



YOUR ABCCC NEWS

ISSN 2208-0112

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N^o. 225

February 'B', 2019

A CLUB MEMBER'S P4 ROVER 105-R



Lucille and Grattan Fitzgerald's fine Rover 105-R, unwillingly the subject of our ongoing series discussing Petrol Woes – see Page 8. Please keep the photographs of your British classics for our front cover display coming.



Associations Incorporation Registered Number: A0035462V



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

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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/			

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 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

Special Note: This ABCCC Events Directory lists only those events organised by the ABCCC. There have been other events placed in this directory and, they can now be found on Page 10.

March 2019

- Wednesday 6th Anne & Bryan Tootell's Mid-week Run – An ABCCC Event. Bryan Tootell 0412 549 906
Start Venue – Carpark at Lilydale Lake, Swansea Road (C401), Lilydale.
- Sunday 17th St. Patrick's Day Tour Of Discovery – An ABCCC Event. Christopher Constantine (03) 9898 4431
Start Venue – Harvey Norman Car Park, Maroondah Highway, Nunawading.
- Sunday 31st The ABCCC will be at the Federation Picnic – A Federation Event. 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.
- Sunday 14th Lunch at Pakenham Racecourse – An ABCCC Event. Gordon Lindner 0418 540 920
Venue – Pakenham Racecourse, Tynong.
- Sunday 28th Gippsland Roaming – An ABCCC Event. Heather Cannon (03) 5659 0264
Start Venue – Pelican Café, Tooradin, Victoria.

May 2019

- Sunday 5th Rex's Big Day Out – An ABCCC Event Rex Hall (03) 9795 7669
Meet Point – TBA.
- 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

June 2019

- Sunday 7th to Monday 10th Hamilton Queen's Birthday Rally – HDVV & CDC Inc. Tony Pettigrew (03) 9739 1146
The ABCCC will be participating in this 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 21st The ABCCC Annual Luncheon – An ABCCC Event. Colin Brown (03) 5964 9291
Venue – TBA.

August 2019

- Thursday 1st to Wednesday 14th ABCCC Tour to Broken Hill – An ABCCC Event. Maxine Pettigrew (03) 9739 1146
Please Note: At this time there are, due to cancellations, two places available.
- 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

- 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@bournet.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 to Sunday 24th The Justly Famed Indulgence Tour – An ABCCC Event. Peter McKiernan (03) 9787 6003
Touring – Yarrawonga Area.

December 2019

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

EDITORIAL NOTES – Issue N^o. 225

This edition contains a delightful article, from Joan Swinchatt, describing a motor club's activities over the past summer, in England's beautiful south-west – the county of Gloucestershire. A bit of a revelation really, the Whitminster Inn, in the 1950s used to serve a very notable bread, cheese and pickle lunch, now it caters for Chinese, Indian along with Fish and Chips, how traditions change! The Anchor Inn at Oldbury upon Severn is still famous for its pies.

Also, filched and restored is a 1950s school-boy's racing car hunger satisfier, a preview for the 1955 Le Mans M.G. sports car prototype. This quickly became the famous M.G.-A, much loved by many enthusiasts. The restoration took a fair chunk of time, so please enjoy the reading and appreciation of the illustrations.

Mike Allfrey.

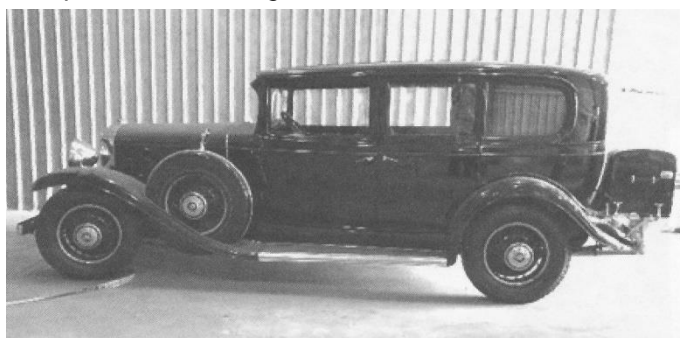
AOMC NEWS

Asbestos Update – From *Old World Lamps And Tyres*

The following article has been sourced from the Old World Lamps and Tyres January, 2019 newsletter and is indicative of the risk involved currently in importing classic vehicles with the potential of having some asbestos in them.

After over a decade of importing Old World Tyres (we) have finally been forced to undertake our first asbestos inspection. This was completed on a 1931 Cadillac sedan we imported for a customer in mid-2018.

Right: The subject of this article, 1931 Cadillac Sedan.



Over the past few years, I have been criticised overseas for the amount of, particularly veteran, imports we (Australians) have conducted over the last decade. What the criticsers forget is the outflow of cars to the USA and Europe to the big cheque books in the late 1960s and 70s before the days of the Internet and Australians were aware of the true value and history of some of our original Australian imported vehicles. I, personally, am very keen on returning as much of our lost early motoring heritage back to Australia as possible.

If, as many suspect, the asbestos checking is a government attempt to close down the collector car hobby or certainly any imports of new stocks into the hobby or the return of our motoring history, then the Government is achieving their objective as imports have slowed dramatically. If it is to see other countries' economies like the US bolstered by having employment swell in the area of stripping out brakes and gaskets from potential exports to Australia, then again they are achieving that also.

Whilst I confess I do not understand the government's focus on asbestos in older vehicles being imported into Australia, it is a political decision and I acknowledge that Australian Border Force (ABF) and Customs officers do their duty by instruction from their political masters. Throughout the whole process of the asbestos inspection, I found the staff to be professional and courteous, however, the communication process between ourselves as the importer and government staff is stilted at best!

The process of an asbestos inspection, in theory should be quite simple, however the execution was somewhat mind-blowingly complicated and long-winded. In our case the container arrived as usual, and we lodged documents in the normal manner very early so as to fast-track the documentation clearance system as much as possible. The Cadillac came back 'red line', which generally means Customs wants to have a closer look at the attached documents, particularly the proof of payments to ensure that there is no funny business going on with the value of the car and the payment process. So, we supplied the proof of payment, and then Customs came back and said they wished to do an asbestos test on the 1931 Caddy – thus began the hurdy-gurdy.

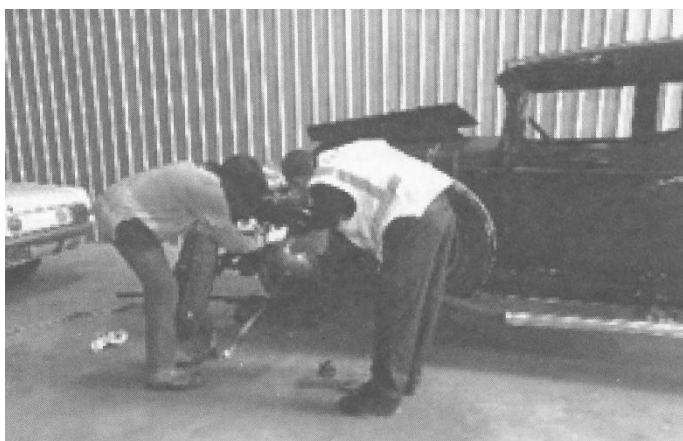
The container sat on the dock while everyone (ABF, Customs and Quarantine) decided what to do and if our normal quarantine facility had the necessary approvals to handle the asbestos inspection. In the meantime, I had to alert our client that the asbestos inspection process had been initiated on their vehicle. After all of the approval processes were sorted, Customs allowed the container to be moved off the dock and to our quarantine facility with the strict instruction 'Seals Intact' which means the container cannot be unpacked until ABF and Customs are present. So the next process was to find a licenced asbestos inspector that ABF and Customs approved of (they do not have a list of preferred suppliers) – this process took another 14 days! With the container sitting there unable to be unpacked, the container was now well outside its permissible hire period from the shipping line and demurrage was levied on a daily rate.

