



YOUR ABCCC NEWS

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The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N^o. 250

February, 2021

AN ASTON MARTIN DB7 COUPÉ



A stunning photograph of Trevor and Jill Beaumont's DB7 in a perfect setting.

**Aston-Martin have always listed their cars' 0 – 100 m.p.h. – 0 performance.
Consistently impressive!**



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			
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. Only those events scheduled in this Directory qualify for Victorian Club Permit Scheme requirements.

IMPORTANT!

At our Calendar of Events Planning Meeting it was unanimously decided that three club events, during the year, will be reserved for those of our members who have participated in (maybe) another club's outing and believe that it would be a good venue for the ABCCC to visit, then please come forward and organise an event for us. The reserved dates below are prefixed C.M.A. (Club Member Arranged) events. So, we ask you to come forward with event information and we will include it in our Events Directory. Event details should be forwarded to the Editor at least two months prior to the event.

January, 2021

Sunday 31st A South Gippsland Run – An ABCCC Event Heather Cannon 0450 580 892
Details for this event will be sent out via E-mail.

February, 2021

Sunday 14th St. Valentine's Day Picnic – An ABCCC Event Colin Brown 0408 343 176
Venue – A visit to the Healesville Sanctuary.
Sunday 28th A Visit to the Organ Pipes Park – An ABCCC Event Anne and Bryan Tootell 0412 549 906
Lunch Venue – Riddles Creek Hotel.

March, 2021

Friday 12th to Sunday 14th On The Road Again! – An ABCCC Event Glenda and Garry Prewett 0418 345 499
Revised information will be provided.
Venue – Visiting Bendigo and Surrounds.
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.**

April, 2021

Wednesday 14th Arthur's Seat Run – An ABCCC Event Leigh and Sandra Wishart 0403 243 700
Venue – Details will be published.
Sunday 18th Tour of Dandenong Ranges and Healesville – An ABCCC Event Phil Cook 0468 680 538
Venue – To Be Confirmed.

May, 2021

Sunday 2nd Rex's Big Day Out – An ABCCC Event Rex Hall 0408 303 129
Exciting information to come.
Sunday 16th C.M.A. – An ABCCC Event.
Please forward information to the Editor.
Wednesday 26th Visit to the Ambulance Museum – An ABCCC Event Greg Anglin 0419 882 155
Venue – Meet at the Museum, 1/55 Barry Street, Bayswater.

June, 2021

Sunday 27th C.M.A. – An ABCCC Event
Please forward information to the Editor.

July, 2021

Saturday 10th Annual Dinner – An ABCCC Event Colin Brown 0408 343 176
This will be an evening event.
Venue – To be Confirmed.
Sunday 18th An Urban Tour – Yarra Scenic Drive – An ABCCC Event Greg Anglin 0419 882 155
Follow Tourist Route '2' from Warrandyte to Williamstown and enjoy a pub lunch.
Venue – Meeting Point to be Confirmed.

August, 2021

Sunday 1st C.M.A. – An ABCCC Event
Please forward information to the Editor.
Sunday 15th Yarra Valley Run – An ABCCC Event Anne and Bryan Tootell 0412 549 906
With Lunch at Wesburn Hotel.
Venue – Meeting Point to be Confirmed.
Sunday 29th Tour of China Town – An ABCCC Event Greg Anglin 0419 882 155
Venue – Meet at the Chinese Museum, 22 Cohen Place, Melbourne.

September, 2021

Friday 17th to Tocumwal Air Show – An ABCCC Event George Chrystie 0427 791 202

Sunday 19 th	Includes Visit to a New Museum in Deniliquin Venue – Meeting Point to be Confirmed.	Bookings: Tony Pettigrew (03) 9739 1146
Sunday 26 th	Ned Kelly's Birth Place Run – An ABCCC Event Venue – Meeting Point to be Confirmed.	Phil Cook 0468 680 538
October, 2021		
Friday 1 st to Sunday 3 rd	The Terri Allen Garden Tour – An ABCCC Event Venue – Meeting Point to be Confirmed.	Kate Senko 0412 126 369
Friday 22 nd to Sunday 24 th	The Justly Famed Indulgence Tour – An ABCCC Event. Meet at BP Little River (Geelong Bound) at 10:00 am. Touring – The Port Fairy Area.	Peter McKiernan 0407 876 023
November, 2021		
Tuesday 2 nd	Cup Day Out – An ABCCC Event Venue – Yarra Valley Racecourse, Armstrong Drive, Yarra Glen.	Colin Brown 0408 343 176
Thursday 4 th to Wednesday 17 th	The Sapphire Coast Tour – An ABCCC Event Venue – Meeting Point to be Confirmed.	Maxine Pettigrew (03) 9739 1146
Sunday 28 th	Tasty Tour of Gippsland – An ABCCC Event Tour Details to be Confirmed – Lunch at Harman Wines, Wattle Bank.	Ian Terry 0409 097 496
December, 2021		
Sunday 12 th	Christmas Luncheon – An ABCCC Event Venue – Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park.	Maxine Pettigrew (03) 9739 1146
February, 2022		
Saturday 25 th to Sunday 26 th	Seaside Retreat – An ABCCC Event Venue – Meeting Point to be Confirmed.	Brian and Marj Pepper 0407 392 330

EDITORIAL RAMBLINGS – Issue N^o. 250

Just above is an example of the optimism shown by our club, with a year's worth of events filling our *Directory*. Sadly, the Hamilton and District Veteran, Vintage, Classic Driver's Club have decided to not organise their annual Queen's Birthday Rally this year. After forty-odd years of running the very popular rally, no one stepped forward to organise the event this year. Our club has enthusiastically supported this rally over recent years, and we especially thank Lorraine Wilson and her crew for putting on such an enjoyable event.

