

Issue 255

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July 2021



# Your ABCCC News

PLEASE PRACTICE SOCIAL DISTANCE

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The Official Newsletter of the  
All British Classics Car Club Vic Inc

## Front Cover story

Pictured: Greg & Geraldine Anglin at Kelly's Bar & Kitchen Olinda the setting in the café reminding us of the importance for social distancing.

On the 26<sup>th</sup> May Greg & Geraldine arranged a visit to the Ambulance museums in Bayswater, followed by lunch at Kellys Bar & Kitchen in Olinda, photos and story in this edition.

Greg provided some information on the second lunar & blood moon that happened the night of our outing, this information is provided in this edition for your information.

## EDITORIAL RAMBLINGS

You may have noticed that I have had to change this page and move my ramblings onto this page where I had the Message from the Presidents , believe it or not, Tony has nothing to say! 😊

How quickly things can change. This newsletter takes us back to the 26<sup>th</sup> May. Where we had a great ABCCC outing to the Ambulance Museum followed by lunch in Olinda, then it was after this event that the whole of Victoria went into another Lockdown a 'circuit breaker' due to a COVID19 outbreak. The outbreak was not good news (10 cases) the lockdown continued.....one week went to two weeks, then three, finally at time of sending this out, restrictions are slowly lifting, however its not over yet as NSW record numbers in the 20s, NT had 4 & QLD 2. Good news for ABCCC, no cancellations of venues as there were no runs planned in June.

Back on June 10 we were hit with gale force winds causing havoc and extreme damage. Fallen trees brought power lines down and closed roads and cut off homes. Hundreds of residents were without power for days which was difficult and then trying to cope with the cold weather. We dug out the torches, battery chargers, candles, didn't dare to open the freezer and tried to preserve any food. Those totally reliant on electricity had to seek a hot shower at the homes of their friends or family. A week later we went for a drive through Trentham, it was unbelievable to see the extent of the damage. No doubt the Dandenongs look very similar.

On some good news 'Hip Hip Hooray' Mike Allfrey is back with a new series "Motoring Today" its great to include this new technical article. Mike is all fired up and busy preparing more information and reviews which will follow on in our next issues. I am sure this will be of interest to you. Mike has also provided an update from the recent AOMC meeting.

Robin & Anne Jervis-Read shared a pleasant trip to Yea in the Jensen. Christopher Constantine did some reminiscing at the Ambulance Museum. I have added some comedy, giggles and let's see if you have been paying attention with the ABC quiz. Hopefully a bit of reading for everyone.

Please note there is a change to the February dates for the Seaside event, this will now be a midweek event. Make sure you update your calendar and contact Brian & Marj Pepper if you want to come along to this one. Thanks to everyone who has sent me some bits and pieces, keep them coming. It's so easy, just send me an Email [editor@abccc.com.au](mailto:editor@abccc.com.au)

### Inside this Issue:

- Editors Ramblings
- Club Information
- News from the AOMC
- Sharing our run in the Jensen
- Upcoming Events
  - Annual Luncheon
- What we have been doing
  - Ambulance Museum
  - Lunar Eclipse & Blood Moon
  - Reminiscing
  - Breaking News – Award Order of Australia
- A British Car Quiz
- Motoring Today

Happy reading.....

Glenda Prewett - Editor



## 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.

## YOUR COMMITTEE

Executive Committee	Name	Telephone	E-mail Address
<b>President</b>	Tony Pettigrew	(03) 9739 1146	<a href="mailto:president@abccc.com.au">president@abccc.com.au</a>
<b>Vice President</b>	Colin Brown	(03) 5964 9291	<a href="mailto:colin@abccc.com.au">colin@abccc.com.au</a>
<b>Treasurer</b>	Bill Allen	(03) 9846 2323	<a href="mailto:treasurer@abccc.com.au">treasurer@abccc.com.au</a>
<b>Secretary</b>	Pat Douglas	0425 712 973	<a href="mailto:secretary@abccc.com.au">secretary@abccc.com.au</a>
Committee Positions			
<b>Committee Member</b>	Frank Sawyer	0408 633 778	
<b>Committee Member</b>	Greg Anglin	(03) 9876 3293	
<b>Committee Member</b>	Rex Hall	(03) 9795 7669	<a href="mailto:rex@abccc.com.au">rex@abccc.com.au</a>
<b>Committee Member</b>	Walter Thompson	0408 507 890	<a href="mailto:wally@abccc.com.au">wally@abccc.com.au</a>
<b>Membership Secretary</b>	Gordon Lindner	0418 540 920	<a href="mailto:membership@abccc.com.au">membership@abccc.com.au</a>
<b>AOMC Delegate</b>	Bill Allen	(03) 9846 2323	
<b>AOMC Delegate</b>	Mike Allfrey	(03) 9729 1480	<a href="mailto:michael.allfrey@bigpond.com">michael.allfrey@bigpond.com</a>
<b>FVV &amp; CCC Delegate</b>	Bill Allen	(03) 9846 2323	
<b>FVV &amp; CCC Delegate</b>	Tony Pettigrew	(03) 9739 1146	<a href="mailto:president@abccc.com.au">president@abccc.com.au</a>
<b>VCPS Officer (Applications)</b>	Walter Thompson	0408 507 890	<a href="mailto:wally@abccc.com.au">wally@abccc.com.au</a>
<b>VCPS Officer (Renewals)</b>	Colin Brown	(03) 5964 9291	<a href="mailto:colin@abccc.com.au">colin@abccc.com.au</a>
<b>Web Master</b>	Ed Bartosh	(03) 9739 1879	<a href="mailto:webmaster@abccc.com.au">webmaster@abccc.com.au</a>
<b>VCPS Attendance Records</b>	Sue Allfrey	(03) 9729 1480	<a href="mailto:sue.allfrey@bigpond.com">sue.allfrey@bigpond.com</a>
<b>Club Regalia Manager</b>	Maxine Pettigrew	(03) 9739 1146	
<b>Newsletter Editor</b>	Glenda Prewett	0418 345 499	<a href="mailto:editor@abccc.com.au">editor@abccc.com.au</a>
<b>Editor's Assistant</b>	Rick Lloyd	(03) 9830 1752	
<b>Associations Incorporation Registered Number: A0035462V</b>			
<b>The All British Classics Car Club Vic Inc. Website <a href="http://www.abccc.com.au">http://www.abccc.com.au</a></b>			
<b>The Association of Motoring Clubs Website <a href="http://www.aomc.asn.au/">http://www.aomc.asn.au/</a></b>			
<b>The Federation of Veteran, Vintage and Classic Car Clubs Website <a href="http://www.federation.asn.au/">http://www.federation.asn.au/</a></b>			

## CONTACTING THE ABCCC VIC INC.

On The Web <http://www.abccc.com.au>

On Facebook [www.facebook.com/AllBritishClassicsCarClub](http://www.facebook.com/AllBritishClassicsCarClub)

Postal Address PO Box 201, Chirnside Park, Victoria, 3116



## 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.**

## LIFE MEMBERS

The All British Classics Car Club Vic Inc was founded by the late Frank E Douglas on 19<sup>th</sup> September, 1997. The Club is proud to grant Life Membership to those who provide exceptional service to our club.

