports car soon after the impressive V-8s release. It is interesting to compare the 1959 description with that of a 2018 Range Rover. The Range Rover's appraisal was all about 'connectivity', on-screen displays and comfort – negligible mention of on and off road manners to be found. The Daimler article came from a stack of old magazines stored in a shed (our club's library?) and handed out at times for magazine use. If you do not wish to read such items, please let me know.

The Daimler SP-250 was a solid performer and carried out stellar work for the Metropolitan Police (London). They were equipped with a large plated brass bell on the front and featured automatic transmissions. Should the car require good performance when in pursuit situations, there was a knob under the dash which when pulled out gave a heap of extra oomph. This was probably a forerunner of the to become familiar 'kick-down' of the accelerator pedal.

Enjoy this hastily put together magazine, have a merry Christmas and a super-safe 2019.

Mike Allfrey – Stand-in Editor.

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## A SPOT OF HUMOUR

Bill and George share a ranch. They have just lost their bull. They need to buy another, but only have \$500. Bill tells George, who's a bit slow-witted: "I will go to the market and see if I can find one for under that amount. If I can, I will send you a telegram (*what is that?*)."

He goes to the market and finds one for \$499. Having only one dollar left, he goes to the telegraph office and finds out that it costs one dollar per word. He is stumped on how to tell the George to bring the truck and trailer. Finally, he tells the telegraph operator to send the word 'comfortable'. Sceptical, the operator asks, "How will he know to come with the trailer from just that word?" Bill replies, "He reads slowly: 'Come for ta bull'."

And:

I asked my daughter if she'd seen my newspaper. She told me that newspapers are old school. She said that people use tablets nowadays and handed me her iPad. The fly didn't stand a chance! – *Anonymous*.

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## EASTLINK GREAT AUSTRALIAN RALLY

Planning is well advanced for the EastLink Great Australian Rally to be held at Cruden Farm, Langwarrin on Sunday 20<sup>th</sup> January 2019.

The four large Billboard signs have been installed along the EastLink Tollway and they do look impressive and certainly get the message out there.

*Right: One of the billboards.*

We have also received coverage in the vast media network of EastLink, the *Frankly Frankston* and *Mornington Peninsula Magazines* in their November, December and January issues. Also an article featuring ABCCC member David Cook and his Jaguars and



the EastLink Great Australian Rally and Peter MacCallum Cancer Foundation for Cancer Research. A copy of an article from the Maroondah Leader News is on Page 12, illustrates the publicity we are getting. The Frankston City Council will promote the Rally through its Tourism and Visitor Services. The entry rate of participants has been down on previous years but the number of car clubs requesting reserved parking on the day has increased with 28 Clubs requesting 572 car parking spaces. So we expect to have a good turnout of participants.

The start supervisors are all geared up to go with the sausage sizzle and flag-off.

We have Bill Allen and Wally Thompson taking over the role of Head Area Marshals at Cruden Farm. Bill and Wally will be appointing sub area marshals over the next few weeks so that all Marshals will have a clear understanding of what is required to ensure an orderly entry into Cruden Farm and controlled and efficient parking for the participants. Volunteers will be e-mailed early in January with further details.

With respect to Marshalling duties, if you have not already notified of your intention to assist with Marshalling, Rally Administration, Rally Bag distribution or just to assist as requested, then please contact Bill on E-mail [billterriallen@gmail.com](mailto:billterriallen@gmail.com) and Wally on E-mail [wallysmail@ozemail.com.au](mailto:wallysmail@ozemail.com.au)

We are also seeking product for inclusion into the Rally Bags so if you know of a Company/Business who wants to promote their product by supplying samples or brochures please let David Cook know on E-mail [davidcook8@hotmail.com](mailto:davidcook8@hotmail.com)

Also, we are substantially down on the number of traders wanting to have a trade stall at Cruden Farm. If you know of anyone who would like a trade stall 3m x 3m for a \$50.00 donation to Perter Mac please advise David Cook on E-mail [davidcook8@hotmail.com](mailto:davidcook8@hotmail.com)

The ABCCC has reserved parking for classic cars so if you have not already entered, support this major club event by completing an entry brochure and submitting together with your entry fee. An entry brochure may be downloaded from the Website [www.greataustralianrally.com.au](http://www.greataustralianrally.com.au)

Yours in historic motoring.

*Rex Hall*

*On behalf of the EastLink Great Australian Rally Committee.*

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## DAIMLER V-8 SP-250

### Analysis Of A 2½-Litre Sports Car, And Its Engine, From A Famous Company

At the New York Motor Show in the Spring of this year a prototype of the new Daimler sports car – then called the Dart – was introduced to the public. Although preliminary information was made available (in *The Autocar*, 3<sup>rd</sup> April, 1959) full details, particularly those relating to the entirely new V-8 2½-litre engine, were awaited with unusual interest from this old-established company.

*Traditional Daimler fluting is incorporated in the air intake pressing, which contains the flashing turn indicators. Separate side lamps are faired into the wing tops.*

It was designed specifically with the requirements of the North American continent in mind, and most of the first year's production will be exported to the U.S.A and Canada. Supplies for the home market will begin in January of next year. Of moderate size and weight, the SP-250, as it is now called, has a wheel-base of only 7-ft. 8-in., a front track of 4-ft. 2-in. and weighs just under one ton, including 5-gallons of fuel. As the engine develops a maximum of 140 B.H.P. at 5,800 R.P.M. this gives a B.H.P. per ton figure of 142, which should ensure outstanding acceleration. Maximum speed is in the region of 120 m.p.h.

