



An incorporated club

A0035462V

A friendly family social motoring club

Edition 95

April 2006

Your ABCCC News

DARE WE SAY IT? WORLD FAMOUS!



Our special treat, some of the one-hundred and ten sausage rolls made just for us on the mid-week run, by Dot Sawyer. It was not easy for us to do them justice!

Please send in photographs of your British Classic so that it can be featured here – otherwise, more Jowett and Rover pictures!

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the ABCCC Inc. is \$35.00. There is a once only joining fee of \$30.00. Please send membership subscriptions to

Val Jefferyes and Jim Spence, PO Box 8092, Burnt Bridge, Victoria, 3134.

Membership subscriptions should be paid prior to the end of December.

THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC., FOUNDED - SEPTEMBER 23rd 1997
THE ABCCC IS AN ACTIVE MEMBER CLUB OF THE ASSOCIATION OF MOTORING CLUBS INC.

"Owning And/Or Appreciating the Spirit of Fine British Classics"

ALL BRITISH CLASSICS CAR CLUB (VIC.) INC. – YOUR COMMITTEE

President	Frank E Douglas	(03) 8704 2533	frankdouglas@abccc.com.au
Vice President	Ray Higginson	(03) 9336 7306 AH (03) 9310 5286 BH	higginson@abccc.com.au
Treasurer	Tony Hodges	0419 307 026	tonyhodges@abccc.com.au
Secretary	Val Jefferyes	(03) 9725 1117	valjefferyes@abccc.com.au
Membership Secretaries	Val Jefferyes	(03) 9725 1117	valjefferyes@abccc.com.au
	Jim Spence	0412 808 050	spencestandard8@optusnet.com.au
Magazine Editor	Mike M Allfrey	(03) 9729 1480	mikeallfrey@abccc.com.au
	Facsimile No.	(03) 9720 0283	moubray@tpg.com.au
Assistant Editor	Mary Nolan	(03) 5978 7798	marynolan@abccc.com.au
AOMC Delegates	Bill Allen	(03) 9846 2323	
	Ross Gardiner	(03) 9818 5094 AH	consultanalogue@hotmail.com
Club Regalia	Bill Allen	(03) 9846 2323	
Victorian Club Permit Scheme Officers	Frank Douglas	(03) 8704 2533	frankdouglas@abccc.com.au
	Colin Brown	(03) 5964 9291	colinbrown@abccc.com.au
Events Co-ordinators	Lyn Higginson	(03) 9336 7306 AH	higginson@abccc.com.au
	Pat Douglas	(03) 8704 2973	patjdouglas@abccc.com.au
	Colin Brown	(03) 5964 9291	colinbrown@abccc.com.au
	Tony Pettigrew	(03) 9739 1146	tony1@uvtc.net.au
	Bill Allen	(03) 9846 2323	
Website Maintenance	Chris Newell	(03) 9735 2335	chrisnewell@abccc.com.au

THE ALL BRITISH CLASSICS CAR CLUB WEBSITE IS <http://www.abccc.com.au>

IMPORTANT CLUB INFORMATION

Introduction

The All British Classics Car Club of Victoria Incorporated, hereafter called the ABCCC, is a fully incorporated club in accordance with the Associations Incorporation Act. Accordingly, any publication or document officially issued by the ABCCC, must carry the ABCCC's Association Incorporation Registered Number: A0035462V.

The ABCCC Magazine (Including Disclaimer)

The publication, *Your ABCCC News*, is the official magazine of the ABCCC Inc. It is published once a month, with the exception of December. The magazine's issue date is during the week of the 25th of each month. To make the editor's task a little easier, it is requested that articles, events information and photographs are with the Magazine Editor prior to the 14th of each month. Articles published in *Your ABCCC News* may be used without permission. However, the ABCCC does ask that appropriate acknowledgment be given.

This publication contains general information that should not be relied upon without specific advice from a suitably qualified professional. The authors and the All British Classics Car Club Incorporated expressly disclaim liability for anything done or omitted to be done by any person in consequence with the contents of this publication.

Those products and/or services mentioned in this publication are not necessarily endorsed by the ABCCC Inc. Articles and photographs published in *Your ABCCC News* do not necessarily reflect the views of the Committee, the Club's Membership or the ABCCC Inc. Events, other than those conducted by the ABCCC, are included for interest purposes only, and they are reproduced in good faith. The ABCCC Inc. cannot be held responsible for any inaccuracies relating to other clubs' listed events.

For those members who receive their issue of *Your ABCCC News* via E-mail, the magazine will be available to download from the ABCCC website <http://www.abccc.com.au> at the same time that the printed copy of the magazine is mailed to those club members who do not have access to the Internet.

Address all correspondence to: The Magazine Editor, 59 Rowson Street, Boronia, Victoria, 3155. Other editorial contact information is listed above.

The Victorian Club Permit Scheme

The ABCCC Inc. is a club that is authorized by VicRoads to operate vehicles under the Victorian Club Permit Scheme. On the Committee there are two Victorian Club Permit Scheme Officers, and their contact details are listed in the Committee Directory.

Club members will be kept up to date with respect to changes and improvements to the Victorian Club Permit Scheme. However, it cannot be stressed enough, that a vehicle operated on the scheme, must carry the VicRoads Permit (current), the AOMC Victorian Club Permit Scheme Handbook and a copy of *Your ABCCC News* that contains details of the event the permitted vehicle is participating in.

All enquiries should be directed to the ABCCC Victorian Club Permit Scheme Officers.

ABCCC EVENTS DIRECTORY

Note: All events listed in this directory are placed in good faith. Events for inclusion must be with the Magazine Editor prior to the 14th of each month. Events organized by other clubs or associations have a contact telephone number, that should be contacted prior to the event, if giving consideration to take part in it, to confirm date and venue. Events organizers, please get your event information to the Editor – SOON!

April 2006

- 1 – 7 5th RACV Fly The Flag Tour – ABCCC Major Event Frank Douglas (03) 8704 2533
22 – 23 Como Gardens Open Weekend George Hetrel 0418 323 376
Venue – 79 The Basin to Olinda Road, The Basin.
30 RACV British & European Motoring Show – The AOMC Inc. Frank Douglas (03) 8704 2533
Venue – Members Car Park, Flemington Racecourse. Enter from Epsom Road.