Finally, with ABF, Customs, an asbestos hygienist and myself as acting mechanic, all together at the container yard, we opened the doors of the container and removed the Caddy, and the other goods within the container. The Caddy was then placed inside the quarantine facility where the inspection commenced.

The testing itself was relatively simple – take samples of potential areas of hazard i.e. wiring, firewall heat suppression, head and exhaust gaskets, brake linings etc., a total of seven samples were taken of suspect areas.

Where the process became truly extraordinary was when Customs required that all the other goods in the container are 'held, not to be released in case of cross contamination', until the Cadillac was cleared or any offending material is removed. So, over \$100,000 worth of goods including customer tyres and our stock was held while this process was concluded.

Several days after the testing, the results were returned in a 28-page report and there was asbestos found in the brake linings and the exhaust header gaskets. As such, the process of finding a new asbestos hygienist was undertaken, as the previous hygienist firm was not allowed to undertake the removal, so as to prevent the perception that one firm may be 'gold digging' for work. However, this required more time consuming logistics and again put further delays into the removal of the asbestos and the release of the container.



Left: The 'Inspection Team' at work.

Once a new firm was located, the process of coordinating the new hygienist, ABF and Customs together begins and four weeks later a date is finally secured. So, on a Monday morning, we all assembled to remove the offending parts. As this was a 1931 Cadillac and the parts are not available off the shelf, I was keen to ensure only the brake linings (not the entire shoes) with the asbestos were removed. Luckily the linings were riveted to the shoes not bonded and I could drill out the rivets and remove the offending material without destroying the integrity of the Caddy. Likewise, I un-bolted the exhaust header and dropped the engine pipe so the gaskets could be removed without any damage to the car. After 5½ hours, the asbestos was removed bagged, tagged

and sent off for destruction.

Then, another week later the official certificate was finally issued and all up costs calculated at around the \$5,000 mark! I was relieved, thinking that meant that finally all the other goods in the container were released for quarantine inspection, but no, it takes another two weeks before the computer system is updated to release the goods for inspection, some ten weeks after the container arrived! Needless to say, I (and my customers) were considerably frustrated (an understatement) with the length of this process.

Right: The offending articles bound for destruction.

I seriously question the political motivation of this process, considering the amount of asbestos already in Australia. As mentioned previously, I have no problem with the ABF and Customs staff members – they are doing the job as directed by their political masters. However, the process and lack of timely procedure sucks. Weeks of delays, extraordinary costs and interruption to business and the hobby as a whole. Even in the event the government persists with the process, there needs to be some better process and procedures developed to minimise the disruption to business and reduce the extraordinary costs levied upon the importer of a collector vehicle. Reports are rife, of importers going broke or just deciding to give up under the constant government pressure and cost of asbestos inspections. The government accepts other perceived antiquated aspects of collector cars like, no indicators, two-wheel brakes, acetylene headlights, wooden wheels etc. Surely accepting a very minimal chance that a vehicle may contain asbestos would be reasonable? Particularly considering the amount of asbestos currently in Australian cars and other parts of Australian society.



Our hobby earns the government millions in revenue – just with this container alone, there was nearly \$20,000 in GST and tens of thousands of dollars more to be spent on the restoration of the vehicles contained in just this one container, in turn creating jobs and making the Australian economy thrive, and producing more GST for the government. By my estimate, the collector car hobby is a \$500-million to \$1-billion industry and with this pinpoint focus on old car imports, the government is potentially shutting down a huge segment of our industry, costing themselves \$-millions in lost revenue by focusing on one tiny aspect of what is a whole of nation asbestos issue. Hopefully, common sense somewhere in the political arena, driven by a loss of revenue, will ultimately prevail.

In order to facilitate the recognition of the importance of our hobby and the supporting industry, we need to unite and make representation to the Federal Ministers to streamline this process and confirm once and for ever if this is actually designed to be a back door process to close down the collector car market. It is time to for representatives from individual aspects of the hobby to collectively meet with all appropriate ministers, and lobby government to get a clear direction on the asbestos issue and the government's intentions toward the collector car hobby as a whole.

Author not known – with thanks to the AOMC Newsletter.

Concerns For The Hobby Vehicle Movement

The following article was published in the Federation of British Historic Vehicle Clubs (FBHVC) December, 2018 News magazine, and shows their concerns are similar to ours.

The Future?

Those of us who use our vehicles will already be conscious of the increased difficulty of getting about on the roads. The lower acceleration and speeds and less efficient braking of historic vehicles, particularly those of greater age, means the presence of many vehicles with rapid acceleration and excellent brakes, and the increasing presence of cyclists,

creates new hazards for us. For many of our older members, the solution is reluctantly, simply to stop driving them. But these are matters of fact and choice.

There may however be more deliberate threats to use of our historic vehicles.

Everyone is familiar with the onset of Low Emissions and Clear Air Zones. We know they are going to increase in number and probably most of us recognise they are indeed justified if the inhabitants of our cities and large towns are to have the benefit of purer air to breathe and if the effects of climate change are to be mitigated.

Here the good news is that by and large, our arguments that there are not in total many of us, that the use of our vehicles is very limited, and that our vehicles represent a part of our culture and heritage, which it would be wrong to discard, have held sway. But it may not always be like that, and the calls for exclusion of all internal combustion vehicles from urban areas may increase and become overwhelming.

We did not expect the pressures which are now appearing on the supply of 97 Octane petrol of no more than 5% ethanol content, and they may not materialise, but we should treat them as a warning for the future.

Because the predictions as to the arrival of electrically powered vehicles to replace the internal combustion engine are advancing and it may be that a large majority of vehicles will be electric much sooner than we have expected. Certainly the technology has made some strides which would have been unthinkable a few years ago.

That could result in a simple market led threat to sufficiently widespread supplies of our fuel. These developments could mean a need to rethink some of the current registration processes and procedures, and indeed some of the rules around fuel storage.

We may indeed all need to decide if our vehicles are to be consigned to museums, or if they remain sufficiently authentic after conversion to electric power that we wish to go on using them.

The onset of autonomous, as distinct from electrically powered, vehicles, may have massive effect.

We have already heard, in a recent interview with the Head of the Highways Agency, that autonomous vehicles, which were a short while ago being boosted as able to deal safely with any road hazards, may not be able to meet their aspirations for safety unless any vehicle which cannot 'talk' to them is banned from at least some of the roads they use. He specifically referenced, in an entirely disparaging manner, historic vehicles in these comments. So yes, some people really are out to get us.

And the proponents of autonomous vehicles are firmly wedded to the concept that driving is a chore, to be avoided at all costs. Has anyone done any research to show that to be the general opinion, especially outside major cities? Some of us, probably most of our members, actually like driving!

The proponents of these vehicles also sell the concept as creating autonomy, but in fact it is transferring autonomy from the human being to the vehicle. Surely society cannot take that massive step in loss of human autonomy without a major debate about it? The historic vehicle movement is a good place to start that debate.

And lastly, first noticed in surveys in Germany, but starting to be evident here, we may be losing youth, in particular urban youth.

Someone who lives in a big city, who leaves it, if at all, by train, who gets around either by bike, which they perceive as healthier, or at a tap of the Uber app on their smartphone, and who shops in the same way, may simply not care about buses, cars or motorcycles, historic or otherwise, any more. And they will certainly regard heavy goods vehicles, which largely in cities only come out at night, as a best an inconvenient nuisance. Maybe we can keep their interest by playing the heritage and culture card as often as possible. We need to try.

I hope the above has started some of you thinking about these challenges. We had better be, or our days as a movement are numbered.

Bob Owen.

From the AOMC Newsletter – with thanks.