Current Life Members are: Pat J Douglas and Mike Allfrey

## CLUB PERMIT SCHEME

ABCCC is a VicRoads authorised Club to participate in the VicRoads Club Permit Scheme (CPS)

The ABCCC has set rules & conditions for operating a motor vehicle [twenty-five (25) years old and older on the CPS, for further information about how the CPS is conducted by the All British Classics Car Club please visit the club's Website Link [ABCCC Club Permit Scheme information](#) All the information is available online.

1. Initial contact should be made with the club's Vehicle Logbook Club Permit Scheme (VLCPS) Applications Officer, currently Wally Thompson. He will advise the procedure for application with respect to the conditions set by the ABCCC. He must also provide a first inspection of the vehicle.
2. PERMIT RENEWALS VicRoads requires that an ABCCC authorised VLCPS Officer's signature is entered on the permit renewal notice. Therefore, your VLCPS renewal should be sent to Colin Brown, PO Box 40, Coldstream, Victoria 3770. Enclose with it a stamped envelope addressed to VicRoads, along with a cheque/money order for the VLCPS fee. Colin will sign on behalf of the ABCCC, and then forward the permit renewal on to VicRoads. The form also requires YOUR signature, so be sure to sign it as the permit holder as well.

Both Wally & Colin's position are entirely voluntary, so due consideration should be given when contacting them.

## ANNUAL MEMBERSHIP RENEWAL

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

Please note that, should you be unfinancial and driving a classic car under the auspices of our club on the Victorian Club Permit Scheme, you are effectively driving an unregistered motor vehicle.

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 MEMBER

A hearty welcome to the well-oiled machine that is the All British Classics Car Club. 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
Ray & Hilda Flynn	Jaguar	X300	1996
Brian & Annette Aitken	Austin Healey	BN2	1956

*Gordon Lindner – Membership Secretary*

## FROM THE A.O.M.C.

### EXTRACTS FROM THE AOMC DELEGATES' MEETING

**Date: Monday 24<sup>th</sup> May, 2021**

The meeting was held at the Veneto Club, Bulleen.

Meeting commenced at 7.30pm.

There were 77 delegates present, representing 65 clubs.

Chairman Iain Ross (AOMC President – *Vintage Drivers Club*) welcomed delegates to the May meeting, noting it was the first face to face meeting since February, 2020.

#### 1. Apologies

Apologies were as listed in the Minutes of the Meeting, there were seven apologies on behalf of clubs.

#### 2. New Delegates Welcomed

Graeme Vaux (*Maserati Owners Club*), Alan Lavis (*GVMV Drivers*), Tony Hall (*Nissan/Datsun*), Ruth Wood (*Ballarat Vintage & Classic CC*), Martin Goodwin (*Vincent Riders Vic.*)

#### 3. Guest Speakers

Iain introduced the first speakers for the evening, Megan Ballantyne and Nicole Ballina from RACV Motoring Interests. Nicole began by saying that there is some false information circulating about RACV and the Historical Motoring Movement. RACV still have a commitment to historic motoring.

The Motoring Interests Programme has been running for 15 years, and over \$3 million has been put into the movement. The RACV has now made the process for accessing funding easier.

Megan noted that she has been at RACV for 27 years. She also acknowledged the brilliant job Daryl Meek had done in getting the Motoring Interests Programme up and running. The heritage vehicle fleet is still a proud part of the RACV, with 17 heritage vehicles in the fleet.

Megan would like to hear stories from people about their cars.

**Questions from the floor:**

Q: Rick Cove (*GHAC*) What are you going to do for us?

A: Megan responded that there will be the same investment as the RACV has always done.

Q: What is the criteria for funding?

A: Preference will be given for regional Victoria supporting local communities. Melbourne based clubs can get funds and support for running events in regional areas.

Q: Is there a limit on how many applications a club can make?

A: RACV would like to share resources as wide as possible, so no strict limit but would like to ensure as many clubs as possible are catered for first.

Q: What is meant by community support?

A: When clubs do runs and events there is a monetary value on what they put into a small community, be it catering, accommodation, entrance fees, etc.

Q: Len Kerwood (*Austin 7 Club*) Why did the RACV abandon the Maryborough Energy Breakthrough event, which contributed greatly to the local community and was a great educational event for students?

A: Megan acknowledged that this had been a fantastic event over the years, but RACV has changed its focus to mental health and community support

Q: Will the RACV still run the Florence Thompson Run for women drivers in classic cars?

A: Iain Ross (*AOMC President*) responded that the AOMC will be guiding the event with RACV support.

Q: *Comment from floor:* Talking of supporting mental health issues, historic car clubs are mobile men's sheds and contribute to well being and mental health.

Q: Iain Ross (*AOMC President*) asked on behalf of the group, what assistance can RACV give for a small club to run a rally?

A: They need to put in a proposal on the on-line form.

Q: Will the RACV still provide merchandising material for clubs to put into rally packs?

A: RACV are trying to steer away from this form of merchandise.

Q: If an increased amount will potentially be going to clubs, where is it coming from?

A: Megan responded that she will keep asking for the funds. She reiterated that when stories can be told of what the events will support in the communities, it will make it easier to get the funding.

Q: Can member clubs have access to view the historic vehicle fleet?

A: Yes. It is housed in Noble Park and can be arranged by contacting Nicole.

One delegate thanked RACV for their fantastic Total Care service. AOMC will circulate the link for applying for RACV grants. Chairman Iain Ross thanked Megan and Nicole for their time and they received generous applause from the delegates.

***ABCCC Delegate's Comment***

*Since the meeting, Nicole Ballina has been written to by E-mail. There has been no reply. The topic of the message was about getting clubs' event publicity into RoyalAuto, particularly for regional areas, and about the lack of interest shown by some RACV Board Members during presentation of our cheques to Peter Mac. Reviewing the criteria for requesting funding from RACV for club activities, initial impression was that the process is still difficult and, for smaller clubs, quite daunting. We shall see.*

**Iain then introduced the second speaker for this evening, Leon Sinnot from Beyond Blue.**

Leon started by saying that Beyond Blue speakers have all either suffered from mental health issues, or care for someone who has them. Beyond Blue strive to reduce the stigma associated with mental illness. Leon quoted some statistics – three million people in Australia suffer from anxiety or depression. Eight Australians take their life every day, six of them are men.

**Signs and Symptoms of Depression:**

- Behavioural (withdrawing, lack of concentration)
- Physical (sick and run down)
- Feeling (unhappy)
- Think (I'm a failure)

**Mental Health Risk Factors:**

- Family history of mental illness,
- A single traumatic event,
- Long term difficulties, living with long term stress.

Beyond Blue recommend that if you are feeling unwell talk to somebody – a friend, your GP or Beyond Blue. Leon then outlined his own journey with mental health.

He is a retired secondary school principal. His job was stressful, but he did not come down with agitated depression until five years after he retired. Not looking after his mental health while under stress led to his depression. Beyond Blue ask speakers to talk of their own experience to show Hope, Recovery and Resilience.

### **First Steps To Getting Support:**

- Contact family or a friend,
- See your GP.
- Visit a mental health Website or telephone a help line.

