



An incorporated club
A0035462V
A friendly family social motoring club

Edition 55 September 2002

Now A.B.C NEWS

Well we had a good turn out of cars at the Gulf Station the weather stayed fine the Rain



held off. Apart from the cold the B.B.Q went well (after someone worked out how to turn it up). Joining us for their first run with the club was Mike & Sue Allfrey. After a tour of



House and Grounds we All made Our way Home after An enjoyable Day out.

Editor: Heather Cannon Email.. Heatoms@optusnet.com.au

EDITOR'S PAGE

I would like to welcome these new members to the club this month.

Joseph Chan Jaguar XK150 & Rolls Royce SCII

Robert & Theresa Chapman Morris J4

Howard & Jenny Coleman MGT GT

Ken Henderson MG- Sunbeam Rapier

Hillman Gazelle

*I am pleased to say that the R.A.C.V. FLY THE FLAG TOUR has been agreed to as 7 days

*The Great Australian Rally is starting again at Casey

*The Trip To Andamooka is 50% full so if you what to join us on and have a great time don't delay.

Heather Cannon

President

Frank Douglas
8704 2533

Vice President

Treasurer

Tony Hodges
5263 1580

Secretary

Val Jefferyes
9879 1213

Membership

Heather Cannon
9791 2949

Events

TOM CANNON
9791 2949

FRANK DOUGLAS

ROSS WOLSTENHOLME
5975 0970

EVENTS

AUGUST 25TH LUNCH AT SMORGY'S AT THE PIER IN GEELONG

Meet at shell petrol station at 9.45 to leave at 10.00
if you are interested in this outing contact Heather

SEPTEMBER 7 & 8TH WEEKEND AT MALDON

Ray Higginson is organizing what looks like a fun weekend for us in Maldon this weekend. We will be going on a horse drawn carriage ride of a tour of the township of Maldon and a few other things as well. Come and join us for a relaxing weekend in and around the township of Maldon. We will be meeting outside the Calder Raceway (Calder Hwy) at 9.15 to leave at 9.30 We will be stopping for lunch at Castlemaine for lunch and arriving in Maldon at about 2.30 to 3.00 for more details contact Heather.

OCTOBER 6TH LUNCH AT BRIMBANK PARK KEILOR EAST

OCTOBER 19 & 20TH WEEKEND AT ANGLESEA

NOVEMBER 10TH MEET ANTIQUE AIRCRAFT ASSOCIATION AT COLDSTREAM AIRPORT (Not confirmed)

NOVEMBER 16TH TEDDY BEAR PICNIC

To raise money for Kids In Crisis. Rotary Club Bundoora
for more details contact Cliff Rattray-Wood on 9404-2818

NOVEMBER 24TH BREAKFAST & TOUR OF MELBOURNE

DECEMBER 14th CHRISTMAS BREAK UP R.A.C.V. HEALSVILLE
This is a lunch at the Rotunda of \$24.00 per person if you have any objections to this price please let me know so other arrangements can be made Heather

JANUARY 19th THE GREAT AUSTRALIAN RALLY

MARCH 22ND FLY THE FLAG TOUR

MAY 31ST TO JUNE 15TH TRIP TO ANDAMOOKA

Early morning drives. Ring Neil Wakeman on 9841 7773

15th September At 7.am to leave at 7.15 am Nunawading Civic Center..

UNLEADED PETROL ARTICLES

Set out below are those articles which mention the effects of unleaded petrol and items which can affect the hobby car enthusiast through government legislation. They have been taken from newsletters of the Jowett Car Club and the Association of Motoring Clubs Incorporated (AOMC). If using items from this gathering of items, please accord due acknowledgment of their sources.

GOING GREEN

The following article has been taken from "The Standard Tribune" which is the newsletter of the Standard Vanguard Car Club of Australia. Fred Talbot wrote the article, after a great amount of research. Fred has been doing a considerable amount of work, for the Association of Motoring Clubs, on the effects of the Greenhouse Theory and the proposed legislation our government is planning, to protect us from the effects of global warming. Our Minister for the Environment has proposed that all motor cars over ten years old be banned from our roads. All Jowett enthusiasts will need to be very much aware of the arguments for and against removing our cherished vehicles from the roads. I will let Fred continue:

Never has obtaining information about a particular subject been so difficult, however we have now obtained a lot of material regarding man and his environment, and how because of the Greenhouse warming our whole existence is in danger and one of the worst offenders - if one is to believe the environmentalists - is our motorcar.

