



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition 152

August 2012

Your ABCCC News



Three British Classics grace the street in Loch, Gippsland. While we were inside the Kozy Kitchen enjoying (and spilling) our morning stop for coffee and tea – plus cakes of course, the Rolls Royce and the MGB-GT were probably being ear-bashed about the pain and indignity of wheel bearing concerns by Pea Soup!

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club, Inc. is \$35.00. There is a once-only joining fee of \$30.00. Please send membership subscriptions to Pat Douglas, PO Box 201, Chirnside Park, VICTORIA 3116.

Please Note: Membership subscriptions are due by end of December.

Life Member: Pat J. Douglas

**THE ALL BRITISH CLASSICS CAR CLUB (VICTORIA) INC.,
FOUNDED 23rd SEPTEMBER 1997.**

Club Founder – The Late Frank E Douglas

**“OWNING AND/OR APPRECIATING THE SPIRIT OF FINE
BRITISH CLASSICS”**

THE ALL BRITISH CLASSICS CAR CLUB – YOUR COMMITTEE

Executive Positions	Name	Telephone No.	Other Telephone No.
President	Tony Pettigrew	(03) 9739 1146	
Vice President	Ray Higginson	(03) 9336 7306 (AH)	(03) 9310 5286 (BH)
Treasurer	Bill Allen	(03) 9846 2323	
Secretary	Pat Douglas	(03) 9739 4829	
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AOMC Delegate	Bill Allen	(03) 9846 2323	
VCPS Officer (Applications)	Nello Mafodda	(03) 9719 7949	
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	
Club Events Registrar	Sue Allfrey	(03) 9729 1480 (AH)	
Club Regalia	Maxine Pettigrew	(03) 9739 1146	
Committee Member (Events)	Frank Sawyer	0408 633 778	
Committee Member	Colin Brown	(03) 5964 9291	
Webmaster	Ed Bartosh	(03) 9739 1879	
The All British Classics Car Club Website Is: http://www.abccc.com.au/			
The Association of Motoring Clubs Website is: http://www.aomc.asn.au/			

IMPORTANT CLUB INFORMATION

The All British Classics Car Club (Victoria) Inc., (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: A00035462V.

The Official Club Magazine – *Your ABCCC News*

Your ABCCC News, is the official magazine of the ABCCC (Vic) Inc. The magazine's issue date is during the week of the 25th of every second month – February, April, June, August, October and December. To make the Editor's task a little easier, it is requested that articles, event information and photographs are with the Editor prior to the 14th of each of those months. Articles published in *Your ABCCC News* may be used without permission, however, the ABCCC does ask that appropriate acknowledgement be given.

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 at the same time that the printed copy of the magazine is mailed to those who do not have access to the Internet.

Disclaimer

This publication contains general information that should not be relied upon without the specific advice from a suitably qualified professional. The authors and the ABCCC Inc. 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' events.

All correspondence should be addressed to the Editor *Your ABCCC News*, 59 Rowson St, Boronia, Victoria, 3155. Other Editorial contact information is listed above.

It is club policy to have the right to refuse placement of advertising material in *Your ABCCC News*, from those who are not members of the ABCCC Inc.

The Victorian Club Permit Scheme

The ABCCC Inc. is a club that is authorised by VicRoads to operate vehicles under the Victorian Club Permit Scheme (VCPS). On the Committee there are two VCPS Officers and their contact details are listed above.

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

S A W and they are all the first letters of the words in the question's sentence.

THE VICTORIAN CLUB PERMIT SCHEME

NEW PERMIT APPLICATIONS

For members wanting to operate a motor car on the Victorian Club Permit Scheme (VCPS) under the auspices of our club, please contact Nello Mafodda on (03) 9719 7949, who is the ABCCC VCPS Officer In Charge. Nello will be able to provide all the information required to operate a motor car on the VCPS. Nello's position is entirely voluntary, so due consideration should be given when contacting him.

The ABCCC has the following conditions for operating a motor vehicle [twenty-five (25) years old and older] on the Victorian Club Permit Scheme:

1. Initial contact should be made with the club's VCPS Applications Officer, currently Nello Mafodda. He will advise the procedure for application with respect to the conditions set by the ABCCC.
2. A club member who proposes to place his/her motor vehicle on the VCPS under the auspices of the ABCCC must have been an ABCCC member for more than one year.
3. A Roadworthy Certificate must accompany an application for the Victorian Club Permit Scheme under the auspices of the ABCCC.
4. A club member who operates a motor vehicle on the Victorian Club Permit Scheme, under the auspices of the ABCCC, must attend a minimum of three (3) club events per year. The car does not have to attend three events, just the owner. Excluded from the count are the Annual Winter Luncheon and the Christmas Luncheon events.
5. VicRoads requires a permit holder to be in good financial status in order to drive the car under this Permit.
6. The ABCCC will notify VicRoads when a permit holder becomes an unfinancial member.
7. The ABCCC will maintain a Register of those Motor Vehicles operated on the Victorian Club Permit Scheme under the club's conditions. Such Register will be submitted to VicRoads upon request.
8. The motor vehicle operated under the Permit Scheme should be used within the spirit of the motor vehicle club scheme.

PERMIT RENEWALS

VicRoads requires that an ABCCC authorised VCPS Officer's signature is entered on the permit renewal notice. Therefore, your VCPS 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 VCPS 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.

Colin's position is entirely voluntary, so due consideration should be given when contacting him.

ABCCC EVENTS DIRECTORY 2012/2013

Note: All events listed in this directory are placed in good faith. Events for inclusion here provided to the magazine editor prior to the 14th of January, March, May, July, September and November. Events organised by other clubs or associations have a contact telephone number to use prior to the event.

