



YOUR ABCCC NEWS

ISSN 2208-0112

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N^o. 228

May, 2019

REX'S BIG DAY OUT



Wally Thompson's Humber parked at Radio Springs Hotel. Note the facilities for 'recharging' e-vehicles. I don't think the Humber or the Porsche in the next bay need recharging?



Associations Incorporation Registered Number: A0035462V



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

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Committee Member	Greg Anglin	(03) 9876 3293	
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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

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 13.

May 2019

Sunday 19th The Big 'M' Run – An ABCCC Event Geoff and Judy Birkett (03) 9755 1772
This is 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
Start Venue: EastLink BP Service Area (Southbound).

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 – Killara Estate Winery, Corner of Sunnyside Road and Warburton Highway, Seville East.

August 2019

Thursday 1st to Wednesday 14th ABCCC Tour to Broken Hill – An ABCCC Event. Maxine Pettigrew (03) 9739 1146
Please Note: 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 Shire. hydewood@bordernet.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 – Yarrowonga Area.

December 2019

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

EDITORIAL RAMBLINGS – Issue N^o. 228

Hello to our readers, the editorial computer seems to be working well, after costly repairs and adopting the policy of printing off E-mailed items and manually re-typing articles directly into my MS Word document. Modern life is supposed to be easier for us, but judging by the frowns and deep concentration on faces of those pedestrians and shoppers who surround us, while using mobile devices, one has to really wonder if we have progressed at all. On a visit to a local shop for some new heads for my electric toothbrush, and then only to be told that such are no longer available (for a recently bought toothbrush), but, if I bought a new toothbrush it would come with blue-tooth connectivity. Not for me thanks!

Our hobby is in a strange situation, going for a radiator repair recently, I discovered the business I used to use no longer exists. This is increasingly common in these modern times. Another business that has closed down its traditional core activity, older engine reconditioning, is now under contract exclusively to Ford Australia. Then there was the case where the Old Auto Rubber Company was sold to a group called Spectrum Rubber, which in turn, but not confirmed, soon sold all of its tooling and production machinery to some company in China.

This news was rather annoying for me, because I had worked with O.A.R. Co., to make some rubber radiator mounts and paid for the tooling, so that the mountings could be manufactured. All of that is now gone, and that is just one example of what is happening here. Maybe, as a club we should make a start on a list of businesses that are related to our hobby and make it available to our members and others?

The modern car makers have been successful, by bringing in the current seven-years of warranty, but keeping their customers 'in house' during that period. Vehicle reliability has improved dramatically as well – provided the motor car is maintained by the book. One service missed and the warranty is probably then void. Making a warranty claim at 6¾ years' use of the motor car – that would be interesting.

Mike Allfrey – Jupiter, Bringer of Jollity!

PLEASE NOTE!

Printed copies of *Your ABCCC News* will not be posted during the period June to August, 2019. Due to there being a small number of our club members who do not have an E-mail facility, a volunteer printer has offered to cater for those small requirements only.

Rick and Gill are going to be on holiday overseas – we all wish them a safe journey and enjoyable experiences wherever they go. BON VOYAGE!!

Mike Allfrey – Editor.

ROVER 105-S

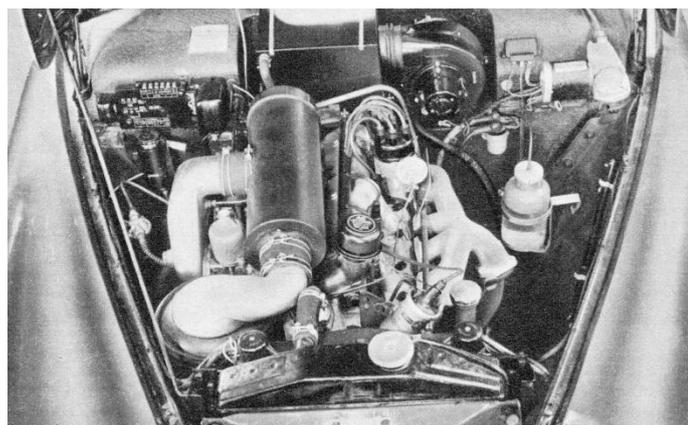
Synchromesh Edition Of Rover's Most Powerful Model Is Swifter But No Less Silent Or Smooth

Recent opportunity to supplement a full-scale test of the Rover 105 R earlier this year (*vide TheMotor* of February 13th) with something over 2,000 miles of British and Continental motoring in a 105-S model was particularly welcome. These two models are identical except that the 'R' has Roverdrive automatic transmission and the 'S', a four-speed synchromesh gearbox with Laycock de Normanville overdrive. Direct comparisons are thus, both possible and interesting.

In terms of maximum speed, the difference is not great, but appreciable, with a recorded mean of 95.7 m.p.h. (and a best of 101.1 m.p.h.) for the model under review, compared with a 93.9 m.p.h. mean (and 95.7 m.p.h. best for the 'R'). Tests of the 'S' unfortunately had to be carried out on a day of gusty wind and it is probable that a slightly better mean figure would have been obtained in still weather.

As one would expect, acceleration from a standstill is markedly better with the synchromesh model in the hands of a skilled driver. Rest to 50 m.p.h. times, for example, were 11.9 sec. and 17.4 sec. respectively whilst, higher up the scale, the time required to reach 70 m.p.h. from rest on the 105-R more than sufficed to reach 80 m.p.h. with the synchromesh model. Examination of the standing-start figures as a whole shows that a reduction of nearly 25 percent in the 0-30 m.p.h. time increased to an advantage of more than 30 percent, in the times taken to reach the higher speeds. In practice such comparisons do less than justice to the automatic-transmission model, because what a skilled driver can do, on occasion, and what he (or a driver of more average ability) does in fact do in the normal way, are two very different things; there are certain conditions in which the automatic transmission actually has the advantage.