In this issue there is the report of the October, 2020 Zoom Delegates' Meeting conducted by the Federation. It arrived at the editorial In-box as a PDF type attachment and caused a fair amount of work getting it into a suitable format for this magazine. The PDF was converted to MS Word quite easily, although the computer spent a heap of time thinking about the conversion. Once in Word, matters became difficult, until it was found that it had been converted into a multi-level type of document. A scan of the printed PDF to optically character read resulted, in both of my OCR programmes producing a page full of exclamation and question marks, however, the printed text was easily readable to me.

It should be noted that, this year, three events have been set aside (as G.M.A. events) for club members to organise something special for us to take part in. Should any of our readers wish to nominate for an event, please send me the details well before your event so that it can be well advertised in our *What We Are About To Do* section of the magazine.

This is my second-last issue of this magazine. I intend to vacate the Editor's position after a lengthy spell producing our magazine. I am sure there are a number of club members who possess better computer and communication skills than I have. Provided content is supplied by the membership, the task is definitely not overwhelming. This is our 250th edition and, therefore, a milestone (or is it a kilometre post?) has been reached and it is desirable that *Your ABCCC News* continues to impart our information to our membership in a refreshed format. At our AGM there will be a call for a new Editor, hopefully, there will not be a total silence during that part of the Annual General Meeting.

Counting down.

Mike Allfrey – Jupiter, Bringer of Jollity!

SPACE FILLER

When N.A.S.A. started sending up astronauts, they quickly discovered that ballpoint pens would not work at zero gravity. To combat the problem, N.A.S.A. scientists spent a decade and \$12-billion developing a pen that wrote at zero gravity, upside down, underwater, on almost any surface including glass and at temperatures ranging from well below freezing to 300 °C.

The Russians used a pencil.

From the Internet – With Thanks

ANNUAL MEMBERSHIP RENEWAL

Payment of ABCCC Annual Fees of \$45.00 were 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
Lance and Adele Brazier	Aston-Martin	DB-S	1968
	Aston-Martin	Virage	1989

Gordon Lindner– Membership Secretary.

HOW TIGHT IS TIGHT?

A Torque Wrench Helps You Do A Quality Tightening Job And Prevent A Minor Service Operation From Becoming A Major Repair Bill – By Herbert Carrier

Editor's Note: This article frequently mentions the term 'fastener', a term more commonly used in modern times. A fastener can be a simple nut and bolt assembly, a stud threaded into parent metal with a nut to secure whatever is being clamped, or a socket head setscrew or bolt (Allen key type).

Ever-increasing use of lighter and softer metal components in motor cars, power mowers, outboard motors, and many household appliances, means that home-owners who do their own repairs can no longer rely on hand-tightening nuts and bolts, just enough to do the holding job, yet not so tight as to cause damage and premature failure. Gone are the days when it was permissible to tighten nuts until they squawked or snugged up. To get the proper clamping and holding force from any fastener demands that just the right amount of tension be placed on the fastener to stretch it to the predetermined amount of elasticity.

Too much tightening force can stretch the fastener past the point from which it can snap back into original shape after being stretched, making it unfit for further use. It will also cause the metal component to warp or twist. On the other hand, too little tension reduces the fastener's ability as a clamping device. Consequently, that part of the assembly will either loosen, fracture, or fail prematurely. General torque tightening specifications are in *Table 1*.

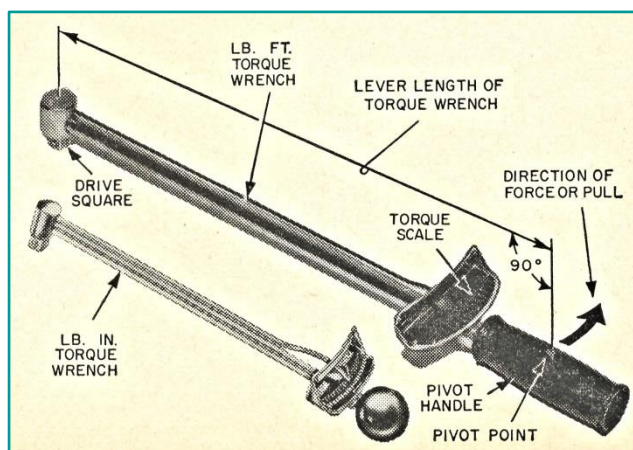
The function of the torque wrench is to measure the amount of tightening force applied to the fastener. Today's close-tolerance assemblies require absolute precision to establish the correct tightening tension. All torque wrenches are designed on the principle of the lever. Torque is based on the fundamental law of the lever, which states that force times distance equals the torque about a given point. Force refers to the amount of pull applied to the wrench handle by the operator. Distance is the length of the wrench measured between the centreline of the force being applied to the handle and the centreline of the drive square (*Figure 1*). To arrive at torque, multiply force times distance.

Right: Figure 1. Two types of older style torque wrenches.

Most commonly used torque wrenches are the pound-inch and the pound-foot (*Figure 1*). The occasion often arises when it may become necessary to convert lb.in. into lb.ft., or vice versa. To convert a lb.ft. reading on the scale of the wrench to lb.in., multiply the scale reading by 12. To convert lb.in. to lb.ft., merely divide the reading on the lb. ft. scale by 12.

The capacity of the torque wrench can be increased by using a wrench extension or adaptor to gain access to hidden fasteners and nearly double the calibrations on the torque scale.

