



YOUR ABCCC NEWS

ISSN 2208-0112

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N^o. 249

January, 2021

HAPPY NEW YEAR!



A 'new' set of wheels! Peter Hibbert proudly presents Sandy's club driver.



Associations Incorporation Registered Number: A0035462V



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

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The Association of Motoring Clubs Website http://www.aomc.asn.au/			
The Federation of Veteran, Vintage and Classic Car Clubs Website http://www.federation.asn.au/			

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

Note: This ABCCC Events Directory lists only those events organised by the ABCCC. There have been other events that, due to constraints, have been deleted from this issue.

January, 2021

Sunday 17th The 2021 Calendar Planning Meeting – An ABCCC Session Tony Pettigrew (03) 9739 1146
It should be noted that this event is restricted to those who will be organising club events.
Venue – 16 Lawler Lane, Coldstream.

March, 2020

Friday 12th to On The Road Again! – An ABCCC Event Glenda and Garry Prewett (03) 9739 1146
Sunday 14th Revised information will be provided.
Venue – Visiting Bendigo and Surrounds.

March, 2020

Sunday 28th The Annual General Meeting – An ABCCC Event Pat Douglas (03) 9739 4829
Meeting will commence with luncheon at 12:00 noon. Mobile: 0425 712 973
Venue – **CHIRNSIDE PARK COUNTRY CLUB, 68 KINGSWOOD DRIVE, CHIRNSIDE PARK.**

October, 2021

Friday 22nd to The Justly Famed Indulgence Tour – An ABCCC Event. Peter McKiernan 0407 876 023
Sunday 24th Meet at BP Little River (Geelong Bound) at 10:00 am.
Touring – The Port Fairy Area.

EDITORIAL RAMBLINGS – Issue N^o. 249

Happy New Year! Here is hoping that it will be a better year for our club than 2020 turned out to be. Fingers crossed on that! Hopefully our Calendar Planning Meeting will bring forth a splendid year.

Our events planning meeting will be held on Sunday 17th January, 2021 and it is open to members who intend to conduct an event, or maybe more than one event, during this year. It will be held at 16 Lawler Lane, Coldstream and it is important that event organisers let Tony and Maxine Pettigrew know about their intention to participate – COVID-19 permitting, of course. This influence on our movement seems to be variable, and appears to be fertilised by those who do not have any inclination to obey the rules implemented by our health authorities.

In this issue, on Page 4, we feature a Continental road test of the 1950 Riley 2½-litre saloon. This has brought back a memory of a late friend commenting that, "The ride in one of those Riley saloons is like being in a box surrounded by logs!" A bit disparaging, but there was probably an element of truth in that appraisal. The test recorded in *The Motor* of July, 1950 mentions that the test car was equipped with a rev counter in its instrument panel. The photo in the article shows a clock at the left of the panel. Perhaps the illustration came from the 1½-litre model?

The Vintage Drivers Club and the RACV are working on a re-run of an Alpine Trial that was conducted in 1921 and, for the hundredth anniversary of this event in November, are looking for motor cars and motor cycles that took part in the original trial. They are also looking for vehicles, in close age groups (tiers) to assist with the event. More details will be in the February issue of *Your ABCCC News*.

Enjoy this issue, such as it is.

Mike Allfrey – Jupiter, Bringer of Jollity!

ANNUAL MEMBERSHIP RENEWAL

Payment of ABCCC Annual Fees of \$45.00 are due by 1st January 2021. Please post or Transfer money to: All British Classics Car Club, 9 Hagen Drive Berwick, Victoria 3806.

Bank details: BSB 063 863, A/c No.1001 3709, please provide your details as a reference. Renewal Form can be downloaded if required to update information, from the ABCCC Website.

Thank you,

Gordon Lindner, Membership Secretary.

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
Barry and Margaret Collett	Jensen	541R	1960

Gordon Lindner– Membership Secretary.

THE RILEY 2½-LITRE SALOON

A High Performance Car Of Marked Character And Unusual Stability

The testing of high performance cars on Continental roads can be justified not only by the requirements of safety during time trials at upwards of 80 m.p.h., but also because the longer distances and higher average speeds possible abroad are of great assistance in bringing out the good and, let it be admitted, some of the bad points of any given type.

Right: Grand tourist – a test extending across five European countries allowed the 2½-litre Riley to reveal its speed and Stamina. It is seen at Aix-les-Bains.

The four-cylinder 2½-litre Riley was the second British car to be the subject of a run of this kind, upon which report was made in *The Motor* of December 18th, 1946. On that occasion a total distance of some 4,000 miles was covered and on the recent test of the current, basically unchanged model the distance was over 2,000 miles. These embraced almost every condition likely to be encountered by the car user in Europe or the U.S.A. For some days the car was driven in London, many miles were covered on special motor roads at high average speeds, mountainous country was experienced in Switzerland and Italy, and very fast main road motoring was indulged in not only on the straight sections of the French roads but also on the more twisting sections at the base of the French Alps and the narrow, poorly surfaced roads of Southern Germany.

