



YOUR ABCCC NEWS

ISSN 2208-0112

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N° 230

July, 2019

AN ATTRACTIVE M.G. J2 MIDGET



Allana Flynn O'Neil's immaculate M.G., see Page 6.



Associations Incorporation Registered Number: A0035462V



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

| Executive Committee | Name | Telephone | E-mail Address |
|--|------------------|----------------|--|
| President | Tony Pettigrew | (03) 9739 1146 | president@abccc.com.au |
| Vice President | Colin Brown | (03) 5964 9291 | colin@abccc.com.au |
| Treasurer | Bill Allen | (03) 9846 2323 | treasurer@abccc.com.au |
| Secretary | Pat Douglas | 0425 712 973 | secretary@abccc.com.au |
| Committee Positions | | | |
| Committee Member | Frank Sawyer | 0408 633 778 | |
| Committee Member | Greg Anglin | (03) 9876 3293 | |
| Committee Member | Rex Hall | (03) 9795 7669 | rex@abccc.com.au |
| Committee Member | Walter Thompson | 0408 507 890 | wally@abccc.com.au |
| Membership Secretary | Gordon Lindner | 0418 540 920 | membership@abccc.com.au |
| AOMC Delegate | Bill Allen | (03) 9846 2323 | |
| AOMC Delegate | Mike Allfrey | (03) 9729 1480 | michael.allfrey@bigpond.com |
| FVV & CCC Delegate | Bill Allen | (03) 9846 2323 | |
| FVV & CCC Delegate | Tony Pettigrew | (03) 9739 1146 | president@abccc.com.au |
| VCPS Officer (Applications) | Walter Thompson | 0408 507 890 | wally@abccc.com.au |
| VCPS Officer (Renewals) | Colin Brown | (03) 5964 9291 | colin@abccc.com.au |
| Web Master | Ed Bartosh | (03) 9739 1879 | webmaster@abccc.com.au |
| VCPS Attendance Records | Sue Allfrey | (03) 9729 1480 | sue.allfrey@bigpond.com |
| Club Regalia Manager | Maxine Pettigrew | (03) 9739 1146 | |
| Newsletter Editor | Mike Allfrey | (03) 9729 1480 | michael.allfrey@bigpond.com |
| Editor's Assistant | Rick Lloyd | (03) 9830 1752 | |
| The All British Classics Car Club Vic Inc. Website http://www.abccc.com.au | | | |
| 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 be found on Page 14.

July 2019

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 ABCCC Tour to Broken Hill – An ABCCC Event. Maxine Pettigrew (03) 9739 1146
Wednesday 14th **Please Note: The Tour has filled, but we will keep a wait list, in case of cancellations.**
Saturday 31st Our Twilight Run – An ABCCC Event. Peter McKiernan (03) 9787 6003
Venue – Lazars Winery and Vineyard, Flinders Road Balnarring

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 The 'Terri Allen Garden Tour' – An ABCCC Event. Kate Senko & Graham Talmage (03) 5169 6626
Sunday 27th 'Gardivalia Festival of Gardens and Events' within the Baw Shire. hydewood@bordnet.com.au
A Weekend of Open Gardens.

November 2019

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

December 2019

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

EDITORIAL RAMBLINGS – Issue N^o. 230

On Saturday 29th June the AOMC conducted their Winter Seminar, the subject being Motor Vehicle Restoration. This event highlights those who can provide assistance with a vehicle's lengthy rebuild strategy to promote their services. The Seminar is aimed at those who are not always involved with the usual activities of the AOMC. This keenly anticipated event attracted a full audience and there were some interesting presentations. Very likely the most interesting session was that presented by Malcolm Corban from BP Australia Ltd..

Malcolm told us that different crude oils come from different parts of the world and that refineries are designed to handle specific crude oils. Some crude oils he described as 'light and sweet', such as out of Singapore. He went on to explain the refining process where the lighter products (e.g. propane gas) come off first, and so on down through kerosene, aviation fuel, diesel, etc. At the bottom is the heavy sludge that is used in bitumen. He went on to explain essentially what he wrote for me that formed the basis of my article in Issue 229, explaining how heat from the cylinder heads will vaporise the aromatics in the fuel above, and actions that can be taken to avoid the fuel sitting in the carbs after use.

This is where this comment gets a bit dodgy, due to the fact that, essentially, I couldn't hear much of what was being said all morning. That is my problem, but my understanding was that Malcolm was telling us how the condition of petrol can affect the cold starting performance of a petrol engine. I will endeavour to get a full transcript and pass on the information. The A.O.M.C. has invited Malcolm to speak at a Delegates' Meeting so, hopefully a clearer report will come.

Issue 230 is turning into a full-blown M.G. issue that features club member Allana Flynn-O'Neil's delightful M.G. J2 Midget (Refer to Front Cover). First the cover photograph arrived on its own in a format which could not be opened, then, being in the depths of a cold spell, the job sort of snow-balled into the gems you read today. This raises another topic, but I was not around in April 1939 when the piece from *The Autocar* magazine was written! However, a good portion of my apprenticeship was performing mechanical work on M.G. motor cars. The establishment was the Bristol agent for M.G. cars, Ferguson Tractors and Massey-Harris farm machinery. Closer into town, one of our branches held the Standard-Triumph agency and it all came under the wing of The Triangle Garage Limited. As a youngster and just commencing an apprenticeship – I was in eighth heaven!

Quite a number of our customers had pre-war Midgets (Spridgets came later). We had one fastidious customer who went all over the car with our workshop foreman with a home produced checklist, every time it was to be serviced, looking for any minute blemishes that may have afflicted the car between services. These were tedious affairs and there were numerous arguments. I was one cause of some 'serious' damage to that M.G. The customer had asked for the car to be pressure washed. The car was driven onto the wash and I was told to get on with it. I did and remembered the

customer being quite tense during the booking-in procedure. One job that was requested was to clean dead insects from the grille and the radiator core. At some time previously, the owner had laboriously painted his radiator grille to resemble a chequer board, only it was not black and white – it was black and chrome. While carrying out my task with the pressure washer, I was horrified to see the black squares lifting freely from the grille. Our foreman was happy with what I had done, and, when the owner picked up his M.G. he went super-ballistic. Our foreman gave the distraught owner a long lecture about applying paint to chrome plating, he also added a guinea to the account to cover the lecture! One 'law' of the workshop was to never, ever file down or surface grind white-metal big end bearing caps, and main bearing caps if the situation arose. This very much was 'no go' territory for us, and we were M.G. distributors. Yet, on Page 10 the article from *The Autocar* advocates the procedure. That sort of surprises me, mostly because the procedure is a direct opposite to what was drilled into us all those years ago.

The other no go area in our working practices was the use of adjustable spanners. It all probably moves with the times, however back in the 1950s, nuts and bolts were seen as valuable components and, therefore it was good practice to keep them in good condition. Meaning no ill-fitting spanners that round-off the points of the hexagons. To set the scene, a skilled mechanic is leaning over an opened tractor transmission, working wrist deep in oil, asks the apprentice, "Pass the spanner for the control valve, and, if it's a shifting spanner, collect your employment cards on the way out the gate!"