FEDERATION REPORT – Delegates' Meeting – 9th February, 2019

The above Meeting was hosted by the Morris Car Club Victoria and was held at the site of Tall Ships Victoria, an umbrella organisation promoting tall ships, marine research and other projects. It is also the location of the Alma Dopel, a sailing ship built in 1903, which is currently being restored. The facility located near North Wharf Road in Docklands – which is an extremely difficult location to find. Our Club was represented by Federation Delegates Tony Pettigrew and Bill Allen. After an inspection of the Alma Dopel, currently sitting on the actual wharf, and the vast array of timbers in the large building for the restoration of the ship, we were provided with an excellent barbecue lunch accompanied by tea, coffee and fruit juice. We also met up with ABCCC Member Graham Talmage, representing the West Gippsland Club. After lunch we then proceeded upstairs where the Meeting commenced at 1:10 pm.

Tim, a representative of the Morris Club, welcomed attendees, gave a brief outline of the Club – a small Club established over 30 years ago and representing all Morris and BMC vehicles – and he presented a cheque on behalf of the Federation for \$1,000.00 to assist with the restoration project.

Neil, representing Tall Ships Victoria, thanked the Federation for their donation and advised that this was the second restoration of the Alma Dopel he had managed. The previous restoration being carried out 35 years ago. The Alma Dopel is the last of the 500 or so similar ships that sailed around Australia, carrying freight, up until the 1930s. Once the restoration is completed income is needed to make the ship sustainable and community engagement will be encouraged.

Federation President, Neil Athorn then thanked Tim and Neil for their words and stated that this was certainly a very different location in which to hold the Meeting. He then advised that \$3,500.00 had been raised and sent to drought affected farmers in New South Wales. Following his introduction the following points were raised:

VicRoads will now supply only two lists per year to Clubs listing their Members whose vehicles are on the VCPS.

The Federation has made grants to Member Clubs recently for defibrillators, laptop computers, trailers to carry equipment and promotional material and computers to enable Clubs to have all their information in one place. Trophies have also been provided to Clubs for presentation at events.

Treasurer, Brett Holloway, noted that twenty-four Clubs remained unfinancial and nine Clubs had failed to return their forms listing details of office bearers etc. He then advised that \$8,000.00 had been received from the RACV to assist with the running of the Golden Oldies Tour and then gave details of the Federation's finances, advising that they were in good shape.

Neil then gave details and dates of upcoming Federation sponsored picnics and mentioned that ninety cars attended the Australia Day event in King's Domain and stated that seventy-nine badges of Veteran to Vintage were handed out to eligible vehicles in attendance.

The AHMF National Heritage Day will be the 19th May, 2019 and Clubs are encouraged to get their old cars out and about and attend events to promote our hobby as much as possible on this special day.

The AOMC will be hosting the next AHMF meeting later this year. Neil is the current President of the AHMF.

Neil continued to emphasise the need to attract younger Members to our Clubs and to go onto committees.

The Federation Website has been closed down temporarily as it was recently hacked with pornography!!!

It is currently being rebuilt and will soon be up and running better than ever. Clubs will be encouraged to forward details of any upcoming events for inclusion on the Website.

There was a lengthy discussion on the Luxury Car Tax and the Federation's initial position on this matter has been vindicated as the AHMF and the Importers Association which represents new car importers in both Australia and New Zealand, together with an experienced lobbyist, Peter Greenwood, are all currently lobbying the Australian Government on this subject. Pressure is well and truly being put on the Government to get rid of this unpopular tax which also applies to new cars and was introduced originally to protect the now non-existent Australian Motor Manufacturing Industry. We can only hope reason prevails and that this tax is abolished as soon as possible.

The subject of asbestos in vehicles was then discussed at length once again. Border Force are responsible for checking cars being imported into Australia from overseas.

The question was raised "How does the average Joe get rid of any asbestos?" The rules with asbestos, which have been around since 2004 but only acted on more strenuously recently due to new vehicles being imported from China containing asbestos, has brought up some unintended consequences.

Disposal is likely to be organised with VACC Members and as the timing is now opportune, discussions are likely to be held between the VACC, the Federation and the AOMC.

Nobody, at this stage is suggesting that asbestos be removed from existing houses and/or vehicles, but we must remain alert on this matter. Some Councils are currently providing 'packs' for the safe removal of this substance. Much is happening behind the scenes on both these matters.

Ashley Grey has been re-elected as President of the Bendigo Swap. Congratulations Ashley!

Last year's Swap was a record with 17 to 20 thousand entrants attending on the Saturday alone. The 'Barnfind' Display proved very popular and will hopefully be held in the future. The major display provided by the Veteran, Vintage and Classic Car Club also proved extremely popular.

Site holders must pay for their Site by the end of February, otherwise it will be put 'on the open market'. There are currently 900 -1,000 sites, with fifty or so sites not renewed each year due people getting too old etc.

The ban on illegal Friday night trading needs more policing which has proved most difficult to stamp out, there is a need for unknown individuals to police the sites to help eradicate this problem.

There were nine-hundred sites still trading on the Sunday.

There was some trouble with the toilets and it was requested that Clubs do not place complaints in their Newsletters but lodge their complaints directly with the Federation. Toilets cost around \$26,000.00 per year.

The toilets are dirtied by users. They are cleaned by Karen People, sourced through the Baptist Church, who are paid around \$13,000.00 per year, which Neil states is money well spent as they clean continually throughout the whole time the Swap is on. Whilst some cleaners may be cheaper it doubted if they would do as thorough a job as the Karen People.

The magazine sold at the Swap raises approximately \$3,000.00 per year however the current producers/editors are retiring after 7 or 8 years and alternative arrangements with the local Bendigo newspaper are currently being pursued.

Approximately twenty-five individuals failed to turn up for their shift in assisting with the Swap, most disappointing however Neil will not name and shame them this time!

Some want Sunday entry free and not pay the \$5.00 entry fee. However \$3,000.00 to \$10,000 is raised on Sundays, depending on weather etc., and the same expenses are incurred both days. This suggestion was rejected. A family ticket may be introduced in the future.

Rules for Places of Public Entertainment are continually changing and vary according to the number attending an event.

John Lewis from VicRoads spoke and advised that the current Review has, as yet, not been finalised, but will discuss outcome when it is completed. Not much happening at VicRoads at present. John will be attending a National Review on various codes, such as VSI33 and VSB14, which will likely take all of 2019 to finalise.

There was the usual discussion and complaints about the VCPS but nothing really new.

The Veteran Car Club has introduced a policy where all children under 16 years old will be free to attend any of their events. This Family Friendly policy is designed to encourage youngsters to attend events and become more involved in the old car movement. It will also include free meals for them!

Other Clubs are encouraged to adopt this policy.

Doug Palmer of the Hamilton Club advised that their Queen's Birthday Rally to be held from 7th to 10th June, 2019, is coming along well and a Bluestone building built in 1850 will be featured. A Federation Trophy will be provided and presented at the Rally.

Meeting Closed: 3:35 pm. The next Delegates' Meeting will be held at Kerang on the 18th May, 2019.

Bill Allen – Delegate.

COMMENT ON MODERN MOTORING IN A CLASSIC MOTOR CAR

In Bob Owen's article, in the AOMC report, the first paragraph sort of echoes an article that has been on my mind for some time. Driving a classic motor car in modern traffic can be quite terrifying for both passenger and driver. In this household, our one classic car is relatively small and, with the hood (roof) lowered, can give an interesting experience, particularly on our free-ways and lesser roads. Driving along the Monash Freeway recently, glancing to my left, I found that I was being overtaken, in the emergency stopping lane, by a violently swerved B-double. My TomTom GPS device was steady on 102 kph and, therefore, technically, I was not holding up the overtaking truck. Looking across, it was rather horrifying to see greatly extended wheel nuts savagely rotating close to my car on its way to Hastings for the EastLink Great Australian Rally. Sue agrees, the experience from her side of the car is frightening, even in the Rover.