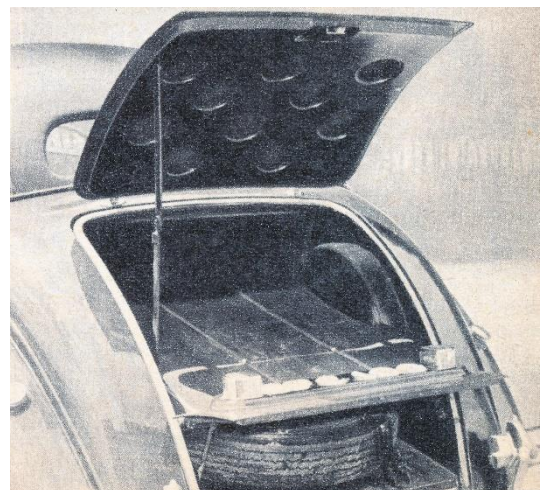
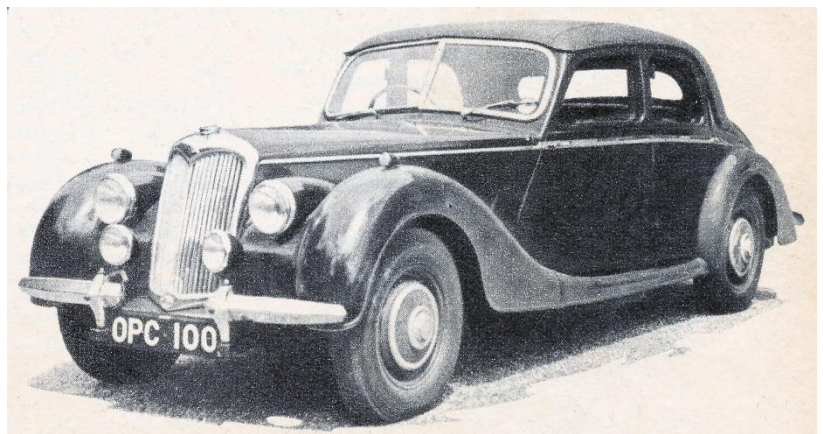
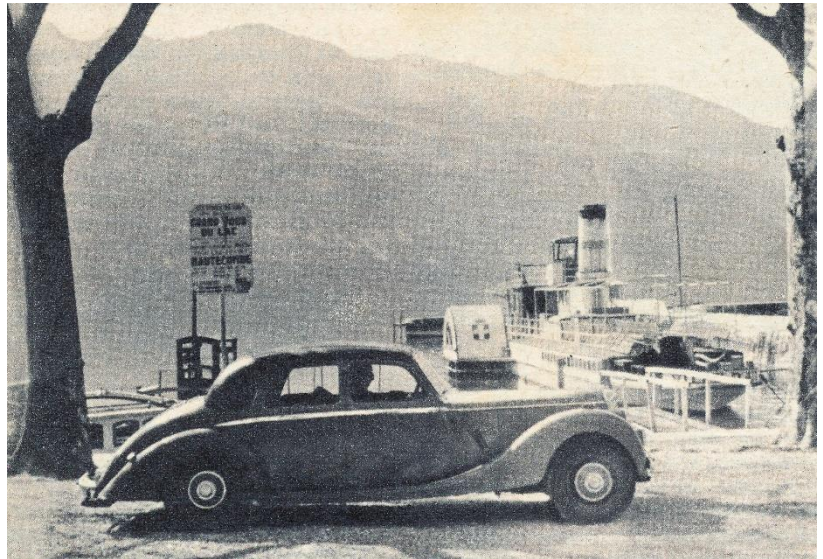
Right: Frontal aspect of the Riley.

The car was driven in every condition from one-up to more than fully loaded with four persons and a great weight of luggage. The predominant conclusion from these trials is that the 2½-litre Riley is a car of exceptional character, having a number of unusually meritorious features coupled with a few points which may be legitimately the target of criticism. Overriding everything else is the feeling of astonishment that so much usable road performance can be offered for so relatively low a price. Not only is the maximum speed on the right side of 90 m.p.h., but the usable road speed may be reckoned at anything between 70/80 m.p.h. Although the piston speed is admittedly high in these circumstances the engine is so stiff in construction that it runs smoothly, coolly and with every air of enjoyment. The performance did not vary a hair's breadth during the entire course of our test, and figures quoted in the data table were taken at the end of 2,000 miles of hard driving and with cross wind which gave no assistance to speed in one direction. The fact that the four times taken for a quarter-mile stretch showed a maximum variation of one per cent. is significant of the car's character as a whole, and in this connection it must be put on record that the steering of the car gives the driver a complete feeling of confidence in all circumstances.

Right: Unobstructed – the deep locker accommodates a large quantity of luggage and is not obstructed by the separately mounted spare wheel. The dual filler caps are a great advantage.

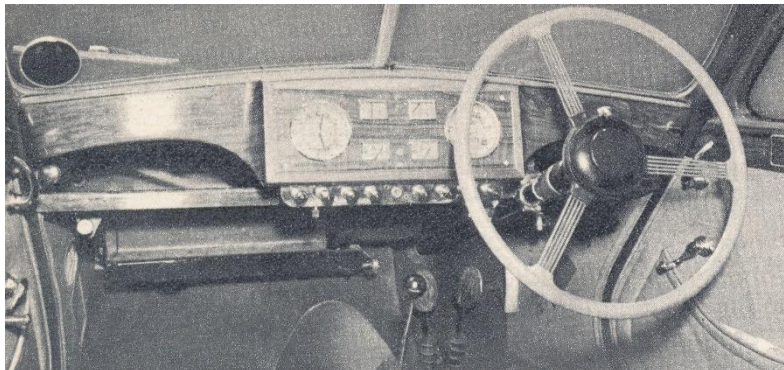
Widely Varying Roads

Road surfaces in Europe vary far more than they do in this country; to give some examples, there is the flat, smooth, concrete of the German Autobahn, the rough and sometimes highly cambered pavé of France, the relatively smooth, but highly polished, roads of Italy which can be exceedingly slippery in the wet and the very potholed surfaces of some of the frontier roads where war damage has not yet been made good. The Riley was taken over all of these both in dry and wet conditions, and not only did the driver feel that he had complete control of the vehicle but this confidence was also imparted to the passengers. The low centre of gravity and absence of roll contribute in part to this freedom from worry, but the steering gear itself, with rack and pinion mechanism almost entirely free from backlash and with very strong self-centring action, also plays its part. Even on the roughest roads there was only slight reaction on the steering wheel, but it must be conceded that a good deal of muscular effort



is needed on the rim particularly at low speeds in the traffic whilst parking the car can be very heavy work indeed. At over, say, 40 m.p.h., however, the steering appears to be markedly lighter and there is no doubt it is in the speed ranges of 40/80 m.p.h. that this car makes its greatest appeal. The suspension by torsion bar at the front and leaf springs at the rear is firm but sufficiently flexible to absorb the shocks of motoring at high speeds over rough roads without inconvenience to the driver and front-seat passenger, although conditions in the rear seat are definitely not so favourable and a marked motion of the radiator shell and front wing shows that whilst the fore part of the frame is adequately stiff for English conditions it permits a degree of torsional flexibility under the more severe conditions of Continental travel.

