



YOUR ABCCC NEWS

ISSN 2208-0112

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N^o. 223

January, 2019

EASTLINK GREAT AUSTRALIAN RALLY



Left to right: Len Butcher, Dianne Ashton and Natalie Petersen. Natalie is Vice President of the Hastings Chamber of Commerce. The flag handles had stainless steel fittings – Marina style.



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
Treasurer	Bill Allen	(03) 9846 2323	treasurer@abccc.com.au
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	wally@abccc.com.au
Membership Secretary	Gordon Lindner	0418 540 920	membership@abccc.com.au
AOMC Delegate	Bill Allen	(03) 9846 2323	
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FVV & CCC Delegate	Bill Allen	(03) 9846 2323	
FVV & CCC Delegate	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
VCPS Officer (Applications)	Walter Thompson	0408 507 890	wally@abccc.com.au
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.

February 2019

- Sunday 10th The Annual General Meeting of the ABCCC Vic Inc. Pat Douglas 0425 712 973
Venue – **Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park, 3116.**
- Sunday 24th RACV British & European Motoring Show – An ABCCC Supported Event. AOMC Office – Contact
Venue – Yarra Glen Racecourse, Armstrong Grove, Yarra Glen. Graeme Moody (03) 9558 4829

March 2019

- Sunday 17th A Special Club Run – An ABCCC Event Christopher Constantine (03) 9898 4431
Venue – TBA.
- Saturday 23rd Shannon's and AOMC American Motoring Show AOMC Office – Contact
Venue – Akoonah Park, Berwick, Victoria. Graeme Moody (03) 9558 4829
- Sunday 24th 64th Kalorاما Rally – Vintage Drivers' Club Inc. Iain Ross 0409 027 392
Venue – Kalorاما Community Reserve, Mt. Dandenong Tourist Road, Kalorاما.
- Sunday 31st 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 11th 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 13th Echuca Show and Shine Val Cosway valerie.cosway@bigpond.com
This event will form a part of the Echuca Swap Meet and will feature a section for lady drivers.
- Sunday 28th Gippsland Roaming – An ABCCC Event. Heather Cannon (03) 5659 0264
Venue – TBA.

May 2019

- Sunday 5th Rex's Big Day Out – An ABCCC Event Rex Hall (03) 9795 7669
Meet Point – TBA.
- Friday 17th to Saturday 18th Historic Winton – The Austin 7 Club Inc.
Venue – Winton Motor Raceway, Winton Near Benalla, Victoria.
- Sunday 19th 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
- Sunday 19th National Motoring Heritage Day – The AOMC Secretary (03) 9558 4829.
Venue – Yarra Glen Racecourse, Armstrong Drive, Yarra Glen.

June 2019

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

July 2019

- Sunday 7th A Visit To A National Trust Property – An ABCCC Event. Greg Anglin (03) 9876 3293
Venue – TBA.
- Sunday 14th 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 21st The ABCCC Annual Luncheon – An ABCCC Event. Colin Brown (03) 5964 9291
Venue – TBA.

August 2019

- Thursday 1st to Sunday 11th ABCCC Tour to Broken Hill – An ABCCC Event. Maxine Pettigrew (03) 9739 1146
Please Note: No more bookings can be taken.
- Saturday 31st Our Twilight Run – An ABCCC Event. Peter McKiernan (03) 9787 6003
Venue – TBA.

September 2019

- Sunday 15th The Much Anticipated Sliding Pillars Run – An ABCCC Event. Phil Cook (03) 9842 5449
Venue – Lunch In Toolangi.
- Sunday 29th 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 13th Mystery Run – An ABCCC Event. Russell Simmonds (03) 9801 2783
Venue – TBA.
- Saturday 26th to Sunday 27th 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
A Weekend of Open Gardens.

November 2019

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

December 2019

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

EDITORIAL NOTES – Issue N^o. 223

For a number of reasons, this edition of *Your ABCCC News* may be a bit late and a fair amount less pages than has been normal from this desk. There have been a few 'excuses', the main ones being connection to our celebrated NBN thing, which interrupted E-mail correspondence until the good folk at geeks2U sorted the system at reasonable cost. Then there was our *EastLink Great Australian Rally* which, in the week before, generated a fair amount of stress in the Hastings start area. The end result is that I would not mind never-ever seeing another sausage! And as for the wooden stirrer sticks, please don't start me on that one.