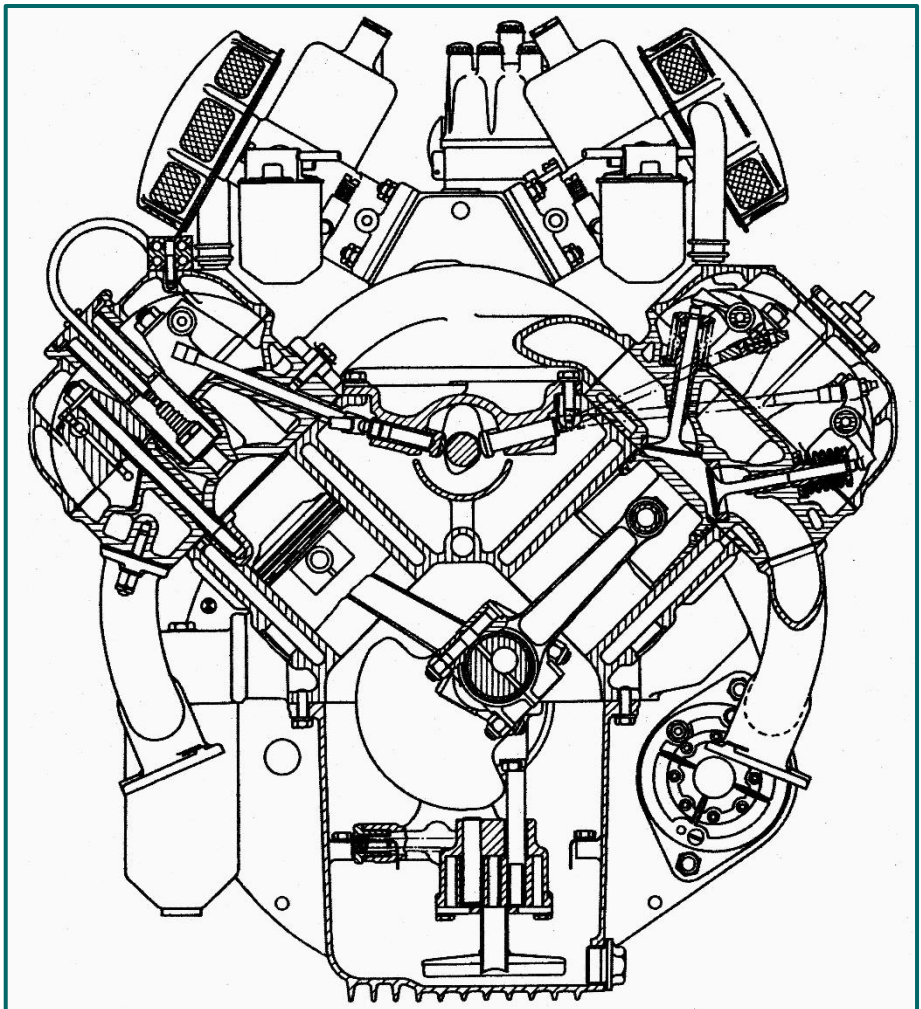
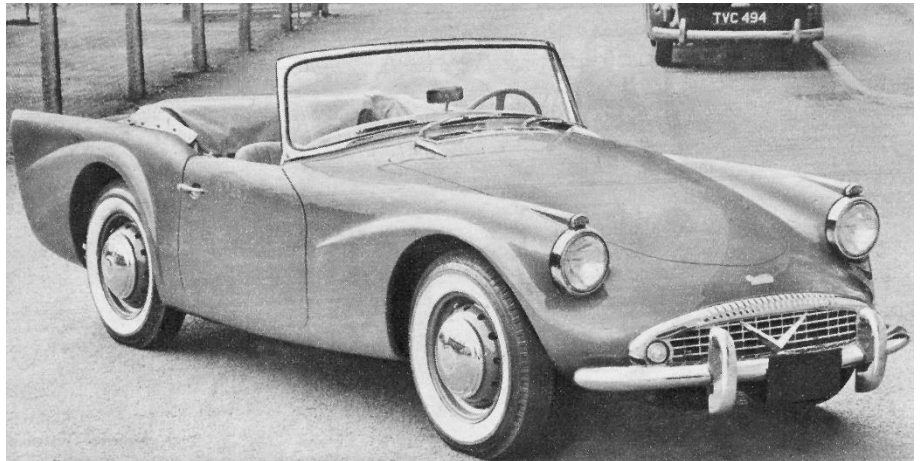
Apart from the engine, which is described later in detail, the new car is of conventional construction, with a separate box-sectioned chassis, coil spring and wishbone front suspension, and live rear axle with semi-elliptic springs. It is interesting that glass fibre has been chosen for the body. and its suitability for the specialist car produced in relatively small quantities is now well recognised.

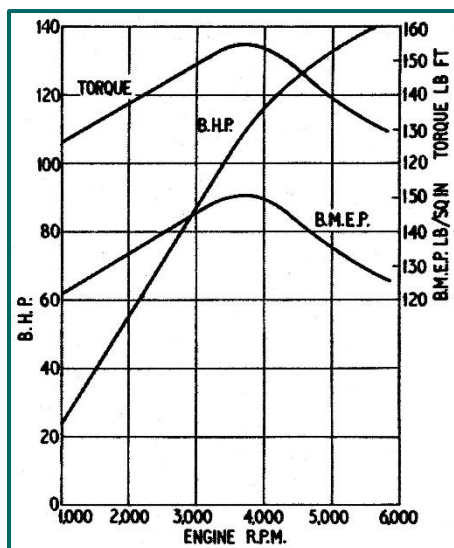
In the modern manner, comfort and weather protection are recognised as important attributes of the sports car body, and separate bucket seats for driver and passenger are provided; there is a small bench seat behind for children, which could be used by an adult sitting transversely for short journeys. Good protection for open car motoring is provided by a fixed panoramic screen and stainless steel-framed winding glass windows in the doors. A soft folding hood with wide rear windows completes the protection for bad weather. Luggage space is generous for a car of this type the boot, of ample depth, extending across the full width of the car behind the rear wheel arches.