Right: For the driver – An adjustable steering column, remote gear control and fascia panel carrying accurate and clearly calibrated instruments are points of appeal to the keen driver.



This fact, coupled with the fairly high muscular effort called for in driving, brings to mind the fact that the Riley embodies many of the characteristics typical of the vintage type of car including very marked ability to cover many miles in the hour without effort. On the road south from Avallon to Chalon an average of rather over a mile a minute was sustained for an hour and distances of between 50/54 miles in the hour could readily be attained on the Continent and approached under favourable conditions in this country. It is unfortunate that on the car tested the braking system developed a minor but baffling defect, and it is possible that the figures quoted in the data panel taken before many miles had been run are less satisfactory than the best of which the design is capable.

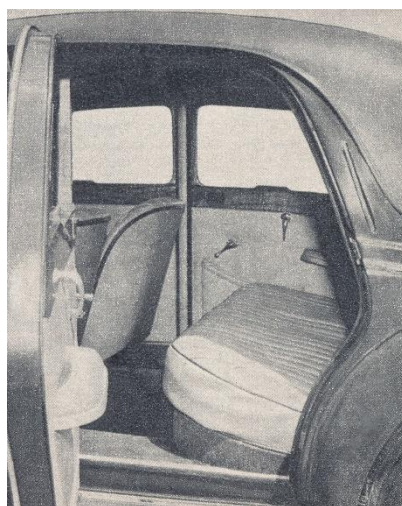
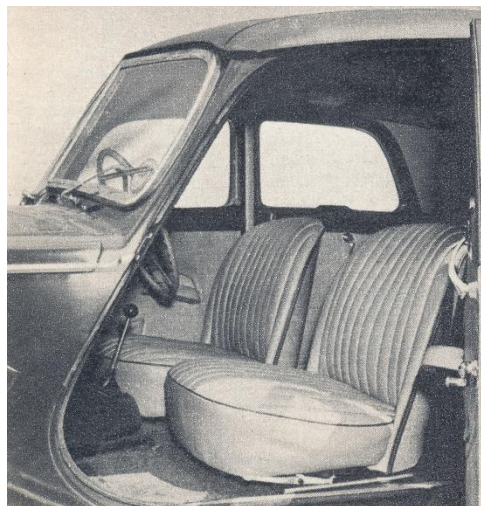
Minor Modifications

Turning from the mechanical aspects of the car to those of the body, there have been few changes since the car was last road tested, but amongst them have been the abolition of the opening window for the driver, a new instrument panel which bears both tachometer and speedometer dials, and a unit supplying hot or cold air to the interior of the body and the back of the windscreen. All the hot air can, if necessary, be diverted to the screen slots, and although the installation would scarcely be adequate for overcoat-free motoring in a really cold climate it supplies a ready method of supplying fresh air to the interior with a useful degree of warmth in ordinary mild weather motoring.

Although now well-known, the lines of the car continue to command admiration. Many competent judges think the 2½-litre Riley with its relatively long bonnet one of the best combinations of the modern trend with British tradition, but a penalty for the low roofline has to be paid in limited visibility. Although the Riley is one of the rare modern cars in which both sides of the front end are in plain view, the depth of the windows is circumscribed, and the rear seat occupants in particular see but little of the surrounding country. Similarly, the slope of the tail severely limits the volume of luggage which can be put under lock and key, but if the owner is willing to run with the lid raised but a few inches and secured to the bumper by an elastic cord, the carrying capacity is practically doubled.

Drivers' Details

The instruments can clearly be read both by night and by day, and there are warning lights which tell the driver when the heater fan motor is running and when the headlamps are in the high beam position. The latter indicator was a good deal too bright on the car tested, but it is believed that this matter has had attention on current production cars. Two fog-lights are supplied, operated by a separate switch, and in this connection it should be mentioned that there are now eight similar switches placed in a row below the instruments. Although neat, this arrangement can be confusing at times, and with an engine that is octane-sensitive one would enjoy a more refined advance and retard mechanism than a push-pull control on that side of the panel which is remote from the driving position with a right hand steering column. This control is, of course, supplementary to the automatic advance and retard, even so it can be used with advantage.



A wide parcels tray is placed beneath the instrument panel, and this is most useful for carrying guide books and similar items; smaller objects such as matchboxes and film containers, on the other hand, can sometimes get trapped behind the conduits leading air to the base of the windscreen.

Left: For the passengers – comfortable bucket seats hold the driver and front passenger steady during fast driving. The rear seat has ample foot room in deep floor wells.

There is a reasonably bright interior light on each side of the car, and further items for the convenience of the owner are

pockets in all doors and ashtrays adjacent to each side window. From a practical standpoint one is glad to see that the

sides of the bonnet are quickly detachable so that ordinary routine attention such as changing oil filters, adjusting valve gear, etc., is carried out in reasonable conditions, whilst both the battery and the tool kit come immediately into view by being placed on each side of the scuttle. For the greater part of the Continental journey the oil consumption of the car was virtually nil, and it was unnecessary to add water. The car is, on the other hand, somewhat sensitive to tyre pressures, low figures markedly increasing the effort needed for steering and promoting considerable squeal on the corners.