This set of experiences begs the question, when is our Federal Government going to take out the big stick and totally ban, nation-wide, drivers from overtaking on the left hand side of the vehicle being overtaken? These days, bicycle lanes, bus lanes and all roundabouts are now commonly considered to be prime overtaking zones. Another problem for the classic car motorist is the practice where an overtaking vehicle rapidly comes right alongside, stations itself there while its driver tries to work out what the make of the car is and, while drifting to the left or right (depending on which side the overtake move is being executed) peering into the classic car, trying to understand what all those instruments are for and what their readings are. Then there is the utter example of stupidity, where an impatient so and so (gender-equal) darts into your carefully considered braking distance to the vehicle in front, without indicating the move, of course.

I will get out of your way now!

Mike Allfrey.

PETROL WOES

Further Experiences

Indeed I fell into the trap of forgetting to use my P4 Rovers very much which cost me dearly as a major rebuild of the fuel system in my P4 105R was necessary about four years ago. Briefly the following happened:

- Due to a hectic business life I was seldom taking the cars out for a run, in particular the beautiful 105R which seldom came out.
- I went to start it after leaving it for nearly a year. It started brilliantly, but all of a sudden fuel began to spurt out of one of the twin carburettors, in fact a seal had failed.
- The car had to be taken by carrier to my Rover guy, who needed to rebuild part of the carburettor and re-gasket it.

A year later a repeat of the issue happened again. This time a more thorough investigation was conducted, finding:

1. This time the tank was found to be full of a yellow coloured metallic substance;
 2. Carburettor fuel floats, dash pots, pistons and covers were all replaced as were the connecting levers;
 3. The fuel flow was found to be only a trickle, so all lines were cleaned through and a new electric pump installed;
 4. The fuel tank had to be replaced as it was heavily corroded;
 5. A list of associated parts and work was essential to firstly determine the extent of the matter and then to get things operating.
 6. The cause of the matter was put down to fuel becoming 'stale' and in turn taking its toll on the complete fuel system.
- When the car was fixed, I then added Sta-Bil® to the fuel and things went even better, especially after I took the car for a nice long run to Geelong and back.
 - The time to fix it was long, and associated costs to overcome the whole problem were indeed very high, but it was completely worth doing.
 - I then decided to reduce our Rover P4 collection to just one car, the 110, and to use it frequently.

For sure I learnt a very expensive lesson:

- a) Petrol ages and needs frequent refreshing by driving the cars and thus regularly refuelling;
- b) Always keep the tank full – never leave the car sitting for long with a partially full tank;

Use Sta-Bil® every six months – in fact the effect of it in my Rover P4 – 110 is that the engine is now appreciably quieter, as the engine is getting the best of fuel via a clean system.

Grattan Fitzgerald.

EVENT REPORTS

WHAT WE ARE ABOUT TO DO

ANNE AND BRYAN'S MID-WEEK RUN – Wednesday 6th March, 2019

We will meet at the Lilydale Lake Carpark, Swansea Road (C401), at 9:30, for a 10:00 am departure. We will proceed on to the edge of the Yarra Valley and then to Lunch at the outer North Eastern area. If you wish to attend, please advise by Friday 1st March, so catering arrangements can be finalised.

Look forward to seeing you there.

Anne and Bryan Tootell, (0412 549 906), annbry@optusnet.com.au

A ST. PATRICK'S DAY TOUR OF DISCOVERY – Sunday 17th March, 2019

Please note that this notice has some changes. We are looking to have a little fun and so, as it is St. Patrick's Day, you are invited to wear something **GREEN** to honour our Irish Friends although there is no compulsion to do so. We will meet at Phil Cook's favourite departure venue (Harvey Norman carpark on Maroondah Highway, Nunawading) any time after 9:00 am ready for a prompt 9:30 am departure.

Our morning tea destination is a very easy run out through Eltham to Doreen, to Yan Yean Reservoir. So, bring your camera, the view from the top of dam is superb. For morning tea which will be 'out of the boot' we suggest you bring a thermos and some tasty nibbles; and also your thinking caps for the quiz on all things Irish. Travelling back toward town through Arthurs Creek, we will stop at a 100 years old-plus country pub which will be celebrating St. Patrick's Day. Average cost of meals is \$23 – \$26 for traditional pub fare. We will however need to know final numbers by the 10th March as the chef will need to prepare for our 'invasion'.



Please contact us at E-mail christopheraaa@bigpond.com or, Telephone Number 0428 358 847 to make your booking.

We look forward to you joining us on 'St. Patrick's Day'.

Geraldine and Christopher Constantine.

FEDERATION SCORESBY PICNIC – Sunday 31st March, 2019.

This Event, sponsored by the Federation of Veteran Vintage and Classic Vehicle Clubs (Victoria) Inc., and hosted by the Dandenong Valley Historic Car Club Inc., will be held at The National Steam Centre, 1200 Ferntree Gully Road, Scoresby, Victoria.

We have arranged for a site to be allocated inside the Centre for ABCCC Members and all Member vehicles, 25 years and older will be admitted free from 10:00 am.

Please ensure that you bring along either a copy of our Magazine, your Membership Card or Name Badge to ensure that you gain free entry. Only clubs affiliated with the Federation will have free entry. Marshals, hopefully, will direct you to our site which will be clearly marked with our banners etc.

This is a day for the whole family, especially the grand children, and will feature a free raffle for all display, vehicles (To be drawn at 1:00 pm), working steam displays, animal farm and train rides, trophies for six categories and on site catering.

Please contact me at E-mail: billterriallen@gmail.com or, Telephone (03) 9846 2323 by the 24th March, 2019 to let me know if you are coming.

Bill Allen.

SPECIAL LUNCHEON FOR ABCCC MEMBERS – Sunday 14th April, 2019

More details to come, but this is a good one! We will be having a special luncheon at the new \$60-million Pakenham Racecourse at Tynong. Per person, it will be a \$40.00 entry fee, but will include Racecourse Entry, Race Book, a two-course luncheon along with a complimentary drink. To book your place, please contact us on 0418 540 920.

Gordon Lindner.

GIPPSLAND ROAMING – Sunday 28th April, 2019

We will be meeting at Tooradin at the Pelican Café (plenty of parking behind the café) at 10 am. The Tooradin market is on for anyone that wants to come a bit earlier to have a wander around. After a cuppa we will head down the South Gippsland Highway continuing on the Bass Highway taking a scenic detour through Woolami then stopping for a wander around The Wonthaggi State Coal Mine. Continuing to Cape Patterson where we will take the Coast road to Inverloch and then back to The Workingmans Club in Wonthaggi for lunch. Please let us know if you would like to come on our run. Heather on mobile telephone: 0477 227 027 or, E-mail: heatoms@yahoo.com.au.

Heather Cannon.

THE ABCCC 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.

OTHER MOTORING EVENTS DIRECTORY

March, 2019

- | | | |
|---------------------------|---|--|
| Saturday 23 rd | Shannon's AOMC American Motoring Show
Venue – Akoonah Park, Berwick, Victoria. | AOMC Office – Contact
Graeme Moody (03) 9558 4829 |
| Sunday 24 th | 64 th Kalorama Rally – Vintage Drivers' Club Inc.
Venue – Kalorama Community Reserve, Mt. Dandenong Tourist Road, Kalorama. | Iain Ross 0409 027 392 |

April, 2019

- | | | |
|---------------------------|--|---|
| Saturday 13 th | Echuca Show and Shine
This event will form a part of the Echuca Swap Meet and will feature a section for lady drivers. | Val Cosway valerie.cosway@bigpond.com |
| Sunday 14 th | Kurth Kiln Heritage Festival – Friends of Kurth Kiln.
They are asking for some display cars.
Display at the corner of Beenak and Soldiers Roads, Gembrook. | Val Markey-Lane 0417 327 811
Tore Pannuzzo 0413 941 502 |