May 2006

- 7 The Grand Indulgence Tour – An ABCCC Event Bill Allen (03) 9846 2323
Venue – Bringalbit Homestead, Sidonia.
27 – 28 Historic Winton – Austin 7 Club Inc.
Venue – Winton Raceway, Benalla, Victoria.
29 – Murray River Houseboat Cruise – An ABCCC Holiday Event Frank Douglas (03) 8704 2533
June 7 **Note! Bookings must be in NOW!**
Venue – Cruising from Mannum, South Australia.

June 2006

- 18 Melbourne Cricket Ground & Victorian Parliament Tours Frank Sawyer 0408 633 778
Meeting Point – To Be Advised.
29 The Great ABCCC Trivia Challenge – An ABCCC Event Frank Douglas (03) 8704 2533
Venue – Lilydale International, Nelson Road, Lilydale, Victoria.

July 2006

- 8 – 9 Nagambie Wineries Weekend – An ABCCC Event Peter McKiernan (03) 9787 6003
Venue – Nagambie Area.
23 Christmas In July – The ABCCC Annual Dinner Colin Brown (03) 5964 9291
Venue – Tokar Estate, Coldstream, Victoria.

August 2006

- 6 Bylands Tram Museum Visit – An ABCCC Event Geoff Birkett (03) 9755 1772
Venue – Meet at Lilydale International Car Park at 9:01 am.
20 Point Cook RAAF Museum – An ABCCC Event Lyn Higginson (03) 9336 7306
Venue – Point Cook, Victoria.

September 2006

- 6 Mid-week Run – An ABCCC Event Frank Douglas (03) 8704 2533
Venue – To Be Determined.
17 Visit to HMAS Cerberus – An ABCCC Event Rob Nolan (03) 5978 7798
Venue – HMAS Cerberus, Stony Point, Victoria. Frank Sawyer 0408 633 778
17 All British Day – All British Classics Car Club (Queensland) Richard Higgs (07) 3385 5312

October 2006

- 1 Port Arlington Run – An ABCCC Event Tony Hodges 0419 307 026
Venue – Port Arlington Area.
14 Visit to Melbourne Zoo – An ABCCC Event Lyn Higginson (03) 9336 7306
Venue – Melbourne Zoo, Elliot Avenue, Parkville, Victoria.
21 – 22 Como Gardens Open Weekend George Hetrel 0418 323 376
Venue – 79 The Basin to Olinda Road, The Basin.

November 2006

- 5 – 12 Whale Watching – An ABCCC Event Tony Pettigrew (03) 9739 1146
Venue – Lakes Entrance, Victoria and Eden, New South Wales.
18 – 19 Bendigo National Swap Meet – A Federation Event
Venue – Prince of Wales Showgrounds, Bendigo, Victoria.
26 Observation Run – An ABCCC Event Chris Newell (03) 9735 2335
Route – To Be Advised.

December 2006

- 3 Christmas Luncheon – An ABCCC Event Frank Douglas (03) 8704 2533
Bookings are essential.

EDITORIAL NOTES – ISSUE 95

Not too much to comment upon this time. The Editorial Jowett Javelin is being readied, with a full mechanical overhaul of the chassis and ancillaries, for the National Jowett Rally over Easter. It has been one of those cases where things run as planned, and then a spanner gets thrown into the works with quite a resounding CLANG. A part is assembled and put aside for the Loctite to cure, and then, a few days later, it can't be found. That is where Sue comes in handy, with her wonderful knack of finding things.

One significant concern discovered recently, was the fact that the shock absorber repairer who did work for Pedders, is closing shop and retiring – "No Bull". This is a shame, because I have always had good service from Pedders. The shockers for the front of the Javelin just squeezed in before the close off. No doubt they will last a long time, but the Jupiter's fronts will be due for replacement some time in the future, having over 30,000 miles since their last overhaul by the Pedders contractor.

There was one revelation, the specialist work on the brakes was quickly and efficiently carried out by ABS in Ferntree Gully. Their service is professional and prompt. Another provider of good service was AA Bearings and Oil Seals at Nunawading. It was there that Dennis found a set of front wheel bearings, from Ransome & Marles, no less! These bearings were a good fit, unlike some of the Asian made ones that all seem to be at bottom tolerance at the inner race.

I will get back under the Javelin to finish off some more details and wish all Fly the Flaggers a happy and reliable tour. It is going to be a good one – so enjoy it!

Don't forget that we are coming up to our one-hundredth edition of this magazine, so don't forget those early ABCCC stories for us to share.

Now, where did I put that hydraulic stop lamp switch?

Mike Allfrey.

PAST AND FUTURE EVENT REPORTS

SOUTH GIPPSLAND WANDERINGS – Saturday 18th February, 2006

This was one of those early start weekend runs and we all met in time for arguably the best poached eggs in all of West Gippsland at Caldermeade Farm. Because it was a special organised occasion, the tea rooms were opened earlier than usual. It was surprising how many general public breakfasters joined us. Val Jeffereyes and Jim Spence had organised an extremely well prepared run for us and, soon after enjoying the poached eggs, we were off to Nyora to meet Heather and Tom Cannon at the Nyora Saturday Market. It seems that since the Cannons have taken a sizeable plot in rural Nyora, that the township is becoming one of our gourmet stops. The sausages there are good and at the market, there was a delightful lady selling home made jams. None of the trendy 'conserves' here, but proper jam! A couple of jars of loganberry jam found their way into the Rover's boot. It seems the potatoes are so good there, the Allens are going back for more!

While on the subject of Nyora and things Cannon – Tom has built himself a magnificent garage cum workshop for the Rover 3 Litre. There have been murmurings about an extra four bays being desirable, it is that sort of building – pour a bit more floor towards the rear of the block, remove the rear wall and, hey presto!, the beginnings of a conveniently larger workshop.

There was also a whisper about a mezzanine floor for storing spares for the pampered Rover!