Our rally, in spite of a few hiccups in the Hastings start, was a remarkable success. Certainly, there were a number of very interesting motor cars taking part and on display at Cruden Farm. A car that really caught the editorial eye was a superb Crossley – very lofty and perpendicular indeed. A true contender for Editor's choice award.

Right: The imposing Crossley, proficiently displaying what proper radiators and bumper bars are all about.

However, there was another 'first' for our rallies, there were two Jowett Jupiters on display. After a great amount of trials and tribulations prior to the event (a serious fuel blockage) my Jupiter performed faultlessly all day.

Be sure to book your seats at the luncheon table for our AGM, bookings to Pat Douglas please. See separate notice on Page 8. I am, sort of, happy to stay on as Editor for the coming club year, on one provision, that some of you send in suitable material for inclusion. Not too much to ask is it?



Mike Allfrey.

PRESIDENTS MESSAGE – January 2019

What a great success the Great Australian Rally was, with approximately 1,000 cars and it was well supported by the public. Too early to say how much we will be donating to Peter Mac but it will be substantial. I would like to thank Rex and the EGAR committee for a job well done.

Late last year I announced we would organise an outback tour and participant numbers would not be restricted, unfortunately I have run into a few problems finding venues for dinners that can accommodate the numbers. I am not prepared to use halls and hire caterers like we did on the FTF so this event is now waiting list only.

The next event I need to notify you about is the Hamilton Queen's Birthday Rally, I have booked fifteen rooms at the Bandicoot Motel if you want to put your name on a room please let me know. Hamilton is very busy that weekend with some of the motels already filled, the Grangeburn where we have stayed in the past is under receivership and in a shocking state of disrepair.

An area has been reserved for us at Yarra Glen Racecourse for the AOMC British and European day it would be nice to have a strong turnout in support of our movement. It would also be nice to see a few more of the ladies come along for a picnic (Maxine?).

Tony Pettigrew

SPACE FILLER

Pat and Mick landed themselves a job at a sawmill. Just before morning tea Pat yelled: "Mick! I lost me finger!"

"Have you now?" says Mick. "And how did you do it?"

"I just touched this big spinning thing here like thi. . . Darn! There goes another one!"

PROGRESS ANYONE?

Recently, while installing a new windscreen into my Rover 3500, I had cause to order a set of windscreen rubbers from a supplier in England. The supplier is located at the delightful 'The Brads Nail Works' which conjures up forges and stamp hammers powered by water wheels dipping into the River Stour. The works is close to Stourbridge in the English Midlands, which is about as far as one can get, in England, from any sea port.

The parcel was promptly sent using the express postal service, which turned out to be 'trackable', using the World Wide Web. So, it was tracked – all the way. The parcel was received by the local Post Office at 6:00 pm, it arrived at Heathrow Airport at 9:00 pm and was on a flight to Sydney at 9:30 pm all on the same day. That was it for quite a few days, to the extent that the windscreen installer was asking me if the parcel had arrived yet, he had scheduled bookings to work to.

Further tracking revealed that the parcel was in Sydney being processed – this went on for ten days, we can't have suspicious looking parcels that may contain a nail bomb, can we?

Then it spent two weeks in Sunshine West before settling down for a lengthy rest at Wantirna South, prior to being delivered here by a fellow who claimed he could not speak English and, with me not speaking the Middle Eastern lingo, my enquiries achieved nothing. I should have written a letter to Australia Post and to the Border Force mob, but the modern way perseveres with not responding to customer letters at all.

The British Post Office carried out their task in an admirable manner, as probably did the Boeing 747 or Airbus A380 in their task of getting the parcel here. The parcel tracking facility must be a great embarrassment for Australia Post, but will they do anything about their deplorable service? Probably not! The silliest aspect of all, is the Quality of Service Survey they E-mail to the receiver of the parcel

Progress? Not really! The windscreen fitting was a great success though.