### **If You See Someone Who Appears To Be Suffering:**

- Ask if they are OK,
- Tell them why you are asking,
- If they are not ready to talk, let them know it is OK,
- Resist the temptation to give advice or diagnose.

### **Looking After Your Own Mental Health:**

- Manage stress (learn to say no!),
- Exercise regularly,
- Develop a good sleep routine,
- Limit alcohol and drugs,
- Make time for hobbies,
- Volunteer or participate in community and/or social activities.

Delegates thanked Leon and congratulated him on coming and telling his story. Iain Ross noted that we all need to look at our club membership and look after them.

### ***ABCCC Delegate's Comment***

*Both presentations were accompanied by projected information onto a screen. The slides from the RACV were close to unreadable with their corporate bright yellow backgrounds. The slides for Beyond Blue tended to have far too much written information on them. The lighting in the meeting room was also bright, thus reducing the impact of the slides.*

### **4. President's Report:**

Iain Ross reported nothing much as been happening, so not much to report. Several Zoom meeting have been held for delegates and the committee have been meeting via zoom until recently.

**5. Treasurer's Report:** Angelo D'Ambrosio reported that it has been a challenging twelve months. The AOMC have received great support from their landlords and government grants which has enabled the organisation to maintain a breakeven position. Costs have been cut without diminishing services. Current cash on hand is \$229,800.

### **Questions from the Floor:**

Q: How many clubs are members of the AOMC?

A: Angelo responded that there are currently 245 member clubs.

### **6. VicRoads/VCPS Report:**

Iain Ross reported that the full review of the Victorian Club Permit Scheme has been postponed, and no review is expected in the near future.

There has been an issue with the supply of VCPS log books, and VicRoads actually ran out of them at one stage. AOMC will aim to get John Lewis (*VicRoads*) from VicRoads along to a delegates meeting.

Tony Hall (*Nissan/Datsun Club*) reported that his club obtained a list of their Club Permit holders from VicRoads, and it showed that eight had expired, even though they had paid their renewal. This was due to a problem with over the counter renewals where the operator needs to add information onto a second screen to finalise the renewal, and this sometimes gets overlooked and the renewal does not get logged.

Q: Is there any truth to the rumour that VCPS is on the way out?

A: Iain Ross responded that we have heard nothing about any threats to the VCPS, but perceptions of 'older polluting cars' is a threat.

### **7. AOMC Events:**

**Club Management Seminar.** Keith Mortimer (*Jaguar Car Club*) reported that this seminar will be held at the Jaguar/Austin Healey room in Nunawading(?) on Saturday July 10<sup>th</sup>. There will be several speakers on the following topics:

- Accounting Procedures,
- Social Media,
- Club Governance.

**Country Delegates Meeting**, Saturday August 14<sup>th</sup>, will be held in North East Victoria. Still talking to various clubs in the region about hosting. Will advise further when details are confirmed.

**American Motoring Show**, Sunday September 26<sup>th</sup> at Yarra Valley Racecourse. Iain Ross reported that Shannon's have agreed to sponsor the event. Due to COVID-19 requirements, it will be a booked-only event for display vehicles. Driver and occupants need to prebook via TryBooking. Spectators will need to use QR(?) code at the gate.

#### **8. Current Issues:**

- VicRoads VSI-33 review and feedback. Submissions have been submitted to VicRoads, but no word has been received back yet.
- The World Scene and Historic Motoring – several major cities around the world are imposing restrictions on vehicles entering them (Ultra Low Emissions Zones). This started in Europe and has spread to the U.S. There is a growing attitude of the public towards our vehicles as ‘polluters’.
- Federation of British Historic Vehicle Clubs Survey. The FBHVC conducted a wide ranging survey on the worth of the movement to the British Economy, which gives the peak body good statistical facts to back them up when lobbying government. Something similar needs to be done in Victoria.

#### **9. Engine Number Records:**

Philip Johnstone (*Triumph Sports Owners Association*) reported that demand is continuing for the service. Searches have been completed for a 1924 Buick utility, a 1923 Studebaker, a 1993 Montgomery motorcycle, a 1931 Packard, a 1974 Toyota Corona, a Minerva, and a Messerschmidt. There has been an 80% success rate on searches.

Philip also noted that if anyone is doing a Freedom of Information request to VicRoads, don't go to the counter, do it all on the Department of Transport website, and put in as much information as you can.

#### **10. Delegates' Reports/General Business:**

Iain Ross: had attended the Winton weekend and paid tribute to the Austin 7 Club on the way they run the event.

Andrew McDougal (*Veteran CC*) reported that the FIVA survey results have been received, both the worldwide results and the Australian results. They give a snapshot of the movement based on those who completed the survey.

On Drive it Day the Veteran CC met at Ballarat, 23 pre-1905 vehicles attended, the oldest being 1898. There was also eight motorcycles in attendance.

Iain Ross added that AOMC did not organise a NMHD event this year. Next year will be looking at doing something with the RACV and regional clubs.

Len Kerwood (*Austin 7 Club*) complimented the Chrysler club on the membership database they developed and have made available to other clubs.

Fred De Gooyer (*Land Rover Owners Club*) has seen a massive increase in interest from younger people keen on older Land Rovers.

Terry Roche (*Triumph CC*) pleased to report that club has grown and average age has decreased.

Arthur Byron (*Grampians CC*) 50<sup>th</sup> Anniversary this weekend.

Bill Ballard (*F.O.R.D.C.A.*) Club hosted National Rally in March. 75 attendees from all over Australia. They were well received everywhere they went. Some venues even gave unexpected discounts, and as everyone had prepaid, excess funds were donated to the local community.

Graeme Bell (*BMW Club*) ran a NMHD run from Geelong to Phillip Island. This year the BMW club will be running the German Auto Show on 29<sup>th</sup> August at Sandown.

#### **Question from the floor:**

Q: Are there any new VCPS handbooks coming from the AOMC?

A: Iain Ross responded that this was looked at six months ago, and advice from VicRoads was that there would be changes. An electronic version from the last handbook could be made available.

There being no further business, chairman Iain Ross declared the meeting closed at 9:15 pm and thanked delegates for their attendance.

*Mike Allfrey – AOMC Delegate.*



## Sharing our pleasant run in the Jensen 541Rs

provided by Robin & Anne Jervis-Read

The Victorian 541Rs joined together for very pleasant mid-week run a couple of weeks ago. (pre recent Covid lockdown)

Barry and Margaret Collett and Robin and Anne Jervis-Read met for morning tea at the Colletts at their lovely home in Wandong and then put the cars through their paces during a pleasant run to Yea where an excellent pub meal was very much enjoyed.

Here are some great photos to share.







Enjoying the beautiful view from the lookout en-route to Yea

## 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. All events are also listed on the club website.**

### **IMPORTANT!**

**At our Calendar of Events Planning Meeting it was unanimously decided that two 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. Come forward if you have an event and we will include it in our Events Directory. Event details should be forwarded to the Editor with some notice prior to the event.**

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

### July, 2021


**Sunday July 11<sup>th</sup>** Annual Club Luncheon – An ABCCC Event Colin Brown 0408 343 176

Note change of date from Saturday 10th to Sunday 11th July (12noon for 12:30pm start)

***See Flyer in this edition page 12 for all the details on how to book and make payment***

Venue Killara Estate, Corner Warburton Highway and Sunnyside Road , Seville

**Sunday July 18<sup>th</sup>** An Urban Tour – Yarra Scenic Drive An ABCCC Event Greg Anglin 0419 882 155

Follow  “Yarra Scenic Drive” from Warrandyte to Williamstown followed by a pub lunch.  
Meeting Point to be Confirmed.