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 still on holiday overseas – we all wish them a safe journey and enjoyable experiences where-ever they go. BON VOYAGE!!

Mike Allfrey – Editor.

A.O.M.C. REPORT

Meeting Notes of the May AOMC Delegates Meeting held on Monday May 27th 2019

There were 104 delegates in attendance representing 77 clubs Minutes of February delegates meeting: The minutes as published were true and correct moved by Gerry Howell (*Rolls Royce Owners Club*), seconded by Grant Connell (*FGTCOA*) and carried.

Presidents Report:

The President (Keith Mortimer – *Jaguar Car Club of Victoria*) reported that the Cavalcade of Transport event at Yarra Glen was well attended, with good weather (but a cold wind) after rain on Saturday night. Thank you RACV and clubs that supported the event.

The Shannon's American Motoring Show in Berwick was affected by bad weather. Keith acknowledged the work of Graeme Moody (*VV & CVC Wangaratta*) and his team in putting the show together.

Keith announced that he intends standing down as AOMC President this year's Annual General Meeting, and needs to be replaced. Also, new members on the committee are always needed. The Association only works through its volunteers and committee, so Delegates were urged to take back to their clubs the message that people are needed to stand for positions.

Treasurers Report:

Current cash balance is \$163,313.

VicRoads/VCPS Report:

Iain Ross (*Vintage Drivers Club*) reported that there has been no word from VicRoads for a while, VCPS review is still pending and we are awaiting news on it.

AOMC Events:

Restoration Seminar. Saturday June 29th at Rosalie Street rooms. This popular event usually books out, so get your booking in early to the AOMC office.

RACV Aussie Car Show. Yarra Valley Racecourse, Yarra Glen, Sunday August 25th. For all Australian made vehicles. Clubs are encouraged to put this event in their diaries.

Engine Number Searches: Philip Johnstone (*TSOA*) reported that he has completed searches for Holdens, Falcons, Valiants and Land Rovers. Also records for all Prince vehicles (a Japanese manufacturer than merged with Nissan), a 1923 Itala, which also revealed its original owner, a Holden used in *Matlock Police* television series and one of the first Volkswagen registered in Australia in 1948.

RACV Report:

Daryl Meek (*RACV Motoring Interests Manager*) reported on two upcoming events.

Australia Day In The Domain 2020. Theme will be Australian made vehicles only. Looking for approximately one-hundred vehicles. If interested, contact Daryl at RACV on (03) 9790 3079, E-mail: daryl_meek@racv.com.au.

100th Anniversary of first RACV Alpine Reliability Trial in 2021. The Vintage Drivers Club have signed up to administer this centenary celebration event. It will be limited to one-hundred vehicles, with priority given to:

1. Vehicles that participated originally;
2. Same vehicle as one that did originally participate in the trial;
3. Vintage vehicles pre 1927;
4. Vintage vehicles up to 1930.

General Business:

Jack Craven (*Escape Motoring Club*) asked why there was no Japanese Car Show on AOMC calendar. Response was that it has been hard to get organised, but will look at it again. Volunteers and club assistance needed to get shows like this up and running.

Editor's Note: The AOMC did organise a few joint British, European and Japanese Motoring Shows at Flemington. This was after requests from some clubs and, at one show, only the Nissan Skyline Club took part in the event.

Guest Speakers:

1. Selwyn Cohen – Taxation As It Affects Clubs.

Selwyn began by pointing out that the Tax Office guide on the subject is 91 pages long. He then gave a summary of what it means for clubs.

Not for Profit (NfP): To be classed as NfP, all surplus funds must be redirected back into the club. Also the organisation's constitution must stipulate that upon winding up, any excess funds must be allocated to another like organisation. If they are split up amongst the members, it is not a NfP.

Tax Exempt Status: The only organisations that can be tax exempt are of Sporting, Cultural, Health, Scientific, Educational and Community Service. All other NfP organisations must put in a tax return each year. Sporting Car Clubs are classed as a sporting entity and are tax exempt.

Assessable Income and Expenses: All income and expenses derived from members activities is non assessable (tax exempt.) All income relating to non-members is taxable, and all expenses relating to non-members are deductible. Examples of taxable income are bank interest, capital gains made on sale of an asset, proceeds of fundraising from general public, hiring of facilities. Where income is from both members and non-members (bar sales, entry fees) the proportion that is non-member income is taxable.

A variety of Questions from the floor were discussed including:

- Sponsorship when it is made usually has strings attached. Is it taxable for a club?
- A club putting on a 3-day car show and inviting paying public to attend. Is it taxable?
- Are Raffles taxable?
- Is advertising in the club newsletter taxable income?
- Can clubs subsidise members at an event and still be Not for Profit?
- Who polices whether a tax return is put in or not?

General response – given the complex nature of taxation and the differing circumstances for each club, individual advice on clubs' individual scenarios, then expert advice should always be obtained. Selwyn is happy to take calls from clubs. For general enquiries E-mail Selwyn at selwyn@cfca.com.au

To organise a meeting contact Selwyn's secretary on telephone number (03) 9826 2633.

Keith Mortimer thanked Selwyn for his informative presentation, and reinforced that clubs need to get their own advice on specific matters.

2. Tony Jackson – Car Torque:

Car Torque is a website/social-media platform that is being developed to cater for the motoring enthusiast community. It aims to bring all news and events onto the one platform. Clubs can set up their own virtual website on the platform, and also determine what information goes out to members only and what goes out to the general community.

There is no cost to be a member of Car Torque, their income will come from paid advertisements on the platform. They have a target of getting 500,000 motoring enthusiasts to be on the platform. Tony and Steve are happy to visit clubs to discuss the concept. Contact Tony on 0411 232 986 or tony@blong.com.au.

Editor's Note: Both presentations were made using projected slide shows, the first, showed slides that had too much small text to be read by the audience. The slides were probably only readable to those sitting in the front two rows and in the centre of the room. Those seated to either side could not read the text on the slides. Also, the speaker was in darkness, while the projector screen was fairly well lit, washing out the projected images. Second, the Website presentation images flitted continuously on and off the screen and, again, any text shown was not at all easy to be read by the audience.

The Meeting closed at 9:15 pm

From the AOMC Delegates Meeting – With Thanks.

MY M.G. J2

It was early 1988 when I first sighted the little red M.G. J2 whilst working for Sotheby's Australia. We were taking registrations for our upcoming Veteran, Vintage and Post War Motor Vehicles and Automobilia Auction to be held at Hyde Park Barracks in Macquarie Street, Sydney.

The 'J' was not on my mind but another entry, an M.G. TC. I had owned a 1947 TC, but youth and old MGs were not a good mix when it came to financial matters. I found it impossible to keep up repairs so off went the TC, but also a piece of my heart.