Average Consumption

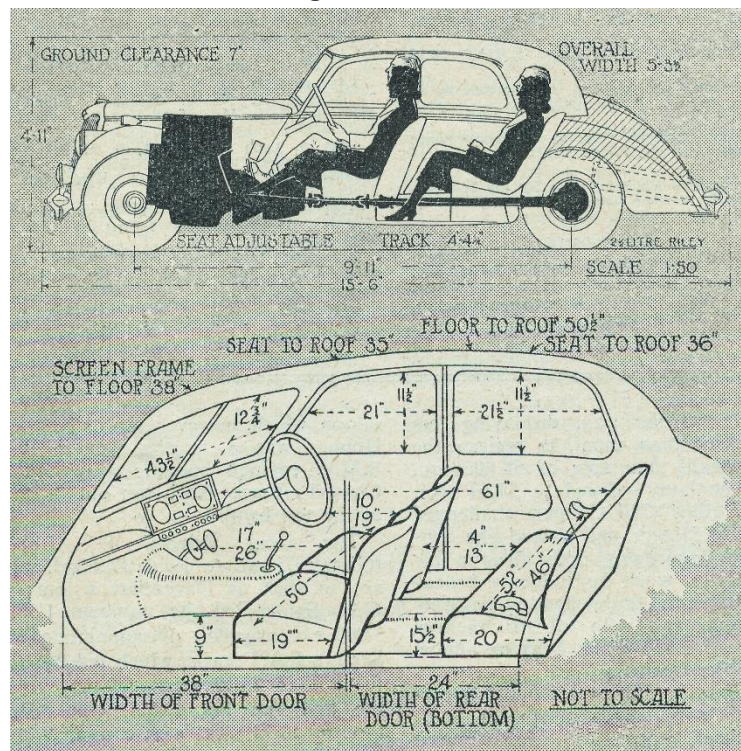
The fuel consumption may be considered normal in relation to the power of the engine, and the average speeds attained, but especially on a car of this kind a range of little over 200 miles on one filling is insufficient, and it should also be noted that for quick replenishment it is imperative to remove the caps on both fillers. These minor criticisms do not seriously detract from the merit of the Riley, and it is legitimate to take into account the extraordinarily trouble-free running which has been characteristic of the model since its introduction. Engines which have covered between 40/50,000 miles with nothing more than routine attention are common amongst Riley owners and this is all the more remarkable in that the top gear ratio is sufficiently low to provide top gear acceleration between 10/30 m.p.h. in under 10 seconds, whilst the exceptional briskness of the car when full use is made of the gear-box is well exemplified by the 0/50 acceleration time of just under 12 seconds.

For the long-distance, hard-driving motorist who wishes to travel fast with complete confidence and safety and to be free from expensive maintenance bills, the Riley 2½-litre is a car which can be very thoroughly recommended.

The Motor Continental Road Test No. 8C/50 Make: Riley; Type: 2½-litre Saloon

Makers: Riley Ltd., Abingdon-on-Thames, Berkshire.

Dimensions And Seating



In Brief

Price £958, plus purchase tax £266 17s 2d. Equals £1,224 17s 2d.

Capacity	2,443 c.c.
Unladen Kerb Weight	29½-cwt.
Fuel Consumption	19.6 m.p.g.
Maximum Speed	90.1 m.p.h.
Maximum Speed on 1 in 20 Gradient	75 m.p.h.
Maximum Top Gear Gradient	1 in 11.2
Acceleration: 10–30 m.p.h. in Top	9.7 secs.
Acceleration 0–50 Through Gears	11.9 secs.

Gearing:

19.5 m.p.h. in Top at 1,000 r.p.m.
62.1 m.p.h. at 2,500 ft. Per Minute Piston Speed.

Specification

Engine:

Cylinders	4
Bore	80.5 mm
Stroke	120 mm
Cubic Capacity	2,433 c.c.
Piston Area	31.6 sq. in.
Valves	O.H. (at 90°)
Compression Ratio	6.1:1
Maximum Power	100 b.h.p. at 4,500 r.p.m.

Engine (Continued):

Piston Speed at Maximum B.H.P.	3,500 ft. per min.
Ignition	12-volt Lucas Coil
Fuel Pump	S.U. electric

Carburettor	Two S.U. (H4 Type)
Sparking Plugs	Champion NA8
Oil filter	Full Flow Tecalemit

Transmission:

Clutch	Borg and Beck
3 rd Gear (S.)	5.83
1 st Gear	15.0
Final Drive	Spiral Bevel

Top gear (S.)	4.11
2 nd Gear (S.)	8.86
Propeller Shaft	Enclosed

Chassis:

Brakes	Girling Hydraulic/Mechanical 2LS on Front	
Brake drum diameter	12-ins.	Friction Lining Area
Suspension (front)	Independent (Torsion Bar)	136.5-sg. ins.
Shock Absorbers	Girling	Suspension (Rear)
		Semi-elliptic
		6.00 x 16

Steering:

Steering Gear	Riley Rack and Pinion	Turning Circle
		36-ft.

Turns of Steering Wheel, Lock-to-lock 2½

Performance Factors (At Laden Weight As Tested)

Piston Area, sq. ins. per Ton 19.15 Brake Lining Area, sq. ins. per Ton 83
Specific Displacement. Litres per Ton-mile 2,270 Fully described in *The Motor*, September 22nd, 1948.

Test Conditions – Dry, Moderate Wind; Belgian Premium Petrol

Acceleration Times on Two Upper Ratios:

10–30 m.p.h.	Top 9.7 secs.	3 rd 7.3 secs.
20–40 m.p.h.	Top 10.6 secs.	3 rd 7.6 secs.
30–50 m.p.h.	Top 11.85 secs.	3 rd 8.3 secs.
40–60 m.p.h.	Top 13.45 secs.	3 rd 10.05 secs.
50–70 m.p.h.	Top 15.95 secs.	–
60–80 m.p.h.	Top 21.75 secs.	–

Acceleration Times – Through Gears:

0–30 m.p.h.	4.65 secs.
0–40 m.p.h.	7.55 secs.
0–50 m.p.h.	11.9 secs.
0–60 m.p.h.	16.85 secs.
0–70 m.p.h.	24.30 secs.
0–80 m.p.h.	36.75 secs.
Standing ¼ mile	21.10 secs.

Fuel Consumption:

31.5 m.p.g. at Constant 30 m.p.h.
26.25 m.p.g. at Constant 40 m.p.h.
24.5 m.p.g. at Constant 50 m.p.h.
21.5 m.p.g. at Constant 60 m.p.h.
18.75 m.p.g. at Constant 70 m.p.h.
15.5 m.p.g. at Constant 80 m.p.h.
Overall Consumption for 178 miles, 9.08 gals. = 19.6 m.p.g.

Maximum Speeds:

Flying Quarter Mile:

Mean of Four Opposite Runs 90.1 m.p.h.

Best Time Equals 90.9 m.p.h.

Speed in Gears:

Max. Speed in 3rd Gear 73 m.p.h.

Max. Speed in 2nd Gear 50 m.p.h.

Max. Speed in 1st Gear 27 m.p.h.