Contact Greg or Geraldine Anglin 9876 3293 or 0419 882 155 or email [gregsbusy@msn.com](mailto:gregsbusy@msn.com)

## August, 2021

**Sunday August 1<sup>st</sup>** Let us know if you have a favorite pub we can meet at ????. **C.M.A. – An ABCCC Event**  
**Please forward information to the Editor.**

**Sunday August 15<sup>th</sup>** Yarra Valley Run – An ABCCC Event  
With Lunch at Wesburn Hotel.  
Venue – Meeting Point to be Confirmed.

Anne and Bryan Tootell 0412 549 906

**Sunday August 29<sup>th</sup>** Tour of China Town – An ABCCC Event  
A guided tour of the Chinese Museum followed by a guided walking tour of Chinatown and Yum Cha Lunch.  
Meet at the Chinese Museum 22 Cohen Place Melbourne ready for tour at time to be confirmed.  
Contact Greg or Geraldine Anglin 9876 3293 or 0419 882 155 or gregsbusy@msn.com

Greg Anglin 0419 882 155

## September, 2021

**Friday September 17<sup>th</sup> to 19<sup>th</sup>** Tocumwal Air Show – An ABCCC Event  
Includes Visit to a New Museum in Deniliquin  
Venue – Meeting Point to be Confirmed.

George Chrystie 0427 791 202  
Bookings: Tony Pettigrew (03) 9739 1146



**Sunday September 26<sup>th</sup>** Ned Kelly's Birth Place Run An ABCCC Event  
Venue – Meeting Point to be Confirmed.

Phil Cook 0468 680 538

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



## October, 2021

**Friday October 1<sup>st</sup> to 3<sup>rd</sup>** The Terri Allen Garden Tour – An ABCCC Event Kate Senko 0412 126 369

The Mount Macedon & District Horticulture Society began in 1922 and is one of the oldest garden clubs in Victoria. In that first year the Horticulture Society began by opening gardens on Mount Macedon to the general public. The Horticulture Society began hosting the annual Garden Lovers' Fair in 2003 within the carpark of the Mount Macedon Golf Club. Since 2013 the fair has been held in the grounds of Bolobek, one of Victoria's most historically significant gardens. More information about the fair and Bolobek [www.gardenloversfair.com.au](http://www.gardenloversfair.com.au)  
There is an entrance fee and tickets will need to be pre-paid.

Usually, another one or two gardens open over the same weekend, details of which gardens are yet to be released.

**The Weekend Itinerary:** Graham and I will be driving to Lancefield on Friday 1<sup>st</sup> October and staying at Lancefield Lodge, choose whether you wish to stay Friday and Saturday or just overnight.

**Accommodation** at The Lancefield Lodge, 46 – 50 Main Road, Lancefield.

Bookings [www.thelancefield.com.au](http://www.thelancefield.com.au) When booking mention ABCCC rooms are available.

**Dinner:** local venue depending on numbers

**Saturday 2<sup>nd</sup> and Sunday 3<sup>rd</sup> October.**

Attend the Garden Lovers Fair, explore Bolobek's garden, attend a demonstration or join a guided tour of the garden. Visit other open gardens around the Macedon Ranges. (Yet to be advertised)

**Lunch** at the Post Office Café or Mt. Macedon Pub.

Explore the local winery's, markets or other events that maybe happening over the weekend.

**Saturday night dinner,** venue yet to be finalised.

For information or discussion: Contact: Kate Senko (0412 12 6369) or Graham Talmage (0419 399 752)

Email: [hydewood@bordnet.com.au](mailto:hydewood@bordnet.com.au)



**Friday October 22<sup>nd</sup> to 24<sup>th</sup>** The Justly Famed Indulgence Tour An ABCCC Event.

Peter McKiernan 0407 876 023

Touring – The Port Fairy Area. 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 10:30am 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 \$250pp plus accommodation. If you wish to be part of this weekend extravaganza, would you please confirm your intent to Peter on 0407 876 023. You may have previously indicated a desire to be part of this even however, with what has developed over the past few months, you may care to re-consider your position in relation to the weekend. Meeting point is at BP Little River (Geelong Bound) at 10:00 am.

## November, 2021

**Tuesday November 2<sup>nd</sup>** Cup Day Out An ABCCC Event

Colin Brown 0408 343 176

Venue – Yarra Valley Racecourse, Armstrong Drive, Yarra Glen.

**Thursday November 4<sup>th</sup> to 17<sup>th</sup>** The Sapphire Coast Tour – An ABCCC Event Maxine Pettigrew (03) 9739 1146

Venue – Meeting Point to be Confirmed.

**Sunday November 28<sup>th</sup>** Tasty Tour of Gippsland An ABCCC Event

Ian Terry 0409 097 496

Tour Details to be Confirmed – Lunch at Harman Wines, Wattle Bank.

## December, 2021

**Sunday December 12<sup>th</sup>** Christmas Luncheon An ABCCC Event

Maxine Pettigrew (03) 9739 1146

Venue – Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park.



February, 2022 **\_Please note change of dates for this event (now a midweek run)**

Wednesday February 9<sup>h</sup> to 10<sup>h</sup> Seaside Retreat – An ABCCC Event  
Venue – Meeting Point to be Confirmed

Brian and Marj Pepper 0407 392 330

## **Annual Club Luncheon**

### **Sunday July 11th 2021**

### **Killara Estate**

**Corner Warburton Highway and Sunnyside Road Seville**

**Time: 12.00 noon for 12.30 pm**

*Please join us for the club's annual luncheon to be held at the popular venue, Killara Estate.*



*A great three-course meal has been selected and includes Entrée of Panko Prawns or Calamari, Main of Roast Lamb and Roast Vegetables or Stuffed Chicken Breast, plus Sticky Date Pudding dessert. This luncheon is a Member only event as the meal cost is subsidised by the club, drinks are provided to pre-set limit. Please advise any dietary requirements.*

*Cost \$40 per head.*

**Pre booking and payment is required by Tuesday 6<sup>th</sup> July.**



.....  
**Booking Form**

**Please reserve .....Seats @ \$40 For: .....**

**Bank Transfer: ABCCC. BSB:063 863 A/C 10013709 (enter name & event)**

**After funds transfer advise Colin on [colin.brown@hotmail.net.au](mailto:colin.brown@hotmail.net.au)**

**Or cheque/money order/postal note payable to ABCCC for: \$ .....**

**Send to: Colin Brown**

**PO Box 40**

**Coldstream Vic 3770**

**0408 343 176**

# WHAT WE HAVE BEEN DOING

May 26th, 2021

## Ambulance Victoria Museum

ATTENDEES t26<sup>th</sup> May Ambulance Museum and lunch:

*Robert & Robyn Joiner*

*Colin & Joy Brown*

*Graham Talmage*

*Peter & Sandy Hibbert*

*Christopher & Geraldine Constantine*

*Garry & Glenda Prewett*

*Bryan & Anne Tootell*

*Rex & Deanna Hall*

*Wally Thompson*

*Leon & Judy Cousins*

*Pat Douglas*

*Tony & Maxine Pettigrew*

*Peter McKiernan*

*John & Jenny Mason*

*Peter & Michelle Flavelle*

*George & Pat Hetrel*

*Lance & Adele Brazier*

*Greg & Geraldine Anglin*

A mid week run Organised by Greg Anglin



Upon arrival, we were greeted by Chas Martin, his wife Marg was busy with the morning tea which everyone enjoyed, the lovely scones, ribbon sandwiches, gluten free cakes & lots of other treats. What has become our COVID normal, our morning started with the sign in. Everyone had a chance to have a quick chat, a cuppa and bite to eat before Chas commenced his presentation. Chas was very clear that today's service is a far cry from the humble beginnings of the Ambulance Service. Chas recalls that when he joined the Ambulance Service in 1962, there were just 28 ambulances on the streets of Melbourne, no electric stretchers as they are now, in fact the stretchers had no legs they had to be carried.

The museum has on show some 18 ambulances, ranging from a 1916 Talbot, a 1927 Nash, Ford F100, Ford Custom line, Chrysler Royal up to some more modern day equivalents. a motorcycle, uniforms, medical equipment vast range of photos, signs etc.

Today Chas agrees that we certainly have the latest in technology and quick response time across the State.



When Chas commenced, the service was based on placing any person found injured into the back of the ambulance for the journey to the hospital. He was provided basic first aid training. Whereas today it's a three-year university degree, then you become a graduate for 12 months before becoming a fully qualified ambulance paramedic.

When Chas joined the service, Ambulance Officers were all male, it wasn't until 1987 when females commenced in operational roles. Fast forward more 30 years later females are not only on the frontline but also in leadership roles, making up 44% of the paramedic workforce.

Chas introduced Bob who joined the Ambulance service as a call-taker, after retiring the Defence he was looking for a small job. This was around the time that the Victorian Government introduced the 'Intergraph' system which centralised and privatised emergency response service for the whole state. Bob recalls as call-takers how manual the process was, receiving and dispatching messages, it was a very different time and difficult for both the call takers and Ambulance Drivers to process emergency calls from the public and other agencies. Nowadays the system is very automated making it quick and more accurately process for calls for either fire, police, ambulance and SES services so that the appropriate response can be provided as effectively as possible

### *Collection of Humidicribs – The box of Life*



there was a great collection of Humidicribs. Small box with opening top section. Carry handles at each end. Humidicribs are used to transport sick babies from small hospitals to major hospitals for specialist care. They work by maintaining normal body temperature and provide oxygen if needed during ambulance transit. Known by a variety of commercial names, earlier Humidicribs were ones heated with water bottles. Not part of an ambulance's standard equipment, Humidicribs are kept in

ambulance stations and carried if babies needed to be transported. In the early days before Humidicribs came into use and when air ambulances did not exist, many more babies died during emergency transits than they do today. The Thermocot developed from the Port-O-Cot, CIG later produced the Thermocot. The new Humidicribs had a number of advantages over the Port-O-Cot. Most importantly it had an over-temperature alarm and cut out. It was also calibrated in degrees Celsius as by then the metric measuring system had been introduced to Australia. It also had a front opening canopy which was easier for nursing staff to use.

During our visit, Chas challenged the women attending to comment on the position of the toilet roll holder in the Ladies toilets. It was evident that this was fitted without any input from his wife, Marg, but more noticeable was the positioning of the mirror, as Maxine was not tall enough to check her lipstick! Definitely no input from the ladies on that one either! Hope that feedback helps Chas & the team!

*Thank you to Greg & Geraldine for organising this outing & congratulation to Chas and the many volunteers who over the years have brought this great collection together and continue to maintain and preserve this unique and valuable heritage on the Victorian Ambulance Service for everyone to enjoy.*





### Motorcycle Paramedics

As a result of increasing traffic congestion, motorcycles for paramedics were introduced around 2012.

Chas agrees that this dedicated Motorcycle Paramedic Unit make it easier and quicker for Ambulance Victoria to respond to emergencies especially in places such as Etihad Stadium in the Docklands and the busy CBD



*Lunch at Kelly's Bar & Kitchen in Olinda*

Beautiful old lodge cabin with a warm, homely feel, especially that open fire spot to quickly warm up







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*Acknowledgement for Story & Photos to Glenda Prewett*





## Comedy Corner - (as published in The Beacon October 2017)

An elderly man sat sobbing inconsolably on a park bench in the city gardens, then a lovely, caring aged lady sat down beside him, took his hand in hers and said; “My dear man, what on earth is the matter?”

Between sobs, he replied: “I am 78 years old, I am well off, have a lovely family home on the beach front, recently I married again to a 36-year-old attractive lady, my love life is terrific and I couldn’t be happier.”

The lady surprised with the reply asked: “Well, why for heaven’s sake are you crying?”

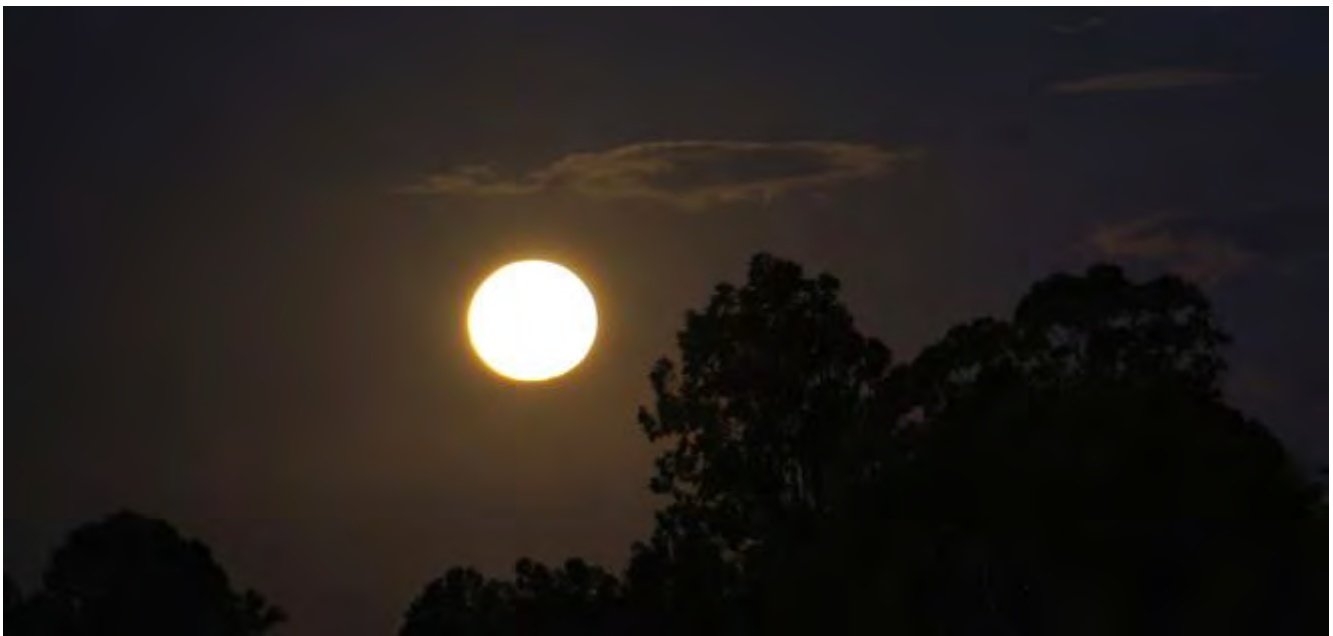
The Man responded: “ I can’t remember where I live!”.