As the months passed no more was thought of the 'J' until the entrants were beautifully displayed under the Grand Marquee at 'The Barracks' ready for the auction. Here on a glorious August day was activity and anticipation as crowds gathered for the much awaited event, and listed many magnificent vehicles.

Right: Allana's M.G. J2, right, on display.

I was on the floor spotting for the auctioneer when Lot 121 came up. Bids were fast and furious and before I knew it, the gavel had fallen. Unaware of who the successful bidder was, I was taken aback when all eyes were on me, cheering and applauding the success. I looked to the auctioneer who smiled with his nod. As I turned to look around, there stood my husband holding the winning bidders card.



Yes, most unexpected but the 'J' was mine. There had been no mention of a possible purchase but I certainly wasn't going to complain. Next up was Lot 122, a 1947 M.G. TC Roadster . . . now far from my mind, that little red car was mine and had replaced that lost piece of my heart. I was no longer wishing for a TC.

This beautiful little car and I have spent so many happy years together. Admittedly with a few problems every now and again, but that all comes with the privilege of owning a classic. It never fails to turn heads and draw a crowd and is frequently invited to car shows as a fine example of Pre-War excellence.

So on that August afternoon of 1988 my dream was fulfilled when M.G. J as it is fondly known entered its new stable.

Details: M.G. 'J2' 1933/34 Roadster. Engine No. 1952A, Chassis No. J 3028-1828 AJ.

A four cylinder overhead camshaft, water-cooled monobloc, cubic capacity 847 c.c., four speed manual gearbox (otherwise known as crash box) shaft drive to live rear axle, semi-elliptic leaf spring suspension.

The classic M.G. J2 was introduced in 1932 and somewhat set the style for English sports cars for many years to come. A total of 2083 of these gems were produced 1932-34.

Allana Flynn O'Neil.

HOW THEY GET 'SAFETY FAST' – HALF HOURS WITH DESIGNERS

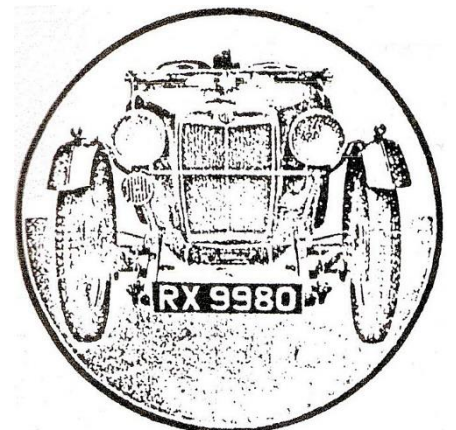
By F.L.M. Harris – who, in this new series of articles, deals intimately with exclusive features of popular cars

A Visit To Abingdon, Where The Popular J2 M.G. Midget Is Manufactured

Come with me to Abingdon-on-Thames in search of 'Safety Fast'. The M.G. works take up a lot of room there and have put life into the pleasant Berkshire town. It is the model J2 M.G. Midget with which we will concern ourselves. It costs £199 10s. with the slick two-seater body. A similar chassis with a sports four-seater body costs £220, whilst the two-seater can be had with a supercharged engine for £299 10s. For the extra £100 one gets only the extra power and 'pep' which a blower imparts. The axles, gearbox, steering, brakes, chassis frame and so forth are similar. This is important, for all these components have a very generous factor of safety when the engine is supercharged and, in consequence, the factor of safety of un-supercharged models is immense.

The designer of the J2 M.G. is a team. The captain is Mr. Cecil Kimber, the managing director of the company. One of his lieutenants is Mr. H. N. Charles who presides over a large and well-equipped drawing office. Every member of the M.G. staff, every M.G. agent, many racing drivers and every M.G. owner constitutes the team, for all ideas for improvement are carefully sifted and if they will make for more 'Safety Fast' they are adopted.

Breeding Tells Every experienced driver knows that some cars feel nice when they are going fast and that others feel not so nice. In the latter category are most cars which were not intended from the first stroke of the pencil on the drawing board to be in the rapid category. Their principal shortcoming, as a rule, is that the frame is not strong enough or stiff enough.





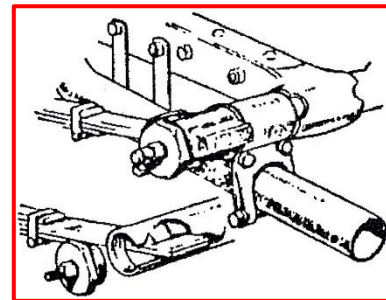
At Abingdon they are very proud of the J2 frame. Its principal peculiarity is that it has only tubular cross-members. There are five of them, and to lend still further stiffness the rear engine bearers are bolted rigidly to the frame so that the crankcase itself may rank as a sixth cross-member.

Left: The J2 model is a very trim sports car. The Alfin brake drums can be seen'

The frame passes beneath the back axle and hereabouts there are many ingenious features. For example, as a distance piece between the frame and the axle there is not a block of hardwood that would serve the purpose, but a malleable casting. Its purpose, of course, is to give stiffness and to eliminate lurching. Another novelty (although the idea in itself is not new) is the use of roller trunnions in place of

shackles for the springs. It has been found, Mr. Charles explained, that they are so much more frictionless and efficient in this form that they allow stiffer springs to be used than when shackles are employed. Stiffer springs, of course, again help to cut out lurching on corners and to give what is known as good road holding. As they take the driving and braking torque reaction the ability to have them stiff is specially valuable. Rubber buffers on top of the frame and on the undersides of steel brackets above the axle limit its up and down travel and prevent excessive flexing or rebound of the springs if gullies are taken at speed.

Right: How the rear springs are carried in roller trunnions.



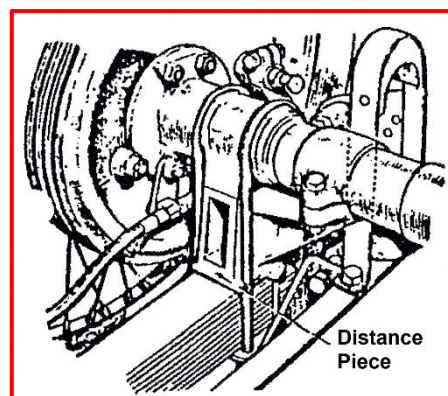
Why Cable Brakes?

The brakes catch one's eye when looking round the chassis and provide plenty of questions for the designer to answer. For example, why cable operation by enclosed cables? The explanation is that by this means the braking is entirely unaffected by axle movement and so remains undisturbed however rough the road may be. Further, spring flexion allowing a trifling rotation of the axles under the influence of brake torque reaction cannot affect the braking effort.