All too soon we bade Heather and Tom goodbye, and it was onwards to our lunch stop at the Brewery at Mirboo North. Not too far up the road, we stopped to have a look at some wood sculptures, and it soon



became famous for the classic Rob Nolan pose (*on previous page*). After taking in the view we continued on to our lunch stop. As soon as we arrived at the Grand Ridge Road, the bitumen ran out and travelling became dusty and suspension testing. We thought we were safely ensconced in our Rover with good door seals and felt that it was a wise move leaving the Jowett at home this time. The bitumen came back just before Mirboo North and we soon found the Brewery. The beer there was interesting in flavour and probably after the tenth, the taste would be well and truly 'acquired'. The lunch was superb and afterwards there were two options, bitumen all the way to Foster, or, continue on the Grand Ridge Road with some more dirt road conditions. Some of us opted to continue on the planned route, others elected to take the soft route. All along, the Grand Ridge Road is confusing, because some of it is actually part of MacDonald's Track. Thankfully Jim had all this well planned and we didn't get lost, although there were a couple of doubtful intersections along the way. The dirt road east of Mirboo North is a really good road – very few corrugations and generally very smooth, albeit a bit dusty at summer's tail end.



Left: The XK 150S gets the Grand Ridge Road dust washed off. Colin Brown working under Rob Nolan's guidance.

We arrived at our booked accommodation to catch up with those who chose the soft option. The Grand-named Wilson's Promontory Motel was, in reality, one of those minimum effort motels. It was when the Rover's boot was opened that we saw the result of our dusty drive. There was half of the road covering everything in the boot. It will keep the garage vacuum cleaner occupied for many years to come!

It was at this overnight stop that we learned an unwritten ABCCC rule that the car should be washed down and chammiied-off as soon as possible after arriving at our

accommodation. This went a little against the grain, it has been my long standing rule that our cars don't get a wash during a run. Not even if there is, heaven forbid, a Concours as a part of the run.

Our evening meal had been booked at the hotel across the road and it was good. Someone had to wait a long time for their dessert, but eventually it was all sorted. We had requested breakfast in the motel dining room and this was virtually a complete do it yourself affair. At least those who desired a cooked breakfast, didn't have to cook it themselves! Then it happened – actually, nothing happened, that was the point – one of the cars refused to start. It turned out to be an automatic transmission 'neutral' switch malfunction. The RACV soon had the car going and it sort of headed directly for home, without switching the engine off for fear that the dreaded lack of electrical current carrying capacity should come back.



Our first stop of the day was at Fish Creek. This was a bit sad, because the town has become a sort of inhabited ghost town. Not all that many years ago it was a thriving agricultural and dairy centre for the area, fully justifying all of those sign posts directing traffic to Fish Creek. From here we went to a very small winery and some of us had a taste and made purchases. The view out towards the coast was splendid. The winery's resident dog entertained us with a very good rendition of 'The Dog on the Tuckerbox', only this was an empty wine barrel.

Left: Amid good French oak, Colin is not at all sure what

he has just sampled, and Nello is a bit doubtful.

From the winery, we descended into Meeniyan for lunch at a delightful little café. After lunch, we drove down to Inverloch to inspect progress on the RACV Club Inverloch project. The manager showed us around and we had a bit of fun on the flying fox in the playground. There are big plans here and it should be quite a leisure facility when all that work is completed. After the tour of inspection we drove over to Diane and Nello Mafodda's beach house for afternoon tea and a spot of relaxation before the journey home amongst the Phillip Island traffic.

Our special thanks to Val and Jim for organizing it all, to Heather and Tom for hosting us at the Nyora Saturday Market, to the RACV for making us so welcome at their newest project and to Diane and Nello for providing us all with sustenance for the drive home. It was a splendid Wanderings session – there should be more of them!

Mike Allfrey.

OUR SECOND MID-WEEK RUN – Wednesday 8th March, 2006

All round, this was one of those special days that only southern Victoria can offer. We met at the Lilydale International on a fine late summer Wednesday and conditions were ideal for top-down touring. We were greeted with news from Marysville that there was re-surfacing work on the road from Narbethong to Marysville, and we would have to take an extended route through Buxton. No matter, our British Classics could handle the extra with consummate ease. In a club first, we set off five minutes late!

Our tour took us to Healesville and then over Black's Spur, through Narbethong and a right turn at Buxton for the run into Marysville. A truly delightful drive, particularly the stretch just before our destination. A warm welcome was given to us, as only they can, by Dot and Fred Sawyer at their Marysville Motor Museum. There was a sumptuous morning refreshment laid out for us and, in pride of place on the table, a vast quantity of those famous sausage rolls, baked especially for us. We had a good look at all of the interesting exhibits and, later, some of us went into town to browse the shops.



Some of our cars enjoying the sunshine while we were inside the museum.

In what seemed like no time at all, it was time for us to drive up to the Mountain Lodge for lunch. In town, the Ballards were found looking for the Cumberland Lodge – probably the result of a large typing error on our run sheet! They found our Lodge well in time for lunch.



And, what a lunch too. Suzette had set out a glorious spread of cold meats and salads along with some very special seafood *vol au vents*. This was not only a celebration of good food, but also of Fred's birthday and there was a cake for all of us to enjoy with Fred.

Left: The Birthday Boy, Fred receiving his cake.

We all had a most enjoyable day out and our thanks go to Pat and Frank Douglas for setting it all up for us, to Dot and Fred for making us so welcome and to Suzette for putting on such a delicious spread for our lunch. Thankyou all!

Mike Allfrey.

OUR RUN TO SUGARLOAF RESERVOIR – Sunday 19th March, 2006

On a super sunny morning thirty-four club members met at the Watson's Creek Antique Store, for a run to Sugarloaf Reservoir. After browsing and enjoying morning tea, it was time to set off for the Pantan Hill Vineyard and Winery. This entailed another dirt road episode, which did not impress those with shiny classic cars.

We then went on to Sugarloaf Reservoir for a BYO lunch amongst good people (and cars of course). After a long lunch, we retired to Nello and Diane's for a pleasant afternoon tea. Our thanks to Nello and Diane for putting the day together for us – it was great.

Frank Douglas.

THE COMO GARDENS OPEN WEEKEND – Saturday 22nd & Sunday 23rd April, 2006

Club member George Hetrel is opening his wonderful gardens to the public on this weekend. This is a major fund raising activity for selected charities. George is asking for help with car parking and assisting people with train rides on the model railway. Any help from ABCCC members on either day would be greatly appreciated.