### Vee-8 Engine

*A single camshaft with straight-flanked cams operates the inclined valves via round-nosed followers.*

Few men have done more design pioneering and produced more successful engines than Edward Turner, managing director of the Daimler Company. His first was the famous Ariel Square Four, which he conceived when an agent for the make in Peckham, London; as a result he was invited to join the company to see it through into production. He then put on the market the first really successful vertical twin motor cycle engine when he joined Triumph, although Val Page had produced such a design earlier. It is not surprising, therefore, that the Daimler V-8 engine bears many of his imprints; in fact it is understood that he personally laid out the original schemes before the design office took over.





The cylinder block and crankcase is a single iron casting split on the crankshaft centre line, with the left-hand bank offset forward of the right-hand one by 0.785-in. Over-square proportions have been chosen, the bore being 3.0-in (76.2 mm) and the stroke 2.75-in. (69.8 mm), so that the engine can operate satisfactorily up to 6,000 R.P.M., at which the mean piston speed is only 2,750 ft. per minute.

A study of the power curves reveals that it is a very efficient unit, with a peak output of 140 B.H.P. at 5,800 R.P.M., equivalent to 56 B.H.P. per litre, and exactly 95 B.H.P. per litre per 1,000 R.P.M.; few engines reach this efficient yardstick figure at their maximum power. Perhaps of more importance in an engine of this type is that these maximum powers have not been achieved at the expense of bottom end performance – B.M.E.P. is 151 P.S.I. at 3,600 R.P.M., and exceeds 130 throughout the range between 2,000 and 5,000 R.P.M.

#### *Net power curves for the new V-8 engine.*

The degree of efficiency arises from the use of a segmental spherical combustion chamber, in which the valves, placed at an included angle of 70 degrees are spaced equi-distant from the vertical centre line. The combustion chamber is comparatively shallow, so that with a compression ratio of 8.2 to 1

the piston crown needs only a slight dome and shallow cutaways for valve clearance. It is apparent that the compression ratio could be increased considerably without the need for a severe hump on the piston.

Edward Turner's motor cycle experience is obvious in the valve gear or, more particularly, the tappets. It is almost universal practice in automobile engines to use a flat-faced tappet and a convex-flanked cam, but the majority of motor cycle engines use a round-nosed follower and straight-flanked cam; this combination is used in the Dart. It is claimed that it gives more latitude for modifying the cam form to reduce accelerations, and hence spring loads. One disadvantage is that the tappets cannot be designed to induce rotation to even out wear.

The tappet block is an iron casting which also forms a cover to the tunnel between the banks of cylinders. Rotation of the tappets which are of steel, Stellite on the working face, is prevented by flats on the tappet block; two rocker-shafts are necessary with this design, and the rockers have equal length arms for the push rod and valve operating side. The exhaust and inlet push rods are not in line, and the angle of the tappet has been chosen to bisect that between the two push rods, to reduce side thrust.

Ball end seatings are used top and bottom for the push rod, with a screw and lock-nut adjustment at the rocker end. The camshaft is placed high in the block approximately 7-in. from the crankshaft. It is chain driven, with a Reynolds hydraulically loaded rubber block tensioner on the slack side and a nylon anti-thrash pad on the tight side. This high mounting undoubtedly has been chosen to keep down the length of the push rods which are only 5.75-in. overall. To compensate for the expansion of the aluminium cylinder head at operating temperatures, composite push rods with case-hardened steel ends and duralumin tubular centre sections are used.

The two cylinder heads are identical, with individual and circular ports for inlet and exhaust. Austenitic cast iron is used for the seat inserts, and these are cast in-position with a back taper on the outside diameter. The sparking plug is placed vertically between the valves, low down in the sealed tunnel attached to the aluminium valve covers. To prevent entry of water into the plug sockets each lead has a plastic bobbin, which is pulled out with the lead when replacing a plug.

The connecting rods appear to be immensely stiff, with a very wide blade section. Big-ends are split horizontally, and the rod half can be passed through the cylinder bore. The halves are held together by two 3/8-in. diameter bolts, and self-locking nuts are used. With a centre-to-centre length of 5.75-in., the stroke-to-length ratio 2.09, quite long by modern standards. The gudgeon pin is fully floating in the piston, which has a noticeably deep skirt – one advantage of the long connecting rod. Above the gudgeon pin there are two narrow compression rings and an oil control ring.

As in all modern vee-8 engines, the Daimler uses 90-degrees spacing for the four crank throws. There are five mains with copper-lead bearings of 2-in. diameter, the width of the three intermediates being 0.625-in., the front bearing 0.875-in., and the rear 1.5-in. Big-end bearing diameters are 1.75-in., and the width of each lead-bronze shell 0.75-in. The mains have a back feed from the main central oil gallery; a diagonal hole from each main takes the oil to the adjacent big-end, and each journal is drilled to reduce rotating mass. This lightening hole also connects with the oil drillings from each adjacent main, and forms an effective sludge trap. At the front of the crankshaft there is a bonded-rubber type of damper, and bolted to pulley extending forward from this is the cooling fan for the low-mounted radiator. Two piston-ring seals are used at the rear end of the shaft.

Six bearings support the camshaft, one outriggered beyond the spiral gears for the distributor and oil pump. These gears are mounted vertically, and the oil pump is a gear type, with in-built relief valve. On the inlet side there is a gauze filter; the oil is passed through a full-flow filter before reaching the main gallery.

The water pump is mounted forward of the right-hand cylinder bank, and there is a split outlet feed to the left-hand bank. A triangular vee-belt drive is taken to the dynamo, which is located high up vertically above the crankshaft. Water is fed directly into the cylinder block, then by cored holes to the head, the outlet from here being taken to a jacket around the box-section mounting for the two carburettors on the induction manifold.