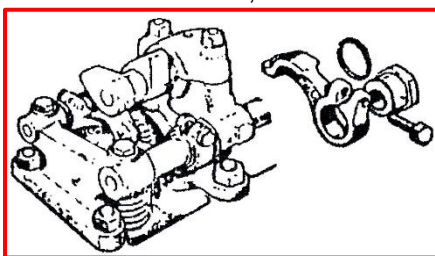
The brake shoes have lumps of lead fixed to them with spring-loaded pins. The object is to damp vibration and to prevent squeaking. The pressed-steel drums have aluminium fins cast round them for added stiffness and better heat radiation. the cross-shaft and pedal fulcrum have needle-roller bearings and the cables are lubricated for their entire length to reduce friction. On the brake cam spindles there are grease cups instead of nipples, so that in an excess of zeal the owner shall not over-lubricate them.

The steering is conventional. The Marles-Weller gear gives a reduction which results in the steering wheel needing 11 turns from hard over left to hard over right. For steadiness at speed the stub pins are inclined at 6 degrees and for freeness and durability every knuckle joint is fitted with an oil nipple. The front springs have roller trunnions at their rear ends, the aim, as at the rear, being to get maximum stiffness. Two extra leaves on top of the master spring leaf and four stout clips around the spring assembly take care of the recoil and brake torque reaction. André shock absorbers are used all round.

Right: The novel underslung rear suspension, showing the distance piece and check strap; the axle is above the frame.



Under the bonnet there is a number of perplexing natures which produce most interesting replies when you cross-question the men responsible for them. On top of the cast aluminium are two hexagon patterns like imitation nuts. They look like decorations, but on examination you will find saw cuts in them which serve as valve chest breathers.



Why have two carburettors on one induction pipe which is hollow from end to end and in communication with all four inlet ports? They give more power at over 4,000 r.p.m. without increasing consumption. suppose one carburettor were taken off and the hole blanked off, would the engine run? Yes, but a bit roughly. It would give off about two-thirds of its normal maximum power output.

Left: The extremely light valve gear, showing the adjustment.

Why are the valve stems closer together at the spring collar end than at the head end? They are each $2\frac{1}{2}$ degrees out of vertical in the opposite direction from usual to give the required head shape and to permit the use of very short rockers. To get a high compression ratio with a flat-top piston (for lightness) the underside of the cylinder head must be flat or nearly flat. If it is quite flat there is pinking. When it is slightly wedge shaped the flame spread is properly controlled and pinking is avoided.

Odd Size Valves – Why are the valves odd sizes? The inlet head is $1\frac{1}{2}$ *-in. diameter and the exhaust head is $1\frac{1}{8}$ *-in., because it is more difficult to get the gas in than to get it out again. * These dimensions were impossible to read from the multi-generation photocopy of the article.

Right: The cylinder head with its large inlet valves.

A Burgess straight-through silencer cuts out exhaust back pressure.

Is it necessary to have a water manifold instead of the old fashioned single riser pipe? Yes, because with the very low frame the engine is horizontal instead of being inclined with the front end higher than the back end. The water jackets have a 'roof' which is inclined towards the water manifold so that the hot water has an 'uphill' path all the way to the radiator.

One can go on asking questions almost indefinitely and the replies are always full of common sense. For example, "Whence the eccentric rocker bush method of tappet adjustment?" Answer: "It allowed us to make the rockers themselves 50 per cent. lighter." You ask for more information about the valve gear. "Well, the camshaft isn't hollow. The rocker shafts are instead. It's easier to get oil into a stationary shaft than one that is which is revolving. And plenty of oil gets to the cams because each rocker has a hole from its boss to its follower. With that plan an oil pressure of only 5 p.s.i. in the shafts is sufficient."

With one eye on the door of his office, I asked Mr. Charles why they stick to the up-ended dynamo as a means for driving the camshaft. To avoid gear noise and valve bounce, he explained. the dynamo armature is like a flywheel and prevents irregular rotation (fluttering) of the camshaft under the influence of the intermittent reversals of load which occur as the valve springs are compressed, only a fraction of a second later to return to the camshaft the power they have absorbed.

To Prevent Radiator Troubles

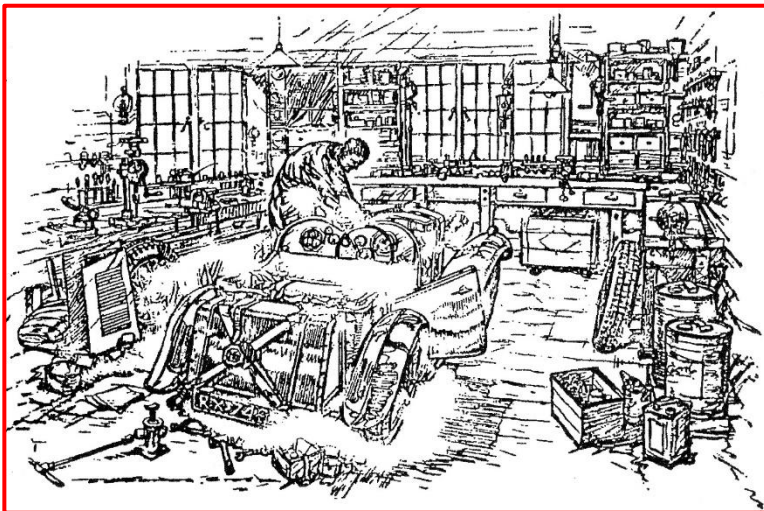
"Well, why is the engine mounted in that odd manner in front?" I asked, feeling that the water was getting rather deep for me. I learned that the crankcase extension is splayed out into an elongated hollow rectangle to allow for a fan pulley if anybody wants one and that the *pièce de résistance* of the whole 'plot' is to enable the radiator to be borne not by the frame but by the crankcase itself.

"One more question," I asked, still hoping to find something which was just an ornament. "I understand about the two imitation nuts on the top of the valve chest, but what's the object of the other one at the back?"

"In case a man wants a rev. counter," was the reply. The standard speedometer has rev. reading scales for top and third gears. If the owner wants to fit an independent rev. counter to get his engine speed on any gear he takes out that valve chest plug and the rev. counter cable fits in the hole. The end of the camshaft is tapped to provide a drive for the flexible shaft." It's a job to find frills or trimmings on the J2.

*From The Light Car, March 3rd, 1933 – With Thanks.
Courtesy of Allana Flynn O'Neil.*

OVERHAULING THE M.G. MIDGET



An Owner-driver On Putting A J2-Type M.G. Into Good Condition

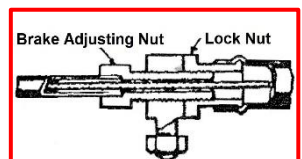
Beautiful little cars are the J2 Midgets. As many are still running in the hands of enthusiastic sports car owners, and those that find their way into the used-car showrooms always seem to be eagerly sought after, some hints on the maintenance and overhaul may be welcome.

To begin with the brakes. It does not follow that each brake will wear evenly, and it is unwise to run until all the central adjustment is taken up. To adjust the brakes, independently, raise the four wheels from the ground by means of the jack and wooden blocks. Be careful not to foul the oil pipes to the rear spring pivots.