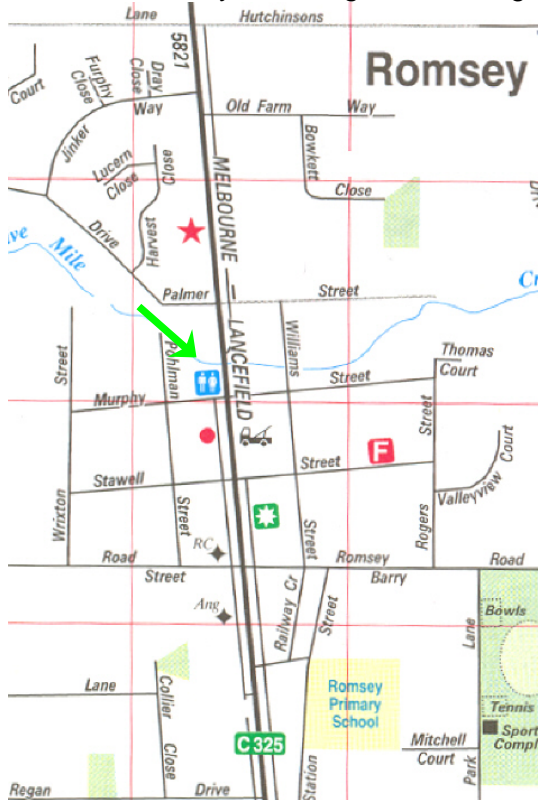
George always puts on a really good show and the Open Weekend at Como Gardens is for a very worthy cause. Please call George if you can provide some time to assist, on 0418 323 376. Thankyou.

Frank Douglas – President.

THE GRAND INDULGENCE TOUR – Sunday 7th May, 2006

Come and join us for a tour to a different part of Victoria – close to the City, but to the north west.

Meet at 10:00 am at the small park located at the corner of Melbourne-to-Lancefield Road and Murphy Street in Romsey. Heading north through the town, the park is on the left hand side near Five-Mile Creek.



See green arrow on map at left. The park has a public toilet block for our convenience.

We then travel a short distance to Cope-Williams winery in Glenfern Road, Romsey for morning tea at 11:00 am – freshly baked home made scones with jam and cream, along with tea or coffee. There will also be a chance to sample the wine and make some purchases at the cellar. We can also have a look at the only Royal Tennis Court in Victoria and a country cricket ground, styled on English county grounds of times past.

It is then on to historic Bringalbit Country Retreat for a magnificent buffet lunch at 1:00 pm. Bringalbit is located at 512 Sidonia Road, Sidonia, via Kyneton. This historic homestead has magnificent, long established gardens and a lake. There are peacocks for decoration and guinea fowl for keeping the grasshoppers at controllable levels. There is plenty of parking space for our classic automobiles.

Following our lunch, we are welcome to walk around the gardens, just relax or travel back to Lancefield – the Antique Capital of Victoria.

Cost of morning tea is \$10.00 per head and lunch is \$30.00 per person. There is a BYO facility for lunch, or you can purchase from a limited range at lunch. Soft drink, tea, coffee and desserts are included in the lunch cost.

It should be noted that bookings are essential, so, if intending to join us, please call on (03) 9846 2323 before 27th April at the latest to book your place.

Bill and Terri Allen.

VISIT TO TRAMWAY MUSEUM – Sunday 6th August, 2006



We have arranged for club members to visit the Historic Tram Museum at Bylands, just out of Kilmore. Our meeting point will be at Lilydale International car park, off Nelson Road, at 9:00 am, for a 9:30 am departure, then travelling along the Melba Highway, turning left to Kinglake, Whittlesea, Wallan and following the old Hume Highway up Pretty Sally Hill to Bylands, which is just outside Kilmore. There is a very short stretch of gravel road to the museum, but no problems with careful driving.

Left: An historic picture of trams in Bendigo.

There is a kiosk on site selling light refreshments and tea or coffee, or members can BYO. A museum guide will be arranged for us by Society. We can enjoy a ride on an old 'green & gold' tram along two kilometres of track which has been laid through the paddocks on the property. Entry to the museum is \$8.00 per person and does not include refreshments.

Lunch is being arranged at the Royal Oak Hotel, Kilmore. It is located on the left hand side adjacent to the pedestrian traffic lights in the main street. There is ample parking at the rear of the hotel. On Sundays there is a special \$10.00 roast luncheon, or we can choose from the menu board.

Of course we would be obliged if members would contact us before the run if they are attending so the Museum and Hotel can be advised of numbers. Please call us on (03) 9755 1772 to make your booking.

Judy and Geoff Birkett.

CHRISTMAS IN JULY – Sunday 23rd July, 2006

This is a preliminary announcement, full details will be in our May issue of Your ABCCC News. However, it is appropriate that we announce that our Christmas In July lunch will be the same as last year. The lunch price has been held to the same as last year and, again, our club will be providing drinks to a reasonable value.

The venue is Tokar Estate Coldstream, in the heart of the Yarra Valley. It would be advisable to book now as last year we soon had a fully booked venue.

Come along and join in the fun in fabulous surroundings!

Please confirm bookings on telephone number (03) 5964 9291 or on mobile number 0418 343 176.

Joy and Colin Brown.

LAKES ENTRANCE & EDEN WHALE WATCHING – 30th October to 5th November, 2006

Full details of this exciting trip were on the back page of March issue of Your ABCCC News. However, it is appropriate to advise that, though block bookings have been made at the chosen motor inns, it is necessary to confirm your bookings direct with the accommodation houses.

For bookings, please call:

Lakes Entrance	Abel Tasman Motor Inn	(03) 5155 1655	Nights of 30 th & 31 st Oct.
Eden, NSW	Twofold Bay Motor Inn	(02) 6496 3111	Nights of 1 st , 2 nd & 3 rd Nov.

Depending on our chosen return route, motel bookings will be undertaken on the road.

When confirming your motor inn booking, mention that you are with the All British Classics Car Club group, and they will understand. Credit card deposits are required.