Dr. Edward Bryant, Senior Lecturer, Department of Geography, University of Wollongong says, "The scenario of a greenhouse warmed globe is not a proven fact. We do know that the climate has been changing in recent decades. However such change may be completely natural and not due to man's impact at all". End quote.

Politicians, who will affect us all, especially those of us who drive motorcars, but may have little or no benefiting effect on our environment have set a course of action. How can a balanced decision be made without informed discussion? Unfortunately it does appear that the media has chosen to push a strong environmental line with predictions of doom (better paper sales) and of course the politicians have jumped up on the bandwagon for their own political ends.

We can find evidence that temperatures today are only returning to the values of temperatures recorded during the 13th Century, well before industrialization- and certainly before any Greenhouse gas build up. In fact two of the coldest years on record occurred in 1975 and 1978, and some speculation was then in force that another ice age was on its way. Indeed, it was reported in an American paper that weather data collected since 1920 in small towns throughout the United States of America shows that temperatures have actually dropped by 0.5°C.

The hole in the ozone layer was actually there in 1920 - it was discovered by Professor Sir Gordon Dobson. Of course chlorofluorocarbons (CFCs) are the evil chemicals eating their way through the ozone layer. I ask, when reading this material, how do CFCs rise 20 kilometers into the atmosphere? CFCs are supposedly inert chemicals, which do not react with other chemicals and have an atomic weight of 125 - about five times heavier than air. Again, we read in our chemical textbooks that a temperature of 427°C is required to break CFCs down readily. I am certain that at 20 kilometers up the temperature does not reach 427°C, nor for that matter on the Earth's surface.

It has been said that the hole in the ozone layer is responsible for the rise in skin cancer. I believe this for I suffer from this complaint. However I read during my research that an Australian, Dr. Paul Fraser from the CSIRO stated in "The Australian" (14/02/89) that the effects of the depletion of the ozone layer have been insignificant - so small, that as yet we do not have the sophisticated equipment with which to measure it and that he concluded there is absolutely no difference between today's, and those UV readings of 20 years ago.

Somehow, we must be able to create or force a situation where these problems can be resolved - where both sides of this debate can be heard and that positive steps be taken to protect our world. Banning motorcars 10 years and older will do nothing.

I quote from a fax, received from the University of Denver, Colorado from a Professor D Stedman, "We have monitored 1940s and 1950s motor cars and find them cleaner than the late '70s cars, because they are properly maintained".

I am afraid that we now may well be looking at a loss of our rights, attack on private property, by a few of those in power and we, the individuals, have less rights. Unfortunately this applies right around the world. I would suggest that you all obtain a copy of the "Green Hoax" by D Thompson (costs only \$4.00 from The Heritage Book Shop, 145 Russell Street, Melbourne. Telephone 03 63 0749) and read it for yourselves. It may not be right, it may be political, but it certainly contains enough information to get your brain boxes ticking.

Thanks to Fred Talbot and the Standard Vanguard Car Club.

Editor's footnote: I was at the A.O.M.C. meeting where some items from the Dr. Stedman findings were being reported. I have since noted that, in other car club newsletters, the "dirtiest motorcar detected with Dr. Stedman's exhaust emissions apparatus was a 1983 Jaguar, and the cleanest was a 1976 Chevrolet". What has been omitted from this reporting was the fact that the unfortunate Jaguar could have been out of "tune" - or - was it re-powered by an American V8, as is popular with some Jaguar owners seeking cheap performance?

Mike Alfrey.

From the Javelin, June - July 1991

Sandringham Hotel

Well the weather was overcast but it didn't matter, there was a great turnout of members to the Sandringham Hotel outing. We all enjoyed a very relaxing day catching up with friends and an enjoyable lunch with yummy cheesecakes for dessert. We also welcomed new members Robert & Theresa Chapman to there first outing with the club. Afterwards some members went back to Bob Parsons Car Showroom to admire some of his Classic and Prestigious cars that he has for sale.

The LAPD, FBI and the CIA were all keen to prove that they were the best at apprehending criminals. The President decided to give them a test. He released a white rabbit into a forest and each of them had to catch it. The CIA went in. They placed animal informants throughout the forest. They questioned all the plant and mineral witnesses. After three months of extensive investigations, they concluded that rabbits do not exist.