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## Lunar Eclipse & Blood Moon 26<sup>th</sup> May 2021

Provided by Greg Anglin

The second supermoon of the year will occur on May 26. While Supermoons are meant to be brighter than normal moons, this time, here in Australia, the corresponding total eclipse of the moon will result in 5 hours of the supermoon being not only dimmer than normal but actually going blood red during the eclipse.



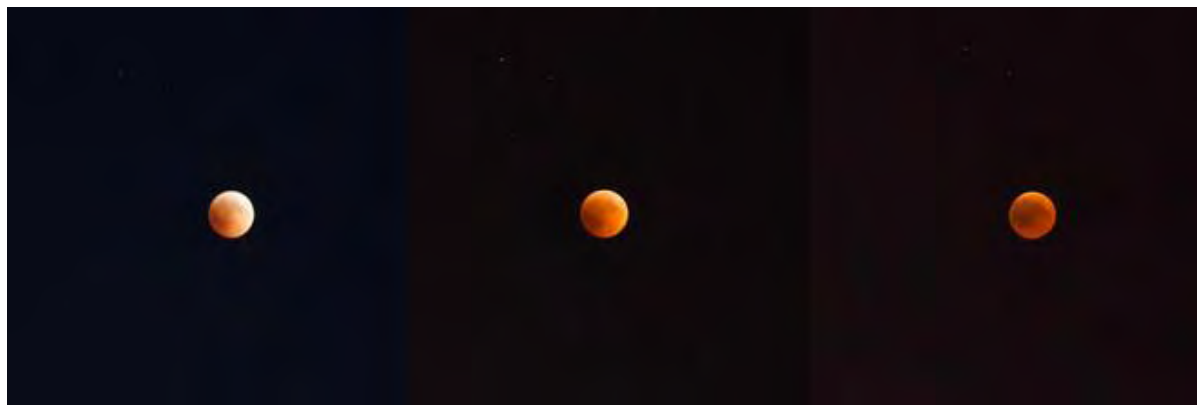
*May brings the second supermoon of the year*

There is a lot of confusion in the media about Supermoons. First of all, much of the media like to report names like Pink Supermoon (for April) or I am sure they will call this one a Flower Supermoon or maybe even the Corn Planting Supermoon. These are the traditional names for one part of North America. Given that it is Autumn in Australia, not spring, using a name associated with the North American spring is incorrect. Luckily though they are likely to get the date correct. Often in Australia, we get the Supermoon on the day after North America, but this time it will be on the same day. This is a combination of things like international datelines and the time that moon passes the meridian that makes the difference to the specific date, and the date of the Supermoon can differ

between countries.

The moon will rise before sunset and set after sunrise. There are lots of great Supermoon activities, including romantic walks on the beach under the moonlight, hiking by moonlight and of course, there is moon photography. But factor in the lunar eclipse into this though.

But this Supermoon will be more than just a Supermoon. Here in Australia, we will get a blood Supermoon as a total lunar eclipse will occur. Because this eclipse will occur when the moon is closest to the Earth, the Earth's shadow won't completely block out all light, but instead, turn the moon a dark red as the light going through the Earth's atmosphere will still fall on the moon, which is reddish.



*A blood moon is aptly name, as it transitions to a dark red colour during the eclipse*

Australia will get a great view, with the full lunar eclipse process, being visible across most of the country, while Perth and much of the West Coast of Australia seeing the moon already slightly darkened, but not red yet when it rises. The Exmouth region, because they are so far west, will see the moon rise already eclipsed.

In terms of the timing, the first part of the eclipse starts at 8:47 Coordinated Universal Time, with the full eclipse starting at 11:11 Coordinated Universal Time. This translates to 9:11 pm on the East Coast of Australia for the start of the full eclipse. In Perth that is 7:18 pm and in Adelaide it is 8:48 pm. Overall the time for the total eclipse phase is only 15 minutes, but the moon starts dimming and remains dim for about 5 hours in total.

You should be able to view the eclipse from anywhere that you can see the moon, which includes the city as well. Certainly, people in the suburbs will have a good view without needing to go out to the countryside. The moon will also be up far enough by that time that it should be able to be seen from people's backyards. Though of course, a park will give you a clearer view.

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## Reminiscing.....

The visit to the Ambulance Museum brought memories from childhood flooding back. (Thank you Greg and Geraldine) It must have been 1954 or '55 when Dad bought a pristine, one owner, low mileage 1953 Ford Anniversary Model Customline. How I loved that car – GYG076. The registration number still burned into my memory. But I digress. The memory that came flooding back was of a 1953 Customline Ambulance delivering a patient to our Family Doctor in Bellarine Street East Geelong.



Written by Christopher Constantine

Unlike other emergency vehicles of the time this ambulance had “CLASS”, at least in the mind of an eight-year-old it did. I’ve never forgotten that particular vehicle. It was painted in a Cream/fawn colour as were all ambulances in Geelong at the time – very similar to the NSW’s Willys Ambulance we saw at the museum. I particularly loved the way the emergency lights and sirens were “Frenched” into the roof line both forward and back. It certainly made a lasting impression.





All these years later, I still have a bit of an itch to add an example to our collection, but G1 might have something to say about that. Of course the other factor in the equation is that I have never seen one since. The 1957 Ford at the Museum is the closest example but still not a patch on the '53, or at least the memory of it.

Back to GYG076. Dad drove the car for a number of years, trips to Queensland, NSW etc... and then parked

it in one of his garages. There it sat till 1967 when I offered to buy it from him as I was attending Teachers College and needed transport to travel around Geelong. The guys at college loved it as did I. Most memorable trip was coming back from Ballarat inter college sports with eleven on board. Don't think you would ever get away with that today but what a car and what memories.



## BREAKING NEWS

All British Classics Car Club Inc & all members would like to congratulate Chas Martin on his recent award

Chas Martin was awarded a Medal of the Order of Australia for his service to community history as founder of the Ambulance Victoria Museum



© Ambulance Vic/YouTube



## A British Car (ABC) Quiz!

Quick quiz, put your knowledge to the test of what you have just read from the May News. it's so easy, good luck!