A fitting equal to the lever length of the wrench will multiply the torque by two; thus a 100 lb.ft. wrench can be used to tighten bolts up to 200 lb.ft. There are a number of such fittings available for torque wrenches; in fact, almost any socket adaptor or extension will fit a torque wrench.



Although these fittings enable you to get maximum utility from the wrench, they also increase the length of the wrench and have the overall effect of increasing the length of the lever so the torque scale will not give an accurate torque reading.

Right: Figure 2. A torque value increaser.

By using the following formula, you can see that a 10-inch torque wrench with a 4-inch adaptor or extension will over-torque by 4 lb.ft. even though the scale reads 10 lb.ft.

Formula For Calculating Extra Torque For Accessories:

$$TA = \frac{TW \times (L \div A)}{L}$$

Where, TA = Torque exerted at end of adaptor or extension. TW = Torque wrench scale reading. L = Lever length of the wrench. A = Length of the adaptor extension.



Using the torque wrench is no more difficult than a normal ratchet or pull handle (Figure 3). There is no hard and fast rule as to whether you should push or pull. The only requirement is that you do not twist or bind the handle.

The pivoted handle, or floating handle as it is sometimes called, is so designed that it conveniently fits the operator's hand and concentrates the pulling force at a fixed point on the torque wrench.

When using the wrench (Figure 3), the force should be applied to a specific point, rather than spreading it out over the entire area of the handle. Important points to keep in mind when tightening threaded fasteners are thread resistance, fastener seizure, and the tightening procedure (sequence).

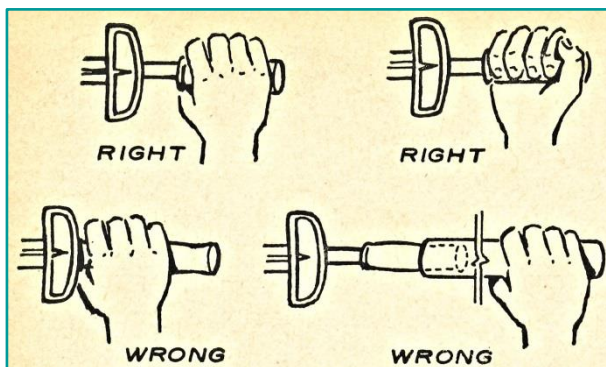
Right: Figure 3. Illustrates the correct method of using a torque wrench.

Thread resistance is caused by damaged or rusted threads. The rule of thumb to follow when tightening fasteners on such threads is to add the thread resistance to the torque specification for the final torque reading. For instance, if the specification calls for 20 lb.ft. torque for a certain nut, and if it takes 3 lb.ft. to overcome the thread resistance, tighten the nut to a torque of 23 lb.ft.

To determine just what is the amount of thread resistance, note the torque required to pull the nut through its last full turn before exerting any tightening torque. Never check thread resistance anywhere except during the last full turn of the nut. It is not uncommon for some threads to offer high resistance at the beginning and have little resistance when the nut is run down further. The leading threads have no effect on the final tightening torque.



fasteners with Penrite Copper-Eze (local product), and tighten the cap screws in the sequence shown to one-third of their value, or 90 lb.in. Then to two-thirds of the value, followed with a torque at the full value. The fourth step is to apply the full torque counter clockwise.



Thread seizure shows up as a popping sound that occurs during the final tightening stage of the fastener. To avoid tightening thread seizure instead of the actual elasticity of the fastener, back off at least one half turn after the popping sound is heard, then apply the final tightening torque with a full sweeping motion. Take the torque reading during this final sweeping motion. Thread seizure can do funny tricks to nuts and bolts, but it can be overcome by the back-off and full-sweep technique.

Left: Figure 4. Tightening a cylinder head using a modern digital torque wrench. Note the use of the nut tightening sequence page of service manual.

The tightening sequence in Figure 4 shows the way to secure a cylinder head. On this particular engine the recommended torque value is 50 lb.ft. Lubricate the

TABLE 1: GENERAL TORQUE TIGHTENING SPECIFICATIONS*

Bolt Size	Cast Iron	Aluminium	Brass	Bolt Size	Cast Iron	Aluminium	Brass
¼-20 t.p.i.	80 lb.in.	60 lb.in.	61 lb.in.	9/16-12 t.p.i.	60-62 lb.ft.	57-58 lb.ft.	44-46 lb.ft.
¼-23 t.p.i.	100 lb.in.	84 lb.in.	77 lb.in.	9/16-18 t.p.i.	67-69 lb.ft.	63-64 lb.ft.	49-51 lb.ft.
5/16-18 t.p.i.	11-12 lb.ft.	8-10 lb.ft.	8-9 lb.ft.	5/8-11 t.p.i.	104-106 lb.ft.	93-96 lb.ft.	73-75 lb.ft.
5/16-24 t.p.i.	13-14 lb.ft.	10-11 lb.ft.	9-10 lb.ft.	5/8-18 t.p.i.	116-118 lb.ft.	101-104 lb.ft.	93-95 lb.ft.
¾-16 t.p.i.	21-23 lb.ft.	17-19 lb.ft.	14-16 lb.ft.	¾-10 t.p.i.	144-146 lb.ft.	128-131 lb.ft.	102-104 lb.ft.