The FBI went in. After two weeks with no leads they bombed the forest, killing everything in it, including the rabbit. They made no apologies; the rabbit had it coming.

The LAPD went in. They came out after just two hours with a badly beaten bear. The bear was yelling, 'OK, OK, I'm a rabbit, I'm a rabbit!'

The Australian Prime Minister heard about this and decided to test Australia's law enforcement agencies. So he released a white rabbit into the forest just outside Canberra.

The Victorian police went in. They returned 15 minutes later with a koala, a kangaroo and a tree fern all shot to pieces. 'They looked like dangerous rabbits, we had to act in self defense,' was their explanation. The NSW police went in. Surveillance tapes later revealed top ranking officers and rabbits dancing naked around a gum tree stoned out of their brains. The Queensland police went in. Shortly afterwards, they came out driving a brand new Mercedes, scantily clad rabbits draped all over it. The Queensland premier congratulated them on maintaining traditional family values.

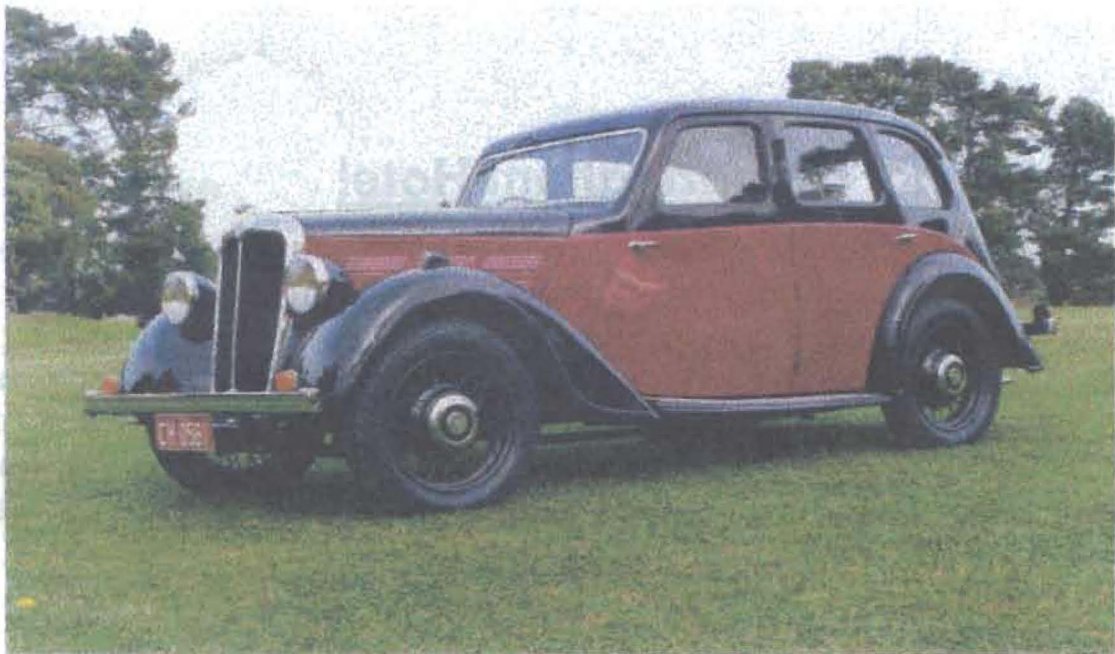
The NCA couldn't catch the rabbit, but promised that if they were given a budget increase they could recover 90 million dollars from the rabbit in unpaid taxes and proceeds of crime. The WA police went into the forest and caught the white rabbit, but the rabbit inexplicably hanged itself in the cell when the attending officer 'slipped out momentarily' for a cup of coffee.

The NT and SA police joined forces to belt the crap out of every rabbit in the forest except the white one. They knew the black ones caused all the

* trouble.

* The AFP refused to go in. They examined the issues, particularly cost, and decided that because of the low priority, and cost to the organization as a whole, the matter should be rejected and returned to the referring department for investigation.

ASIO went to the wrong forest.