The Abel Tasman Motor Inn is located at 643 The Esplanade, Lakes Entrance (1.6 km east of PO).

The Twofold Bay Motor Inn is located at 166 Imlay Street, Eden, NSW (300 metres south of PO).

We look forward to you joining us on this trip.

Maxine & Tony Pettigrew.

A SPEED CAMERA WARNING

Recently while driving in the country, a speed camera was noticed working in a road works area. Perfectly legitimate, one may think. This one was a bit different, because it was in use where a motorist could easily suffer licence loss – comparatively innocently. The road works were situated in an area where the normal speed limits change from 70 kph to 90 kph. The road works had, first a 60 kph limit, then a 50 kph limit as they were approached. The posted limit at the road works was 40 kph. This limit was in force for quite a long distance, with the permanent 90 kph sign, after the actual road works, clearly visible. The car in front, straight away accelerated quickly away from me, and further on, around a corner sat the speed camera and lit up the registration plate on the car in front. I realized what had happened and braked hard. The 'End of Road works' and its 90 kph sign was placed just a few metres further along the road. Nice one!

Mike Allfrey.

A WARM WELCOME FOR NEW MEMBERS

The All British Classics Car Club extends a warm welcome to our new members, and their cars, who have joined our club since the last issue of *Your ABCCC News*. We look forward to meeting you at one of our events very soon.

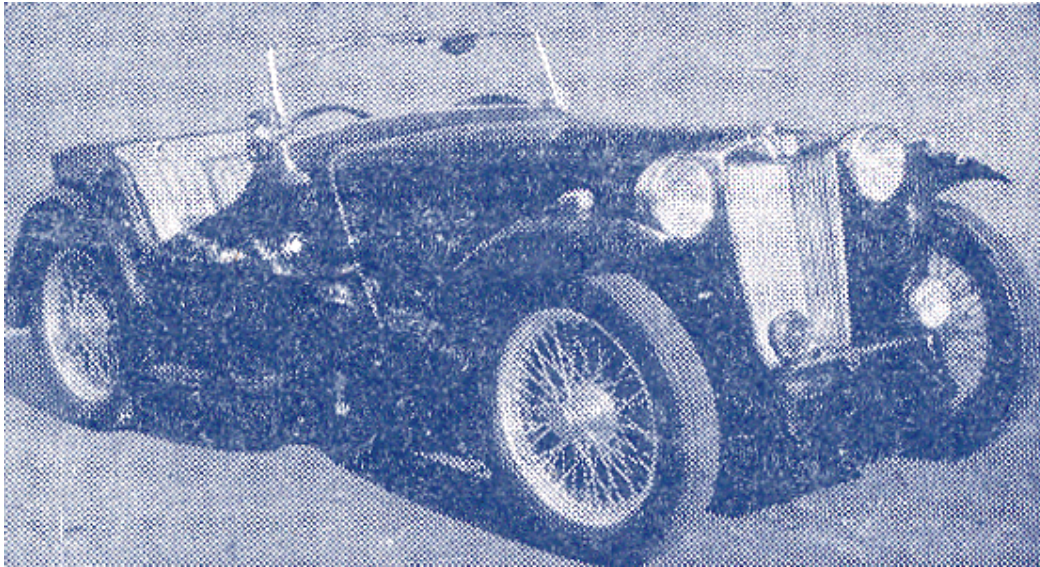
New Members	Motor Car	Model	Year
Peter Davies	Jaguar	XJ6	1975

Val Jefferyes – Membership Secretary.

1949 CLASSICS

The *Australian Motor Manual 1948-9 Annual* features interesting reviews on all motor cars that were available in this country for 1949. Each month we are going to feature one of the British cars here. It is now interesting to read what was said then, about the British cars in the market place. We now know how they all performed, but let's enjoy the writers' expectations of the British offerings for 1949. Here is Number 23:

M.G. T.C. 11 h.p.



The highest reputation for a small car falls affectionately on this trim two-seater, prototype of the world's typical sports car that is equally adaptable for private use. Its liveliness for threading through city traffic and hardiness in competition puts it in a class by itself. Named after Morris Garages, where it was born in 1923 it has won success for its speed and stamina all over the world. Up to 80 m.p.h. is possible from its 1,250 c.c.s with acceleration from rest to 50 m.p.h. in under 15 seconds. The T.C. develops 54 b.h.p. at 5,200 r.p.m. which is most impressive for such a capacity.

From Motor Manual, 1949. With Thanks.

THE VICTORIAN CLUB PERMIT SCHEME REVIEW

At the February Delegates' Meeting of the Association of Motoring Clubs Inc. (AOMC) there was a lengthy presentation led by John Lewis from VicRoads. John explained to those present the proposed new system that would allow ninety days free use, per twelve-month permit period, of vehicles operating on the Victorian Club Permit Scheme (VCPS). The session covered the proposals outlined in Issue 93 of Your ABCCC News. After John had completed his session, there was a keen session of questions being fielded. Quite a few interesting points came out of this session.

Firstly, it seems that the proposed changes will not be taking place until the middle of 2007 at the earliest, this is good, because it gives us time for club input. If you have any questions, or suggestions, please let Bill Allen have them. The VCPS is for club use, therefore your input will be very valuable.

Secondly, the Victoria Police Force have, due to insufficient training, very little understanding of how the VCPS currently operates. It is this lack of understanding that generates such a 'grey area' of the VCPS when a vehicle is being taken for repair, and is not being used for an actual club activity. Recently the AOMC has been exhorting operators under the auspices of the VCPS to carry the actual permit, the handbook and proof of what the journey is really for. The police also have difficulty in interpreting the Special Use Voucher and how it can be used.

That is, very likely, the real reason for the proposed changes to the VCPS. It is truly remarkable that, even now, VicRoads are refusing to place VCPS vehicles on the computer database immediately. There is talk about it happening sometime late in 2007.

VicRoads, as so well demonstrated in their presentation, have totally ignored the *raison d'etre* of the whole problem. Really, it is so simple, that it is laughable. The Victoria Police are asking for a clear – 'is the vehicle being used legally, or isn't it?' The log book idea will certainly provide a clear cut view on that decision and it is very laudable. However, and this is the laughable part – the root cause of the Police

Force's problem is VCPS vehicles not being on the VicRoads computer database. This could so easily be fixed, it is worth crying about! But then, that would cost money.