1. Who was our host on our recent visit to the Victorian Ambulance Museum?

- A. Dustin Martin
- B. Chas Martin
- C. Dean Martin
- D. Steve Martin

2. What year was the Talbot Ambulance vehicle?

- A. 1906
- B. 1916
- C. 1918
- D. 1920

3. What year did females commence in operational roles in Ambulance Victoria?

- A. 1957
- B. 1967
- C. 1977
- D. 1987

4. Ambulance Victoria implemented a new electronic call taking and dispatch system what was it called?

- A. Interpol
- B. Intergraph
- C. Intercom
- D. Intersection

5. Christopher Constantine told the story of his Dads low mileage Ford Anniversary Model Customline, what year was the vehicle?

- A) 1953
- B) 1955
- C) 1957
- D) 1959



**"Thanks for changing the tire, Mr. Cromwell. Bob and I both have back problems."**

Answers on the last page

## Had a giggle.....

Yass is a town in New South Wales.

Its closest capital city is actually Canberra

Sent in from one of our Members.

Its good to have a giggle.

If you have seen a funny sign on any of your travels pls email to [editor@abccc.com.au](mailto:editor@abccc.com.au)



# MOTORING TODAY

## Introduction

*While having a review of old motoring magazines and books collected over a number of years, a small booklet titled Australian Motor Manual – 1948-9 Annual was rediscovered. It is a picture of the cars that were available for that year, all from Britain, France, Italy and the U.S.A.. This series commences with the introductory information and will concentrate on those cars that came from Britain, this being a magazine for British classic cars.*

*It is interesting to read, in 2021, about new developments and the Australian attitude to them in those times. Let the series commence!*

*Article restored by Mike Allfrey.*

## The Year In Review

Since the war and the switch over from war-time to peace-time production the motor industry has made gigantic strides, and, even in European, countries, production is gradually getting under way. Naturally the American industry is far ahead with an output that exceeds that of the whole of the rest of the world.

The big three of America, General Motors, Ford, and Chrysler-Dodge, head the production figures, with the newcomer Kaiser-Fraser, running a good fourth. Despite increasing production America has nearly 5-million orders ahead of production.

Most companies recognised the need for production rather than change, and, consequently, with a few notable exceptions, changes were evolutionary rather than revolutionary. Metallurgically, however, there have been many changes, and there is no disputing the fact that today's automobile is a better vehicle than ever before.

In Britain the major companies, Austin, Nuffield, Rootes and Standard have done exactly the same thing, and, as a result of this policy, cars soon became available to a car hungry market. It is only now that these companies are beginning to offer really new models, as changing over to a new model would have meant less time spent on production.

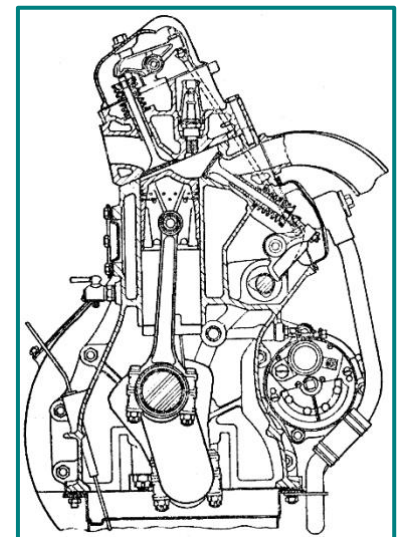
Most manufacturers are now beginning to think in terms of new models, and the British export drive necessitates the production of a vehicle capable of competing on an open market. Hence the new Austins, Standards, Humbers, etc.

In Europe the recovery is, of course, so much slower although the major French companies are getting under way. These consist of Citroën, Renault and Peugeot, but, due to expense and shortages, the accent is on economy. This is causing a crop of miniature vehicles to come on to the market where otherwise there would have been no ready sales for them.

The Italian Fiat Company is in production again, and with Lancia is providing the bulk of Italian output. Germany is limited, of course, by Allied control, but several manufacturers, including Opel are producing utility vehicles in small quantities. Sweden has entered the field in a small way, and it is alleged that several Russian companies are in production.

With a few notable exceptions design has not changed greatly. In England and on the Continent the swing to overhead valves is apparent, although not favoured on most American cars. Rolls Royce's adoption of the 'F' head valve arrangement, with overhead inlet, and side exhaust valves, is a notable change, and the fact that it has been followed immediately by Rover is important.

*Right: Cross section of the Rover engine with overhead inlet and side exhaust valve arrangement.*



Fluid drive is gradually gaining favour as a transmission and the use of the-Brockhouse type torque converter by Buick may herald greater use of hydraulic transmissions in the future. In France the Cotal electric gearbox is popular, and in the case of most manually operated gearboxes the gear control lever is on the steering column.

The Continental use of mono-construction is gaining in popularity, and the latest large-scale manufacturer to feature this is Hudson. Firms like Lancia and Citroën, though, have found the chassis-body construction highly successful for years. As regards suspension, the most featured system is that of the independent coil

springs at the front with long semi-elliptics at the rear, assisted by hydraulic shock absorbers. The more advanced form of torsion bar suspension is gradually gaining favour and will undoubtedly be more freely used as steels improve in quality

Braking systems have not really changed very much, hydraulics are very much in evidence, and the two leading shoe system is popular.

Generally speaking most of these changes are evolutionary and apart from increased compression ratios and greater power output of the normal petrol engine has not really changed at all. However, with a new gas turbine engine under experiment at the Rover Company, there may be far greater changes than we think just around the corner.

Next comes the problem of supply, and unfortunately the dollar situation is excluding the majority of American cars from this country. To compensate this fact, however, British cars are arriving in far greater numbers, and more suitable for export markets than ever before. The more expensive and individual of these cars are already available for immediate delivery, and as production improves so does supply begin to reach demand.

Prices are high but these are controlled by world conditions prevailing, shortages and labour problems, and again production is the key to lower prices. As these problems are overcome we can expect the motor industry to provide us with even better, finer and cheaper motor vehicles.

### British Cars Available In Australia In 1948

Morris 8 Roadster	Austin A40 Saloon (Somerset)	Jaguar 1½-Litre Saloon
Morris 8 Tourer	Morgan 4 Roadster	Riley 1½ -Litre Saloon
Ford 8 Tourer	Morgan Tourer	Triumph 14 Roadster
Standard 8 Tourer	Wolseley 10 Saloon	Triumph 14 Saloon
Vauxhall 12 Roadster	Singer 10 Saloon	Riley 2½-Litre Saloon
Vauxhall 12 Tourer	Wolseley 14 Saloon	Jaguar 2½-Litre Saloon
Ford 8 Sedan	Standard 14 Saloon	Jaguar 3½-Litre Saloon
Ford 10 Sedan	Sunbeam Talbot 10 Tourer	Alvis 14 Saloon
Standard 8 Sedan	M.G. 1¼ Saloon	Armstrong Siddeley Saloon
Morris 8 Saloon	Sunbeam Talbot 10 Drophead Coupé	Allard Sports Roadster
Vauxhall 12 Sedan	Austin 16 Saloon	Allard Sports Tourer
Standard 8 Saloon	Standard Vanguard Saloon	Daimler 2½-Litre Saloon
Morris 10 Saloon	Wolseley 18 Saloon	A.C. 2-Litre Saloon
Hillman Minx Saloon	Singer 12 Saloon	Bristol 2-Litre Saloon
Singer 10 Tourer	Sunbeam Talbot 2-Litre Tourer	Bentley 4¼-Litre Saloon
Vauxhall 14 Sedan	Jowett Javelin Saloon	Rolls Royce 4¼-Litre Saloon
Morris 10 Saloon	Humber Hawk Saloon	Lea-Francis?
Singer 9 Tourer	Sunbeam Talbot 2-Litre Saloon	H.R.G.?
M.G. Roadster	Humber Super Snipe Saloon	
Austin A40 Saloon (Devon)	Lanchester 10 Saloon	
The above are listed in price order, and read across the page – i.e. Morris 8 cheapest, Rolls Royce most expensive.		