Using the maker's nomenclature of designating the blocks left and right, the firing order is 1L, 4R, 2R, 2/L, 3R, 3L, 4L, 1R. There are, of course, many combinations of firing order which can be chosen with a vee-8, and that used on the Daimler results in a firing sequence down the left bank of 1, 2, 3, 4, and on the right 4, 2, 3, 1.

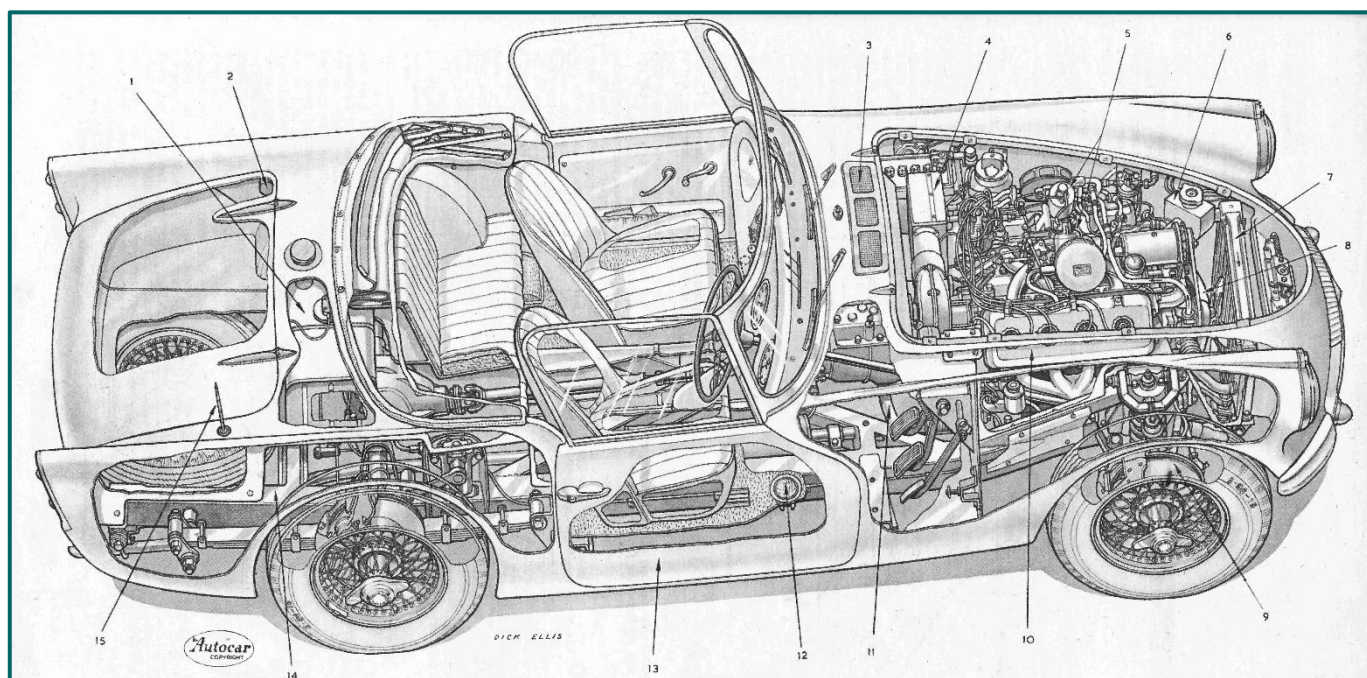


A one-piece induction manifold is used, but there are two separate systems. The 1¾-in. semi-down draught diaphragm type S.U. carburettors are diametrically opposed at the centre section of the engine. Each feeds four cylinders in a double-tiered arrangement. The outside cylinder of one bank connects to the nearer of the two inner cylinders on the opposite bank.

Much thought appears to have been given to ease of accessibility, and for those interested in using the car for sporting events there seems scope for increasing performance without over-stressing.

Daimler for very many years have manufactured both cars and commercial vehicles with epicyclic gearboxes, so that a conventional dog-engagement box, as fitted to the SP-250, is something of an innovation for them. It has a light alloy case integral with the bell housing, and there are single helical constant-mesh gears for the upper three of the four forward ratios, synchromesh of the baulk ring type being employed. Selectors are connected to a short lever carried on the rearward extension of the gearbox lid. An extended tail shaft is supported by a bearing at the rear end of a separate housing – also forming the engine rear bearers - bolted up behind the gearbox. This arrangement reduces propeller shaft length and makes provision for the fitting of an overdrive unit, which is planned for this model.

Gearbox ratios are closely spaced (see accompanying specification) as befits a car of this character, and with a final drive ratio of 3.58 to 1, top gear m.p.h. per 1,000 r.p.m. is 20.6; 5,800 r.p.m. is equivalent to 100 m.p.h. in the 4.41 to 1 third gear ratio.



#### Illustration Key

- |                           |                            |                              |
|---------------------------|----------------------------|------------------------------|
| 1. 12 Imp. Gal. Fuel Tank | 6. Coolant Header Tank     | 11. Balance Pipe For Exhaust |
| 2. Electric Fuel Pump     | 7. Cross Flow Radiator     | 12. Right Jacking Point      |
| 3. Cockpit Air Intake     | 8. Detachable Cross Member | 13. Glass-fibre Body         |
| 4. Heater Unit            | 9. Girling Disc Brakes     | 14. Box-section Chassis      |
| 5. Twin S.U. Carburettors | 10. V-8 Cylinder Engine    | 15. Radio Aerial             |

#### Chassis

Of simple design, the chassis has two box-section side members, 3-in. deep and 2¼-in. wide, parallel for most of their length and passing beneath the rear axle. They are joined by open channel cross members and a central cruciform bracing which also supports the engine rear bearers, hand brake pivot and twin exhaust system brackets. Stiffening the front of the frame at the mounting points of the front suspension assemblies is a cross member made up of two large similar pressings, welded together to form rigid box sections. Fabricated supports for upper wishbone fulcrums and coil spring abutments are welded at this point to each side member, braced by diagonal tubes and tied together across the chassis by a tubular member which can be unbolted to simplify engine installation. Forward extensions of each side member provide rigid mounting points for a front bumper. Chassis pressings are 14 s.w.g., and there are 26 mounting points for the glass-fibre body. Each is packed with Balata (a type of belting material) to align it on assembly and prevent squeaking and fidgeting.