Mike Allfrey.

EASTLINK GREAT AUSTRALIAN RALLY – Award Winners

Veteran: Benz Patent Motor Wagon – Jim French

Vintage: Elite 1923 12/40 – Graeme Simpson

Early Classic: Chevrolet Phantom 1932 – Wayne Robertson

Late Classic: Fiat 850 Sport Coupe 1969 – Tony and Shirley Di Gennaro

Late American Classic: Ford Victoria 1956 – Peter Hibbert

Late British Classic: Morris Mini 850 1961 – Leigh Rawlings

Commercial: Bedford K Model 1948 – Warren Dodd

Motor Cycle: V-Twin Zenith 1929 – Alan Greenway

Club Display: CHACA – Classic Historical Automobile Club

Outright Winner: Ford Victoria 1956 – Peter Hibbert

Congratulations to our winners.

Rex Hall.

A RECOVER WELL MESSAGE

Just prior to the EastLink Great Australian Rally I received the devastating news that Rob Nolan had, very likely, come off second best in a motorcycle accident. It is understood that Rob, who was on a test ride with his Triumph bike, had not observed some clothing rules for motorcycling in modern times, nor had he expected an oncoming vehicle on its wrong side of the road. Gravel rash? Rob and Mary are now experts on that.

Just one thing to say, do as Mary tells you to do during your convalescence Rob, otherwise you could be in more trouble!

Mate, get fully fit again as soon as possible – that is an order.

Mike and Sue Allfrey.

PETROL WOES

The editorial classic motor cars have suffered from petrol problems, with poor cold-start characteristics and sticky residues around the carburettors, all four of them. Some time ago, in this magazine we published a Bulletin that BP had kindly provided in answer to some questions that I had at the time. Below, is an updated version of basically the same Bulletin, but it is noteworthy in that the in-tank storage life of unleaded petrol has been somewhat reduced.

There have been times when my cars have been in temporary storage, due to not being allowed to drive for medical reasons. After such storage, the Rover 3500 P6B was very reluctant to start from cold. Finally after considerable starter motor use it did fire and run using a fair amount of choke application until thoroughly warmed through. The Jowett Jupiter behaved differently, it would initially fire and then stop – this continued for numerous starter motor engagements and, after finally catching on, also required application of the choke until warmed to normal operating temperature. These two different behaviours have now been associated with the two different fuel enrichment devices. The Rover features SU carburettors and the Jowett employs Zenith carburettors, the SU has a fuel enrichment control, the Zenith has a simple strangler flap at the intake, and both have fast low-idle controls built into their choke control mechanisms. Being a thirty-odd years younger design, the Rover low-idle control is, well, more controllable.

It was the stale petrol concerns that attracted my attention, along with the sticky residue that seems to collect around carburettors these days, around throttle spindles and float bowls. It was this that brought me to the Bulletin from BP, which is reproduced below. Our thanks to BP for explaining about the way modern petrol behaves.

Mike Allfrey.

FUEL NEWS – PETROL LIFE IN VEHICLE TANKS

From A BP Bulletin Issued: January, 2010 – BP Australia Limited A.C.N. 004 085 616

Introduction

Petrol is a mixture of many components with different properties that contribute to the performance of the fuel. When petrol is left out in an open container exposed to the air it will in time completely evaporate. As it evaporates the composition and properties will change because different components evaporate at different rates. This is a normal feature of petrol and the same process takes place in equipment fuel tanks. Where petrol is kept for more than a week in equipment tanks then it can become stale and it is better to add fresh fuel before using. Examples are veteran, vintage and classic cars and motorcycles, racing cars and motorcycles, drag cars, boats, dual fuel vehicles, lawn mowers etc.



Generally petrol will last in equipment fuel tanks for about three weeks at a temperature of around 20 °C, after that it will perform better when fresh petrol is added. Petrol will last in sealed containers for more than six months, while some breathing will take place this is not enough to significantly affect product quality.