3/8-24 t.p.i.	23-25 lb.ft.	19-21 lb.ft.	15-17 lb.ft.	3/4-16 t.p.i.	140-142 lb.ft.	132-134 lb.ft.	100-102 lb.ft.
7/16-14 t.p.i.	33-35 lb.ft.	27-29 lb.ft.	24-26 lb.ft.	7/8-9 t.p.i.	218-220 lb.ft.	191-194 lb.ft.	157-159 lb.ft.
7/16-20 t.p.i.	35-37 lb.ft.	30-31 lb.ft.	25-27 lb.ft.	7/8-14 t.p.i.	217-219 lb.ft.	196-198 lb.ft.	156-158 lb.ft.
1/2-13 t.p.i.	46-48 lb.ft.	37-41 lb.ft.	33-35 lb.ft.	1-8 t.p.i.	323-325 lb.ft.	264-266 lb.ft.	232-234 lb.ft.
1/2-20 t.p.i.	48-50 lb.ft.	42-44 lb.ft.	35-37 lb.ft.	1-14 t.p.i.	292-294 lb.ft.	293-298 lb.ft.	210-212 lb.ft.

*** Important Note:**

These specifications can be followed when specific factory specifications may not be available. The numerous variables of fasteners and materials make the above table useful as a guide only.

On especially critical applications, individual manufacturers specifications must be followed.

All of the threads listed above are American S.A.E. – Unified National Coarse (U.N.C.), and Unified National Fine (U.N.F.). It should also be noted that there is no mention of a fastener's tensile strength, be it Grade 2, 5 or 8. The term t.p.i. relates to threads per inch – the higher thread count, the finer the thread pitch.

From Car Repair Handbook – 1963. With thanks.

WANTED!

For a restoration project, a British classic motor car that is suitable as a total restoration. Any condition, severe rust helps make more of a challenge.

Should there be a wreck awaiting disposal. Must have five wheels. Surplus panels, mechanical parts, etc. will be seriously considered for purchase.

Call Tony Pettigrew on (03) 9739 1146 to provide purchase information.

THE ASTON-MARTIN DB7

Under the direction of Walter Hayes the Aston-Martin project DP1999 to revive the spirit of the DB4 finally reached fruition with its debut at the 1993 Geneva Motor Show. With universally acclaimed styling by Ian Callum (the DB7 is, without doubt, one of the finest looking cars of the modern era) and powered by a 3.2 litre D.O.H.C. in-line six-cylinder engine with four valves per cylinder. Employing Zytec multi-point fuel injection and an Eaton belt driven supercharger, the 335 B.H.P. Aston-Martin delivered stunning performance.

Right: The interior and, below the engine.

With the option of a Getrag five-speed manual or four speed automatic transmission. Lockheed ventilated disc brakes and alloy 18-inch rims, the DB7 also featured a bespoke interior with full Connolly hide trim and all the features one might expect from an Aston-Martin. Always built in limited numbers (just 1,567 six cylinder coupés were made) the DB7 nonetheless outsold every previous Aston-Martin model such was its popularity, and remained in production until the DB9 arrived in December, 2003. The DB7 is without doubt a future classic, having revived Aston-Martin's fortunes and is now becoming relatively affordable, making this an excellent investment that can be enjoyed from behind the wheel and admired for its beautiful lines.

Trevor Beaumont.



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 \$20.00 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.

MESSAGE FROM THE PRESIDENT

Welcome to a new year, let's hope it is better than the last one. On January 17th we had our annual calendar planning meeting, albeit four months later than normal, it did not give the organisers of the early events much time to organise, Heather Cannon having only two days to put the January outing together, well done Heather. After some chopping and changing we finally have a reasonable calendar for 2021 I thank all the organisers for their quick response. Unfortunately since the calendar meeting the Hamilton Car Club have cancelled their Queens Birthday Rally because they can't find anybody to organise it, an all too familiar story, this event has been running for over forty years.

The Back On The Road to Bendigo is fully booked, the joint organiser Gary Prewett has been very ill after major surgery but is back home now and slowly getting better and hopefully will join us for the weekend. Glenda has been under a lot of pressure but has managed to get things organised

You will see on the list of events George Chrystie is organising a weekend in Tocumwal, Friday 17th, Saturday 18th and Sunday 19th September, this will incorporate the Tocumwal Air Show on the Saturday and Deniliquin Museum on the Sunday. The Air Show should be spectacular with planes coming in from all over Australia including a lot of vintage planes from the Temora Museum.

We have two options to view the Air Show, one is to take a picnic and sit in George's gazebo at his museum and see the show for free or pay the entry fee and see the planes on the ground and the brand new aviation Museum which is due to open around mid-year.

There will be a steam train from Melbourne with 300 passengers staying overnight where they will stay I have no idea as the place is almost booked out already.

George has managed to get twenty-four rooms, fourteen in the Settlers where we stayed on the Broken Hill trip and ten next door both are an easy walk to the Golf Club for dinner. They are priced at \$140 and \$150 per night respectively.

George will organise things in Tocumwal and I will co-ordinate things down here, so the first thing we need to do is get names on the rooms so if you want to go please notify me urgently.

Lastly Maxine has reconfirmed the accommodation for the Sapphire Coast Tour which we are trying to limit to fifty people so preference will be given to those members who were booked on the cancelled 2020 trip. Quite a few have notified Maxine and if you are one of these, do nothing, if you are not get onto it quickly.

Looking forward to some good times ahead with friends and there are still a few free dates on the calendar so if you feel like stepping up and getting involved please let me know.

Take care and keep COVID-19 free.

Tony Pettigrew – President.

A LITTLE MOTORING STORY

Back in the 1980s, a part of my work took me to England for several visits, specifically to the Ford Tractor Operations Training Centre at Boreham House, near Chelmsford in Essex. Usually the visit duration was over two weeks, and I was provided with a Ford company motor car for getting about. On one such visit, I was presented with a Ford Granada Ghia complete with the then most modern and impressive convenience items.