A Salisbury hypoid rear axle is mounted on semi-elliptic springs, each having six leaves 2-in. wide, with anti-friction inter-leaf buttons; they are shackled at the rear, and all pivots have Metalastik rubber bushes. Rear dampers, of the Armstrong lever type are carried in brackets on the chassis side members. Front suspension is by Alford and Alder, with unequal length top and bottom wishbones. Lower wishbones are steel forgings, across each of which is bolted the coil spring seat pressing with its lower attachment point for the concentric telescopic damper. The lower steering swivel is a screw thread bearing and the upper wishbone – a two-piece fabricated pressing – has a spherical joint at its outer end. All other wishbone pivots are rubber bushed.



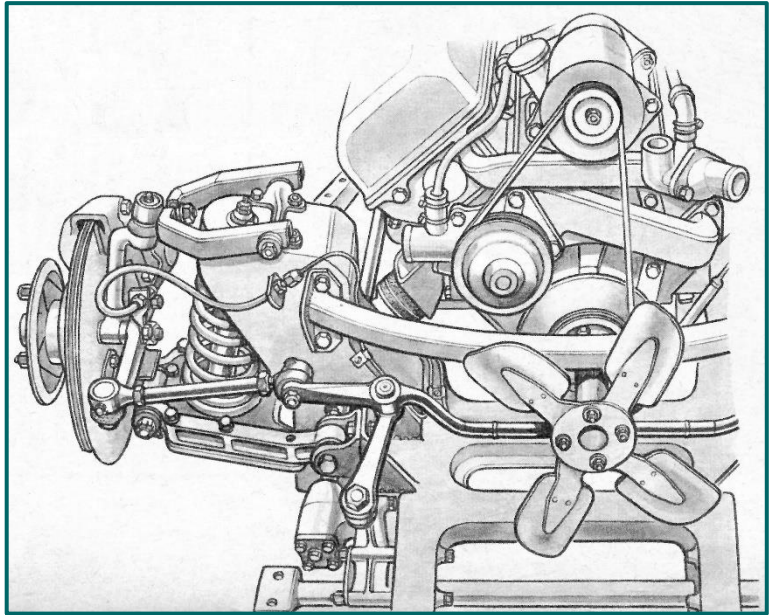
Steering is by a cam and lever box bolted to the front extremity of the frame, with the arm operating directly on the centre member of a three-piece track rod by means of a rubber-bushed pivot. A similar pivot at the opposite end of the centre rod is supported by an idler lever.

Girling disc brakes are fitted to all wheels with disc diameters of 10·625-in. at the front and 10-in. at the rear. Front discs are provided with shroud plates to protect the inner face of each disc from scoring. Separate callipers for hand brake operation are fitted to the rear brakes operated by a horizontal fly-off type lever between the seats, by cable, bell crank and rods in the usual manner. Bolt-on pressed steel wheels with four studs are standard equipment, but centre-lock wire wheels may be obtained at extra cost.

*Steering box and three-piece track rod are well forward in the frame. Front suspension is by wish-bones and coil springs with concentric telescopic dampers. Girling disc brakes have protective shrouds.*

Mounted well forward and low down, the cross-flow radiator enables a very low bonnet line and air intake level to be attained.

Carried vertically above the rear axle the 12 gal. fuel tank is between the occasional seat and the luggage boot, with the filler in the middle of the decking behind the cockpit. A heavy-duty S.U. electric fuel pump, fitted near the tank in a corner of the boot, is protected by a detachable cover.



## Body

Manufacture of the glass-fibre body takes place entirely at the Daimler works; it is completely self-supporting and contains no metal reinforcement. Thickness is between 0·125-in. and 0·25-in., and several separate mouldings are bonded together to form the complete shell. The floor is a single moulding which includes the propeller shaft tunnel, rear seat pan, fuel tank platform and rear wheel arches. Others make up the gearbox cover, engine bulkhead with toe-board, boot platform and hood stowage shelf.

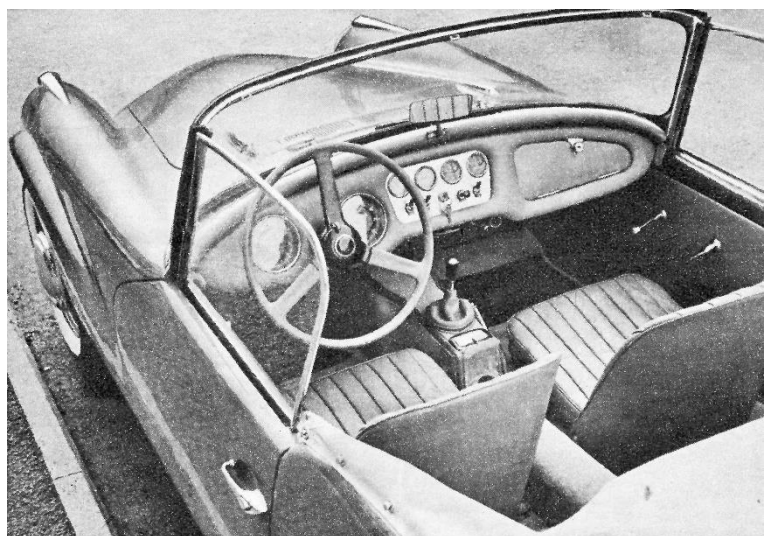
The main body skin, to which the other units are bonded, is a single moulding extending from air intake to tail. Certain features of its shape have been chosen to increase rigidity, in particular the heavy swaging above the wheel openings and the flared edge around the cockpit. Doors, bonnet and boot lid also are glass-fibre mouldings. The rear-hinged bonnet is secured by a catch with its cable release in the cockpit, and held in the open position by a hinged stay. A similar stay supports the boot lid. The boot has a deep rear wall for rigidity, and the spare wheel is carried horizontally in a well in the luggage platform.