1936 Morris 12/4

Those members of the ABCCC who know me would probably associate me with either a Bugeye Sprite (which I sold last year) or an MGB (I have a roadster and a GT). But also tucked away in the garage at home is a dear old Morris, a 1936 Series 2 12/4 saloon. (The 12 is for horsepower, the 4 is for cylinders) We've owned this vehicle for almost 20 years and 'Sally' (as she is known) is so much part of the family that I doubt we'll ever part with her.

The Morris 12 was purchased to replace a tiny Morris 8 roadster – years ago, as our boys' legs grew longer, the 8 became completely impractical as a family vehicle, so we opted for the larger 12 saloon. It was purchased in a semi dismantled form after a friend told me about seeing the car languishing in a carport in Williamstown.

The Morris 12 was one of a large range offered by Morris during 1936 – buyers could select from more than 30 different Morris models, with engine capacities ranging between 8 and 25hp, and body styles which included a saloon, tourer, roadster and coupe. Most models were also available for purchase in basic rolling chassis form, to be fitted with bodies by specialist body builders. I understand that cars shipped to Australia were usually in chassis form and local companies such as Ruskin, Holden, Hope and Floods built many bodies for these chassis.

The Series 2 Morris 12 (and Morris 10, which had the same body) was only manufactured for two years, between May 1935 and July 1937, during which time about 60,000 cars were produced. It is not known how many 12's were built, as Morris simply numbered cars consecutively, irrespective of engine size. Certainly there are not many examples in Australia – I know of only three other Twelve saloons, plus a couple of tourer models. The body style of my car is different to the others although I have seen a Wolseley with the same body. Mine seems a bit more up-market with timber cappings on the doors, a very elaborate art deco rising sun design sewn into the door trim, leather seats and trim.

I don't know very much about the history of my car. It came with its original owner's handbook, and the previous owner had written comprehensive notes in the back of it during his period of ownership. Sadly, though, he apparently ran out of space, so rubbed out the very earliest notes in order to free up some space for later comments! From those notes, it appears that the car had only done 22,271 miles during its life, from 1936 to 1972, when it appears to have been taken off the road – in September 1956, the speedo reading was 17,554 miles, and by March 1962, it had advanced to 20,460 miles, less than 3,000 miles in six years.

The condition of the car suggests that this was probably accurate – for example, the holes in the spring shackle plates were still perfectly round, and the shackle pins showed no sign of wear. The engine, however, was another story – it was badly corroded from the inside out, with what appeared to be chemical corrosion possibly due to its limited use. The valve springs, for example were eaten way and a couple of them simply broke into bits when compressed.

Although the car was still very sound in the body, it required a full restoration. This model has a wooden frame which fortunately was quite sound, in my car. It was also rust free, probably due to the heavy gauge and quality of the steel used in that period – a real bonus. Although originally two-tone green, the car is now painted in a colour scheme popular at that time – black body and maroon flanks, which most people think looks quite smart.

In England, the 12 was fitted with 18" wire spoked wheels, 4½" wide – for Australian conditions, stronger 16" x 5½" 'Easyclean' disc wheels were fitted, to cope with our poor roads. I ran wire wheels on my car for a while but the tyres cost too much (and braking on a wet road on skinny tyres is a bit scary) so now she's running on the wider 16" wheels, fitted with 600x16 tyres. I still prefer the look of the wires though.

We've been on several long trips in the car – to Nowra, Renmark and a tour around Tasmania are three of her longer journeys, and out on the open road, she zings along quite nicely, cruising reasonably comfortably at 50 – 55 mph. Not too bad for a fairly heavy car with an inefficient 1478cc side valve motor. According to the road tests of the day, top speed is in excess of 65 mph although I don't think I'd like to push it that hard – she's a bit of a handful at 50 with her leaf springs all round and very indirect steering!

The Twelve doesn't get a lot of use these days, as I much prefer driving my MGBs (which are quicker, safer, and a lot easier to drive) – when I do take her out though, people seem to like the look of the car and many are quite surprised to see the Morris badge on the front, as the car is not readily recognisable as a Morris.