Right: Final achievement, Mum in our Jupiter, June, 2000.

Came the Friday evening and I set off to visit my mother-in-law for the weekend at Long Ashton, near Bristol. I had always got on very well with Sue's Mum and, when she told me that she would be visiting Sue's Grandfather next day, I offered to drive her to Weston Super Mare for the visit.

This aroused great protests about me not wasting petrol with such a huge car! We should use the double decker bus for the twenty miles trip. On the Saturday morning, the conversation, after a really good breakfast went thus:

Mum – "You cannot possibly use a company car for such an errand, it is not company business at all."

Me – "Of course I can!"



Mum – “What if you get caught and loose your job?”

Me – “That will not happen, I assure you. This is what company cars and expense accounts are for. After the visit to see Pop, I will take you somewhere nice for lunch.”

Mum – “I am not at all sure this is right!”

Me – “Get in the car, please. That’s an order!”

We drove to Weston and had an enjoyable conversation along the way. Within seconds of arriving at the care home near the sea front, Mum was extolling the virtues of electric seats, air conditioning, super comfortable ride and the switch-controlled door mirrors that had demisters, to all of the staff and to Pop, who told me quietly that he hadn’t seen Mum looking so happy for a long time.

We had a nice lunch at a café right on the sea front. We took a much longer drive back to Long Ashton and it had been an excellent day out with a proper West Country afternoon tea at Cheddar.

Mike Allfrey.

FROM THE FEDERATION

MINUTES FROM THE QUARTERLY ZOOM MEETING 31st OCTOBER, 2020

President Neil Athorn 0408 033 839

Open: 1:00 pm

Attendees:

51 delegates were in attendance. 1 Visitor.

1. Apologies:

Geoff Aldred (*Kerang & District Vintage Motor Club*), Alan Esmore (*North Central Vintage Car Club*), D Whateley (*Harry Ferguson*), L Whateley (*Deniliquin Collectors*), Bruce Campbell (*Border Flywheelers Club*), Bill Allen & Tony Pettigrew (*All British Classics Car Club*), Paul Tracy (*Vintage & Classic Car Club Ballarat*), Ron Kennedy & Daryl Barry (*Maryborough District Historic Vehicle Club*), Robyn & Frank Hill (*Westenders’ Branch of GHAC*), Geof Baulch (*Model T Ford Club*), Geoff Hortle (*Casterton Motor Enthusiast Club*), Annette & Vince Thorne (*Colac Collectable Car Club*), Peter Wright (*Austin A40 Club of Australia*), John Mepstead (*VMCC of Vic*), Ken Ingliss (*Hobsons Bay Men’s Shed Motoring Group*), Daryl Hubble (*North Central Classics*), Brett Holloway (*Ballarat Transport Museum*), Paul Tangey, Bob Kennedy.

Moved David Berner (*Hobsons Bay Men’s Shed Motoring Group*) seconded Alan Summergreene (*Early Ford V8 Club*) that the apologies be accepted. Carried

2. Business Arising:

- CPS small review that was undertaken by the Department of Transport (DOT).
- Larger Review of CPS to be undertaken by DOT early in 2021.
- The AHMF Festival to Albury and Wodonga Cancellation. Memorabilia surplus donated to the Robert Shannon Trust Committee for purchasing with proceeds to go to the Robert Shannon Foundation.

3. Confirmation of Minutes:

Moved John Goddard (AHMF) seconded Lorraine Parnall (Baw Baw Old Engine & Auto Club) that the minutes of the previous meeting be received and accepted as a true and correct record. Carried

4. Correspondence:

A correspondence list was circulated with the Agenda including reports and other information relating to the meeting.

Moved Neville Launer (*Southwest Drivers Club*), seconded Lloyd Healey (*Goulburn Valley Vintage Tractor & Farm Machinery Club*) that the inwards correspondence is received and the outwards are endorsed. Carried

5. Treasurers Report:

No Financial Report tabled in Brett’s absence due to work commitments although was able to help with Federation’s response to the DOT Review.

6. General Business:

- Grants – No New Applications.
- Trophy Applications – No New Applications.

A reminder to all Delegates that Federation Grants up to \$750 are available for member clubs to apply for.

- New Membership Applications – No New Applications.

PRESIDENTS UPDATE REPORT

Hello to all Delegates and Club representatives. I hope that you and your families are all keeping well during these times and you all had an enjoyable Christmas.

During this meeting I would like to discuss the following matters please:

- Thank you to all Delegates who joined in last meeting by Zoom and to those who took up positions on Federation Committee.