Comparing the 10-30 m.p.h. and 20-40 m.p.h. acceleration figures in the direct top gear of the 'S', with those in the drive range of the 'R', shows 8.1 sec. and 8.7 sec. respectively, compared with the 5.9 sec. and 7.8 sec. of the 'R'. Above 40 m.p.h., the advantage is appreciable with the direct drive of the synchromesh model. In making a choice between this pair of cars, therefore, the wise motorist will consider these points very carefully.



Although the six-cylinder 2.6-litre engine takes up a fair amount of room under the bonnet, components needing routine-checking are easily reached. As seen here, the brake fluid reservoir (o/s bulkhead), coil and oil filler (behind radiator), ignition distributor (above exhaust manifold) and sparking plugs can be reached without trouble. Air for the two horizontal S.U. carburetors is drawn via an oil-bath cleaner and separate silencer.

On the score of cost, the advantage is, of course, with the synchromesh model. Not only is there an initial advantage of £36 in basic cost (£54 when British purchase tax has been added), but there is an additional gain in fuel consumption. This is particularly noticeable at higher speeds, the 105-S for example, recording the excellent figure of 22.5

m.p.g, in overdrive at a constant 80 m.p.h., which is fractionally better than the figure for the automatic-transmission model at 70 m.p.h. In terms of overall consumption, the model under review showed 23.7 m.p.g. compared with the 20.1 m.p.g. of the 105-R with automatic transmission.

As most readers are aware, both the 105 models differ from the well-tryed 90 in having a high-compression two-carburettor edition of the 2.6-litre engine developing an extra 15 b.h.p. at 250 r.p.m. less. That this increase in compression ratio has not resulted in lack of flexibility will be noted from the unusual fact that it was possible to record acceleration figures from as low as 10 m.p.h. in overdrive. Indeed, the 105-S steamed away from this speed with far less fuss than many cars reveal in normal top gear. On the other hand, it must be recorded that the car did not respond as well as most to second gear starts from rest. Such starts were quite possible, but required care.

As one expects from Rovers, the standard of quietness is excellent, whilst all under-bonnet details requiring routine maintenance are easy to reach. Two refinements are a combined fuel-and-oil-level indicator on the facia board (in addition to an engine oil level dip stick) and the mounting of the electric petrol pump in the boot where it is accessible, yet isolated from engine heat.

The gear change on the 105-S follows normal Rover practice, employing a modified form of remote control which leaves the front compartment relatively clear without going to the complication of a steering-column linkage. On the model tried, it worked tolerably well provided it was moved with a certain degree of deliberation. In the matter of noise, the transmission is pleasantly unobtrusive under all conditions.

The arrangement of the Laycock-de Normanville overdrive on this model is one of the best we have tried. The normal small lever for finger-tip operation is provided on the steering column but, thanks to a degree of automatic operation, this is more of an over-riding control than pure manual operation. In the first place, the hand control is supplemented by a kick-down switch so that, when in overdrive, it is necessary only to depress the pedal against a definite extra pressure to regain direct drive for acceleration or hill climbing; when this has been done, direct drive remains engaged until the throttle is eased back to approximately the half-open position, when the device will revert, almost imperceptibly, to overdrive. Alternatively, direct drive can be obtained when required simply by moving the control switch irrespective of the throttle position – with, however, the important proviso that unless the throttle is one-eighth open or more, the change will not take place; as a result, there is never any shock through engagement on the over-run. The arrangement also has the advantage that the control lever can, in fact, be used as a preselector when braking for a corner, the driver flicking the lever into 'direct' as he comes into the bend, knowing that the actual engagement will not take place until he opens the throttle for subsequent acceleration.

A somewhat similar preselector effect is obtained when accelerating hard in direct top, in that the driver can move the lever to 'overdrive' at any convenient moment, engagement not actually taking place until the throttle is eased back to approximately, the half-open position – again avoiding any shock.

Suspension, steering and cornering all reach a very acceptable standard, with no objectionable pitch or float and no appreciable roll unless the car is cornered drastically. The degree of understeer is less pronounced than on some earlier Rovers and the steering has a strong self-centring action. Under normal conditions, it provides a very adequate degree of precision and 'feel', although by no means free of road reaction over rough going.

Regarded in the light of a fast touring car, in fact, the Rover shows up well in all these respects, although not reaching the best sports-car standards. As, however, it is as a high-performance touring car rather than a sports machine that this Rover must be regarded, it would be unfair to criticise it from the latter angle.

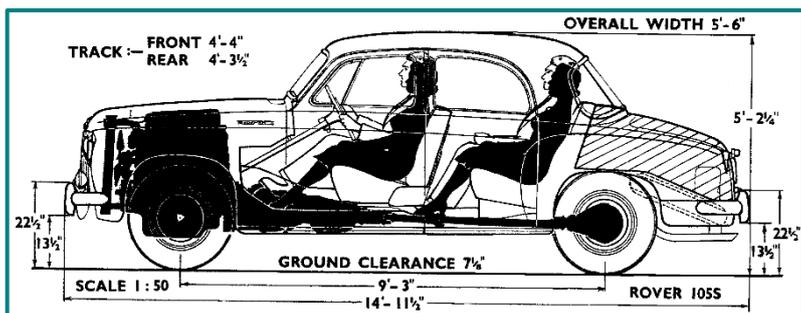
Aided by a vacuum servo, the Girling two-trailing shoe brakes combine good stopping powers with moderate effort and gave no worry on the score of fade. The slightly unusual 'shepherd's crook' type of side hand brake familiar on Rovers for some years now is both convenient and powerful, although the side position means that the driver needs to use both hands when starting from rest instead of only one as when brake and gear lever are adjacent.

The controls and instruments are laid out in simple business-like fashion with no pretensions at styling for styling's sake, but with a very definite eye to driver needs. The dials, in particular, have clear faces with white figures on black. As will be seen from the tabulated data, the instruments provided are comprehensive, details worthy of special note being a choke warning lamp which lights up if the choke is left in operation after the engine is warm, the combined fuel-and-oil gauge mentioned earlier, and a rather unusual arrangement of lighting switches which makes the best of both worlds, with both a foot dipper and a steering-column switch which enables the headlamps to be flicked readily as an overtaking signal. Not above criticism is a small-size horn ring which is too far from the steering wheel rim for women with small hands, and it had the additional fault of a dead spot on the car tried .