Now slack off the central adjustments to the hand lever and brake pedal. Remove the road wheels, and if the brakes have not been touched for some time it is advisable to remove the drums, by means of a $\frac{5}{16}$ -in. Spanner on the six nuts, and inspect the linings. A tap with a mallet should release the drums. If the rear ones are very stiff it is possible that the axle half-shafts will come with them. This does not matter, but the shafts must be kept clean until the time comes for replacement. If the linings are worn down to the rivets they must, of course, be renewed, but independent adjustment will compensate for a good deal of wear. Wash the linings with petrol, and the drums also, then replace, and tighten the six nuts evenly.

Right: The brake cable adjustment, showing lock and adjusting nuts.

Reference to the diagram, above at right, will show the adjustment device fitted to each cable stop on the axle back plates. A rubber tube is fitted over to exclude dirt. This must be pushed back and then the lock-nut can be undone. Turn the adjusting nut until the brake just rubs on the drum. Then slack back from half a turn to a turn, so that the drum is free. When independent adjustment has been made do not take up all play in the hand lever

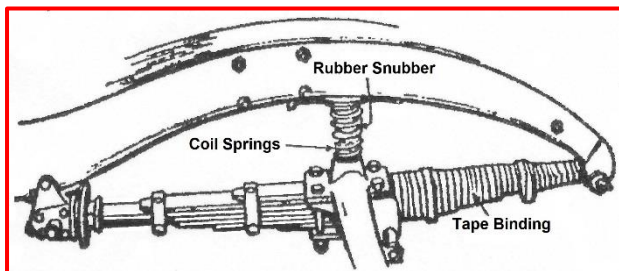


and brake pedal, so that the brakes come on the moment pressure is applied. This strains the cables, particularly with a heavy-footed driver. and is quite unnecessary. About an inch of free travel is correct.

The rear springs are very strong, and it is unlikely that they will have settled much, even after a considerable mileage. Clean mud off with a knife and paint the leaves with engine oil to prevent rusting. The front springs, however, may be found to have settled down badly, which upsets the steering. Front springs were strengthened in later models, more support being given to the master leaf by continuing the next below it farther forward.

If leaves are actually broken, the spring must be renewed. But one does not want to do this unless absolutely necessary, because springs are not cheap. Weak leaves can be set up, but the results do not seem to be very long-lived. A method to employ is this: Jack up the front of the car under the frame, so that the springs are relieved of weight. Now clean the springs and paint them with oil; then bind them tightly from end to end with good-quality tape procured at a draper's. Insulating tape is not strong enough.

Below: The springs can be reinforced with tape and also by a coil spring fitted over the rubber buffer



If the springs are very weak, but still not broken, additional aid can be given. At each side of the frame a rubber buffer is provided between it and the axle. Procure two strong springs of the valve type about $1\frac{5}{8}$ -in. inner diameter and fit them over the buffers. * *Fraction unreadable, guessed.* Then compress the springs enough to push them into place between the buffers and the axle. A diagram makes this clear. If the shock absorbers are now tightened sufficiently to make movement just possible when the wheels are on the ground and the frame is pulled up, strongly

by hand, results should be equal to when the car was new. The coil springs will be found to stay in place very well; if they do tend to shift at the bottom they can be bound with wire.

Wear In The Steering

After dealing with springs it is convenient to attend to the steering. Wear in the track rod and drag link ball and socket joints must be taken up. Dismantle them in turn by removing the split-pin and unscrewing the end plug. Clean with paraffin and reassemble. After packing the joint with grease, tighten the spring up fully, then slacken back one-and-a-half turns so that spring action can take place. Insert a new split-pin.

The wearing qualities of the Marles-Weller gear itself are so good that adjustment in the steering-box is unlikely to be required. Greasing is done by means of one of the centrally-grouped nipples, but a point that is often overlooked is the fibre bush just below the steering wheel. This should have drops of oil. To make sure that all is secure tighten the nuts of the bottom plate which sometimes work loose.

Now let us turn to the engine. If the car has been driven reasonably well, and not permitted to slog up impossible hills in top gear – setting a racehorse to do the work of a cart-horse, in fact – the main bearings should still be good for more thousands of miles. To renew them it is best to take the engine out of the frame. This naturally entails good workshop facilities. One should have the mains renewed, the clutch relined. and other major jobs done when the car comes to be rebored. But if 'the mains are good enough to continue for a bit, it is certain that wear, more or less considerable, has occurred in the big-ends, and that the piston rings need renewal if performance is to return to something near normal. So proceed as follows:

Run the engine until the oil is warm. Then remove the oil pipe unions at the front of the car, take out the filter, and oil will gush from the sump. Allow the sump to drain, and when it has done so, jack up the front of the car as high as possible for convenience in working underneath. Set any wooden blocks used firmly, because a fall would be a serious matter for the operator.

Since the pistons are removed through the top of the cylinder, it will be necessary to remove the head, as when decarbonising. Begin, then, with top dismantlement; carburettors and sparking plugs, and then on the exhaust side, exhaust and water manifolds, and top hose from the radiator. Uncouple the oil pipes and the flexible drive between the dynamo and camshaft. Finally, lift the head.

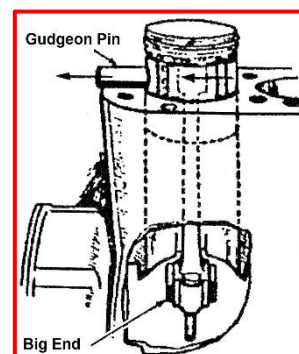
It will be convenient to take the opportunity of decarbonising, and the valves should be removed and examined. If the faces are much pitted, have them trued up on a lathe, afterwards, grinding-in a few turns with fine paste to be certain that they make perfect contact with the seats. It may be said that nothing can be done with confidence in the way of tuning the engine unless it be known that the valves are as they should be. Needless to say, they must be ground in their proper ports which are numbered, as are the valves.

Removing The Pistons

The head finished, it is laid on one side. Now get under the car and remove the nuts and spring washers from the sump, which can be allowed to fall gently. The big-ends will be exposed. Deal with them ones at a time. Remove the split-pins with a pair of round-nosed pliers and undo the castellated nuts with a box spanner. Ease the bearing cap down.

Right: When the piston comes out, there is sufficient clearance to tap out the gudgeon pin.

Oil will now fall from the oil channel in the crank-pin. Holding the two bolts, push up the connecting-rod, with the object of forcing the piston up through the top. It will be found that there is a slight ridge at the top of the cylinder, due to wear in the bores, and the piston needs a sharp jerk before the rings will go through and out. When the piston comes out there



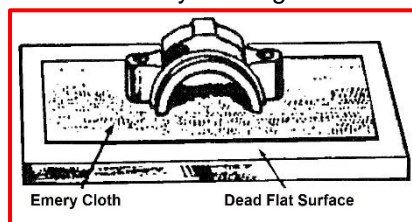
is sufficient clearance to tap out the gudgeon pin, which is a push fit, the connecting rod being held up hard against the belled-out aperture in the bottom of the cylinder.

Before the gudgeon is removed completely, mark the end with a scribe and make a similar small mark on the piston, so that the gudgeon may be replaced the same way in the little-end. If wear is excessive here, piston and little end must be reamed out and oversized pin fitted.