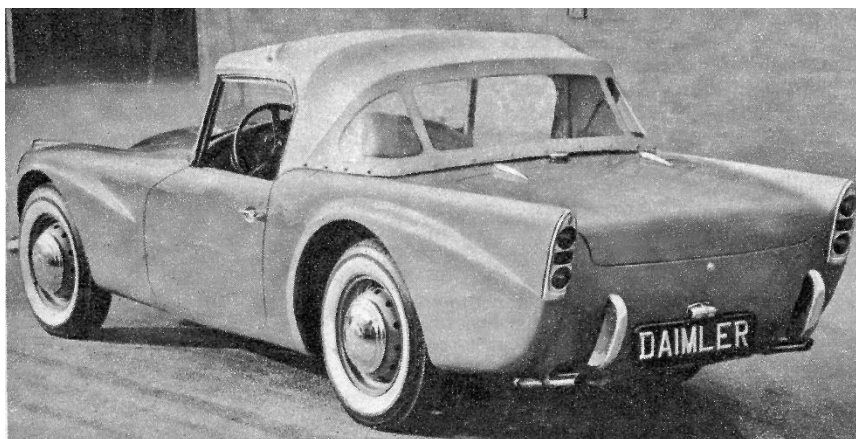
Jacking-points are reached through a hole in the floor (with detachable cover) ahead of each front seat. The jack is lowered through one of the openings, and operated from inside the car.

The well-laid out cockpit is thoroughly equipped and is of pleasing appearance. Bucket seats have correctly curved squabs for good lateral support, and all seats are covered in high-quality pleated leather. Leather is used also for trimming the padded facia, and – at extra cost – for the rim and spokes of the sprung steering wheel, which has horn button and turn indicator switch at its centre.

*Cockpit view of a L.H.D. model showing the leather-covered facia and steering wheel. The entire facia is padded, including the roll beneath the curved screen.*

A large diameter rev, counter and matching speedometer are in front of the driver, and the remaining instruments are in a panel at the middle of the facia. They comprise fuel contents gauge, water thermometer, oil pressure gauge and ammeter. Below them, in a line, are the lamps and panel light switches, ignition and starter switch, choke and wiper control. Other minor controls are below the middle of the facia, where the quadrant for the heating and ventilating controls is also placed – this equipment is available at extra cost. A compartment with lockable lid is in front of the passenger. The gear lever projects from the top of the carpeted gearbox cover, and the handbrake is fitted at the right of this cover. All carpeting, including that for the floor, is leather-bound at the edges. There are rubber heel mats. Front-hinged doors are wide for easy entry and the squabs hinge forward for access to the rear seats. There is a map pocket in each door.





Unusual items of extra equipment for the SP-250 are front and rear bumpers. On the standard car, overriders are fitted on brackets at the rear only, and at the front a plated pressing between each end of the air intake and the wheel opening gives some protection to that part of the body.

*At the rear, overriders are fitted in place of a bumper, though the latter may be obtained at extra cost. The luggage boot is of ample proportions; and the fabric hood has a wide rear window.*

There is a number of items of extra equipment in addition to those already mentioned.

These include an adjustable steering column, radio, reserve petrol unit and switch, tonneau cover, windscreen washers, cigar lighter, wheel-discs, white-walled tyres and a detachable hard top.

As this model will be sold in America, where many motorists have no experience of driving a car with a manual gear box, a Borg Warner fully-automatic transmission is available as an optional extra.

## Prices

Basic	£983 18s 3d
U.K. Purchase Tax	£411 1s 9d
Total	£1,395 0s 0d

## Specifications

Engine		Transmission	
No. of Cylinders	8, 90 deg. Vee	Clutch	Borg and Beck, S.D.P. 9" dia.
Bore and Stroke	76.2 x 69.85 mm	Gearbox	Four Speeds, Synchro. 2 <sup>nd</sup> , 3 <sup>rd</sup> , 4 <sup>th</sup> .
Main Bearings	3 x 2.75-in. Diameter		
Displacement	2,548 c.c. (144.45 cu. in.)	Gear Lever	Central Control
Valve Position	O.H.V., Pushrods	Overall Ratios	Top, 3.58; 3 <sup>rd</sup> , 4.41; 2 <sup>nd</sup> , 6.24; 1 <sup>st</sup> , 10.5; Reverse 13.50 to 1.
		Final Drive	Hypoid Bevel, 3.58 to 1
Compression Ratio	8.2 to 1	<b>Chassis</b>	
Max. B.H.P. (net)	140 at 5,800 R.P.M.	Brakes	Girling Hydraulic, Discs F. and R.
Max. B.M.E.P.	150 P.S.I. at 3,600 r.p.m.	Disc Diameter	Front, 10.625-in., Rear, 10-in.
Max. Torque	155 lb. ft. at 3,600 r.p.m.	Suspension	Front, Independent W-bone, Coil Spr.
Carburettors	Twin S.U. Type HD6	Suspension	Rear, Live Axle, ¼ elliptic leaf springs
Fuel Pump	S.U. Electric	Dampers, Front	Telescopic Direct-acting Hydraulic
Tank Capacity	12 Imp. gal. (54.55 litres)	Dampers, Rear	Lever-type, Hydraulic
Sump Capacity	12 pints (6.81 litres)	Wheels	Bolt-on Pressed Steel, 4 Studs
Oil Filter	A.C. Full Flow	Tyre Size	5.90-15
Cooling System	Pump, Fan, Thermostat	Steering	Cam Gears, Cam and Lever
Battery	12-V, 51 Amp. Hr.	Steering Wheel	Sprung, Three Spoke 17-in. Dia.
		Turns, Lock-Lock	2.6