Right: Vehicle dimensions.

The separate adjustable front seats are well upholstered and give excellent support to the back; unusually, the seating position is almost too alert for some tastes. Additional comfort for long runs is provided by a wide folding central arm rest and adjustable arm rests on the doors.

At the rear, the seating accommodation is not so generous as on some cars of 2½ litres and, although three can be carried, the car shows to better advantage with only two in the rear compartment, this incidentally applying to the suspension as well, the rear seat ride is not entirely satisfactory with a full load on a long, fast run, particularly over Continental roads.



The window arrangement provides good all-round vision and the driver can see his own – but not the nearside – wing. A minor criticism is that the front windows do not quite disappear into the doors, so that, in hot weather, it is not comfortable to travel with one elbow over the side. Excellent are a pair of tinted transparent plastic visors which are good for combating a low sun without shutting out all upward vision.

As one has come to expect from Rovers, the general equipment is both extensive and well planned, including such items as a map reading lamp which does not dazzle the driver, courtesy switches for both this and the rear interior lights, a cigar lighter, convenient spring-up arm slings in the rear, a lockable glove compartment in the fascia, map pockets in both the front and rear compartments, and a handy tool tray for small items under the fascia board. Larger tools are carried in the wing recesses of the rear boot, which is of sizeable dimensions, but would be improved with a level, instead of a sloping floor. Other items of equipment include a fairly elaborate heating and demisting system, variable instrument lighting and a pair of fog lamps.

In short, the Rover 105-S follows closely in the Rover tradition for quality, refinement and finish, with an added degree of performance which brings it almost into the 100 m.p.h. class.

Specifications

Engine

Cylinders	6
Bore	73.025 mm
Stroke	105 mm
Cubic Capacity	2,638 c.c.
Piston Area	38.93-in ²
Valves	Overhead Inlet Inclined Side Exhaust
Compression Ratio	8.5:1
Carburettors	2 S.U. Horizontal HD 6
Fuel Pump	S.U. Electric
Ignition Timing Control:	
	Centrifugal and Vacuum
Oil Filter	AC-Delco, Full Flow
Maximum Power at	108 B.H.P. 4,250 r.p.m.
Piston Speed at Maximum B.H.P.	2,928 ft. per Min.

Transmission

Clutch	Borg & Beck 9-in. s.d.p.
Top Gear (s/m)	4.30 (overdrive 3.34)
3 rd Gear (s/m)	5.932
2 nd Gear (s/m)	8.785
1 st Gear	14.506
Reverse	12.765
Overdrive	Laycock de Normanville: Solenoid Operated
Propeller Shaft	Divided Hardy Spicer
Final Drive	Spiral Bevel
Top Gear m.p.h. at 1,000 r.p.m.	18 m.p.h. (Overdrive 23.3)
Top Gear m.p.h. Piston Speed at 1,000 ft.p.m.	26.2 (Overdrive 33.7)

Chassis

Brakes	Girling, Hydraulic (2 Trailing Shoe Front) with Vacuum Servo
Brake Drum	Internal Diameter, 11-in.
Friction Lining Area	176 sq. in.
Suspension:	
	Front: Independent (Coil Springs and Wishbones with Anti-roll Bar) Rear: Semi-elliptic (Progressive Rate)
Shock Absorbers	Woodhead-Monroe telescopic
Steering Gear	Burman Variable-ratio with; Re-circulating Ball Worm and Nut
Tyres	6-00-15, Dunlop or Avon

Coachwork and Equipment

Starting Handle	Yes
Battery Mounting	Under Rear Seat
Jack	Bevel Lift Tripod Type
Jacking Points	Two Each Side of Body
Standard Tool Kit:	Jack, Tyre Pump, Wheel Brace, Screwdriver, four Open Ended Spanners, Two Box Spanners, Adjustable Spanner, Pliers, Contact Breaker Key, Tyre Pressure Gauge.
Exterior Lights	2 Headlamps, 2 Sidelamps, 2 Fog Lights, 2 Stop/Tail Lamps Number Plate/Reversing Lamp.
No. of Electrical Fuses:	Three
Direction Indicators	Amber Flashers, Self Cancelling
Windscreen Wipers	Two-blade Electrical, Self Parking
Windscreen Washers	Two-jet With Toe-operated Pump
Sun Visors	Two
Instruments	Speedometer With Decima Trip, Clock, Coolant Thermometer, Ammeter, Fuel and Oil Contents Gauge.
Warning Lights	Dynamo Charge, Direction Indicators, Oil Pressure, Choke, Headlamp Main Beam.
Locks:	With Ignition Key, Ignition and Driver's Door. With Other Key, Glove Locker and Luggage Locker.
Map Pockets	Two in Front Doors, Two Behind Front Seats.
Glove Lockers	Two on Facia Panel with Lids One only if Radio Fitted.
Parcel Shelf	Behind Rear Seat
Ashtrays	One Front, Two Rear
Cigar Lighter	One, Front
Interior Lights:	One Above Instruments, Two in Rear, all With Manual and Courtesy Switches.
Interior Heater	Fresh Air Type with De-misters
Car Radio	Optional Extra
Upholstery	Leather
Floor Covering	Pile Carpet

Exterior Colours Standardised: Seven Colours (Combination of Two Colours at Extra Cost). Alternative Body Styles: None.

The Motor Road Test No. 29/57 – With thanks.