The AOMC should be pushing really hard for VCPS vehicles to be placed on the computer database, with an absolute minimum of delay. The proposed Log Book, and ninety days use, will, as said before, provide a clear cut indication of whether the vehicle is being used in the spirit of the VCPS or not. However, there will still be that 'guilty until proven innocent' initial ambience when a vehicle is pulled over as an 'unregistered' vehicle. That must not be so.

Thirdly, with the introduction of the Log Book proposal, VicRoads is placing the responsibility on the vehicle owner and/or driver to ensure that the VCPS is being used in the correct manner. However, and this is a thorny one, VicRoads has a clause in the proposal that states that an authorized club can be suspended from the VCPS if abuse of the scheme by the club's members is frequently discovered. Individual abuse of the Scheme is an area where the club would not have total control. This could be the case for a large club, where it could happen that several members are caught with Log Books that have not been filled in on, say, the one day. Would this trigger the suspension of that club from the VCPS? Obviously, there will be some dialogue between VicRoads and the club – but how much? Are club members to have their Log Books inspected at club meetings and events?

Another point that came up was the situation where a VCPS vehicle is placed on the street so that another vehicle can be moved on private property. If the VCPS vehicle is driven only a few metres on the road, then the Log Book should have that 'trip' entered as a day's use.

There is also the spectre hanging over us of the momentary lapse, and forgetting to fill in the Log Book before setting off on an outing. Upon being pulled over by the police, the car will be classed as an unregistered vehicle and the appropriate fine will apply. All of a sudden, full registration could look attractive!

Delegates are asking for the AOMC to conduct one of their excellent Club Information Days to provide for discussion as a group and then, after lunch, ask VicRoads to join the discussion in the afternoon. This could be a valuable way of ensuring that participating clubs, the AOMC and VicRoads are fully aware of how the proposed changes to **our** VCPS are going to be implemented and how they will affect all users.

Mike Allfrey – Jowett Car Club Delegate to the AOMC Inc.

LOOKING FOR CLASSIC CARS FOR NEW FEATURE FILM

The ABCCC has just received a request for pre-1960s classic and vintage cars. The letter we received is reproduced here:

"I am writing on behalf of Robert Cousins, the Production Designer of the new Australian feature film 'Romulus, My Father'. The film is currently in pre-production in Maldon, Victoria, and will be directed by Richard Roxburgh and will star Eric Bana.

"'Romulus, My Father' is an adaptation of Raimond Gaita's award winning memoir. It tells the story of Romulus (Eric Bana), his wife Christina and their struggle in the face of great adversity to bring up their son, Raimond. The story moves between comedy and tragedy and is rich with the detail of the migrant experience of life in Australia in the early 1960s. At the heart of the film is the relationship between Raimond and his father, set against the profound tragedy of his mother Christina's descent into depression and ultimate death.

"Throughout the film, which is set in the early 1960s there are many shots of the main street of Maldon. I am hoping that I can speak with someone about getting in contact with any vintage car owners (cars from the pre-60s era) who would be interested in having their car in the movie.

"Kind regards,

"Tuesday Stone – Art Department. Telephone number (03) 5475 2526; Mobile number 0402 302 528.

"Romulus, My Father, 16 Phoenix Street, Maldon, Victoria 3463."

If you wish to have your classic participate in this film as an 'extra' please call Tuesday to find out the details. We look forward to seeing your car on the big screen.

Frank Douglas.

A QUICK ADVERTISEMENT

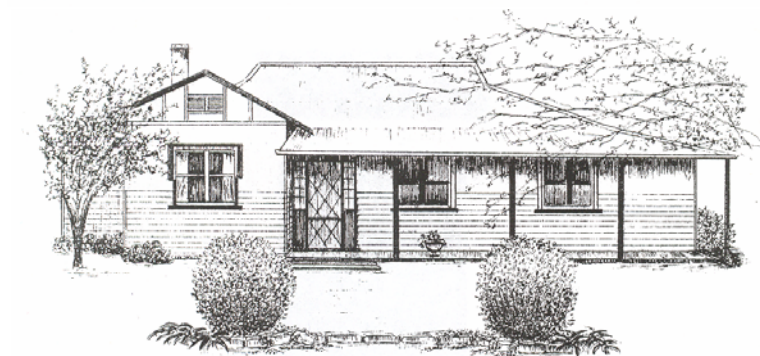
At this year's RACV Great Australian Rally, we were given a stubbie holder, empty unfortunately, and asked to promote Cover-Up Canvas Products, of 12 Damosh Ave., Carrum Downs, 3201.

This company manufactures and repairs canvas products and its proprietor is involved in the classic car activity.

A GOOD RECIPE FROM ELDERSLIE

Continuing our series of recipes, from *Tried & Tested*, History and Country Cooking from Victoria's Western District, here's one called Grandma Harkness's Pasties:

Elderslie



'Elderslie' was selected in 1843 by William Wallace. The original homestead was built before 1848 on 100,000 acres freehold. After the death of John Robertson, the Soldier Settlement Commission bought the property and divided it into thirty-five farms.

Robert Harkness built the present house in 1932 to replace the dilapidated original dwelling. His son Nairn and family now live at 'Elderslie'.

Grandma Harkness's Pasties

Pastry

¼ lb margarine (or dripping)
½ lb plain flour
1 teaspoon baking powder
4 tablespoons cold water

Method

Rub shortening into flour and baking powder, add water and knead lightly until it makes a soft dough. Place in a cool place for approximately half an hour.

Ingredients for Filling

1 lb meat	1 turnip
2 medium carrots	1 parsnip
1 medium onion	2 medium potatoes
1 swede	pepper and salt

Mince the ingredients together. Roll out the pastry and cut circles and fill with the minced ingredients. Pull the pastry up over the filling and firmly tuck the edge to make a good joint. Brush with a beaten egg mixed with a little milk. Bake for approximately twenty-five minutes in a moderate oven.

Lorraine Harkness – With Thanks.

EDITOR'S DESPERATE FOR MATERIAL DEPARTMENT

A VSP is, by the way, a Very Stupid Person and these little gems are not intended to be discriminatory or sexist, just laugh along!