In underground storage tanks the rate of replenishment prevents the fuel from becoming stale

How Petrol Changes In Equipment Tanks

Loss of light components – impact on mixture. The light components in petrol are lost first as the petrol sits in the fuel tanks. These components provide valuable octane benefits during cold start. Because they are volatile they compose most of the air fuel mixture during cold start, if they are absent then the mixture becomes lean resulting in higher temperatures, pre ignition, detonation and piston damage. This is generally the cause of piston damage in high revving engines used in boats and small engines such as chain saws etc.

The portion of the petrol that remains has a higher density and higher octane but this is not available during cold start resulting in hard starting. Because the fuel carburettors and injectors operate on a volume metering system the higher density means that more fuel is introduced for a given volume of air and so the air fuel ratio is fuel rich. If all the fuel cannot be burnt then it forms carbon deposits that will foul the sparking plugs and cause the engine to stop and not start. This is generally the cause of problems in classic cars where the engine stumbles and hesitates or cuts out.

Loss of light components – impact on octane. The light components in petrol are lost first as the petrol sits in the fuel tanks. These components provide valuable octane benefits under high revving conditions such as cold start acceleration and the loss of these components can result in detonation and pre-ignition at high speed resulting in piston damage.

The remaining components that have not evaporated are high octane and octane can actually increase with time but this octane is not available for high revving conditions.

Gum And Peroxide Formation

With long storage periods, especially in the presence of hot weather or engine heat the petrol can oxidise to form peroxides. These compounds can attack rubber and metal, stripping away the liner on fuel lines or copper from fuel pumps and attacking rubber hoses. These normally take a few months to form in sufficient quantity to cause a problem. This process is faster if Ultra Violet light can get to the petrol.

IMPACT OF ENVIRONMENTAL LEGISLATION ON PETROL PROPERTIES

Volatility Restrictions

Current State EPA legislation restricts petrol volatility in the summer period, generally November to March. In that period petrol will have less volatile components than at other times, generally the summer volatility of petrol is 30% lower than the winter volatility which means that the loss of lighter components in summer can be quicker. However this is not usually an issue due to higher temperatures but can create problems in autumn if the summer fuel is held over. To avoid this fresh fuel should always be used in the April May period.

MAINTAINING FUEL IN EQUIPMENT TANKS

It is not possible to provide a foolproof strategy for engines that are used only intermittently, however the following principles help.

1. Always add some fresh fuel when the equipment is to be used if it has not been used for more than a week. This will provide additional volatile components and protect from cold start high revving detonation and piston damage.
2. Always keep the tank half full to stop water vapour from being sucked in and condensing.
3. Use a fuel that contains anti-oxidants, metal deactivators and corrosion inhibitors to protect metal surfaces such as BP Ultimate 98 Unleaded.
4. Using a hotter spark plug will help to reduce carbon deposits.

EXAMPLE OF HOW PETROL CHANGES WHEN STORED IN FUEL TANK

Property	Week 1	Week 2	Week 3	Week 4	Week 5
% volume lost	3	5	8	10	15
Octane RON	98.1	98.4	98.6	99.0	99.5
Density kg/l 15 °C	0.75	0.76	0.765	0.78	0.79
Equivalent air fuel ratio at constant volume	13:1	12.8:1	12.7:1	12.5:1	12.3:1
At the end of 5 weeks the fuel is 5% heavier and the fuel air mix will contain more fuel.					

For further information, please call the BP Lubricants and Fuel Technical Helpline 1300 139 700 a local call

From BP – With Thanks.