2. Thank you to the few Clubs that responded with their thoughts and ideas on the CPS scheme as it is today and how it should look into the future. DOT are now working on their submission to the Government. Their ideas will be available for comment sometime in March 2021. How that will come to clubs for their chance for input is unknown to Federation at this time.
3. The AHMF Festival to Albury and Wodonga 2020 that was cancelled. There were a number of hats, shirts, bags etc that were printed ready to sell during the event . Those have now been donated by the AHMF to the Robert Shannon Trust Committee. If you wish to obtain one or more of the items then John Kennett has it set up as follows:
Please provide the link as follows, www.ahmf.org.au/2020 tour/regalia. That will take all to the list in glorious colour of each of the items available with prices and the option of purchase and payment on-line. We then get an e-mail advising of the purchase and payment and can dispatch accordingly.
4. Our 2021 Picnic events:
 Wunghnu 27th and 28th March – This event has been cancelled, Mortlake 28th March.
 Scoresby and the date is to be set as yet, Bendigo to Castlemaine event 28th August, Marong Picnic 29th August.
 Golden Oldies to start from Marong Picnic Baw Baw 31st October.
 Bendigo Swap 13th and 14th November.
 All the above events are subject to change or cancellation though, as we must comply with Government directions.
5. Bendigo Swap and we have commenced negotiations with the Bendigo Agricultural Show Society for a further five year lease for use of the grounds for the Swap. We have asked what new requirements will be in place for the safety of those attending due to COVID-19. We have asked what works will be undertaken at the ticket boxes to protect the workers inside those boxes. We have asked what works will be undertaken in the surrounding streets so as people can que 1.5 metres apart along the footpaths. We are also in discussions re improved technology at the ticket boxes so as we can register people coming on site. It is our understanding that admittance tickets will have to be pre-sold and names and addresses of those attending obtained. However, we remain concerned that we may well do everything that is required to run an event of this size and then to be shut down within hours of the event due to COVID-19 breakouts throughout the country.
 We also have the added concern that there will be a live band concert with Jimmy Barnes as the lead performer on that Saturday night in Bendigo. Accommodation will be hard to find and many visitors mingling at eateries from both events may cause further COVID-19 concerns.
6. FIVA and thank you Andrew for providing details to go out so as all members can join in with the review that FIVA is conducting world wide. There may be an update available for the meeting from FIVA.
7. RACV Sponsorship – We have held an on line meeting with Executives from RACV and they are getting organised to continue to look at events to be major sponsors of. Once they have a fresh application form we will ask for Sponsorship assistance with the Golden Oldies tour.
8. Insurance Cover – The clubs that were covered under Jardine Lloyd Thompson and you will have received a renewal from Marsh Insurance Brokers. If you have not received the renewal then please make contact with me. The cover is about the same as is was before with more requirements for COVID-19 reasons. Charges have not increased all that much.

MATTERS FROM DELEGATES:

Delegates to raise during the meeting or advise them to the Committee prior to: neilathorn8@gmail.com Thank you.

Neil Athorn.

VicRoads

Neil welcomed John Lewis to the Zoom meeting. John provided an update on VicRoads procedures and restrictions during COVID-19. The VicRoads Regulations currently in place will expire in November, 2021 to be replaced by the Legislation introduced by the Department of Transport.

John spoke about a new defect being looked at, CPS vehicles being used for weddings cars, prompted by the Wedding Car Association's concerns of CPS vehicles being used for hire.

Vic Roads are not required to keep note of financial members of clubs, clubs should have their own systems in place to determine if members are financial and eligible to have a vehicle on the CPS Scheme.

All clubs were asked to reply to the reviews previously sent out, replies were then collated and forwarded to the DOT by Federation on behalf of Member clubs.

Federation proposed a new 15-day Permit for older vehicles only as part of the review documents lodged, Clubs urged to put forward their ideas now for inclusion in the review.

Daryl Meek asked John Lewis if the information gathered from the independent review held previously was forming part of the new review being undertaken?

John Lewis spoke about the value of the club permit scheme to members using the scheme, review regulations and improvements to be made in the system.

Bendigo Swap

Due to COVID-19 restrictions the swap was cancelled for 2020. Most Sites were renewed for the coming year, with only three refunds given to site holders. The Bendigo National swap Committee overcame the clash of dates with the Blues

Festival by becoming a major sponsor for their event and paying \$6,000.00, as their event was also cancelled a refund of \$5,500.00, was received in return.

Letters to Volunteers from clubs to be sent out in May, 2021, this will impact on health and age of volunteers and changes to Government restrictions on holding events in the future.

AHMF

The 2021 AHMF AGM will be held in Canberra and whilst in Canberra it was proposed that Committee would get in touch with the Ministers to have discussions on the Luxury Car Tax and the Asbestos requirements for importing vehicles.

FIVA

Andrew McDougal has been forwarding the FIVA Survey's for all clubs and individuals to complete, no update was available during the meeting on the returns of the Australian survey, although at the end of September 1690 replies had been received with Australia being fifth inline out of the seven countries participating. The second notification was available for club's response until the end of October, 2020, the third notification will be for service providers who maintain and supply parts as to what the value of services provided are, clubs are asked to support the distribution of that survey to restorers and parts suppliers.

Neil spoke about where the historic vehicle movement is putting funds back into the Australian economy and what the relevance of any information is to the movement. Neil asked Andrew to come back to us with a final disclosure of information gathered through these surveys so as we can use this information to relevant Government Bodies when seeking changes for the car movement.

General Business

John Kennett spoke about the cancellation of the AHMF 2020 Tour, the donation of the Memorabilia to the Robert Shannon Trust for sale with funds then being available to the Trust, a website has been started for the sale of items.

Refunds were given to all participants of the AHMF 2020 Tour, thanks given to Christine and Maxine for all the work they performed to do this, also to Christine for posting out the tour booklet and cooler bag to all entrants, after the event was cancelled.

Two applications have been received from younger members to receive a Grant for Restoration of a project from a person under the age of 25 from the Robert Shannon Foundation, one being from Bendigo the other from South Australia.

Golden Oldies Tour 2021

Anne has a proposed Route worked out for the Golden Oldies Tour 2021, this will be dependent on the Government restrictions and the ability to put 120 People in a room for meals and get togethers over the week.

The plan is to leave Marong on the Sunday after the Annual Picnic for Echuca three nights, on to Nagambie two nights, Castlemaine one night and back into Bendigo two nights, the overnight stays will enable day runs in the areas.

A plan 'B' is in pencil, leaving the Wunghnu Picnic in 2022 for the event if COVID-19 restrictions are in place. Entry forms will be available in April, 2020.

A phone link up with RACV regarding sponsorship has been arranged for next month.