The VSP BMW Driver

A VSP pushes his/her BMW into a petrol station. He/she tells the mechanic it died. After he works on the BMW for a few minutes, it is idling smoothly. He/she asks, "What's the story?" He replies, "Just crap in the carburettor." He/she asks, "How often do I have to do that?"

Out for a Walk

There's this VSP out for a walk. He/she comes to a river and sees another VSP on the opposite bank. "Yoohoo!" he/she shouts, "How can I get to the other side?" The second VSP looks up the river, then down the river and shouts back, "You ARE on the other side."

On Patrol

A highway patrolman pulled alongside a speeding car on the freeway. Glancing at the car, he was astounded to see that the VSP behind the steering wheel was knitting! Realizing that he/she was oblivious to his flashing lights and wailing siren, the patrolman wound down his window and turned on his loud hailer and yelled, "PULL OVER!" "NO", the VSP yelled back, "IT'S A SCARF!"

In the Morgue

Not a VSP joke this one, nor the next (at least depending on how you view the person).

Three dead bodies are delivered to the mortuary, all of them have big smiles on their faces. The investigating Coroner calls in the police to tell the results of his investigations. The Coroner explained:

The first body: "Frenchman, 60, died of heart failure while making love to his young mistress. Hence the enormous smile, Inspector," says the Coroner.

The second body: "Scotsman, 25, won a thousand pounds on the Lottery, spent it all on whisky. Died of alcohol poisoning, hence the smile."

The Inspector asked, "What of the third body?" "Ah," says the Coroner, "This is the most unusual one. Big Seamus O'Riley from Donegal, 30, struck by lightning." "Why is he smiling then?" Enquires the Inspector. "Thought he was having his photo taken!"

From Mini Mag – With Thanks.

And Now, From the White House

Dick Cheney and George W bush were having a working breakfast at the White House. The attractive waitress asks Cheney what he would like, and he replies: "I'd like a bowl of oatmeal and some fruit."

"And, what can I get for you, Mr President?" George W replies with his trademark wink and slight grin, "How about a quickie this morning?"

"Why, Mr President!" the waitress exclaims. "How rude! You are starting to act like Mr Clinton, and you've only been in your second term of office for a year!"

As the waitress storms off, Cheney leans over to Bush and whispers

"It's pronounced 'quiche'."

From Ross Gardiner – With Thanks.

HOW TO FLOW TEST YOUR RADIATOR

The apparatus depicted in this article was found in a copy of *Newnes Motor Engineering* that I was lucky enough to save from the recycling bin for a small donation to the Salvation Army. It was a case of being in the right place at the right time! This mint condition book appears to date from 1948, judging by the illustrations and equipment used. The topic of this single Volume 1, is Engines and it is a shame that the companion volumes are not with it. The very last subject in the book deals with radiator servicing equipment courtesy of Vauxhall Motors and, it is worth sharing.

Flow Test Equipment

Water flow tests are necessary to ensure that there is no obstruction in the water passages which will interfere with circulation, thus upsetting the cooling properties.

The apparatus is shown in Figure 1.

Oil drums can be used for tanks A, C and K. Fix two brackets to the wall upon which the radiator assembly (H) can be rested. Two further brackets at either side fitted with swivel arms may be utilised for holding the radiator in position.

A small reservoir tank (C), made by cutting about six inches off the top of a 5-gallon oil drum, is fitted to brackets on the wall above the radiator. From the bottom of this tank a 1½ inch internal diameter stop-cock controls the flow of water which is led by means of a rubber hose (G) of the same internal diameter to the top water fitting of the radiator.

Some form of overflow must be provided for this reservoir tank and can be constructed by utilizing an old exhaust pipe soldered into the tank so that the distance from the top of the overflow pipe (D) to the top of the radiator tank is exactly 2 ft. This dimension is of the utmost importance as it represents the height of the head of water above the radiator when flow testing, and the flow test figures given later on will only be applicable if this condition is maintained.

Fit the overflow pipe so that its inlet is 2 or 3 inches below the rim of the reservoir tank, thus preventing splashing over when filling with water, as the tank has to be maintained with the water level up to the top of the overflow pipe throughout the whole of the flow test procedure. This is necessary to ensure a constant head of water.

Depending on the variation in the main water supply in different districts, it is possible that difficulty may be experienced in maintaining a water level up to this point, and to overcome this, a further 10-gallon oil drum (A) may be mounted above the reservoir tank to augment the supply.