TOTALS OF NEW CARS REGISTERED IN AUSTRALIA FOR 1952

MAKE	QLD.	N.S.W	VIC.	S.A.	W.A.	TAS.	A.C.T	N.T.	TOTAL
Alvis	2	10	7	3	1	–	–	–	23
Armstrong Siddeley	10	18	27	4	1	–	–	–	60
Austin	1,119	2,514	3,278	1,439	1,240	417	49	9	1,0065
Bentley	–	9	13	4	–	–	–	–	26
Bond	3	1	–	29	5	1	–	1	40
Bristol	–	4	13	–	–	–	–	–	17
Buick	2	18	21	2	1	2	6	–	52
Chevrolet	254	838	620	222	155	60	23	6	2,178
Chrysler and Plymouth	210	779	524	159	108	85	10	4	1,852
Citroën	13	70	142	10	6	1	3	–	245
Daimler	3	25	31	8	5	1	–	–	73
De Soto	36	112	111	56	37	8	–	–	360
Delahaye	–	1	1	–	–	–	–	–	2
Dodge	162	753	415	132	87	16	5	2	1,572
F.I.A.T.	102	80	115	55	62	13	2	–	429
Ford – 8, 10, 15, 23, 30 h.p.	2,211	4,391	5,459	1,901	1,500	718	79	15	16,304
Ford – V-8 – 32 h.p.	716	1,673	1,408	385	287	135	22	3	4,631
Hartnett	–	–	3	6	2	–	–	–	11
Hillman	552	1,060	1,007	698	350	275	15	10	3,967
Holden	2,968	8,764	6,865	2,554	1,547	893	54	38	23,683
Hudson	42	126	82	34	16	15	–	–	315
Humber	198	516	478	237	135	1189	7	3	1,692
Jaguar	123	456	371	210	51	12	3	1	1,227
Jowett	16	49	79	32	20	23	–	–	219
Lanchester	9	1	7	3	5	–	–	–	25
Mercedes-Benz	49	75	40	14	3	5	2	–	188
M.G.	4	216	40	12	2	–	–	2	276
Morgan	–	2	7	2	1	–	–	–	12
Morris	1,584	5,140	4,598	1,752	1,136	882	77	39	15,208
Nash	–	8	7	6	9	–	–	–	30
Oldsmobile	–	2	–	–	–	–	–	–	2
Opel	–	–	1	–	–	–	–	–	1
Packard	4	23	18	5	2	1	1	–	54
Peugeot	26	299	137	29	67	6	5	3	572
Pontiac	16	102	98	20	15	6	3	–	260
Renault	116	540	170	53	19	1	5	2	906
Riley	36	72	111	53	28	8	–	1	309
Rolls Royce	2	13	6	–	–	–	–	–	21
Rover	72	269	419	103	55	48	4	–	970
Simca	–	16	32	1	3	3	–	–	55
Singer	58	125	256	98	54	13	3	1	608
Skoda	–	29	36	16	–	2	–	–	83
Standard	411	1,441	1,557	785	476	113	16	5	4,804
Studebaker	16	31	24	16	5	4	–	1	97
Sunbeam-Talbot	18	50	38	21	10	7	–	1	145
Tatraplan	–	1	4	1	–	–	–	–	6
Triumph	203	692	578	187	206	38	9	4	1,917
Vauxhall	624	1,883	1,427	576	374	148	28	14	5,074
Wolseley	93	301	454	132	82	37	4	2	1,125
Other British	5	4	5	6	2	1	–	–	23
Other U.S.A.	3	8	–	2	2	–	–	1	16
Other European	–	12	19	2	–	–	2	–	35
Total	12,093	33,622	31,189	12,095	8,170	4,096	437	168	101,870
Total British	7,356	19,261	20,296	8,315	5,739	2,860	294	109	64,203
Total British Per Cent	60.8	57.2	65.0	68.7	70.2	69.8	67.2	64.8	63.0

AUSTRALIAN MOTOR MANUAL – April, 1953

From the Queensland Early Ford V-8 Club – With Thanks to Peter Hibbert.

AUNTIE PAT'S FAVOURITE FARMHOUSE RECIPES

Kidney And Sausage Casserole

Ingredients

6 lambs' kidneys *Right: The Old Mill, Dunster, Somerset.*
12 baby onions
¼ lb. button mushrooms
1 oz. butter
1 oz. flour
1 tablespoon tomato puree
½ pint brown stock
½ lb. cocktail sausages
¼ lb. frozen peas
2 tablespoons dry sherry
Salt and pepper

Method

Set oven to 325 °F (163 °C) or gas Mark 3. Heat the fat in a frying pan and cook onions and mushrooms for five minutes, then place in an ovenproof dish. Skin kidneys, cut in half and remove core. Dredge them in the flour and sauté gently for a few minutes. Add tomato puree, stock, sherry and mix well; pour into the casserole. Cover and bake for about twenty minutes, then add peas and bake for a further twenty-five minutes until kidneys are tender. Meanwhile grill or sauté sausages until they are golden brown and add to dish, either whole or cut in half. Serve with potatoes and a vegetable. Serves 6.



Fruit Gingerbread

Ingredients

1 lb. plain flour
3 oz. sultanas
4 oz. milk
6 oz. butter or margarine
6 oz. treacle
rounded teaspoon bicarbonate of soda
Pinch of salt
2 eggs
4 oz. caster sugar
1 teaspoon ground ginger
6 oz. syrup

For The Icing

8 oz. icing sugar
1 tablespoon water
1 tablespoon warmed syrup
Crystallised ginger

Method

Set oven to 350 °F (177 °C) or gas Mark 4. Grease and line a 7-inch (17.8 cm.) square tin. Melt butter, treacle, syrup and sugar gently in a pan. Sift flour, ginger and bicarbonate into a bowl. Add salt and fruit. Beat eggs in separate bowl and add milk, then add to the flour mixture. To this add warmed treacle mixture and mix well. Pour into tin and bake for 45-60 minutes until firm. Cool on wire rack. May be eaten plain or iced.

Icing: Add warmed syrup to sifted icing sugar. If too thick add warmed water carefully until a dropping consistency is achieved. Decorate with ginger.



Martyr Worthy, near Winchester, Hampshire, England.

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

Pat Douglas.

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
No new members this month.			

Gordon Lindner – Membership Secretary.

FROM MY LIBRARY SHELF – By Norm Darwin

Something New

Published earlier this year by Shannons, Volume 1 & 2 of *Design to Driveway* feature Australian car design proposals from the 1960s and 1970s. Volume 1 covers the FB, HK and HQ Holden, XR GT Falcon and VH-CH Chrysler. In addition are biographies of Joe Schemansky, Peter Nankervis and Phil Zmood from Holden, Bill Bourke and Jack Telnack of Ford and Bryan Smyth from Chrysler.