Neil Wakeman

Mike & Sue Allfrey	Jowett Jupiter 1950	Rover 75 Club	2002
Bill & Terri Allen	Rover - 90(p4) - 1956	Rover - 105r(p4) - 1957	
Dr Alan & Sandy Baker	Jaguar - Xjs - 1977	Citron - Light 15 - 1948 / Citron -D Special - 1973	
Michael Ban	Sunbeam - Alpine series IV GT - 1964		
Mike Bindon & Maree Thompson	Austin Martin - Db5 - 1964	Triumph - Stag - 1977	
Bill & Heather Bonner	Independent Construction	Own	1996
Tom & Heather Cannon	Rover - 3500(P6b) - 1976	Rover - 3.5(P5b) - 1971	
Joseph Chan	Jaguar xk150 1959	Rolls Royce SC II. 1959	
Peter Chandler	VW Sedan	1962	
Peter & Di Chapman	Austin Healey - Bn1 - 1954	Jaguar 4.2 E-Type Series II	1971
Robert & Theresa Chapman	Morris J4		
John & Shona Cheeseman	Austin Vanden plas - Princess 4 ltr - 1967		
Howard & Wendy Coleman	MGB GT	1969	
Harry & Jean Cooper	Rover - 3Lt(P5Ia) - 1962		
Craig Douglas	MG - B Roadster - 1972		
Frank & Pat Douglas	Rolls Royce Silver Spur	1980	
Malcolm N Elliott	Armstrong Siddley Sapphire 1953	Essex Super Six Sedan	1928
	" " 4 Light	" " Roadster	1928
Derek & Hilary Foster	MGB MK II	1972	
Geoffrey & Thelma Entwistle	Jaguar - 'S' Type 3.8 ltr - 1964		
Brian & Judith Gallagher	Sunbeam Alpine	1954	
John & Chris Gardner	Triumph - Tr4A - 1967		
Carl & Bernadette Gibson	MG TF	1952	
Robert & Bethany Goodall	Armstrong Siddley - Sapphire x2 - 1956-58	Austin - 1800 x10 - 1969	
	" " - Star Sapphire x2 1960	" - Kimberly - 1972	
	Austin - A30 As4 - 1956 70	Austin - A40 Atlantic - 1950	
	" - A70 Hamshine - 1950	Morris - 1500 - 19	
Hyme & Lorraine Greenblat	MGC - GT - 1969		
Don Guest	Triumph - Stag - 1974		
Colin & Margaret Hallam			
Ken Henderson	MG MGB 1967	Sunbeam Rapier 1963	Hillman Gazelle 1965
Ray & Lyn Higginson	Rolls Royce - Silver Shadow Mk II - 1981	Jaguar - Mk 10 - 1966	
	Bentley - S Model - 1955	Essex - Super 6 - 1924	
Tony Hodges	Armstrong Siddley - Star Sapphire - 1953 - 60	Jaguar - Xj12 - 1973	
John & Marion Holmes	MG - Tf 1250 - 1954	Jaguar - Xj6 series II - 1974	
Daryl & Lynette Howard	Triumph - Tr6 - 1969		
Howard & Wendy Hutchins	Triumph tr4 Surrey		
Val Jefferyes	Armstrong Siddley - Typhoon - 1947		
Colin Jenkins & Anne Fleming	Triumph - Dolomite Sprite x7 - 1975 - 76	Morris - Clubman Van - 1974	
	" - 2000 Mk I - 1970	Range Rover - 1986	
	" - 2000 Mk II - 1971		
Don & Aurora Johnson	Morgan - Plus 4 - 2 Seater - 1951	Morgan - 4/4 - 4 Seater - 1971	
Lewis Johnson	Jaguar - Mk II 3.8 - 1961	Triumph - Stag - 19787	
	S-Type Jaguar 1999	Morris cooper S - Mk I - 1967	
Peggy & Bob Kilpatrick	Rover p6b 1971 / Rover p6b 1973 / Rover p6b 1976		
Melvyn & Carol Kitchen	MG TC 1947 / Jaguar E type V12 1972 / Jaguar Xjs Convert 1989		
John & Joy Kirwan	Jaguar Mk VIII 1956 *2	Austin A30 1952	
	" 3.8 s 1966	Ford Capri	
	" 1970		
David & Edna Laird	Jaguar - Mkv - 1951	Jaguar - Xk120 - 1951	
Peter & Sally Markham	Morris Mini Cooper-s 1964		
John & Patricia McNally	Jaguar - Xk 150s - 1958		
Steve McNaughton	MG - B Roadster - 1972		
Nello & Dianne Mafodda	Armstrong Siddley - 346 Sapphire limousine - 1955		
	" " - Sapphire - 1955	Jaguar - Sovereign - 1993	
	" " - 25 hp - 1933	Armstrong Siddley - 12 hp - 1928	
Bruce & Judy Marsh	Austin Healy - 1001-6 - 1959		
Mario & Angela Napoleone	Austin - A30 Countryman 1955		
Peter & Kay Newstead	MG - B Mk 2 - 1969		
Tore & Connie Pannuzzo	Riley - Rmc - 1950	Armstrong Siddley - 1955 / 53 / 54 / 56 / 60	