Proposed dates for Federation Picnics will be as follows:

Wunghnu Picnic 27th – 28th March, 2021 (**Cancelled**)

Mortlake Picnic 28th March, 2021.

Scoresby Picnic – May, 2021.

Castlemaine 28th August, 2021.

Marong Picnic 29th August, 2021.

Baw Baw Display Day 31st October, 2021.

Bendigo National Swap 13th – 14th October, 2021.

All dates subject to change due to Government Restrictions.

Federation Meeting Dates:

6th February, 2021, 15th May, 2021 – Colac, 7th August, 2021 – Shepparton, 16th October, 2021 – Bendigo.

Meeting closed – 1:31 pm

Michelle Goddard – Minute Secretary.

WÜRLITZER ORGAN TRAINING HELPED

by S. A. MORTIMER

Gas-producers, the wartime substitutes for petrol, were temperamental contraptions which demanded the aptitudes of a stoker, chimney-sweep, and plumber from Australia's and New Zealand's drivers. Here is a spoof of these Heath-Robinson inventions written by the acting secretary of the Royal Automobile Club of South Australia at the peak of petrol rationing.

Most gas-producer units are slung behind the car on the cantilever principle, and this requires a delicate degree of judgment. If the unit is too close to the car it blisters the paintwork and spare tyre, and if it is suspended far enough out to avoid this the front wheels are lifted off the ground. This saves wear on the front tyres, but makes steering difficult. A nice engineering problem is therefore presented, which is usually overcome by a compromise. The compromise results in the tyre and paintwork being only blistered a little so that the front wheels will maintain contact with the road for quite considerable periods.

Right: An example of a gas-producer trailer behind a double decker bus.

The three main parts of a gas producer are the hopper, filters, and water tank. They are connected together by a combination of pipes and hoses, which are themselves joined together by bits of hose and pieces of old tyre. Factory-made hose clips are sometimes used, but fencing wire produces just as many air leaks and it has the advantage that there are no nuts and bolts to fall off.

The hopper is a drum-like contrivance which holds the charcoal and gets very hot. Most operators avoid leaning against it after a time. It has a lid on top which, when opened, emits a blast of burning gas, and after that subsides the novice looks into the hopper to see how much fuel is left. He continues this practice until it produces a second blast unexpectedly and he loses his hair and eyebrows. Apart from the soot around his eyes you can always detect an experienced gas driver by the very manner in which he approaches an open hopper.



With a little ingenuity the hopper can be fitted with an attachment to heat meat pies. It is to be expected that gas producer manufacturers will feature this convenience as an exclusive selling point when petrol again becomes available. Apart from burning about two bags of charcoal every fifty miles and cooking pies the chief function of the hopper is the manufacture of molten glass commonly known as clinker. This is removed by crawling underneath, dropping the hopper plate, and chipping out the clinker with a hammer and screwdriver. There are distinct business possibilities for the manufacturer who will market a screwdriver which will not turn up its nose at this job. The hopper manufacturers place the hopper plate in the most inaccessible position they can devise, which prevents unauthorised persons stealing the clinker.

At the back of the hopper there is a screw plug which, when not left on the roadside in company with the poker, fits into the priming hole. In this position it juts out in a most belligerent manner and penetrates the radiator of any car that might be inadvertently backed into, thereby giving ample warning before damage results to your car.

The engine is started by continuous use of the self-starter. However, the constant pressing of the starter button for such a long period is very fatiguing and some owners have therefore fitted a blower. A blower only takes about half the amperage of a self-starter, and after using it for five minutes and then using the self-starter for a further five minutes a few cylinders usually splutter into life.

Filters are bags that catch the charcoal soot, and they need cleaning every few hundred miles. You always know when they need cleaning as the engine fades out. You also know whether you have cleaned them in time, as if not they will be burned out and you must buy new ones. The next time you pass a stationary vehicle in your petrol-driven car and detect a begrimed figure waving a brush in a cloud of charcoal dust, you will be able to remark intelligently to your passenger, "Cleaning his filters."

The operation of the water tank is quite intriguing. In between the times when it runs so freely that it puts the fire out, and the other occasions when it stops dripping altogether, a most interesting time can be had in adjusting it and convincing yourself that it is giving better gas. There are two classes of thought regarding the usefulness of this gadget, but most drivers have run out of patience and disconnected it.

There is a distinct art in driving a gas producer because, apart from extraneous influences such as air leaks, clinker, choked filters, and wet charcoal, there are a number of controls which must all be kept in play at the same time if a hot spot is to be maintained. This is where the ambidextrous driver comes into his own, and some previous experience on a Wurlitzer organ is an advantage. A good driver should be born with prehensile toes and drive with his left boot off. With the left hand operating the steering wheel the right hand is then free to play with the air inlet control, and, if the toes of the left foot are used to operate the manual spark control, it leaves the right foot free to work the throttle. A delicate co-ordination of mind and muscles is then all that is required to enable these controls to be worked simultaneously.

This happy combination is most necessary when making a run at a hill, and provided a flock of sheep does not block the road, or a Bowden cable does not come away in your hand, you may experience the thrill of getting over the hill in top gear.

Of course, if a cigarette is to be lighted or a gear changed complications develop, but these can be overcome by removing the left hand from the wheel, though a certain amount of dexterity is desirable to avoid running too far off the road. Constant gear changing is a feature of gas producers, however, and the necessary technique for driving without hands on the wheel is soon developed.