Volume 2 covers the Chrysler coupes, Ford XA coupe, HQ-HX Monaro, LH-LX Torana and HK Monaro. Biographies of John Schinella (GM), Brian Rossi (Ford), Bob Hubbach (Chrysler) and Leo Pruneau (Holden) are included.

Each A4 format book is hard covered and runs to 145 pages. These were available only through Shannons and only to club members. 750 copies sold fairly quickly. There are two further Volumes in the pipe line so if you are interested in Australia car design and styling you need to become a Shannons Club Member.

Written by David Burrell the books contain images from the archives of GM, Holden, Ford and Chrysler, many never published before. A number have been seen in the *Retroautos* online magazine, edited by Burrell and published by Shannons.

From: Norm Darwin.

Something old

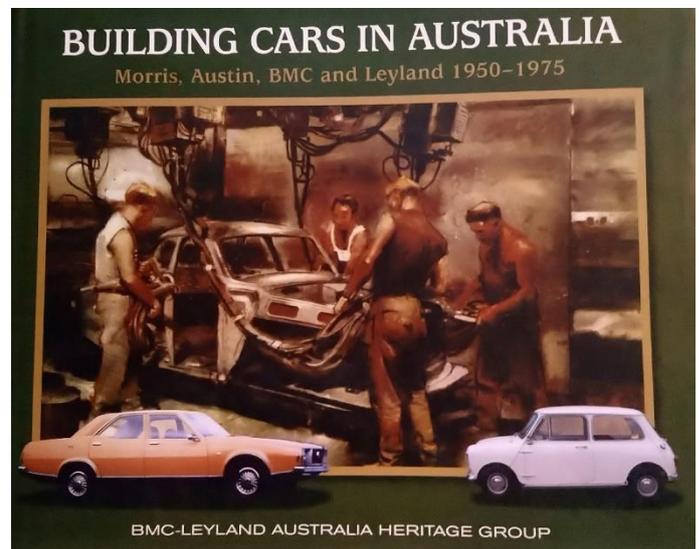
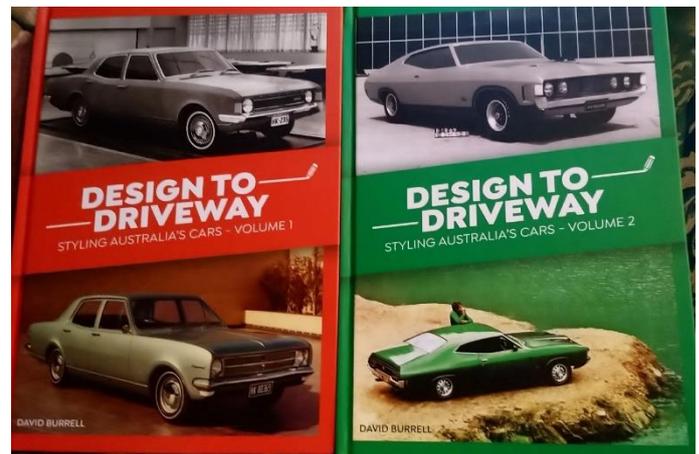
Building Cars in Australia is the story of BMC, Leyland, Austin and Morris in Australia 1950-1975. Published by the BMC-Leyland Australia Heritage Groupe in 2007 to book runs to 232 pages with a hard cover and dust jacket.

The book focuses on models produced, assembly operations and people. A history of the beginnings at Sydney's Victoria Park by Lord Nuffield's Morris organisation is given space but the work fails to mention early activities in Victoria pre-war.

Priced at \$60 when new the book is hard to find these days. If you own one of the unique Australian BMC models there is plenty to absorb and over 400 illustrations to view.

From: Norm Darwin.

With thanks to Betty Taylor.



IT'S TIME THE AUTO WORLD TOOK A NOSTALGIC TRIP

For better or worse, I am part of the generation that sent vinyl record sales soaring to new heights last year, and whose hunger for all things analogue prompted Polaroid to bring back its One-step camera and instant film. This is a strange phenomenon. Our nostalgia is entirely invented. Maybe it can all be traced back to a handful of Instagram influencers, or maybe it's caused by genuine interest in old technology.

Either way, it's time this analogue nostalgia trip struck the automotive world. Bringing back the Mini and the Fiat 500 was a good start, but the main thing they have in common with their ancestors is their names. The original 500 was a rear-engine thing of beauty, albeit a dreadfully slow one, and the new Mini is no longer mini at all.

There are so many other discarded automotive inventions ripe for comeback: bench seats, whitewall tyres, the pillar-less coupé, huge tailfins. Peak-fin was vogue in the late 1950s, when Cadillac had towering tails reaching nearly up to the roof. The 1959 Chevrolet Impala's trunk had wildly curvaceous sheet metal leading into horizontal fins that stretched the width of the car. Some fins incorporated brake lights, others were shod with chrome. They were dangerously pointy. Such exuberant design was a by-product of economic prosperity. The front bench seat still exists on many full-size pickups. Why not put it back in sedans, convertibles and station-wagons too? You get an extra seat, and a bed in a pinch.



1959 Cadillac El Dorado

Elon Musk tried to give the jump seat a comeback. For an extra \$5,300, you can have your Model S sedan fitted with two rear-facing seats in the back. Both come with racing-style five-point safety harnesses. Jump seats were once common in station wagons. Old Volvos the V70R, for example could be ordered with flip-up jump seats in the trunk. Similarly, old SUVs such as the Land Rover Defender and Toyota FJ40 had side-facing troop seats in the cargo area. Nothing better to make the daily trip to school feel like a safari.