Tore & Connie Pannuzzo Cont.	" - - 1951/54 " - Roadster - 1950 Bentley - IV - " - R - 1954	Rolls Royce - 1950 Fordson - Ute - 1950 Buick - Convertible - 1968 Jaguar - 1977 / Jaguar - 1980
Bob & Catherine Parsons	Rolls Royce - Silver Shadow - 1975 Jaguar - Xk 120 Roadster - 1953	Jaguar - 'S' Type - 2000
Fred & Sylvia Pierterson	Humber Super Snipe Estate 1960	
Tony & Maxine Pettigrew	MG - Tr - 1952 " - A - 1956	Lea Francis - 2 1/2 Ltr sports - 1950 Triumph - Spitfire - 1978
Bob & Jan Poole	Triumph - 2500 tc - 1974	Jaguar - Xj6 Series I - 1973
Cliff & Lorraine Rattray - Wood	Jaguar - Xk 120 - 1950	Austin Healy bni
Lee & Anna Rattray-Wood	Austin Healy - bni 1955	Jaguar S type 1965
Fred & Dot Sawyer	Wolsley Siddley 14hp 1909	
Nick & Lyn Smith	Jaguar - Mk 10 - 1965 Daimler - series I - 1972	Rolls Royce - Silver Shadow - 1972
Richard & Wendy Shenfield	Bentley Derby 1935	Lagonda Rapide 1963
Jim Spence	Standard Flying 8 Tourer 1939 " Economy 8 sedan 1954	Austin 7 Special Sports 1930 Jaguar Series I xj6
Doug Spencer	Bristol - 400 - 1948 " - 406 - 1958	MGB Roadster 1967
Ted & Janet Stevens	MG MGB MK I 1964	
Peter & Jean Ter Keurs	Singer Economy Tourer 10 1939	
Trevor & Sue Tucker	'E' Type Jaguar - Series I 2+2 - 1966	
Alan & Susan Tovey	Jaguar XJ6 Series III 1981	Morris Cooper S 1968
Tom Verney	Rover - 90 (p4) - 1959	Rover - 75 (p4) - 1952
Neil Lyn Wakeman	Morris - 12/4 Saloon - 1936 MG - B Roadster - 1964	MG - B GT Coupe - 19743
Colin & Melinda Warren	MG - C GT - 1969 Jaguar -	Sovereign Xjs 40 - 1990
Bill & Pam Wellwood	Citron - Big 6 - 1950	
Tony & Beverley Wither	Rolls Royce - Corniche - 1972	Jaguar - Xk8 - 1997
Ross & Pat Wolstenholme	Jaguar - Sovereign Series III - 1988	Aston Martin - DB6 - 1967
Ray & Pam Wood	Morris Minor 1000 1957	

If your details are incorrect please let me know Heather Cannon

Three men were traveling and happened to meet at a bar in Ohio. One man was from Texas, one from England and one from Australia They got acquainted and started talking about their problems with their wives. The guy from Texas began by saying: "I told my wife in no uncertain terms that from now on she would have to do all of the cooking. Well, the first day after I told her, I saw nothing. second day I saw nothing. But on the third day when I came home from work, the table was set, and a wonderful dinner was prepared with wine and even dessert."

Then the man from England spoke up: "I sat my wife down and told her, that from now on she would have to do all of the grocery shopping, and all of the house cleaning. The first day I saw nothing. The second day I saw nothing. But on the third day when I came home, the whole house was spotless, and in the pantry the shelves were filled with groceries".

The fellow from Australia was married to an enlightened woman, who had grown up in the country He sat up straight on the bar stool, pushed out his chest and said: "I gave my wife a stern look and told her that from now on she would have to do the cooking, shopping and housecleaning. Well, the first day I saw nothing. The second day I still saw nothing. But by the third day,....."

I could see a little bit out of my left eye.....!"