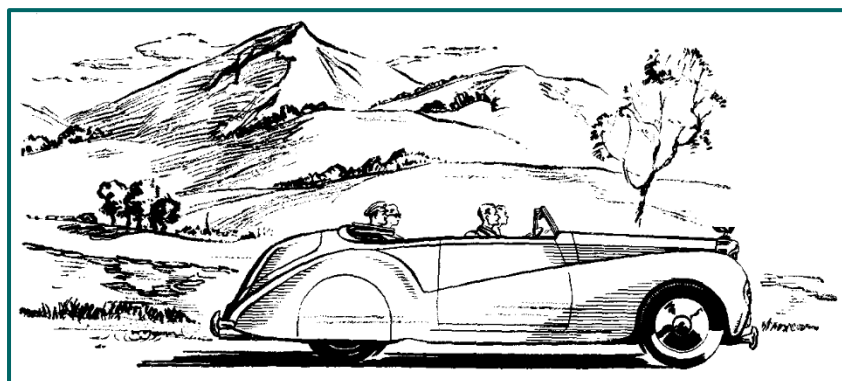
NEW MEMBERS

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
Terry and Leonie Conway	Datsun	260Z	1977
Mark Hertz and Maria Chong	Ford	'A' Roadster	1928
	Ford	'A' Coupé	1930
	Mercedes-Benz	280 SE	1972
	Mercedes-Benz	350 SLC	1974
	Mercedes-Benz	450 SEL	1979
	Mercedes-Benz	270 CDE	2005

Gordon Lindner– Membership Secretary.

A DELIGHTFUL BENTLEY ADVERTISING SKETCH



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With Special Drop-Head Foursome Coupé and Power-Operated Head provides the ideal 'All-weather' Car

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EVENT REPORTS

WHAT WE HAVE BEEN DOING

EASTLINK GREAT AUSTRALIAN RALLY – 20th January, 2019

There will be a full report on our major event in the February issue of *Your ABCCC News*.

Mike Allfrey.

WHAT WE ARE ABOUT TO DO

THE ABCCC ANNUAL GENERAL MEETING – 10th February, 2019

The All British Classics Car Club Vic Inc. will be conducting its Annual General Meeting (AGM) at the Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park (Melway Map 37; Ref: K3/K4). *Please note the return to this venue.* There will be a lunch commencing at 12:00 noon, with the meeting commencing at 2:00 pm. The lunch will cost \$10.00 per person. Please advise the Secretary that you will be attending the lunch and AGM before Sunday 3rd February, 2019. Should you decide to only attend the meeting, please plan to arrive before 2:00 pm. This information is required for printing and catering purposes. Payment for lunch will be received as you enter the country Club, please do not send payment in advance.

The Annual General Meeting follows the protocol that only financial members of the ABCCC Vic. Inc. are eligible to cast votes. Protocol also rules that there can only be one vote per member couple.

Nominations for Committee positions will be called for at the Annual General Meeting. Minutes of the 2018 Annual General Meeting were published in Edition 215, *Your ABCCC News* (May 2018), they can be E-mailed from the Editor. If you have items that you wish to have placed on the Agenda, please notify the Secretary as soon as possible. Late requests cannot be placed on the Agenda.

Pat Douglas – Secretary.

INDULGENCE WEEKEND 2019 – Friday 22nd to Sunday 24th 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 Yarrawonga/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 Yarrawonga.

Prior to entering Yarrawonga 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.

AUNTIE PAT'S FAVOURITE FARMHOUSE RECIPES

Turkey Pie

Ingredients

1 lb. (0.45 kg.) cooked, diced turkey; 1 small onion, chopped; 2 oz. (57 gm.) butter; 1 tablespoon sherry; 1 tablespoon chopped parsley or chives; 1½ lb. mashed potato beaten with 1 small egg; 15 oz. (425 gm.) can condensed soup of your choice; ¼ lb. (0.113 kg.) packet sweetcorn; black pepper.

The village smithy – Penshurst, Kent. By AR Quinton.

Method

Set oven to 325 °F (163 °C) or gas Mark 3. Fry the onion in butter for a few minutes. Stir in turkey pieces, sweetcorn and herbs; season with pepper. Gradually stir in the soup and sherry, continue stirring until heated. Place in an ovenproof dish. Top with the mashed potato. Bake for thirty to forty minutes and serve with a green vegetable and chutney. Serves four.

From Favourite Farmhouse Recipes – By Carole Gregory, With Thanks.

Pat Douglas.