May, 2019

- | | | |
|---|--|---------------------------|
| Sunday 19 th | National Motoring Heritage Day – The AOMC
Venue – Yarra Glen Racecourse, Armstrong Drive, Yarra Glen. | Secretary (03) 9558 4829. |
| Friday 17 th to
Saturday 18 th | Historic Winton – The Austin 7 Club Inc.
Venue – Winton Motor Raceway, Winton Near Benalla, Victoria. | |

July, 2019

- | | | |
|-------------------------|--|---|
| Sunday 14 th | Bygone British Brands – Gippsland Vehicle Collection
An all-day event.
Display at the Maffra Shed, 1A Sale Road, Maffra, Victoria. | Leigh Shields 0429 164 763
Sue Lawrence 0428 456 614 |
|-------------------------|--|---|

October, 2019

- | | | |
|--------------|---|-----------------------------|
| Saturday TBC | The Croydon Hills Men's Shed Car Display – A Supported Event.
Venue – Croydon Hills Baptist Church, Cnr. Bamboka and Plymouth Rds., Croydon Hills, Victoria. | Mike Allfrey (03) 9729 1480 |
|--------------|---|-----------------------------|

Special Note: This 'Other Motoring Events Directory' lists only those events NOT organised by the ABCCC. There have been other events placed in the original directory and, some of these have overlapped our own events. There have been concerns raised about non-ABCCC events appearing to out-promote those that our club has organised for its members.

HOW OTHER CLUBS HAVE A GOOD TIME

The Bristol (City and County of) Masonic Classic Car Club

Three enjoyable events took place during the summer:

The first event was a 'Drive It' day on the 22nd April. Organised by BMCCC we were joined by members of the Worcestershire Masonic Motor Club and Classic car enthusiasts from the Province of Gloucestershire.

Not the Bristol 403 mentioned here, but a fine example.

Good weather assured a really good turnout with 50 cars assembled at Whitminster Inn, Gloucestershire at 10:00. We then set out to drive a fantastic route very well constructed by Jim and Jennie Shine, returning to the Whitminster at 14:30 for Sunday lunch. Over 100 dined, and during the afternoon everyone enjoyed a good chinwag as you would expect classic car enthusiasts to do. Our (soon to be at the time) PGM Jo Davis thanked the visitors



from Gloucestershire and from Worcestershire for joining us. The club presented an award to the best modern Classic car being the Ferrari 458 Spider owned by James Bragg, and the best pre-1970 Classic being a 1954 Bristol 403 owned by Clive Best.

The next event was at the Hoggs Head Classic Car Show in Abergavenny (Wales), organised by the Province of Monmouthshire. The weather was kind again, and after a pleasant steady drive we had an enjoyable afternoon.

The final event was the Highnam Court Family Day and Classic Car Show, hosted by the Province of Gloucestershire. A really good turnout of BMCCC cars, many of them meeting at the Masons Arms near Thornbury for breakfast, then a nice drive to Highnam Gloucestershire. Strawberries and cream were presented to us all on arrival. A really pleasant day was rounded off by a drive home through the Wye Valley stopping for a bite to eat.

Thanks to all the BMCCC members for their support in 2018, and the committee members who were always keen to help. Thanks also to the President of the club our PGM (himself a classic car enthusiast) who attended all of the events in his Morgan. We look forward to another good year for the club in 2019.

Anyone interested in joining the club, please E-mail: info@bmccc.org. You will be made very welcome.

Steve Hall – Secretary and Treasurer, BMCCC.

2000 Circle – Sunday Lunch At The Anchor, Oldbury.

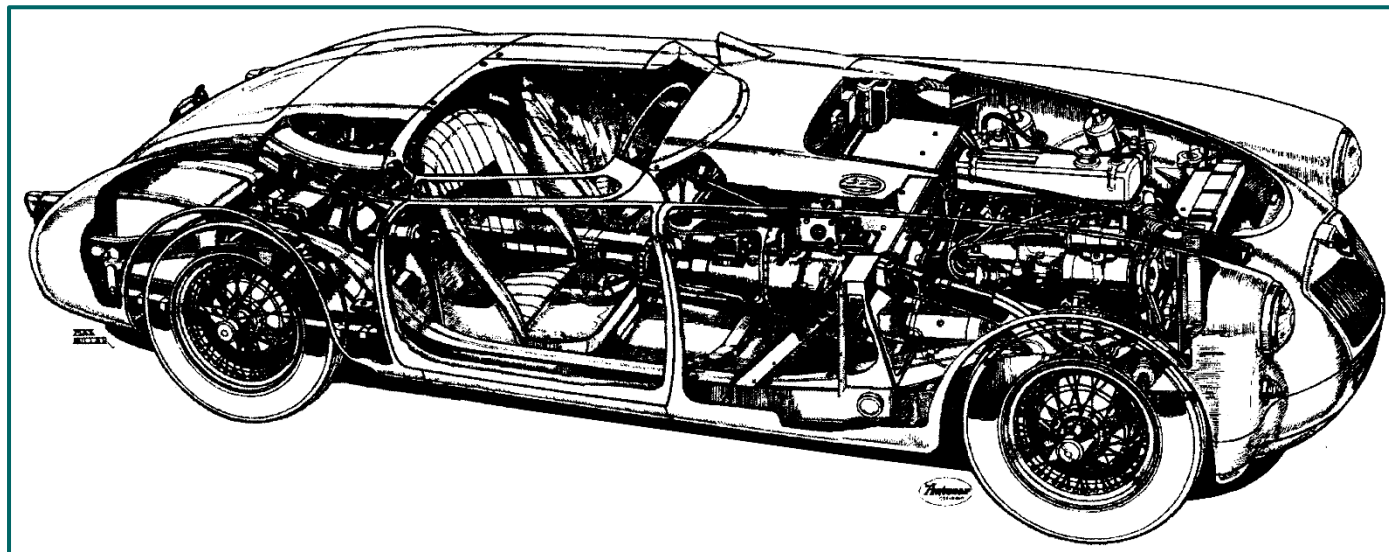
The 2000 Circle continues to be active and seems that each event is well supported by the members and friends. This Year under the current President W Br. Mike Satherley, the circle continues to prosper with fully subscribed events such as a visit to The Royal Mint, a skittles evening and now the ever popular and annual event, a lunch at this beautiful pub. The Anchor at Oldbury is a nice cosy place with a menu that meets all tastes.

The usual banter, leg pulling and laughter reaching a crescendo made all the other patrons want to join such a happy band of people.

Prakash Dewani – PJGW.

Article supplied by Patrick and Joan Swinchatt.

BACK IN CIRCULATION – MG Getting Ready For Le Mans



Above: The box section frame is noteworthy for the method used to transfer front suspension loads to the deep scuttle cross member. There is a considerable increase in the section of the frame where it diverts from a straight line. The driver and passenger seats are placed each side of the central tunnel between the frame side members. Note: This illustration was originally across two pages in the magazine. Can you spot the join line?

It is indeed good to contemplate the return of the M.G. Car Company to competitive racing and to look forward once more to seeing the magic octagonal emblem on the circuits. The reappearance is to be at Le Mans, on the same circuit as a works-sponsored team last raced just 20 years ago. On that occasion in 1935, the team (all women – Miss Joan Richmond and Mrs. G. Simpson, Miss Doreen Evans and Miss Barbara Skinner, Miss Margaret Allen and Mrs. C. Eaton) drove strictly to schedule finishing 24th, 25th and 26th respectively in classification and qualifying for the Biennial Cup. Alas, the firm's decision soon afterwards to retire from racing meant that this qualification was not to be taken up in the following year.

Right: A fleet of M.G.s Arrives at Brooklands in pre-war racing days. (The pits are delightfully open for viewing!)



The name of M.G. has been associated with sports car racing since 1923 when Cecil Kimber, at that time general manager of Morris Garages, prepared a very special version of the then current Morris-Oxford. Taking an 11.9 h.p. Hotchkiss engine from the production Morris Cowley, he converted this standard side-valve unit to o.h.v. with push-rod operation, and as a result of careful building and preparation, the car put up a most creditable performance.