Weight:

Unladen Kerb Weight 29½-cwt.

Front/rear Weight Distribution 51/49

Weight Laden as Tested 33-cwt.

Instruments:

Speedometer at 30 m.p.h. Accurate

Speedometer at 60 m.p.h. 11.5 % Fast

Speedometer at 90 m.p.h. 6 % Fast

Distance Recorder 3 % Fast

Hill Climbing (At Steady Speeds):

Max. Top Gear Speed on 1 in 20 75 m.p.h.

Max. Top Gear Speed on 1 in 15 65 m.p.h.

Max. Gradient on Top Gear 1 in 11.2

Max. Gradient on 3rd Gear 1 in 8.4

Max. Gradient on 2nd Gear 1 in 5.7

Brakes at 30 m.p.h.:

0.31 g. Retardation = 97 ft. Stopping Distance with 30 lbs. Pedal Pressure

0.43 g. Retardation = 70 ft. Stopping Distance with 50 lbs. Pedal Pressure

0.72 g. Retardation = 42 ft. Stopping Distance with 100 lbs. Pedal Pressure

0.78 g. Retardation = 38.5 ft. Stopping Distance with 110 lbs. Pedal Pressure

Maintenance

Fuel Tank: 12½ gallons. Engine Sump: 14 pints, S.A.E. 30 (to 0 °C), S.A.E. 20 to –18 °C), S.A.E. 10 (below –18 °C). Gearbox: 2 pints S.A.E. 140 (to –12 °C), S.A.E. 80 (below –12 °C). Rear Axle: 4 pints (as Gearbox S.A.E.). Steering Gear: Pack with Grease. Radiator: 21 pints (1 Drain Tap) at Base R.H.S. Chassis Lubrication: By Grease Gun every 1,000 miles to Front Suspension (8 points), Intermediate Shaft (2 points), Propeller Shaft Trunnion (1 point), Water Pump (1 point). Each 5,000 miles to Wheel Bearings. Ignition Timing: 4° to 8° B.T.D.C., Full Advance. Spark Plug Gap: 0.025-in. to 0.030-in. Contact Breaker Gap: 0.012-in. to 0.015-in. Valve Timing: I.O. 17° B.T.D.C., I.C. 43° A.B.D.C., E.O. 45° B.B.D.C., E.C. 20° A.T.D.C. Tappet Clearance (Hot): Inlet 0.003-in., Exhaust 0.004-in. Steering: Camber Angle 1°, Castor Angle 3°, Front Wheel Toe-in Nil, Swivel Pin Inclination 11°. Tyre Pressures: Front 24 lb., Rear 24 lb. Brake Fluid: Girling. Lamp Bulbs: All Single Pole. Head Lamps – Near Side Double Filament 36/35 Watts; Off Side 36 Watts; Side, Tail, Roof and Stop Lamps 6 Watts; Ignition, Panel and Petrol Gauge Lamps 2.4 Watts; Reversing Lamp 24 Watts; Trafficators 3 Watts; dash Lamps 2.4 Watts; Fog Lamp 48 Watts; Pass Lamp 48 Watts.

From The Motor, July 5th, 1950 – With Thanks.

BOOK REVIEW – COLLECTOR CARS OF AUSTRALIA

By Ken Stepnell – ISBN 9781741109603

This book is one of those that got away, from me anyway. It was published in 2010 by the New Holland Publishers (Australia) Pty. Ltd. The book is a heavy tome, with over 1,000 photographs printed on good quality paper. In this book, Ken has made a successful attempt at classifying motor (and steam) powered vehicles, from the start of motoring in Australia, through to the 1960s.

Ken Stepnell grew up on a farm at Buninyong near Ballarat. His love of photography started when his parents gave him a box camera for his ninth birthday. Since then, Ken has become a renowned photographer, particularly in Australian landscapes and natural history. He is a multiple winner of the coveted Hasselblad Masters Award for Nature Photography, and his images have been published in various books for more than forty years.

Always on the lookout for a new challenge, Ken turned his attention to more manmade subjects, and decided to create the first photographic collection of Australia's collector cars. He set about capturing the great diversity of car designs from the industry's first days until the late 1960s.

At the time of publishing *Collector Cars of Australia*, Ken had never owned one of the 'old girls', but he and his wife Pam had often joined friends on collector car rallies.

This luxurious book can be easily purchased by visiting www.abebooks.com – enter the author and book title to make the selection and purchase. I managed to purchase a copy from a Queensland book shop and it arrived in just four days.

The book is filled with excellent quality photographs accompanied by brief descriptions. It is a bonus to see immaculate cars from interstate included. The cars have been grouped in four periods:

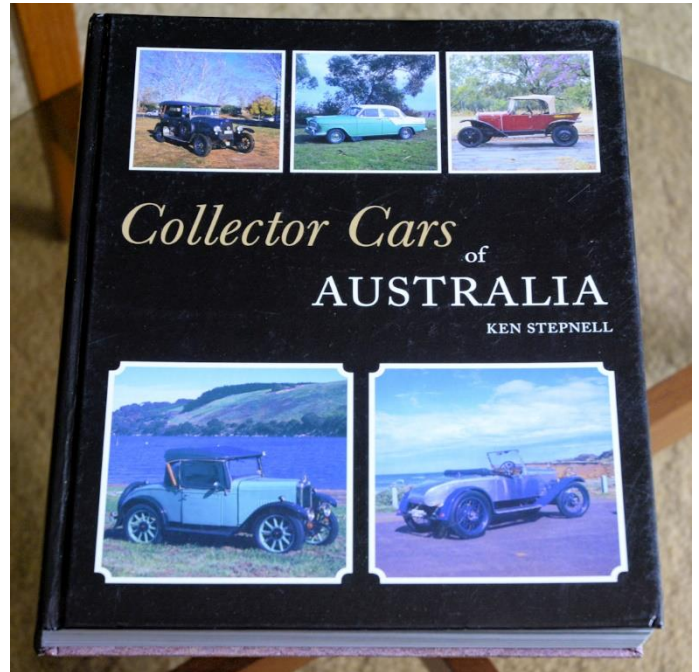
- Veteran, Brass and Edwardian Era to 1918
- Vintage Cars 1919 to 1930
- Classic Cars 1931 to 1945
- Post-Classic Cars 1946 to 1960s

Four of our club's cars are displayed in this book, the Austin belonging to Alex and Sandra Farrow, George Hetrel's Type 35 Bugatti (surprisingly described as being powered by a V8 engine!), his Benz Velo and the editor's Jowett Jupiter. There are, in my opinion, two significant omissions – Lea Francis and Allard.