The inside of today's Ford Focus looks inspired by some alien craft. What happened to the clean, simple dashboards of older cars? Belying its messy name, the cabin of the 1967 Alfa Romeo Giulia 1750 GT Veloce was minimalist perfection: a horizontal strip of leather atop a horizontal strip of wood, interrupted only by two round instrument dials and a steering wheel. There may have been a heater and radio in there somewhere, too. What more do you need? The dials themselves were a minor work of industrial art so much so they've inspired an entire line of wristwatches by Autodromo.

Because modern cars are so packed with features and adjustable settings, minimal design is probably impossible. So, go the other way. Bring back real buttons. Give us a centre console that looks like a stack of vintage McIntosh amplifiers, with dials and buttons galore. The Lamborghini Miura or Lancia Delta Integrale are fine examples. Either one would be a welcome departure from modern touchscreen controls.

Entire genres of automobile have disappeared over time. Some are certainly ripe for a nostalgic comeback à la Polaroid. It would be lovely to see 'shooting brakes' return to showrooms. Modern examples of these two-door station wagons exist, but they are exotic treats. The lovely Ferrari GTC4 Lusso springs to mind, as does the new limited-edition Aston Martin Vanquish Zagato Shooting Brake. Older, more affordable models, such as the BMW Z3 M Coupé or the Volvo P1800 ES, could use a remake.

Older, more affordable models such as the Volvo P1800 ES, could use a remake. Pillarless coupés faced a similar extinction. They're defined by their lack of B-pillar, which makes for an open, breezy driving experience. Classic examples include the late-eighties' Mercedes-Benz C124, the Jaguar XJ-C, BMW 8 Series, Bentley Brooklands Coupé and countless big American coupés from the fifties, sixties and seventies. The typically American phenomenon of the four-door convertible is also worth a nostalgia trip. Think: a modern version of the 1961 Lincoln Continental convertible.

The four-door convertible, pillarless coupé, jump seats and most of these other nostalgic automotive features have one thing in common: They were unsafe. They would crumple like a tin can in a modern crash test. As a result, they were quite rightly relegated to the annals of automotive history. But what if the brightest engineering minds in the automotive industry – instead of working on perfume atomizers and massaging seats were working to make new, safe jump-seats or tail fins?

These are not insurmountable engineering problems. In 2020, we could be listening to vinyl, taking photos on instant film and driving four-door convertibles with fins and whitewalls again. There's no question cars are far better overall now than they were, but we have lost some good things along the way.

From the Association of Californian Car Clubs News, March 2018.

From the AOMC News – With Thanks.

EVENT REPORTS

WHAT WE HAVE BEEN DOING

TOUR OF MAHINDRA AEROSPACE FACILITY – Thursday 11th April, 2019

We met at 9:45 am at the Latrobe Regional Airport for morning tea/coffee, homemade slices and biscuits, followed by a brief on the airport history and current expansion program from Neil Cooper airport general manager. The first flights into the Latrobe Valley were on September 5th 1919 and the current airport became operational in June 1959.

The airport is currently has some 25,000 to 30,000 aircraft movements a year.

A reporter from the local newspaper was on hand to photograph the classic cars and interview the drivers of these vehicles; the article was published in the Latrobe Express on Monday 15th April.



Kate assisted by a friend drove five ladies who chose to do a guided tour of the Latrobe Regional Gallery to see the exhibition by Experimenta Makes Sense: International Triennial of Media Art which is a travelling modern exhibition along with other small exhibitions.

The remaining group reported into Mahindra reception to be issued with the regulatory orange fluoro vests. George Morgan's, one of Gippsland Aeronautics founders, wife lead the tour which commenced in the metal fabrication section and progressed through the facility to the final completed aircraft and on into the show room to view a range of aircraft and although Mahindra had their order books open no orders were placed by the group.

Having re-assembled at the airport we all made our way out to Narkoojee Winery for wine tasting followed by a well enjoyed lunch in the By Jorg Restaurant looking across the vines beginning their autumn display.

Graham Talmage.

Newspaper Report On Our Event

More than a dozen people and seven classic cars from the All British Classics Car Club of Victoria visited the Latrobe Valley on Thursday.

Members took a tour of the Latrobe Regional Airport after a cup of coffee and a biscuit for morning tea. Afterwards the men took a tour of Mahindra Aerospace while the women headed into Morwell for a tour of the Latrobe Regional Gallery. All British Car Club member Graham Talmage, of Boolarra South, said he was pleased to showcase the region to several couples last week.

"We're a car club that's based in Melbourne for the promotion of the historical car movement," Mr Talmage, who had a 1951 MGBT Roadster on show, said.

"We're also involved in a lot of fundraising, as earlier this year we raised more than \$58,000 for Peter Mac on a car event at Cruden Farm at Langwarrin."

"We like to promote the Gippsland area, especially to Melbourne people, and I think it's important to involve the experience of the airport in that visit to ensure we have exposure of this great facility."

After the respective tours, members from the club enjoyed lunch at the Narkoogee Winery.

"We would do at least two of these events a month and the club even goes away for weekends. We've been to Vietnam on two occasions, not taking cars of course, but as a club tour," Mr Talmage said.

"We've got about 300 members across the State and everything from Rolls Royce down to the humble Mini and everything in between."

Bryce Eishold – Latrobe Valley Express Newspaper.

Editor's Note: There were photographs in the newspaper article, but their quality was not suitable for use here.

GIPPSLAND ROAMING – Sunday 28th April, 2019

Here are some photos from the Gippsland Roaming outing yesterday. I am sure that Heather will write a more detailed report, but here is my short one.

Heather organised a very good outing roaming through South Gippsland. Meeting at the Pelican Café for morning tea and a chat before heading off. We had a little rain from time to time but generally, pleasant weather. We visited the Wonthaggi State Coal Mine where we had time to wander around, and some of the ladies participated in the knitting activity. There was a request to knit a row then leave it for the next person.

Right: Entrance area at State Coal Mine Museum.

After the coal mine stop-over we headed off to the Wonthaggi Workmen's Club for lunch which was good value and good food.

Liljana Margetts.



REX'S BIG DAY OUT – Sunday 5th May, 2019



Above: Ian, Lyn and Grandson, Graeme and Mary.