Left: The new shape departs completely from traditional M.G. lines and its contours are a clever compromise between design for aerodynamics and eventual production.

In 1928 the M.G. fortunes were really founded with the introduction of what has become perhaps the most famous sports car of all, the M.G. Midget. It was constructed almost entirely from Morris Minor components and set the standard for small sports cars over many years, giving a high performance with reliability and low upkeep costs. During its development over the years its competition successes were legion, though perhaps the most outstanding lay in the performance of record-breaking cars for Goldie Gardner and for George Eyston.

In classes F and G, M.Gs. registered speeds of 204 and 203

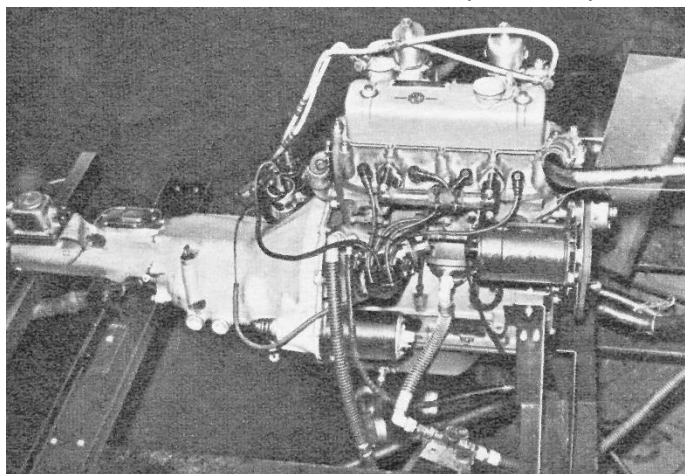
m.p.h. respectively for the flying kilometre as long ago as

1939. The culminating model, EX179, built for George Eyston, last year set up a new 10-mile record in class F (1,100 to 1,500 c.c.) at Utah, U.S.A., when it achieved 153 m.p.h.

Throughout its history, the policy of the M.G. company has been to compete with cars developed from their standard production models, and the 1955 Le Mans car, designated EX182, is a further example of this policy.

The car has been built to provide information for a production version. Thus the general design, materials, and method of construction could be reproduced in quantity and the resultant vehicle would sell at a reasonable price. Responsible for the design and development is Sidney Enever, M.G.'s chief engineer, who has grown up with the company since his schooldays. Having learned the hard lessons as a racing mechanic in earlier days, his thorough practical knowledge and experience on such a project must be invaluable.

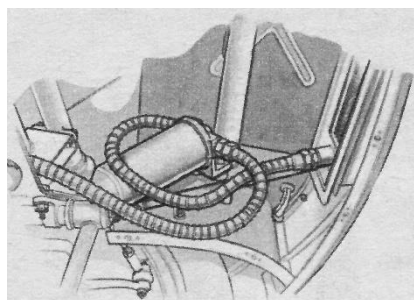
The four-cylinder o.h.v. engine, with a bore of 73.025 mm and stroke of 89 mm, has a three-bearing crankshaft and is basically the B.M.C. B-type unit, but the white metal bearings of the connecting rods and big-ends have been replaced by the lead-bronze types necessary for the higher speeds and loads imposed. The compression ratio has been raised to 9.4 to 1, and the speed range extended upwards by approximately 40 per cent.



Right: Developed from standard production units produced in large quantity, the engine is fitted with a modified cylinder head and twin carburetors. the obverse balance pipe for the induction system is apparent. special close-ratio gears are fitted in the otherwise standard production gear box.

Although the cylinder head retains the same basic shape of combustion chamber, it is new, and the valves are of larger diameter. Improvements to the gas flow have been undertaken by the Weslake company, and a certain amount of scooping out of the combustion chamber around the valves is evident. The inlet ports are siamesed. Balance between the cylinders is provided by extending the inlet ports through to the sparking plug side of the head, and connecting with an external fabricated pipe. This is claimed to give much better results under part-throttle conditions than the more normal pipe between the induction stubs. It also opens up all sorts of possibilities for multi-carburettor arrangements if required.

The basic B-type engine was designed as a very short unit in the production version and the connecting-rod bearings are, therefore, offset from the cylinder centre line. The lands between the cylinder bores are rather narrow and there is no water space between the exhaust valves. To reduce the possibility of gasket troubles with the increase in compression ratio and, therefore, cylinder pressures, the cylinder head gasket has been eliminated and the mating faces of the head and block scraped and lapped; this method has proved very satisfactory during extended bench tests.



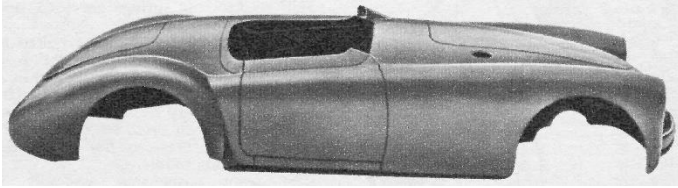
Left: A view from underneath the chassis reveals the chassis-mounted oil filter and flexible pipes connecting to the oil cooler (at right).

Twin 1¾-in diameter S.U. carburetors of semi-downdraught type are fitted. Valve lifts and opening periods have been increased and, in its present form, the engine delivers 52.5 b.h.p. at 6,000 r.p.m., with a peak brake mean effective pressure of 142 lbs. per sq. in. at 4,500 r.p.m. Fuel is fed by twin S.U. high-pressure fuel pumps to the carburetors from the 20-gallon tank, which is mounted at the rear between the chassis side members. The pumps are located on a rear cross member. The full-flow oil filter has been removed from the engine and is placed on the chassis, just behind the oil cooler in the nose of the car.

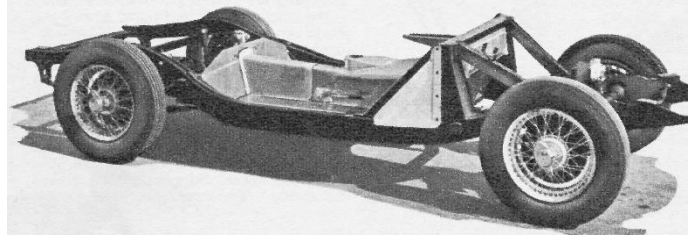
Close Ratio Gears

The B.M.C. B-type gear box and combined clutch housing is mounted to the cylinder block at the rear engine plate, and the drive is through an 8-in. single dry-plate Borg and Beck clutch. Special close-ratio gears are fitted, having synchromesh on fourth, third and second. The gear ratios are: top direct, third 1.268, second 1.62, and first 2.45 to 1. A centrally mounted, remote gear change linkage extends rearwards from the main box with a short vertical shift lever.

From the extended tail bearing of the gear box, a Hardy Spicer double universal shaft carries the drive to the orthodox, three-quarter floating hypoid rear axle. Again, this is a standard production B-type unit which has been provided with a special crown wheel and pinion to give the ratio of 3.7 to 1.



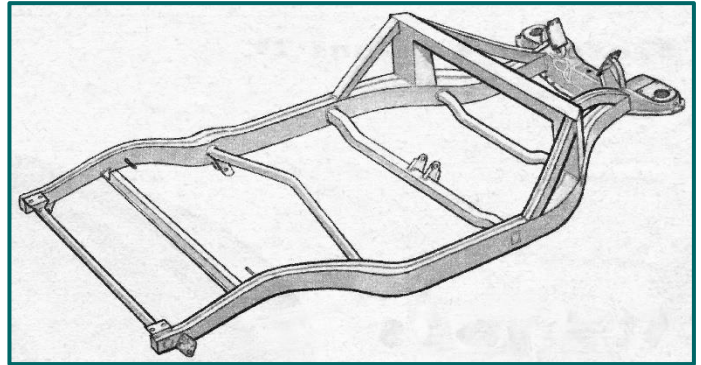
Above: The chassis frame has been designed with ample inherent stiffness in order to provide a self-contained body of low weight. The box section frame permits the use of normal opening doors.