The piston and rings can now be examined, as can the wear in the cylinder bore. It is easy to say here: " 'Mike' up the bore, to ascertain precisely the amount of ovality and taper." However, a micrometer gauge is by no means a universal possession nor does everyone know how to use it. If the bore cannot be accurately measured the only thing to do is to judge from the previous performance of the car. For the decision must be made whether to renew the rings with similar ones or with special rings. The first course will be satisfactory if wear is slight, which is unlikely in a car with a large mileage to its credit.

For really bad wear and big oil consumption the cure is a rebore and oversized pistons, but wear up to about 0.015-in. and that is fairly considerable – can be compensated for by various patent piston rings on the market. These will also deal with a large degree of taper, up to about 0.007-in.

It may well be decided to fit these special rings. The makers of them should be consulted as to the groove in which the oil-control ring is to be fitted, but in no case should it go at the top. The top edge of the compression ring must be bevelled off – this is most important as the ring will strike the ridge on the cylinder, any machining of the piston grooves can be done by the ring maker.



Before replacing take up wear in the big ends. After removal, each connecting rod numbered with a scribe to correspond with its cylinder, should have been laid out neatly on a sheet of paper together with the cap and nuts.

Left Rubbing down a big-end cap on a dead flat surface.

Cap and rod are both marked on one side, so there is no difficulty in refitting the right way round – important if the oil grooves are to be correct. Fit No. 1 rod on No. 1 crank-pin, screw the nuts up hard and ascertain the amount of shake by pulling

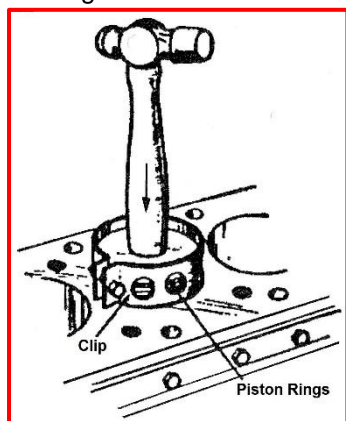
and pushing. Now that the oil cushion has gone, the true amount of play will be apparent.

Important! Please refer to note at end of article

To take up wear, place the cap down on a sheet of emery cloth set on a dead flat surface – a face plate, or a sheet of plate-glass will do. Rub gently to-and-fro, frequently testing by trying the bearing on the crank pin. When all the shake has been taken up, but the rod can be moved without excessive finger pressure, test for bearing contact with by applying to the bearing surfaces a marking fluid, such as Prussian Blue or a thin mixture of lamp black and oil. Turn the crankshaft round and then examine. If a 50 per cent, contact is shown, it will be satisfactory. If the area is much less, the bearing should be scraped-in.

Skill Is Required

To do this, rub the cap down until the bearing is dead tight. Then remove high spots on both shells with a bearing scraper. This job takes some skill and patience. If too much white metal is scraped out the only thing to do is to rub the cap down again and try again. There is a limit, of course, to the amount of metal which may be removed, so go carefully to work. When the result is fairly satisfactory as shown by the marking test, it can be improved by tapping sharply on the cap with a hammer, the bearing being in position, and also tapping on both shoulders of the rod. But do not abuse this process to hammer the white metal in. The rod must be dead square on the crankpin, or rapid wear of the bore. The big-end clearances are 0.004-in. end-float and 0.004-in on diameter.



To replace the pistons, reverse the procedure of removal. a clip should be obtained from the makers of the rings, and by using this as shown in the illustration, and tapping gently down on the piston crown with a hammer handle, the rings will go in.

Retiming the engine is simple. Turn the starting handle until the distributor rotor points to the number 1 plug lead and that the marks $\frac{1}{4}$ on the flywheel show in the middle of the clutch cover opening. The marks on the camshaft bevel drive must also coincide. If the cylinder head is now lowered, it will be found that the bolt holes in the flexible coupling and dynamo yoke will almost correspond. The firing order is 1,3,2,4. The correct tappet clearance is 0.006-in.

If The Engine Is Stiff

If the engine is very stiff it may be necessary to start the car by towing. but the new rings will soon bed down to marry. The ignition should have a little bit less advance than customary, and a great help to the rings is an upper-cylinder lubricant in the fuel tank,

together with some running-in compound containing some colloidal graphite in the sump.

The annoying gearbox rattle which sometimes develops due to the remote control lever vibrating can be cured by a simpler means than packing with sponge rubber. Lubricate the ball of the lever with heavy gear oil. This will stay in place and stop the rattle.

Important Note: During initial training (on MG cars) we were expressly forbidden to file or dress white-metal bearing caps and such. It should be noted that this is not from an official M.G. Cars Limited's publication.

From The Autocar – April 14th, 1939

WHY BRITAIN DRIVES ON THE LEFT

The rest of Europe drives on the right, so why do the British drive on the left? Martin Fone, author of the book '*Fifty Curious Questions*', investigates.

Here in Britain we like to think we are a cut above the rest, and we revel in those differences that mark out the way we do things from those of our continental brethren.

Take driving. Why do we in Britain drive on the left when so many other countries favour the right?

In the good old days, there were only two ways of getting around: by Shank's pony or on horseback. If you were a knight and were on horseback (and right-handed) you would want to ensure that your sword hand was unencumbered to enable you to defend yourself against attackers. Dismounting was also easier on the left, particularly if you had a sword in the way. This meant that horse riders naturally preferred to ride on the left-hand side of the pathway, a practice that had been enshrined in legislation in 1300 by Pope Boniface VIII.

Things became a bit more complicated around the eighteenth century when wagons drawn by teams of horses were used to convey heavy loads. The driver didn't have a seat but rode the left rear horse, leaving his right arm free to wield the whip. Because he was sitting on the left, the driver was happier if everyone passed him on the left. In other words, they adopted a preference for driving on the right-hand side.

What gave a real impetus to the driving on the right movement was the French Revolution and subsequent events. The French aristocracy had traditionally ridden on the left, forcing the peasants to travel on the right. When the *sans-culottes* gained the ascendancy in 1789, they made driving on the right *de rigueur*. Napoleon's rampages across Europe introduced the trend of driving on the right to many of our European friends.

Napoleon pictured (right) explaining to his troops why their insistence on driving on the left will be the downfall of Wellington (OK, really it's *Napoleon à Toulon*, painted in 1793 by Edouard Detaille. Pic: Wiki Commons).

Naturally, in Britain we eschewed everything that smacked of foreign ways and steadfastly stuck to our guns, ploughing our furrows towards the left. The practice was enshrined in legislation here in 1835, and – just as Boney had done – we introduced the custom of driving on the left to those parts of the world that had the good fortune to come under the yoke of enlightenment, otherwise known as the British Empire.

That is why some thirty-five per cent of the world's population – including countries such as India, Australia, New Zealand, and some African countries – drive on the left to this day.