Twenty-six Club Members with Ian and Lyn Terry's grandson met at the BP Service Centre, Outgoing at Calder Park for coffee and a McDonalds ice cream. Club members departed at 10:45 am for Trentham, via the Calder freeway to Woodend and then to Trentham where we spent some time viewing the Arts and Craft shops. Trentham had SPUD FEST on the Saturday and unfortunately there was little evidence of the fest on Sunday with the exception of some spuds for sale, however the town was buzzing with tourists. Some members also visited Trentham Falls. We arrived at Radio Springs Hotel at Lyonville at 12:30 pm and were joined by Norm and Heather Darwin who had travelled direct from Mt. Rowan. The meals served were scrumptious and many mentioned how much they enjoyed the venue. We

Rex Hall.



Above: Maxine, Tony, Jack, Shirley, Trevor and Jill.

WHAT WE ARE ABOUT TO DO

THE BIG 'M' RUN – Sunday 19th May, 2019

We will meet at McDonalds, Canterbury Road Bayswater – Melway Page 64; Ref: G1.

For those of you coming who remember our Cream Sponge Runs, this is the same format without the cream sponges.

Meet at 10:00 am for a 10:30 departure, and get your coffee fix and a sticky bun for morning tea. There is plenty of parking at and around McDonalds. Next door at Red Rooster or further down at Anaconda.

The tour will be an observation run, with all sorts of silly and cunning questions to answer to put you in line for a prize at the completion.

Good roads all the way with plenty of opportunities to show off your special vehicle for National Heritage Motoring Day.

We will finish at a country pub, meals ordered off the board, and drinks at bar prices. We have been assured that vegan and vegetarian options are available.

A pen and a clipboard would be handy, a smile and sense of humour is mandatory.

Please let us know, on (03) 9755 1772, by Wednesday 15th May so numbers can be confirmed with the pub. Look forward to seeing you.

Geoff and Judy Birkett.

HAMILTON RALLY – Friday 7th to 10th June, 2019

We will meet at 12:00 noon – 12:30 pm Friday 7th June in Beaufort, lunch has been arranged at the Golden Age Hotel, the same as last year. Driving from Melbourne the Golden Age Hotel is at the far end of town, in Havelock Street on the right. I know some of you can't make it for lunch and it is not necessary to let me know because I am not committed for numbers with the booking.

Dinner that night has been arranged at the Bandicoot Motel, two course alternate drop \$32.00 p.p. Please let me know if you will NOT be attending, and please remind me of any dietary requirements. The restaurant in the Bandicoot comes very highly recommended by the locals.

The rest of the weekend is as per the Hamilton Car Club itinerary. Refer to *Your ABCCC News*, March and April for rally details and booking form. Looking forward to joining our members on this event.

Tony Pettigrew.

A RATHER EXCEPTIONAL RUN TO CLEMATIS – Sunday 23rd June, 2019

We will meet at the BP Service Area on EastLink (Southbound) at 10:00 am, once we are all there, we will proceed to Paradise Valley Hotel in Clematis at the end of Wellington Road.

If you want to join us, please respond before Monday 17th June, so that catering arrangements can be finalised. Contact Anne and Bryan Tootell on mobile 0412 549 906 or E-mail to annbry@optusnet.com.

Anne and Bryan Tootell.

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 at 35 Old 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.

MORE MODERN STUFF!

Oxford University researchers have recently discovered the densest element yet known to science.

The new element, Governmentium (symbol=Gv), has one neutron, 25 assistant neutrons, 88 deputy neutrons and 198 assistant deputy neutrons, giving it an atomic mass of 312. These 312 particles are held together by forces called morons, which are surrounded by vast quantities of lepton-like particles called pillocks. Since Governmentium has no electrons, it is inert. However, it can be detected, because it impedes every reaction with which it comes into contact. A tiny amount of Governmentium can cause a reaction that would normally take less than a second, to take from four days to four years to complete. Governmentium has a normal half-life of two to six years. It does not decay, but instead undergoes a reorganisation in which a portion of the assistant neutrons and deputy neutrons exchange places. In fact, Governmentium's mass will actually increase over time, since each reorganisation will cause more morons to become

neutrons, forming isodopes. This characteristic of moron promotion leads some scientists to believe that Governmentium is formed whenever morons reach a critical concentration. This hypothetical quantity is referred to as a critical morass. When catalysed with money, Governmentium becomes Administratium (symbol=Ad), an element that radiates just as much energy as Governmentium, since it has half as many pillocks but twice as many morons.

So there!

Colin Brown.

PETER'S JOKE TIME

A homeless man is walking down a country lane, he is very tired and extremely hungry. He then comes across a pub called the 'George and the Dragon'. Although it is late and the pub is closed, he knocks on the door. The publican's wife sticks her head out of a window. *The George and Dragon in Ashbourne, Derbyshire?*

"Could I have some food?" he asks politely.

The woman glances at his shabby clothes and obviously poor condition and sternly says, "No!"

"Any chance of a pint of ale then?"

"No!" she says again.

"Could I at least sleep in your barn over there?"

"No!" By this time she is shouting.

The down-and-out man says, "All right then, might I please . . ."

"What now?" the woman shouts impatiently.

"Might I at least have a word with George?"

From Peter Hibbert.

OTHER MOTORING EVENTS DIRECTORY

May, 2019

Friday 17th to Sunday 19th Historic Winton – The Austin 7 Club Inc.
Celebrating sixty years of the BMC Mini!
Venue – Winton Motor Raceway, Winton Near Benalla, Victoria.

Sunday 26th National Motoring Heritage Day – The AOMC
Venue – Yarra Glen Racecourse, Armstrong Grove, Yarra Glen.

Secretary (03) 9558 4829.

July, 2019

Sunday 14th 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. Mike Allfrey (03) 9729 1480
Venue – Croydon Hills Baptist Church, Cnr. Bemboka and Plymouth Rds., Croydon Hills, Victoria.

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.