Half-elliptic rear springs are used, and the axle movements are damped by Armstrong piston-type dampers bolted to the inside of the chassis frame and connected with the normal arm and drop link. Rubber bump stops are fixed to the underside of the swept-up frame side members, and rebound is checked by canvas web straps anchored between the frame and spring-mounting saddle.

The front suspension assembly is standard, as used in the TD and TF models, and consists of unequal length wishbones and coil springs. Short upper wishbones are attached at their inner ends to the operating shafts of the Armstrong piston-type spring dampers. Manufactured as two identical forgings, the wishbone arms are linked by two bolts running fore and aft, the outer one passing through the upper king pin post. The lower wishbone is a three-piece steel pressing, the channel-section arms being identical. They are bridged by, and bolted to, a central section which also forms the lower abutment of the helical coil spring. The upper abutment for the spring is the top-hat section of the frame, to which is also bolted the conical rubber bump stop.

Right: The deep box section frame and six cross-members welded at all attachment points reveal the rigidity of the frame.



Steering is by pinion and rack which extends across the full width of the frame. It is connected to the wheels by a short shaft at each side, through a forward-facing steering arm, forged in steel and bolted to the stub axle. A single universal joint is placed in the shaft connecting the rack and pinion assembly to the steering wheel. Two bearings are provided in the steering column, one at the main bulkhead and one from a pendant bracket behind the instrument panel.

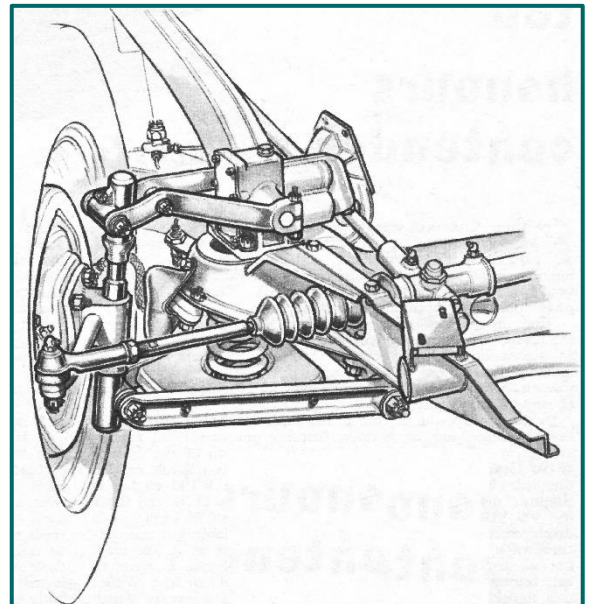
The box section frame sweeps upwards over the rear axle. Each side member consists of two channel sections with turned-out flanges, placed together and welded throughout the length at its mid-section. This frame is a direct development of the one used in the record-breaking EX179, and an outstanding feature is the method of bracing the main scuttle section with box-section struts to the side members. In this manner the front suspension anchorages are made extremely stiff, with little likelihood of deflection. Six cross-members are provided, the front one being very deep in section and of top-hat form, arc welded joints are used throughout the structure.

Although the chassis frame must be adjudged rather heavy, it will undoubtedly stand up to the very hard work it will be called upon to do in trials and competitions. Furthermore, it permits the use of very light bodywork, since the body is not relied upon for stiffness.

Hydraulic Brakes

Left: The wishbone and coil spring front suspension, with forward-facing steering arms connected to the rack and pinion as in the production TD and TF models.

Lockheed hydraulic brakes are fitted, having an effective size of 10-in. diameter by 1¾-in. wide. At the front they are of two-leading shoe construction, while at the rear, leading and trailing shoes are used. Operation is by a pendant pedal mounted on the scuttle and connected to the master cylinder by a short operating rod. This unit also contains the master cylinder for clutch operation connected to a similar pedal placed alongside on a common bracket. With a car dry weight of 14-cwt. and cast iron drums, the brakes appear small for a race such as Le Mans, and an increase in diameter could be very beneficial.



The body is a complete departure from previous M.G. practice and can be described as fully enveloping, with extremely beautiful lines. Constructed of 18-gauge aluminium alloy, the panels are secured to steel body framework by countersunk rivets. The orthodox type of chassis frame permits normal opening doors, hinged at their forward ends; and the bucket-type seats are situated low down in the section formed between the propeller-shaft tunnel and frame side-members. A sheet metal tonneau cover is fastened with Dzus fasteners over the passenger side to reduce wind drag.

Among The Classics

A lift-up type bonnet, hinged at the scuttle end, provides access to the top of the engine compartment. The film block type of radiator is mounted vertically on the front cross-member and the oil cooler is situated much farther forward low down in the nose with a separate air entry. In days gone by the radiator was the pride of many car owners, and the M.G. design was certainly among the classics. The designers are to be congratulated on providing an extremely attractive grille, retaining the classical M.G. appearance, yet blending so well into the streamline form.

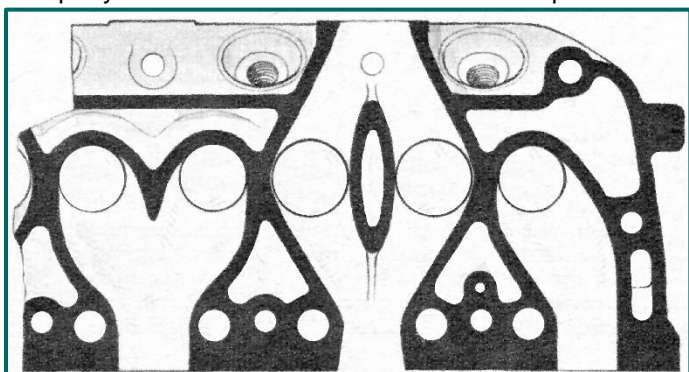
Lower Right: To combat the notorious early morning mist, a powerful lamp is placed in the right hand side of the grille.

The underside of the car is covered completely with a light alloy pan and low drag figures are claimed for the models which have been air-tunnel tested. At the rear, the spare wheel is mounted horizontally above the rear axle and attached by a dummy hub to a chassis cross-member. Access to the spare wheel is gained through a hinged lid in the tail. A quick-action filler of Monza type protrudes through the rear panel.

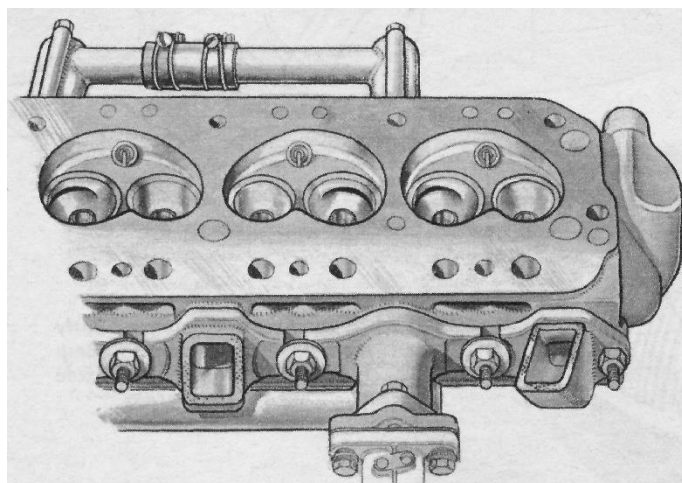
Dunlop centre-lock wire wheels of Rudge pattern have light alloy rims. At the front, 5.50-15-in. tyres are fitted and at the rear 6.00-15-in. A 12-volt positive-earth electrical system is fed by a lightweight 37 ampère-hour battery, mounted at the rear.