There is a minor gripe, a number of the photographs were cropped to the extent that a complete car was not shown. This could have been due to a photographer's eye seeing what is essential.

This book should be prominent on every Australian car enthusiast's bookshelf.

Mike Allfrey.



THE ABCCC ANNUAL GENERAL MEETING – Sunday 28th March, 2021

The venue for our Annual General Meeting will be the **Chirnside Park Country Club**, 68 Kingswood Drive, Chirnside Park. The meeting will be preceded by lunch at 12:00 noon and the meeting will commence at 2:00 pm. Cost of lunch is \$15.00 and drinks are at bar prices. Because the lunch will be subsidised by our club, this is a financial members only event. Please advise Pat Douglas if you intend to join us for lunch for catering reasons, and with requests for items to be placed on the Agenda, on Telephone Number 0425 712 973 or, E-mail secretary@abccc.com.au.

All lunches to be paid for on entry to the Chirnside Park Country Club, with cash please.

Pat Douglas – Secretary.

WELCOME TO TOMORROW – AN INTERESTING PREDICTION

There is reason to believe most or all of the following will become reality in the next 10-20 years. Some of us won't see the changes, but our children and grand-kids will!

1. Motor car repair shops will disappear.
2. A petrol/diesel engine has 20,000 individual parts. An electrical motor has 20. Electric cars are sold with lifetime guarantees and are repaired only by dealers. It takes only ten minutes to remove and replace an electric motor.
3. Faulty electric motors are NOT repaired in the dealership but are sent to a regional repair shop that repairs them with ROBOTS.

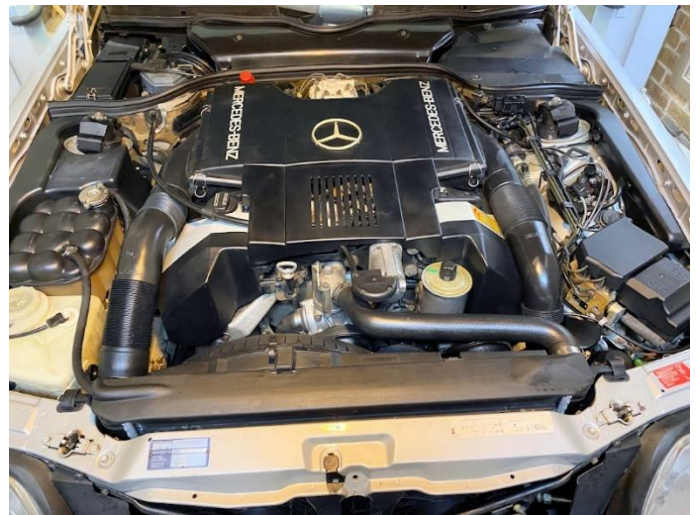
4. Your electric motor malfunction light goes on – so you drive up to what looks like a car wash, and your car is towed through while you have a cup of coffee – then your car comes out on the other side with a new electric motor or component.
5. Petrol pumps will disappear.
6. Street corners will have meters that dispense electricity. Companies will install electrical recharging stations – in fact, they've already started in the developed world.
7. Smart major motor manufacturers have already designated money to start building new plants that build ONLY electric cars.
8. The 'Coal Industries' will disappear. Petroleum/oil companies will cease to operate. Drilling for oil will stop, so say goodbye to OPEC. The middle-east is in trouble.
9. Homes will produce and store more electrical energy during the day than they use. It will be sold back to the Grid and the Grid will store and dispense it to the industries that are high electricity users.
Has anybody seen the Tesla roof?
10. A baby of today, will only see 'personal cars' in museums. The future is approaching faster than most of us can even handle.
11. In 1998, Kodak had 170,000 employees and sold 85% of all photo paper worldwide. Within just a few years, their business model disappeared, and they went bankrupt. Who would have thought of that ever happening?
12. What happened to Kodak and Polaroid will happen in a large number of industries in the next five to ten years, and most people don't even see it coming.
13. Did you think in 1998 that three years later, you would never take pictures on film again? With today's smart telephones, who even has a camera these days?
14. Yet digital cameras were invented in 1975. The first ones only had 10,000 pixels but followed Moore's law. As with all exponential technologies, it was a disappointment in the beginning, before it became much superior and mainstream in only a few short years.
15. It will now happen again (but much faster) with Artificial Intelligence (AI), health, autonomous and electric cars, education, 3D printing, agriculture and jobs.
16. Forget the book, *Future Shock*, welcome to the fourth Industrial Revolution.
17. Software has disrupted and will continue to disrupt most traditional industries, within the next five to ten years.
18. UBER is just a software tool, they do not own any cars, and are now the biggest taxi company in the world. Ask any taxi driver if they saw that coming.
19. AIR-BnB is now the biggest hotel company in the world, they do not own any properties. Ask Hilton Hotels or the Marriott, if they saw that coming?
20. Artificial Intelligence (AI) – computers become exponentially better in understanding the world. This year, a computer beat the best Go-player(?) in the world, ten years earlier than expected.
21. In the United States of America, young lawyers already don't get jobs, because of IBM's WATSON, you can get legal advice within a few seconds so far it is the basic material, with 90% accuracy compared with 70% accuracy when carried out by humans. So, if you're studying law, stop immediately, there will be 90% fewer lawyers in the future, what a thought and only omniscient specialists will remain.
22. WATSON already helps nurses diagnosing cancer. It is four times more accurate and many times faster than human nurses.
23. FaceBook now has 'face recognition' software that can recognise faces better than humans, In 2030, computers will become more intelligent than humans.
24. Autonomous cars: In 2018 the first self-driving cars were already here. In the next few years, the entire motor industry will start to be disrupted. You won't want to own a car any more as you will call a car with your phone, it will show up at your location and drive you to your destination.
25. You will not need to park it; you will pay only for the 'driven distance' and you can be productive while driving. The very young children of today will never get a driver's licence and they will never own a car.
26. This will change our cities because we will need 90% to 95% fewer cars. We can transform former parking spaces into green city parks.
27. About 1.2-million people die each year in car accidents, worldwide. That includes distracted or drunk drivers. We currently have an average of one accident for every 96,558 kilometres miles driven. However, with autonomous driving that will drop to just one accident in about 9,655,800-million kilometres. That will save a million-plus lives, worldwide each year.
28. Most traditional car companies will doubtless become bankrupt. They will try the evolutionary approach and just build a better car, while tech companies (Tesla, Apple, Google) will do the revolutionary approach and build a computer on wheels.
29. Look at what Volvo is doing right now, no more internal combustion engines in their vehicles starting this year with the 2020 models. They are using all-electric or hybrid only, with the intent of phasing out hybrid models in the not too distant future.