### Distinguished Features Of This Season's Models

Most manufacturers utilise some individual patent or exclusive feature which helps to make their cars different and, more appealing to the owner. This summary is but a brief explanation of the more unusual equipment.



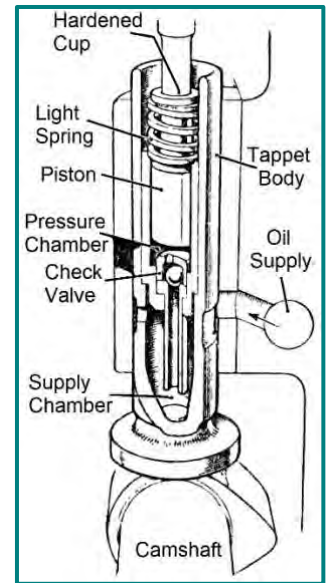
## Outstanding Features Of The New Power Units

With no radically designed engine in Australia, most engines are of standard compression, as befits the petrol of today. There is a Continental trend to 'flat-fours', i.e. horizontally opposed cylinders as on the new Jowett Javelin. This gives a lower centre of gravity and better rigidity. This is the most revolutionary engine in this season's cars and its high performance is outstanding.

Further attempts to improve the present highly-developed petrol engine have been pioneered by the Rolls Royce organisation to enable better breathing, i.e. combining the advantage of an overhead inlet valve for the mixture, and the side exhaust valve placed directly beneath it in 'F' head design. This offers good temperature control. The Bentley has the same arrangement which is also available in the new Rover in both the 12 h.p. and 16 h.p. (as illustrated). O.H. valve units are to the fore, and are on the new Austin A40 and Standard Vanguard which has stepped up its power to 18 h.p.

### Free Wheeling – Exclusive To Rover And Bristol

With the overdrive so popular on the bigger American cars which are not being imported, this petrol-saving device is limited to Studebaker and the Willys Station Waggon, and to the free-wheeling fittings on the Rover and Bristol. The Frazer-Nash Bristol is an Anglicised B.M.W. with a race track performance smoothed out for trouble-free private motoring and a diagram of this unit is shown as typical of the best of today's engineering.



### Hydraulic Tappets

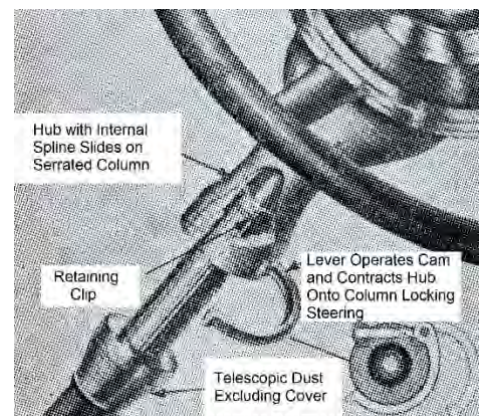
The gradual increase in use of hydraulic devices is noticeable with the introduction of Zero-lash self-adjusting tappets (*at right*) which, add silence on to the new Armstrong Siddeley and Jowett Javelin. Hydraulic tappets have been a feature of the Packard, Lincoln and Cadillac.

The increasing use of hydraulic devices in modern automobiles first took effect with hydraulic brakes and now fluid drives, hydraulic hood lifts, and springing (as on motor cycle forks) etc., are making contributions to better motoring.

### Telescopic Steering Wheel

There is no doubting the endeavours the English make to make the smaller car more comfortable. In addition to adjustable seats in all cars, drivers of different heights may adjust the steering wheel on such cars as A.C., Standard 14, Wolseley, Jaguar, Armstrong Siddeley, Daimler, Triumph, etc.

Before the popularity of the telescopic steering wheel much attention was paid to the rake of the steering column and in the 20's practically every American car featured a steering column adjustable for rake. Steering columns can still be adjusted for rake, but the standard rake is now so suitable for the average person that adjustment need seldom be made.



*Right: An example of a telescoping steering wheel. Could it be from a Humber?*

### Gear Lever On Steering Column

With all American cars simplifying the floor layout all have the new easy-reach finger tip control which merely puts the conventional 'H' layout of gears on a vertical plane with neutral as the cross-bar of the 'H'. With four forward speeds on most British cars the reverse is further down (or up), as the illustration of the Standard Vanguard shows; steering column gear change lever is also available on the new Hillmans, Humbers, Vanguard, Austin Sheerline, Armstrong Siddeley, Daimler, Lanchester, Triumph, Jowett Javelin, Sunbeam-Talbot and the new Australian car (*Holden*); in a class by itself is the Citroën with a central gear lever mounted on the dash.

*Right: Steering column gear change lever – Standard Vanguard Phase 1.*



## Fluid Flywheel

The growing use of this proved, Daimler refinement, is limited only by its extra cost – it is now only available on the Daimler and Lanchester now.

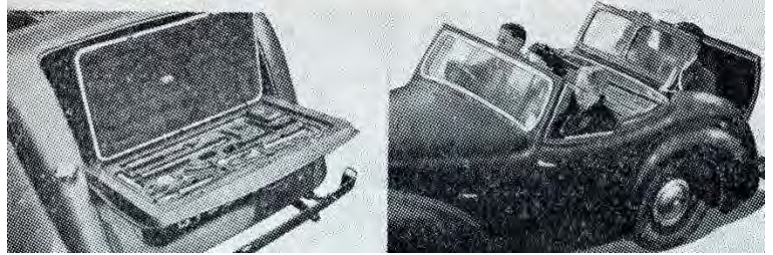
## Pre-Selector Gears

These well-proved Wilson epicyclic gear boxes enable a gear to be chosen before a change is made. This occurs automatically when the shift pedal is depressed at any time. It is on the Daimler and Lanchester and optional on the Armstrong Siddeley.

Epicyclic gears are as old as the motor industry but were neglected by all except the Model T Ford and the pre-1914 War Lanchester. The Lanchester was a staid looking high vehicle without a protruding bonnet.

## Coach Craftsmanship

The large numbers of imported bodies on this year's models have many fine features, all too numerous to mention. From an interest point of view the new Triumph's dickey seat with a divided lid; the rear portion holds padded seats, the front portion can be raised as a separate windscreen.



*Right: A substantial tool kit in a fitted tray. Far right: The Triumph with dickey seating and an extra windscreen.*

## Still To Come

This article will continue, month by month, with reviews from the *Australian Motor Manual* handbook. The reviews of the then new series of British cars will appear by make, in alphabetical order.

*Mike Alfrey.*

## ABC quiz Answers:

1. A – B), 2. B 1916, 3. D – 1987, 4. B – Intergraph, 5. A – 1953