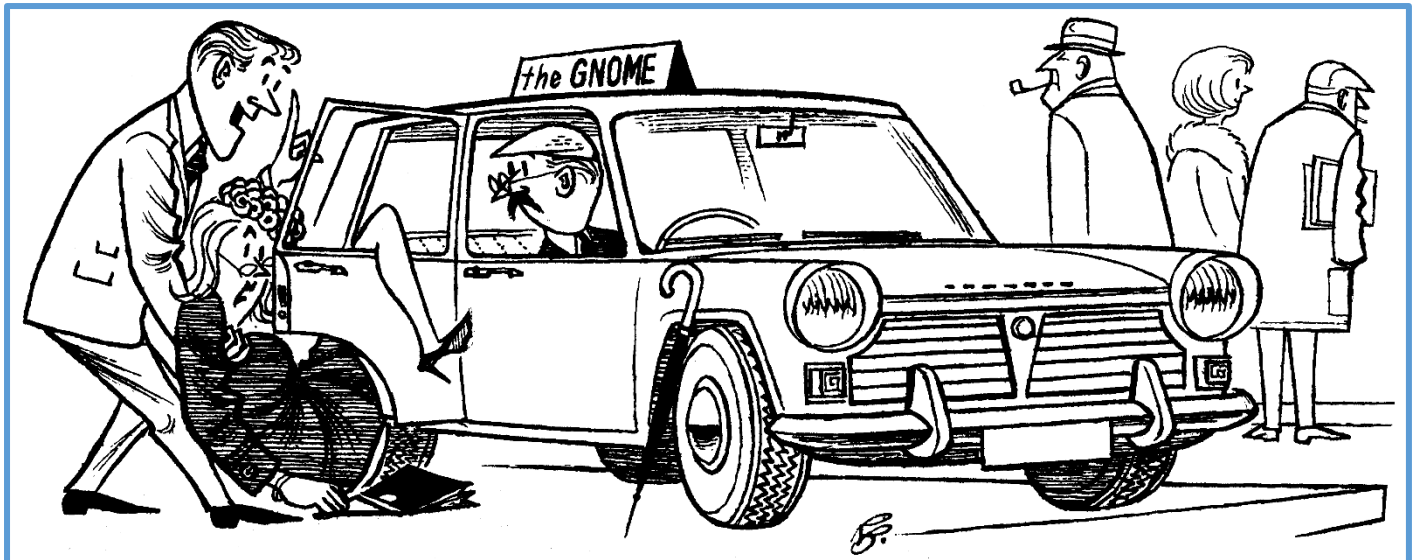


ANOTHER SPACE FILLER

Michael Hoolihan was courting Frances Phelan. The young couple sat in the parlour of the girl's house night after night, much to the annoyance of old man Phelan. One night he couldn't take any more. Standing at the top of the stairs, he yelled down, "What's that young fella doin' here all hours of the night?"

"Why, Dad", said Frances, "Michael was just telling me everything that's in his heart!"

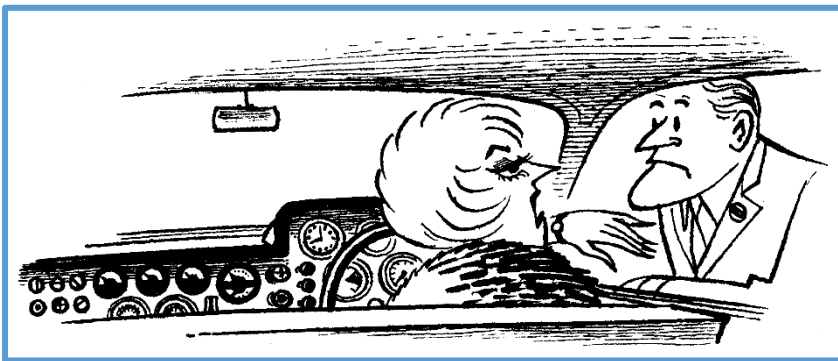
"Well, next time", roared Phelan, "just let him tell you what's in his head, and it won't take half as long!"



"Your good lady proves my point, Sir, we **DELIBERATELY** designed the rear seats to be nearly impossible to enter or leave – thus discouraging hitch-hikers, relatives, etc."



"On the production model, Sir, we are reducing the power of the electric motor."



"How do you expect me to believe any of these gadgets if the clock is five minutes slow?"

"Nobody in the industry can understand how they do it for the money."