30. Many engineers from Volkswagen and Audi are completely terrified of Tesla. Look at all the companies offering an all-electric vehicle, that was unheard of, only a few years ago.
31. Insurance companies will have massive trouble too, because without accidents, the costs of insurance will become cheaper. Their car insurance business model will disappear. **In your dreams!**
32. Real estate will change, because if you can work while you commute, or you can work from your home, people will abandon their towers to move far away to more beautiful and affordable properties.
33. Electric cars will become mainstream by about 2030. Cities will be less noisy because all new cars will run only on electricity.
34. Cities will have much cleaner air.
35. Electricity will become incredibly cheap and clean. **Same thing, in your dreams!!!!**
36. Solar production has been on an exponential curve for thirty years, but you can now see the burgeoning impact, and it is just starting to get ramped up.
37. Fossil energy companies are desperately trying to limit access to the grid, to prevent competition from home solar installations, but that simply cannot continue. Technology will take care of that strategy in the not too distant future.
38. Health: The Tricorder X price will be announced this year. There are companies who will build a medical device called the 'Tricorder' from *Star Trek* that works with your phone, which takes your retina scan, a sample of your blood, then you breath into it. It then analyses fifty-four bio-markers that will identify nearly any disease. There are dozens of phone apps out there right now for health.

WELCOME TO TOMORROW – some of it actually arrived a few years ago. And, wouldn't you know it, I'm still trying to figure out how to use my mobile phone.

Provided by Gordon Lindner.

A SHORT HISTORY OF SANDY'S MERCEDES-BENZ



Above Left: Sandy tries the immaculate interior. Above Right: Teutonic powerhouse, a well presented V8 engine.

Front Cover Motor Car

The 1990 Mercedes-Benz right hand drive 500SL Roadster was listed on Shannons auction Website last March. We both requested a viewing of a known quality black Mercedes-Benz 280CE Coupé there as well.

Shannons at our request opened the showroom door at Heatherton for an inspection during lock down. Although the CE seemed great, we noticed the 500SL next to it and checked out both. I organised a phone bid for each and waited until the auction night due on 4th June, 2020.

The CE was sold at nearly \$30K, so I declined to bid early, however, the next lot was the paint code Astral Silver Metallic #9735 Mercedes-Benz 500SL equipped with black Anthracite code 271A leather interior. I successfully bid on it and it was ours. It was supplied with a quality original matching removable hard top.

It was ordered in the UK (owner unknown), however, not there long and imported to Queensland. Then off to Lara, Victoria to the third owner. The last recorded service was 15th April, 2009 at 164,941 kilometres travelled. At our purchase, the reading was 213,000 kilometres. Owner's manuals and service records were included.

I immediately booked an overall check and service at an approved M-B service establishment that serviced our M-B 280SE that we owned for twenty-eight years so trust was not an issue. A few items of attention done then home to carry out cleaning etc. on my garage hoist. All is rust free and undamaged, body excellent. Since then, a few electrical issues rectified and following was a new convertible soft top replacement.

Since then, we have used it often on a logged 45 day issue on I/D 3358-H6 and drives very well and fast!

Peter and Sandy Hibbert.

WHAT WE HAVE BEEN DOING

THE ABCCC CHRISTMAS LUNCHEON – Sunday 13th December, 2020

Our first event since COVID-19 lock-down, saw 70 members including partners partake the annual ABCCC luncheon at Chirnside Country Club that had been magnificently renovated. Our room was amazing with the tables decked out with a central Christmas theme decoration and surprise crackers for each.

On arrival, most wore masks in, however the earlier suggested social restrictions announced were countermanded by Tony and Maxine so masks off and hugs, handshakes were prevalent.

We were all respectful of the present COVID-19 cautions and beyond personal greetings, there were some who resisted contact and there was no kissing.

Summoned to table seating around 12:15, the staff offered two shared plates of bread sticks, crackers and dips to the tables. Thinking that that was the first entrée portion of the meal, we were pleased that a serving of two large spring rolls and salad were served to each place.

A bit of a rest to socialise and the main alternating meals being rack of lamb and vegies/typical three meat plates and vegies. Another respite and the alternating deserts of lemon curd tart and cream and a HUGE wedge of apple pie and cream. A bit of swapping as usual then coffee and tea was offered. Our club generously provided one bottle on each table of quality red and white wines as in the past. The cost of \$45 per person surely fantastic value and the staff was quick to serve and professional.

Club President, Tony Pettigrew, addressed the crowd citing the upcoming events and seemingly we will be restored to being busy again.

Unfortunately, it was Tony's duty to inform us of the unwell members so we wish them a quick recovery.

Most of our bunch stayed around exchanging stories and reciprocal Christmas/New year sentiments. We all hope and pray for every Victorian to recognise the COVID-19 risk and respect social rules.

We surely are looking forward to the next gazetted outing being Friday 12th March, 2021 the 'BACK ON THE ROAD' tour, Bendigo then Sunday March 28th, club AGM luncheon. A couple more events are in the pipeline and the calendar meeting will reveal other proposals.

Note: There is a gallery of Peter Hibbert's photographs commencing on Page 12. Question: Who put the tyre marks on the floor?

Peter Hibbert.