Charcoal dust possesses extraordinary qualities of penetration, and at the end of a day's run any driver worth his salt will deposit on whatever he touches. Regularly gargling is as effective as anything else in preventing the throat from choking up completely, but for external cleanliness other measures must be adopted. For beginners, a well-known soap powder and sandsoap make an effective daily facial, but as the skin toughens, as it assuredly will if you continue using a producer, a strong solution of caustic and No. 1 sandpaper has been proved best by nine out of ten gas drivers.

Despite these precautions hotel-keepers always can recognise even the most fastidious of charcoal drivers by the black smudge left on his pillow next morning and by the high-water mark he leaves around the bath.

Although they were messy, charcoal gas producers were quite efficient. It was common for drivers who had run 20,000 miles or more in the war years to change back to petrol and find that their cars ran smoothly. This result was obtained, however, only by constant cleaning of the filters. Drivers who failed to clean them regularly found that the charcoal dust caused rapid wear in the cylinder walls. Charcoal was sold at first for two shillings and sixpence a bag, but as the swing to gas producers gained momentum, it went up to six shillings and seven shillings a bag.

From Great Motoring Stories of Australia and New Zealand.

A book compiled by Jack Pollard – with thanks.

WHAT WE HAVE BEEN DOING

THE ABCCC 2021 CALENDAR MEETING

Our first gathering of the year was a most refreshing event. For the first time in memory, there were no fans blowing our sheets of paper around. Our thanks to those who took part and put together the Events Directory that appears on Page 3 of this issue. Special thanks are due to Tony Pettigrew and Greg Anglin for keeping me informed of what I was not understanding from around the meeting table.

We have some great events planned for this year, provided the other Victorian population heed the COVID-19 rules and regulations. It is hoped that returnees from overseas abide by quarantine rules so that we can enjoy our activities. Some events are already listed below, so, please join in on our pleasant string of events.

Thanks are also due to Maxine, and to those who helped with sumptuous desserts, for putting on a superb lunch for us to enjoy and close off a good meeting.

Mike Allfrey.

OUR SOUTH GIPPSLAND RUN – Sunday 31st January, 2021

This run organised by Heather Cannon started, I believe, at Caldermeade Farm. There will be a full report in the March issue of *Your ABCCC News*. Meanwhile, a few photos appear on Page 14. Our thanks to Heather for organising this event at rather short notice of the announcement date.

Mike Allfrey.

WHAT WE ARE GOING TO DO – Keep Your Eyes On Your E-mail In-box.

A VISIT TO THE ORGAN PIPES – Sunday 28th February, 2021

We will meet by 10:30 am at BP Truckstop (Inbound Calder Freeway) for a morning coffee, prior to proceeding to 'The Organ Pipes'. There is an opening to do a 'U' Turn about 1 kilometre past BP Outbound.

If you would like to join us, please advise before Monday February 22nd, in order for catering arrangements at the Riddells Creek Hotel to be finalised. Contact: 0412 549 906 or, E-mail: annbry@optusnet.com to make your reservation.

Anne and Bryan Tootell.

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

This event is fully booked, and those taking part will have all of the necessary information. There is no need for you to do anything at this stage, but March is rapidly approaching.

Thank you for your understanding the delay and we hope to see you all in March, 2021 for an even better weekend in our northwest regional town of Bendigo. Should you wish to make contact, please call Glenda on mobile: 0418 345 499.

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. Note: Cost of luncheon will be \$20.00 per person. Please contact Pat Douglas, on telephone number (03) 9739 4829 or Mobile: 0425 712 973 if you are attending the meeting.

Pat Douglas – Secretary.

A RUN TO HEALESVILLE AND MOUNT DANDENONG – Sunday 18th April, 2021

We will meet at Lilydale Lake, off Swansea Road (C401) refer to Melway Map 38; Reference: G7. Time 9:00 am for a 9:30 am departure.

Our drive will take us on a scenic drive, (**NOT** Maroondah Hwy), to Healesville, where we will stop for Tea/Coffee.

After refreshments, we will continue our journey to the Dandenong Hills, where we will enjoy lunch at one of the many establishments in the area.

Full details will be handed out prior to the start.

Contact Phil Cook on Mobile 0468 680 538 to make your reservation.

Phil Cook.

NED KELLY'S BIRTH PLACE RUN – Sunday 26th September, 2021

We will meet at the car park outside Harvey Normans located on Whitehorse Road in Nunawading, Melway Map 48; Reference: G9. Time 9:00 am for a 9:30am drive off.

After driving through Warrandyte and Panton Hill, we will drive up the hill to Kinglake. Then on to Pheasant's Creek where we will stop at the Flying Tarts Bakery for morning tea/coffee.

After a short break, we will drive to a lovely country pub where we will have lunch. Meals will be at a nominal charge. 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 0468 680 538.

Phil Cook.

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.



Photographs from the South Gippsland Run – from Lilly Margetts, with thanks.

DID THIS HAPPEN AFTER THE GIPPSLAND RUN?

While on a road trip, an elderly couple stopped at a roadside restaurant for lunch. After finishing their meal, they left the restaurant, and resumed their trip.

When leaving, the elderly woman unknowingly left her glasses on the table, and she didn't miss them until they had been driving for about forty minutes. By then, to add to the aggravation, they had to travel quite a distance before they could find a place to turn around, in order to return to the restaurant to retrieve her glasses.

All the way back, the elderly husband became the classic grouchy old man. He fussed and complained, and scolded his wife relentlessly during the entire return drive. The more he chided her, the more agitated he became. He just wouldn't let up for a single minute.

To her relief, they finally arrived at the restaurant. As the woman got out of the car, and hurried inside to retrieve her glasses, the old fellow yelled out to her, **"While you're in there, you might as well get my hat and the credit card."**