## Dimensions (Manufacturer's Figures)

Wheelbase	7-ft. 8-in. (233.6 cm)
Track – Front	4-ft. 2-in. (127 cm)
Track – Rear	4-ft. 0-in. (122 cm)
Overall Length	12-ft. 4.5-in. (407.6 cm)
Overall Width	5-ft. 0.5-in. (153.7 cm)
Overall Height	4-ft. 2.25-in. (127.6 cm)
Ground Clearance	6-in. (15.2 cm)
Turning Circle	33-ft. 6-in. (30.6 m)
Kerb Weight	2,218 lbs. (1,004.7 kg)

## Performance Data

Top Gear m.p.h. at 1,000 r.p.m.	20.6
Torque lb. ft. per cu. in. Engine Capacity	0.997
Brake Surface Area Swept by Linings	438.3-in <sup>2</sup> .
Weight Distribution (Kerb Weight):	
Front	53 per cent
Rear	47 per cent

From *The Autocar* 25<sup>th</sup> September, 1959.

With Thanks.



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## NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club. 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
Alan Summergreen and Skaidrite Montague	Ford	De Luxe	1947
	Ford	Customline	1952
	Ford	Mainline Ute	1955
	Chevrolet	Sports Coupé	1960
	Volkswagen	Super Bug	1971

*Gordon Lindner– Membership Secretary.*

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## EVENT REPORTS

### WHAT WE HAVE BEEN DOING

It is understood that there has been an ABCCC Tour of Tasmania.

#### CHRISTMAS LUNCHEON – Sunday 9<sup>th</sup> December, 2018



Even though some rain was forecast for the day, it was a fine morning when we set out for the luncheon. However, while lunch was being served, there was a short, but heavy, shower and our Jupiter had, luckily, stayed home nice and dry. Our function room had a fabulous view over a busy Gardiner's Run Golf Course which cleared very quickly once the rain started.

The Gardiner's Run venue was a new one for our club, and some of us had a bit of difficulty finding it. For us, the TomTom thing knew where Victoria Road was, but was confused about whether it was in Chirnside Park or Lilydale, it had no idea of the place number, 132, along the road so it was a case of looking out for a sign. There was a blue sign of the '300 metres' variety. This meant that others who experienced trouble finding the location were not entirely alone.



Our club filled the room with no evidence of overcrowding, the tables nicely laid and a Christmas cracker for each attendee. These were of the modern style with no loud bangs, very safe and environmentally friendly. Before our soup was served, there was a great deal of excited chatter, even to the extent where it was difficult to still voices before announcements could be made. The good old tapping of a spoon on an empty glass method came perilously close to smashing said glass in the attempt to call for a moment's silence!

The meal was delicious and most enjoyable. Santa came in and there were toys for our girls and boys who had been very good all year. This was done amidst much hilarity as is usual for us.

Rex Hall spoke about the fast-coming EastLink Great Australian Rally and the real message was that more entrants are required from our club. Please act upon that message!

After our meal was finished, a vote was taken, between Gardiner's Run and Chirnside Country Club as the venue for our Annual General Meeting. Gardiner's Run had a clear majority.

Our collective thanks go to Maxine Pettigrew and Geoff Birkett for putting another wonderful event for us. Thankyou!

*Mike Allfrey.*

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## SPACE FILLER

My SMS autocorrect just changed "I'm so concerned with existential anxieties it is difficult to breathe" to "I feel great".

*Oh Dear!*



## WHAT WE ARE ABOUT TO DO

### INDULGENCE WEEKEND 2019 – Friday 22<sup>nd</sup> to Sunday 24<sup>th</sup> November, 2019

For all members who enjoy good food, good wine and good times . . . it's on again – the 2019 Indulgence Weekend.

This year we are going to Yarrowonga/Mulwala on the Murray River. We will be meeting at the Yarra Valley Chocolaterie in Healesville Road, Yarra Glen for an early morning tea, prior to our departure to our luncheon venue in Euroa. After lunch we take the Euroa-Shepparton Road passing through the industrial area of Shepparton and continue via Katamatite to Yarrowonga.

Prior to entering Yarrowonga we will assemble at the Police Station for an escort through the main street where our cars will go on display for a short period of time prior to proceeding to our accommodation. Dinner on Friday evening will be at Club Mulwala where we will have our own dining room.

Breakfast on Saturday and Sunday will be in the bistro at the club where we will have our own reserved area. Saturday morning we will be collected by coach for a tour of the local area visiting wineries and other places of interest including Max's Motor Museum at Corowa. Saturday night will be our famed BBQ by the pool.

Registrations for this event are now open and, if you wish to be part of the fun, please contact Peter McKiernan on 0407 876 023. Please note: This event is restricted to classic vehicles only – no moderns. The cost for this event will be approximately \$250.00 per person or \$500.00 per couple. This will be confirmed once all quotes have been received.

*Peter McKiernan.*

**LIFESTYLE**

## IN SUPPORT OF A CURE

Attend the Eastlink Great Australian Rally and help raise money for the Peter MacCallum Cancer Foundation, writes **Fifi Lim**

**A**fter a year hiatus, the Great Australian Rally will return January 20, 2019 with new sponsor EastLink and new venue, Cruden Farm, Langwarrin.