Showing the *laissez-faire* for which we are famed, some countries such as Egypt, which moved from French to British control, were allowed to retain their French customs.

The Japanese, who were never British subjects, still drive on the left. This is due to their Samurai heritage. They too needed to have their sword hand free. But it wasn't until 1872 that this unwritten custom became official, a year that coincided with the British helping the Japanese build their railways. It became enshrined in law in 1924.

The Americans, of course, drive on the right. Initially, when it was a British colony, the inhabitants drove on the left, but following their rebellion in 1776, they forswore all practices they associated with their colonial masters. Of course, the influx of settlers from European countries who had been subjected to the dread influence of the French also helped.

The state of Pennsylvania was the first to pass legislation that required people to drive on the right (in 1792), followed by New York (1804), and New Jersey (1813).

The answer to our original question, then, is due to knights, Napoleon, and British perversity. So now we know!

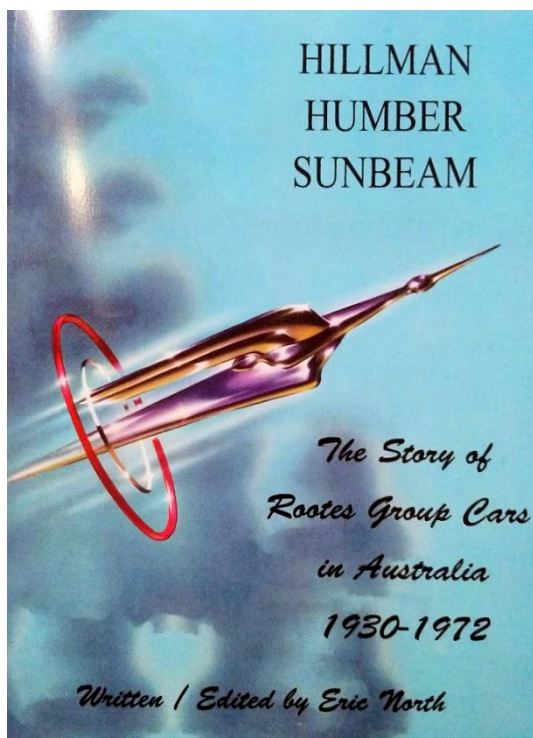
Martin Fone is author of 'Fifty Curious Questions', from which this piece is an excerpt – find out more about his book or you can order a copy via Amazon.

From Country Life Magazine (UK) – With Thanks.

FROM MY LIBRARY SHELF

Something New

The Story of Rootes Group Cars in Australia 1930-1972 is perhaps long overdue. Given Rootes had its foundations in Australia as early as 1927 when William Rootes came looking to sell Hillman and Clyno cars, it is surprising it took this long to produce. Eric North, also known for his work on Buick in Australia, published the 182-page softcover A4 book at the end of 2018. The work details Hillman, Humber and Sunbeam models by year and also provides information of assembly and body operations.



This is a worthwhile addition to the library of Australian auto history followers and Rootes enthusiasts.

You will get a copy from E-bay or the author at E-mail <mailto:ericnorth44@gmail.com> for \$50 plus postage.

Design to Driveway

In May I reviewed Shannon's, Volumes 1 and 2 of *Design to Driveway* books that feature Australian car design proposals from the 1960s and 1970s. Written by David Burrell, Volumes 3 and 4 have recently been published with just 750 copies on sale. If you want one be quick.

www.shannons.com.au/club/news/design-to-driveway-celebrating-australias-rich-automotive-design-heritage/

Something different

Retromotive is more than a magazine. Published quarterly by Nathan Duff, an accomplished photographer, *Retromotive* reviews classic cars with stunning photography and informative text. Five issue have now been published and the latest features the Renner Auto GT 40, a Prince Skyline, Alpine A310, Lancia Fulvia, Monteverdi 375L, Elfin Mono, Porsche 914-6 and a Corvette Stingray from 1963. Previous issues covered the Brabham BT7A Formula 1 car, Avanti II, Porsche 550 Spyder, Mazda RX3 and Shelby Daytona, a car designed by Peter Brock, no not our Peter Brock but the one in America.

Printed on high quality paper in A4 format and running to 124 pages *Retromotive* costs \$99 for four issues posted. Check it out at

www.retromotive.com.au (Note: Link does not seem to work)

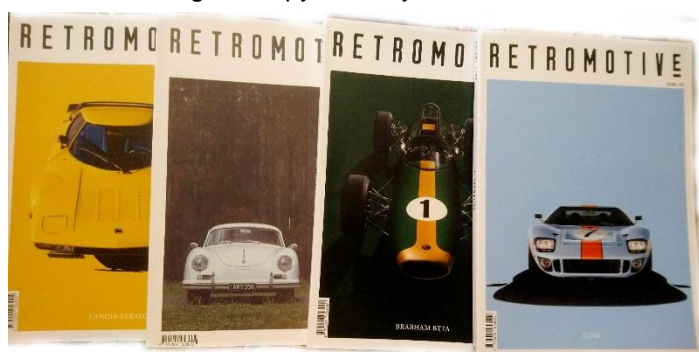
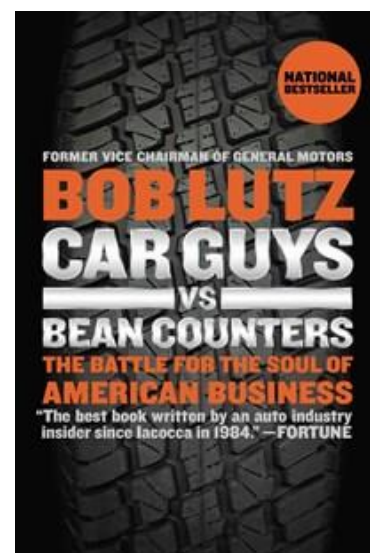
Something Old

I was attracted to *Car Guys vs Bean Counters* by Robert Lutz (pub 2011) as he is the guy largely credited with saving GM's product line up. He was also instrumental in getting the Holden Monaro into the US as the GTO and later the Commodore as the Pontiac G8.

Lutz had an interesting career working for GM, BMW, Chrysler and Exide before returning to GM in 2001, out of retirement. As a Vice President he was charged with recreating the creativity and design for GM cars and trucks.

Lutz tells the story well and gives an inside into the fall of GM and it's recovery. The real guts of the book however is how Lutz had to overcome the 'penny-pinching number crunchers who ran GM by the bottom line'.

As a former Holden employee, I found his tale an interesting one, a sometimes difficult journey that Lutz takes the reader on. The book will be of more interest to those who worked or work in the industry but others with a wider view will learn stuff they didn't know. You can get a copy from Dymocks for \$30.



Left: *The Retromotive Thing*, refer to above.

Norm Darwin.

Via Betty Taylor – with thanks.