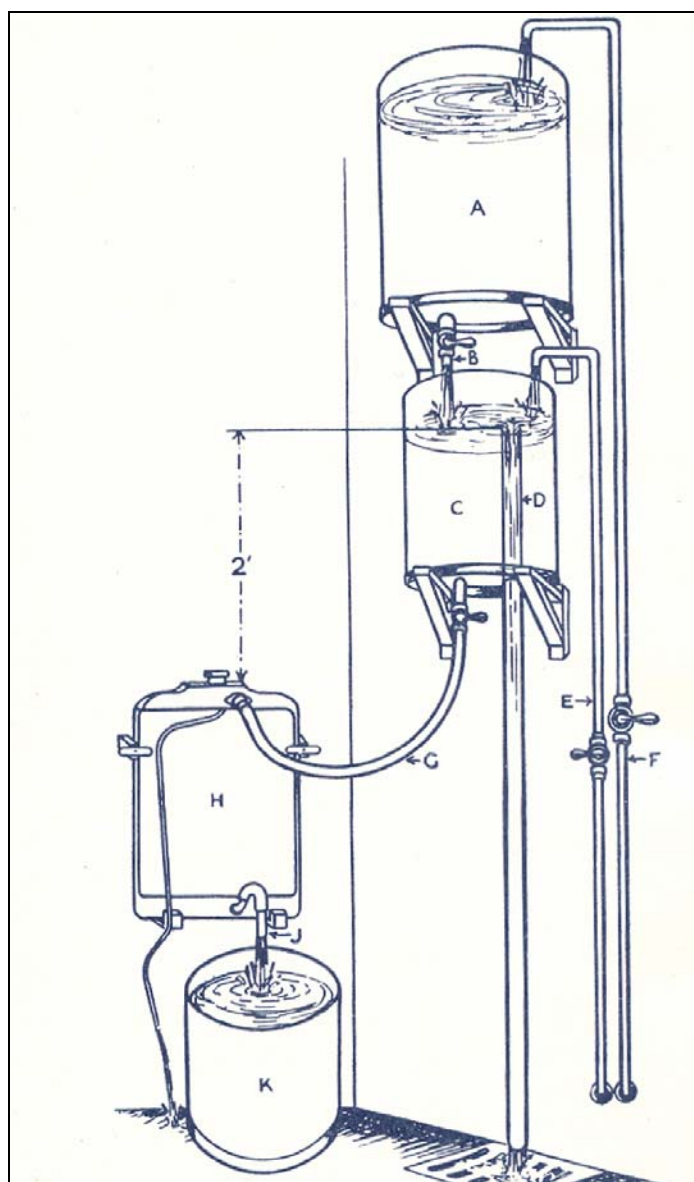


Figure 1. Radiator flow test apparatus.

For districts where water is supplied under high pressure or where a large service pipe is available, the second reservoir tank (A) should not be required. If however, it is necessary to utilise this second tank it should be provided with a 2 or 2½ inch stop-cock fitted to the bottom so that the water contained in the tank can be turned on to fall directly into the small reservoir tank (C).

For measuring the quantity of water passing through the radiator under test, a third oil drum of 5-gallons capacity (K) can be utilised and a short length of rubber hose (J) will be necessary for directing the water escaping from the radiator into this tank.

Carrying Out The Flow Test

To carry out the 'flow' test the radiator (H) is clamped in position on the brackets and the flexible rubber feed pipe (G) from the reservoir tank connected to the water inlet fitting as shown in Figure 1. The water supply control tap is then turned on to fill the reservoir tank, which must be maintained in an overflowing condition to keep a constant head of water during the test.

If it is found that there is insufficient flow of water from the pipe (E) into the reservoir tank, the stop-cock (B) should be turned on allowing water to flow from the auxiliary tank (A) to augment the supply.

Fix a short piece of rubber hose (J) to the bottom radiator outlet and turn on the tap of the flexible feed pipe (G) from the reservoir so that water commences to flow through the radiator. To ensure that water is passing through all the passages in the cooling element and that the top tank is properly filled, temporarily seal the radiator outlet pipe with the hand until a steady flow of water emerges from the overflow pipe, then release the outlet pipe. With a stopwatch in the right hand, place an empty 5-gallon drum (K) under the radiator outlet with the left hand, starting the stopwatch as water from the radiator commences to en-

ter the drum. Carefully record the time required to fill the drum and compare it with the corresponding figures in the following table:-

Vauxhall 25 hp Model G	19 seconds
Vauxhall 'Light Six' 12 hp or 14 hp:	
Chassis Nos. DX616001 – 655282	30 seconds
Chassis Nos. DY509301 – 513864	30 seconds
Chassis Nos. DX655401 onwards	25 seconds
Chassis Nos. DY514001 onwards	25 seconds

If an old radiator is being submitted to a flow test, it is probable that some slight obstruction may have taken place and in consequence the time taken for 5 gallons to pass through the radiator may be slightly greater. Providing the difference does not amount to more than one or two seconds, it is not likely that overheating will result, but should the discrepancy reach a figure of five or more seconds, examine the radiator by removing the top and bottom tanks and clearing the obstruction if possible. If no apparent reason is discovered for the discrepancy on the figures, a new cooling element would be advisable as it is probable that the obstruction lies in the water passages on the old one.

We are indebted to Messrs. Vauxhall Motors Ltd. for the above information.

Now we all know just how to set up this simple apparatus in our home workshops! Does any one have flow figures for radiators from other makes of cars?

*From Motor Engineering, Volume 1.
With Thanks.*

CLUB REGALIA

New car badges are now available at a special LOW price of just \$10.00 plus postage. These are made of brass and are 90 mm diameter. They are very smart and can be obtained by contacting the writer. The pre-existing club car badge remains at \$35.00, so you will realize that this new badge is a STEAL! Get yours now.

Set out below is a listing of the ABCCC's current stock of Club Regalia items:

- | | |
|--|---------------|
| 1. Metal Bumper/Grille Badge | \$35.00 Each |
| 2. Stainless Steel Key Ring (New!) | \$10.00 Each |
| 3. Window Decal – Club Logo | \$2.00 Each |
| 4. Cloth Badge – 75 mm Diameter with Club Logo | \$3.50 Each |
| 5. Cloth Badge – 205 mm Diameter with Club Logo | \$25.00 Each |
| 6. Club Polo Top White and Blue (some with ABCCC on collar) All Sizes | \$35.00 Each |
| 7. Club Polo Top White and Black – Small Size Only | \$7.50 Each |
| 8. Club Polo Tops 1 White, 1 Dark Blue (Small Size Only) | \$12.50 Each |
| 9. Tee Shirts White, Black with Club Logo (Small Size Only) | \$7.50 Each |
| 10. Jumbuck Jumper c/w ABCCC Logos | \$120.00 Each |
| 11. Jumbuck Jumper Less ABCCC Logos | \$100.00 Each |
| 12. Caps with Club Logo, Blue/Fawn | \$15.00 Each |
| 13. Caps with Club Logo, Black | \$12.50 Each |
| 14. Hats – Plain, Colour Fawn (Slightly Soiled) Large Size Only – Special at | \$5.00 Each |
| 15. Jackets with Club Logo (Heavy Weight) S. M. L. XL. & XXL. | \$140.00 Each |

I will bring a limited range of Club Regalia to all events that we attend for perusal or purchase. The new key rings are rather special, place your orders now.

For all your Club Regalia requirements, please contact me on (03) 9846 2323.

Bill Allen – Regalia Purveyor.

DON'T FORGET THE RACV BRITISH & EUROPEAN MOTORING SHOW, PROUDLY PRESENTED BY THE AOMC, IN THE MEMBERS' CAR PARK, FLEMINGTON RACE COURSE. ENTER FROM EPSOM ROAD AND FOLLOW SIGNS.

DATE: SUNDAY 30th APRIL, 2006.