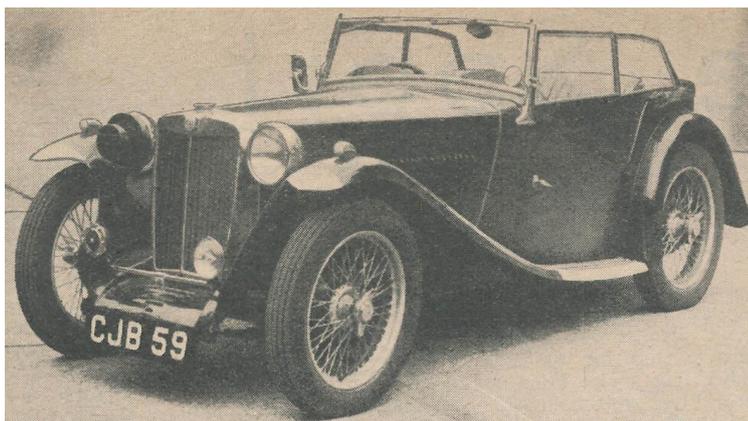
REMINDERS OF BRITISH WARTIME MOTORING

Pale Shadow Of A Pre-war 'Scrap': An Enthusiast, Now In The R.A.F, Also Looks Back

As one or two extremely fortunate experiences have enabled me to remark, it certainly is good to get into a sports machine once again. Especially with the right weather to help, it is possible briefly to forget for a while the present troubles, which, after all, aren't made any better for anyone by a general atmosphere of unhelpful gloom and dropping of everything that used to make life pleasant.

The TB Midget, potent maker of enthusiasm, subject of a little wartime incident that aroused memories of pre-war 'scraps'.

There was an instance the other day which cheered things a lot. I was using an M.G. Midget a little while before the recent *blitzkrieg* began, and as a part of a



test run was devoting a little petrol to some fast motoring over a very few miles, feeling slightly entitled to this relaxation after several hundred miles of forbearance and correspondingly slow driving. I had turned off a main road and gone on to one of those secondary routes which allow a car that holds the road and steers well to lollop along at an altogether surprising pace – the sort of road that, rather narrow and with a good many corners, has no particular gradient, and lets you hold, say, between 40 and 50 m.p.h.

After doing this for less than half a mile after leaving the main road something showed up in the mirror, which was a little surprising in any case these days, for few people now drive fast, of course, and this was obviously an open machine. At first I thought it was another M.G. giving chase, and had a momentary guilty thought that it might be police, since so little causes suspicion these days! As the other car gained on me I discovered, however, that it was an oldish Frazer Nash. It was a road which didn't give much chance for passing, in any case, and I continued to let the Midget fling itself round the bends, with a spot of third now and again, and the Frazer Nash stayed there, a few yards behind, apparently quite content. This went on for only two or three miles farther, until another main road was joined, and there the 'Nash went past.

It was pleasant to see a car of this type again, and the little run, short as it was, was a reminder of many amusing scraps with other sports cars over much longer distances in times gone by. The feeling is always good that the car behind is likely to be handled by somebody who won't do the wrong thing, who won't try to pass you the first time you slow down for a cross roads or a sharp corner, or rush by in the next speed limit.

People such as this 'Nash driver of the other evening I have run with in other days for 50 miles at a time, coming down from the north or back from a trial; and everyone else with a sports car will have had similar experiences in the past.

* * *

It's also pleasing to hear, while 'talking of sports cars', that a friend of Donald Monro's was cheered and reminded of happier days by seeing the recent reference under this heading to the two Invictas, and the photograph of them with owner. The enthusiast concerned is George Foxlee, who is now very much occupied with the engine test side of bombers. He will be remembered in the R.A.C. Rally and particularly for his classic run in the Monte Carlo on an incredibly old Lancia acquired for £12 10s., which was entered by Katherine Taylor and carried a crew of four.

They had a series of almost incredible difficulties, including absence of lights a good deal of the time, but got as far as the Winter Route des Alpes, which was a pretty good show. They were going well on the ice when suddenly a wild-looking bloke, his face streaming with blood, appeared on the bank. This, not unnaturally, led to the brakes being crashed on, whereupon the front of the Lancia *fell off*, putting an end to a mighty show almost within sight of the finish – the car was tied together again with string!

Foxlee has done a lot to his Alvis, including fitting Zenith-Stromberg down-draught carbs., which he says have entirely altered the car. At the moment he is travelling, as regards *terra firma*, on an old road-racing 490 c.c. o.h.c. Norton, though he has the Alvis with him and has been able to put in on it some of such little spare time as comes his way, with notable benefit to the exterior as well as the engine.

Like everyone else, he is looking forward to the time when the sports cars can get going again unrestricted by quantity and quality of fuel, and knowledge acquired be put to less lethal uses.

The Vizor.

CLEARING THE ROADS

Drastic Measures In The Event Of Invasion

To prevent roads urgently required for military movements from being blocked by non-essential traffic, the Minister of Transport has made an Order empowering Regional Commissioners to prohibit the use of vehicles on any class on any road in their areas.

The Order will in the main affect private and other vehicles which are not used for purposes essential to the life of the community or the prosecution of the war. It also empowers the police and military to issue instructions as to the routes to be followed by vehicles.

It is not contemplated that all roads in a region would be affected by the Order at any one time, but that the Order should be applied to particular roads or areas when military needs require, and for so long as they continue.

It has also been officially announced that if there is an invasion of Britain no private cars or motor bicycles will be permitted on the roads in the districts affected. Drastic measures will be taken if the Order is disobeyed.

If there is any invasion, only private vehicles engaged on essential services may use roads within the forbidden districts. Others must be put out of action, and the parts removed handed over to the authorities at places to be specified.

From The Autocar, 12th July, 1940 – with thanks.

TAILPIECE – WIND IN THE HAIR – NEWSLETTER

- The bad news: I accidentally took the wrong medicine today. The good news is, I am now protected from heart worms and fleas for the next three months!
- I asked my boss, "Where do you want me to put this six-metre roll of bubble wrap?"
He replied, "Just pop it in the corner!"
Four hours it took me . . . !

From the Colac Collectable Car Club Inc. – with thanks.