WHAT WE ARE HOPING TO DO – Keep your eyes on your E-mail In-box.

THE ABCCC CALENDAR PLANNING MEETING – Sunday 17th January, 2021

The back to normal rules still apply, this meeting is for those who will be organising events in 2021 for our club. If you have an event in mind, please contact Tony Pettigrew to reserve a place at the rectangular table.

ABCCC – BACK ON THE ROAD TOUR – Friday 12th to Sunday 14th March, 2021

Update: Reluctantly we have made a decision to postpone our weekend tour – Back on the Road Again, 11th – 13th September 2020, moving it to early 2021. The situation in Victoria and the increasing COVID-19 numbers in some regional areas have necessitated this decision. We must put the safety of our members first.

All entries/bookings will be updated to the new dates. No need for you to do anything at this stage.

As mentioned, we are all disappointed that we have to do this, but the current situation and requirements for the gathering of large numbers of people are changing daily, making it near impossible to continue with our arrangements.

Thank you for your understanding and we hope to see you all in March, 2021 for an even better weekend in our northwest regional town of Bendigo.

Glenda and Garry Prewett.

THE ABCCC VIC INC. ANNUAL GENERAL MEETING – Sunday 28th March, 2021

Calling all club members to our Annual General Meeting which will be held at the **CHIRNSIDE PARK COUNTRY CLUB, 68 KINGSWOOD DRIVE, CHIRNSIDE PARK.**

The meeting will commence with a subsidised luncheon at 12:00 noon and the Annual General Meeting will commence at 2:00 pm.

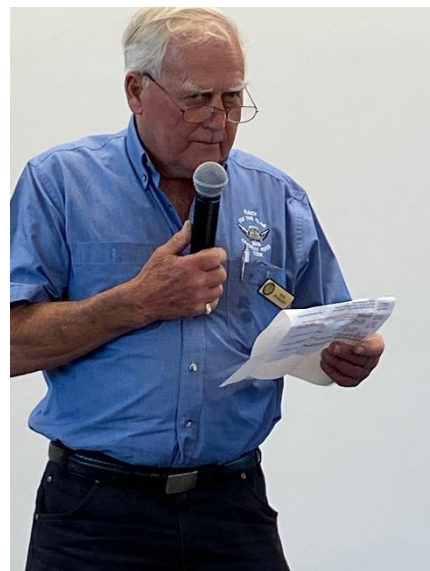
THE ABCCC INDULGENCE WEEKEND – Friday 22nd to Sunday 24th October, 2021

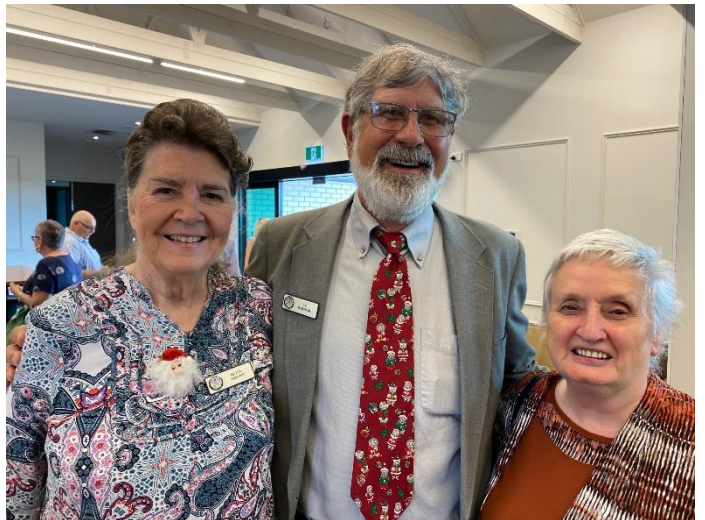
This year it is proposed we visit Port Fairy in western Victoria. We will be meeting at the BP Service Centre, Princes Highway (Geelong-bound), Little River at 10:00 am for a 10:30 am start. Lunch will be at Mortlake prior to proceeding to Port Fairy. Accommodation has been arranged at The Ashmont Motor Inn however accommodation is limited and it will be a case of first in best dressed. The balance of participants (if any) will be accommodated at an adjoining motel.

The format for the weekend will be in-line with that of previous years, and the cost will be \$250 pp plus accommodation. If you wish to be part of this weekend extravaganza, would you please confirm your intent to me on 0407 876 023. You may have previously indicated a desire to be part of this event however with what has developed over the past few months, you may care to re-consider your position in relation to the weekend.

Peter McKiernan.

THE ABCCC 2020 CHRISTMAS LUNCH PHOTO GALLERY!





HIGHER I.Q. PUNS – OR JUST CRINGE-WORTHY?

Acupuncture is a jab well done.
Dijon vu – the same mustard as before.
Practice safe eating – always use condiments.
Shotgun wedding – a case of wife or death.
A man needs a mistress just to break the monogamy.
A hangover is the wrath of grapes.
Dancing cheek-to-cheek is really a form of floor play.
Does the name Pavlov ring a bell?
Reading while sunbathing makes you well red.
When two egotists meet, it's an i for an i.
A bicycle can't stand on its own because it is two tired.
What's the definition of a will? It's a dead give away.
Time flies like an arrow. Fruit flies like a banana.
In democracy your vote counts. In feudalism your count votes.
She was engaged to a boyfriend with a wooden leg but broke it off.
A chicken crossing the road is poultry in motion.
If you don't pay your exorcist, you get repossessed.
With her marriage, she got a new name and a dress.
The man who fell into an upholstery machine is fully recovered.
You feel stuck with your debt if you can't budge it.
Local area network in Australia – the LAN down under.
Every calendar's days are numbered.
A lot of money is tainted – taint yours and taint mine.
A boiled egg in the morning is hard to beat.
He had a photographic memory that was never developed.
A midget fortune-teller who escapes from prison is a small medium at large.
Once you've seen one shopping centre, you've seen a mall.
Bakers trade bread recipes on a knead-to-know basis.
Santa's helpers are subordinate clauses.
Those who jump off a bridge in Paris are in Seine
A man's home is his castle, in a manor of speaking

A BLAST FROM THE PAST



What were we looking and pointing at?