EVENT REPORTS

WHAT WE HAVE BEEN DOING

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

Forty-two hardy Members braved the cold for our run, meeting for an extended chat at BP Eastlink before heading off into heavy fog for our 'scenic' tour around Cardinia Park. By the time we arrived at the reservoir viewing carpark, it was an absolute pea-souper. It may be for the better as the dam is below 50% capacity, thanks to not having water restrictions placed on us over a very hot long summer. We are so fortunate to have a Desal Plant to fall back on, and soon the levels will be rising to see us through our next hot period.. Near Elephant Rock the fog dispersed and we drove for a time in clear sunny conditions to Emerald and on when the fog closed in again, thus missing some excellent views

of the city. The 'Tavern' was warm and comfortable with excellent food, except Deanna and Rex Halls' order was misplaced. Thanks to all who joined us, and we may do the run again at a later date, for a decent look at the views.



Above: At the Micawber Tavern. The clouds had lifted and it was nice and warm inside.

Anne and Bryan Tootell.

A VISIT TO AND TOUR OF MONT DE LANCEY HOUSE AND MUSEUM – Sunday 7th July, 2019



A small group gathered at Bayswater for a chat before heading off on an easy run to our destination in Wandin North where we were joined by more members.

Upon entry to Mont De Lancey some retail therapy was applied before we headed to Monty's Tea Rooms for Scones & Jam & Cream with our morning tea.

Left: At lunch in Monty's Tea Rooms.

Before departing on our tour, we watched a video presentation of the history of Wandin Yallock, its pioneering families and Mont De Lancey.

Our tour took us through the gardens with numerous 100+ year old trees on to the Chapel and the original homestead, the slab kitchen and the dairy before we visited the working Blacksmiths shop where their skills were being performed.

Then it was on to view the Museum's amazing collection of memorabilia and tour the Art Gallery before heading back to

Monty's Tea Rooms for a relaxed lunch and more natter in the homely surroundings. Following lunch there was plenty of time to stroll around the property and revisit the many attractions before heading for home.

Greg Anglin.

WHAT WE ARE ABOUT TO DO

TWILIGHT RUN 2019 – Saturday 31st August

In previous years this event has been conducted on a weeknight. As it has been a twilight event, we have been forced to travel in peak hour traffic with motorists eager to return home. This year in order to miss the peak hour traffic we have elected to conduct the event on a Saturday evening, hopefully with less traffic, however we will have to contend with Saturday drivers who at times can be more difficult than peak hour drivers.

We will meet in the Car Park at the Lilydale Lake Swansea Road Lilydale at 4:00 pm for a 4:30 pm start. After a 90 minutes drive over made roads through the Dandenong Ranges and the Mornington Peninsula we arrive at our Dinner Venue – Lazars Winery and Vineyard, Flinders Road, Balnarring.

All members who wish to take part in this event are requested to contact Peter McKiernan (03) 97876003 or Mob 0407876023. Numbers are requested for catering and reservation purposes. Please note: Due to our early start, this will not be a late evening thus allowing those members from the Eastern and Northern suburbs to return home at a reasonable time.

Peter McKiernan.

A CLASSIC RUN THROUGH SOME LITTLE KNOWN COUNTRYSIDE – Sunday 15th September, 2019

Once again we will meet at Harvey Norman car park in Nunawading.

Meet at 9:00 am for a 9:30 am drive off.

Our route will take us on a road that is little well known, is ideally suited for classic cars and offers some excellent scenery. We will stop for a street wander in Yarra Glen. Here you can taste the local coffee/tea at your leisure.

We will then drive for lunch to a lovely hostelry called Toolangi Tavern which is located in the hills above Healesville. Meals will be at nominal charges of \$20-\$25. Drinks will be at bar prices. As catering needs to be confirmed, will those

members who are interested in participating on this event, please let me know. Full route details will be given at the start of the event. Contact Phil Cook on (03) 98425449 or 0468 680 538.

Phil Cook.

THE TERRI ALLEN GARDEN TOUR – Saturday 26th to Sunday 27th, October 2019

Our event is a part of the Gardivalia Festival of Open Gardens and other events in the Baw Baw Shire. An official ABCCC Tour Itinerary will feature in the August edition of *Your ABCCC News*. Below is preliminary information from the Festival's Website to generate interest in our wonderful tour.

The West Gippsland Festival of Gardens will be running again this year 2019 with a few changes of course. By popular request we are delighted to announce we are extending the festival into the first week of November to incorporate the Cup Week-end. This opens up more time for families and gives garden clubs many more opportunities to organise bus tours and all those that love being involved.

This Festival opens beautiful gardens for you to enjoy, set in the natural beauty of West Gippsland. Not only are the gardens inspiring, but there are also events for you to enjoy, and a lot of them are free. There is no charge for children for entry into the gardens or the events, so the whole family can enjoy them. You can learn from some, be involved in others but most of all enjoy the experience.

The Festival has flourished since the idea germinated in West Gippsland over ten years ago. We thank all who have supported us in previous years and hope you will enjoy the festival this year having a number of different gardens and events for you to see.

Kate Senko.

INDULGENCE WEEKEND 2019 – Friday 22nd to Sunday 24th November, 2019

This year's event is fully booked, so if you have not registered your name, you may be too late. However, your name will be taken in case there are any cancellations.

Please Note: The Capricorn Motor Inn at Mulwala had been completely booked, some twenty rooms, a problem arose when we had in excess of this number apply. Fortunately Club Mulwala is next door to the Capricorn Motor Inn and all you do is walk from one venue to another. In any event we will be dining and having our breakfasts at the club, so those who stay there can be first to the dinner table.

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.

OTHER MOTORING EVENTS DIRECTORY

July, 2019

| | | |
|-------------------------|---|------------------------------|
| Sunday 28 th | Ford Flathead Festival – Ford Clubs Venue – Caribbean Gardens, Scoresby. | Bill Ballard (03) 9762 9974. |
|-------------------------|---|------------------------------|

August, 2019

| | | |
|-------------------------|--|---------------------------|
| Sunday 25 th | The RACV Aussie Classic Car Show – The AOMC Venue – Yarra Valley Racecourse, Armstrong Grove, Yarra Glen. | Secretary (03) 9558 4829. |
|-------------------------|--|---------------------------|

October, 2019

| | | |
|--------------------------|--|-----------------------------|
| Saturday 5 th | The Croydon Hills Men's Shed Car Display – A Supported Event. Display Time: 8:00 am till 2:00 pm – drift in, drift out – display cars \$10.00 Venue – Croydon Hills Baptist Church, Cnr. Bemboka and Plymouth Rds., Croydon Hills, Victoria. | Mike Allfrey (03) 9729 1480 |
|--------------------------|--|-----------------------------|

January, 2020

| | | |
|-------------------------|---|---|
| Monday 27 th | Australia Day Display In The Domain – RACV Note: – For Australian Built Vehicles Only. | Daryl Meek daryl_meek@racv.com.au |
|-------------------------|---|---|

April, 2020

| | | |
|---|---|---|
| Friday 26 th to Monday 27 th | JCCA 2020 International Rally – The Jowett Car Club of Australia Venue – Beechworth, Victoria. | A Henshall roadster1@tpg.com.au |
|---|---|---|