Prime Object

This, then, is the vehicle which will hail the return of the M.G. company to the competitive field, and the lessons learned undoubtedly will have great influence on the type of car marketed for the public in the future. It is obvious that no attempt has been made to produce a car intended to win its class regardless of cost, and with little resemblance to a nonnal road vehicle. This year the qualifying speed in the 1½-litre class is a little under 80 m.p.h., and the prime object of the company is that the cars should finish at this speed.



Above left: This transverse section through the cylinder head shows how the siamesed induction ports are extended to the sparking plug side for fitting external balance pipe. At



right: An inverted view of part of the the cylinder head with the heart shaped combustion chamber resulting from work carried out by Weslake and Co.

Two entries have been accepted for this year's Le Mans race, the cars to be driven by R. W. Jacobs and J.J. Flynn and Ken Miles and J. Lockett. A third car has been nominated in the reserve list, and at present stands fourth in that classification, with a good chance of completing a triple entry should there be withdrawals between now and 11th June.

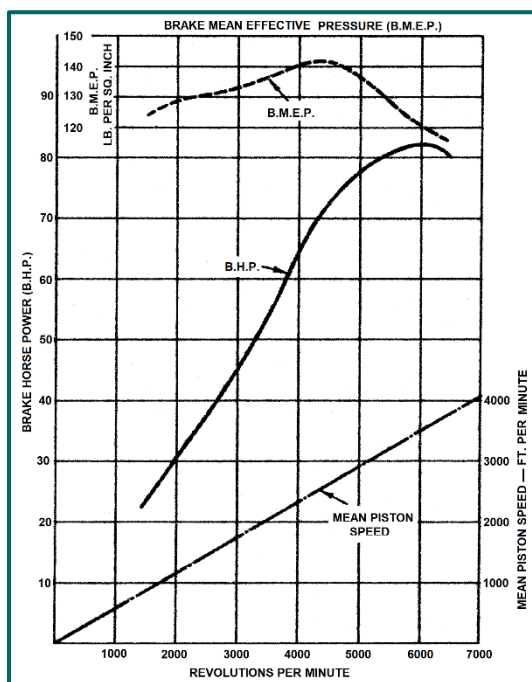
Le Mans M.G. Specification

Engine: 4 cylinders, bore: 73.025 mm, stroke: 89 mm (1,489 c.c.). Compression ratio 9.4 to 1. Three-bearing crankshaft, lead indium bearings. 82.5 b.h.p. at 6,000 r.p.m. Maximum b.m.e.p.: 142 lb. per sq. in. at 4,500 r.p.m. Heart-shaped combustion chamber with vertical valves operated by rockers and push rods from single side camshaft.

Transmission: Dry single plate 8-in. diameter. Ball type clutch withdrawal race. Gear box, four forward speeds and reverse, with synchromesh on second, third and top. Remote control gear change. Hypoid rear axle with bevel gear-type differential. Overall gear ratios (with 3.7:1 axle ratio), top, 3.7; third 4.712; second 5.994; first 9.065 to 1. 21 m.p.h. per 1,000 r.p.m. of engine, with 6.00-15-in. rear tyres, in top gear.

Suspension: Front, independent, wish-bones and coil spring, piston-type dampers. Rear, half-elliptic leaf springs, piston-type dampers. **Brakes:** Lockheed hydraulic, two-leading shoe front, leading and trailing shoe rear. Drums 10-in. diameter by 1¼-in. wide. **Steering:** Rack and pinion.

Wheels and Tyres: Dunlop wire wheels with light alloy rims. Rudge type hubs. Tyre sizes, front 5.50-15-in.; rear, 6.00-15-in. **Electrical Equipment:** 12-volts positive-earth; 37 ampère-hour battery. **Fuel System:** 20 gallon tank. Twin high pressure S.U. electric feed pumps. **Main Dimensions:** Wheelbase, 7-ft. 10-in. Track, front 3-ft. 11½-in., rear 4-ft. 0-in. Overall length, 12-ft. 6-in. Height 3-ft. 5-in. (excluding screen). Ground clearance, 6-in. Dry weight, 14-cwt. (1,596 lbs).



Left: Performance indicators for the Le Mans M.G. engine

From – *The Autocar*, 3rd June, 1955 – With Thanks.

COOK'S TOUR COMPLAINTS – Continued

10. 'I think it should be explained in the brochure that the local convenience store does not sell proper biscuits like custard creams or ginger nuts.'
11. 'The roads were uneven and bumpy, so we could not read the local guide book during the bus ride to the resort. Because of this, we were unaware of many things that would have made our holiday more fun.'
12. 'It took us nine hours to fly home from Jamaica to England. It took the Americans only three hours to get home. This seems unfair.'
13. 'I compared the size of our one-bedroom suite to our friends' three-bedroom, and ours was significantly smaller.'
14. 'The brochure stated: 'No hairdressers at the resort.' We're trainee hairdressers and we think they knew and made us wait longer for service.'
15. 'When we were in Spain, there were too many Spanish people there. The receptionist spoke Spanish, the food was Spanish. No one told us that there would be so many foreigners.'
16. 'We had to line up outside to catch the boat and there was no air-conditioning.'
17. 'It is your duty as a tour operator to advise us of noisy or unruly guests before we travel.'
18. 'I was bitten by a mosquito. The brochure did not mention mosquitoes.'
19. 'My fiancée and I requested twin-beds when we booked, but instead we were placed in a room with a king bed. We now hold you responsible and want to be re-reimbursed for the fact that I became pregnant. This would not have happened if you had put us in the room that we booked.'

ANOTHER SPACE FILLER

A Texan rancher comes to Ireland and meets a Kerry farmer. The Texan says : "Takes me a whole goddamn day to drive from one side of my ranch to the other." The Kerry farmer says: "Ah sure, I know, sir. We have tractors like that over here too."

PEDESTRIAN CONGESTION

In the February-March issue of *Royalauto* (2019), on pages 14 and 15, there is a photograph of Bourke Street in the old black and white format. Initial reaction to the viewer, indicates that it was a photograph from the past – but no, there is a time (3:17 pm) and date (21st December, 2018) notation in the illustration of how we are today. Not a good sight!

Recently, I had cause to walk along the length of Bourke Street from Parliament Station to the RACV City Club. The walk was a real eye-opener for me, and the photograph confirms it for me. The pre-lunch walk along the pavement, on the correct side of the road was extremely obstructive. It was a circumstance that I was the only person in the crowded street who was actually looking where I was going. The crowd mass resembled Delhi in India, but while walking along a Delhi Street, on-comers give you a smile in greeting and, frequently move aside for you. Not so in Bourke Street, and the *Royalauto* photograph tends to confirm my recent Bourke Street experience.

The photograph shows just one person who is smiling at someone, the rest of the crowd do not look at all happy. The photograph is just a fleeting moment, say 1/250th of a second, but it is very revealing. Walking along the street, I had a distinct impression that I was the only one actually looking where I was going and, I was the only one who avoided being trampled on. The photograph shows many people with headphones over, or electrical cables protruding from their ears and glumly looking at device displays in total absorption and completely unaware of what is going on around them.

That is a major problem and the fact that Melbourne City Council is closing in on placing 'Walk', 'Do Not Walk' lights into the pavements (gender-equal of course) at street corners says a great deal about our modern ways. But how many are going to actually notice the new indication lights?

It would be good if *Royalauto* could publish a similar photograph from, say, 1966. Maybe people were happier then?

Mike Allfrey

The advertisement on Page 16 comes from *The Motor* – 7th May, 1935 – With Thanks.

The occasion – The Royal Jubilee.

A decorative border with a repeating floral and scrollwork pattern surrounds the text.

“Their Majesties,
God Bless Them.”

We value our position as subjects of King George and Queen Mary too highly to use our love for them as a cloak for selling Jowett cars.

Therefore, on this happy occasion we make the whole of the staff at Idle vocal, and send to their Majesties a fervent “Long Life and Happiness.”

And our wives and children join in the prayer.

JOWETT CARS LTD., IDLE, BRADFORD