With four start points at Eastlink head office Ringwood; 587 St Kilda Rd, Melbourne; Stud Park, Rowville; and Western Port Marina, Hastings, the rally should offer classic cars enthusiasts and the public alike several insta-worthy moments as the beautifully maintained vehicles make their way to historic Cruden Farm.

The event, run by the All British Classics Car Club (ABCCC) is also a fundraiser for the Peter MacCallum Cancer Foundation.

Club rally co-ordinator Rex Hall says the event has raised nearly \$900,000 for cancer research to date.

Given the support of their new sponsor, the EastLink Great Australian Rally (EGAR) 2019 is expected to attract record crowds.

"Due to circumstances beyond our control the rally did not run in January 2018," Mr Hall said. "In February 2017, more than 700 veteran, vintage and classic vehicles attended at Morningside Racecourse.

"Next year, the new venue Cruden Farm



Cruden Farm is set to be the backdrop for a display of classic vehicles in January 2019.

will enhance the display of vehicles with its historic gardens as a backdrop while the Royal Australian Navy jazz band and catering facilities add to the atmosphere.

"Importantly, 100 per cent of public entry fees of \$20 a person – children under-14 free – and donations will go to Peter Mac."

Among those looking forward to EGAR 2019 is David Cook, a member of ABCCC since 2011, which was also the year he was introduced to the Great Australian Rally as a marshal assisting at the entry gate.



All British Classics Car Club member David Cook, with his 1964 Jaguar 5 Type Sedan and 1981 Jaguar XJ6, is a regular at the Great Australian Rally.

He has endeavoured to be part of the event ever since, relishing the amazing range of classic vehicles that attend and the opportunity to meet a lot of like-minded people.

"The other primary reason for being part of the rally is that all the proceeds go towards funding research for Peter Mac. Given what a terrible scourge cancer plays in today's society it is a very worthwhile cause," he said.

Mr Hall says the rally has been running for 22 years. For the past 17 years, Morningside Racecourse was the venue and RACV was the major sponsor.

The ABCCC is inviting car clubs as well as private individuals to participate in EGAR 2019 with vehicles 25 years or older.

Details: [greataustralianrally.com.au](http://greataustralianrally.com.au)

*From the Maroondah Leader – With Thanks.*

## A LETTER FROM THE FEDERATION

12<sup>th</sup> December, 2018

The President and Members of All Federation Affiliated Clubs

Dear Members,

### Re: Asbestos in Vehicles Being Imported or Re-Imported

As discussed at our October meeting I said that we would send some information (copies on ABCCC Website) to you all in relation to asbestos that can be found in vehicles coming from overseas to Australia. Plus all these rules also apply if you have a vehicle here and send it overseas for a rally or when you are living there and then want to import it back into Australia.

It appears that if you are bringing a vehicle to Australia then remove the items with asbestos in before it arrives and have the required certificates of compliance in place for Border Force to see.

The fines that they can apply look like it's not worth the gamble and that they are taking this matter seriously but if you have the right paperwork and have had all asbestos removed prior to shipment it appears to be OK but please check first before buying overseas.

AHMF and the Group representing a number of importing businesses are working with the Federal Government in an attempt to allow all the vehicles to come here and then to holding warehouses in say Brisbane, Sydney and Melbourne.





Then they will be checked for asbestos and have it removed. That way the importer of the vehicle can be closely involved in the dismantling of the vehicle. But this has not been approved. I was holding off hoping it would be by now but it is not.

Please bring this to the attention of all your members and ask that if they are doing any of the above to please check with their Shipping Agent that they have everything in place for a smooth entry for the vehicle into Australia.

These are not new laws as Asbestos has been banned in Australia since the 1<sup>st</sup> January, 2004 but its only been recent that Border Force have been cracking down on imported vehicles.

Yours sincerely,

Signed,

Neil Athorn – President, Federation of Veteran, Vintage and Classic Vehicle Clubs Inc. Telephone 0408 033 839

## TASMANIA TOUR PHOTO GALLERY

Below are some photographs from the recent tour in Tasmania.



*Doing what we do willingly!*



*More from Tassie.*



*Photographic genius!*



## ALL BRITISH CLASSICS CAR CLUB VIC INC.

A0035462V

### ANNUAL MEMBERSHIP RENEWAL

THE PRESIDENT AND THE COMMITTEE WOULD LIKE TO THANK ALL OF THE MEMBERS FOR THEIR ONGOING SUPPORT OF OUR CLUB. ATTENDANCE AT ALL EVENTS HAS BEEN EXCELLENT, AND WE TRUST THAT YOU WILL RENEW YOUR MEMBERSHIP.

### MEMBERSHIP RENEWALS ARE DUE AS OF JANUARY 1<sup>ST</sup> EACH YEAR

ANNUAL SUBSCRIPTION IS \$45.00 PER FAMILY MEMBERSHIP

All members with cars on the Victorian Club Permit Scheme (VCPS) are required to attend three club events from the date of the motor cars permit issue, and renew their membership by the due date, failure to do this; they will have their membership cancelled.

The ROAD SAFETY ACT says that you MUST be a financial club member at all times, or your VCPS plates are invalid and you will be un-insured and ineligible for road use.

Please fill in your details below; payments may be made by EFT or CHEQUE made payable to the All British Classics Car Club.

Send to: Gordon Lindner, 9 Hagen Drive, Berwick, Victoria 3806.

ABCCC Bank details: BSB 063 863, Account No. 1001 3709; please provide your name as a reference of payment.

Name: . . . . . Partner: . . . . .

Address: . . . . . Post Code: . . . . .

Phones: Home/Business . . . . . Mobile . . . . .

E-mail: . . . . .

Please update your vehicle ownership as we need the information to keep our club records current. If your vehicle is on the VCPS please indicate below if it is with the ABCCC register.

Year	Make	Model	Reg. No.	ABCCC Reg. Y/N
. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
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Payment of \$45 ☐ Attached ☐ Paid By EFT