IMPORTANT: TEXT IN RED INFORMS OF CHANGED OR CORRECTED EVENT INFORMATION.

August 2012

- 4 AOMC Information Seminar – Association of Motoring Clubs Inc.
Theme – Restoration Techniques.
Venue – The Chevrolet Car Club's Clubrooms, Edgecombe Court, Moorabbin.
- 5 The Famous ABCCC Coach Tour – [An ABCCC Event](#) Ray and Lyn Higginson (03) 9336 7306
Provided by the renowned Higginson Charabanc Tour Company
Venue – Starts from Moonee Valley Bus Lines, 6 Tullamarine Park Drive, Keilor, Victoria. (Melway p15, D4)
- 19 Vietnam Tour Information Afternoon Paddy and David Bullard 9898 1881 or 0429 140 183
Venue – 10 Ferngully Road, Don Valley - **RSVP by 10th August** - See page 13
- 29 – 30 A Rusty Springs Adventure - [An ABCCC Event](#) Marjorie and Brian Pepper (03) 9439 7875
Meet Point – The Lilydale International Club Car Park (Melway p38; H3).

September 2012

- 2 Fathers' Day
- 9 A Run Through The Yarra Valley – [An ABCCC Event](#) Colin Brown 0408 343 176
Venue – Start at Lilydale International (Melway p38; H3) for a run to the Yarra Valley Archery Park.
- 23 Phil's Touring Day Out – [An ABCCC Event](#) Phil Cook (03) 9842 5449
Start Venue – Lilydale International club, Nelson Road, Lilydale (Melway p38, H3)

October 2012

- 7 High Tea On The High Seas! – [An ABCCC Event](#) Karen McDonald (03) 5975 1867
Venue – TBA Lyn Higginson (03) 9336 7306

- 12 – 25 Club Holiday Abroad (**First Group**) – **An ABCCC Event** Paddy and David Bullard 0429 140 182
 This Tour has been filled.
 What It Is – A Very Comprehensive Tour of Vietnam.
- 20 – 21 Como Gardens Open Weekend – **An ABCCC Assist Event** George Hetrel (03) 9761 1341
 Venue – Como Gardens, 79 The Basin - Olinda Road, The Basin, Victoria (Melway p65, K8).
- 28 2013 Calendar Planning Meeting Tony & Maxine Pettigrew (03) 9739 1146
 Committee members and event volunteers.
 Venue – 16 Lawler Lane, Coldstream, Victoria.

November 2012

- 6 Classic Car Display – **An ABCCC Must Attend Event** Colin Brown 0408 343 176
 Melbourne Cup Day
 Venue – Yarra Glen Racecourse, Yarra Glen, Victoria (Melway p275, B1).
- 11 A Mystery Picnic Run – This will be a good one! Frank Sawyer 0408 633 778
 (Please note that the previously advertised event has been cancelled)
 Venue – Watch This Space.

- 16 – 29 Club Holiday Abroad (**Second Group**) – **An ABCCC Event** Paddy and David Bullard 0429 140 182
 To make the Tour fully viable, we are looking for four more participants.
 What It Is – A Very Comprehensive Tour of Vietnam.

- 17 – 18 Bendigo National Swap Meet – Veteran, Vintage & Classic Club Bendigo info@bendigowrap.com.au
 Venue – Prince of Wales Showgrounds, Holmes Road, Bendigo, Victoria.

- 25 Berry Street Show & Shine - Triumph Car Club of Victoria.
 All proceeds go to the Berry Street Foundation which is for the street and homeless kids.
 Venue – Waterfront Promenade at Docklands

- 29 – Jindera Pop The Top Festival – Jindera And District Multi-purpose Stadium Committee
 Dec. 2 Venue – Quality Resort Siesta, Albury, NSW Telephone (02) 6025 0200

December 2012

- 9 The ABCCC Christmas Lunch Run – **An ABCCC Event** Tony and Maxine Pettigrew (03) 9739 1146
 Seal-off an astounding year of fabulous ABCCC Events of great note with a glass of good cheer!
 Venue – Chateau Wyuna, 170 Swansea Road, Mount Evelyn. (Mel 52; G&H 2)

- ?? A Special Observation Run – **An ABCCC Event** Craig Douglas (03) 9753 9557
 A new date will be advised soon. Colin Oberin (03) 9817 3182

January 2013

- 20 RACV Great Australian Rally – **An ABCCC Major Event** Colin Brown 0408 343 176
 Start Points – Melbourne, Stud Park, Hastings
 Finish & Public Display – Mornington Racecourse, Mornington, Victoria.

March 2013

- 16 – 22 12th RACV Fly The Flag Tour – **An ABCCC Major Event** Tony Pettigrew (03) 9739 1146
 Itinerary to be announced

EDITORIAL NOTES – ISSUE NUMBER 152

On the 19th June, there was a meeting of the RACV Great Australian Rally Advisory Committee. At lunch before the meeting, we were joined by Lyn and Ray Higginson. This was a most auspicious occasion because Ray had just been released from the hospital a few minutes before we met at the Club. It was wonderful to have him back.

In this issue we have another item about this year's RACV Fly The Flag Tour. It is a copy of a letter to Royal Auto and gives us all a real good feeling. Our collective thanks are due to the RACV and its Royal Auto publication.

Further on in this issue is a piece on engine cooling system maintenance. It must be noted that it is not a recommendation for your particular motor car, but is intended to keep thoughts on older car maintenance schedules and practical tips well and truly alive. In addition, summer is just around the corner!

I am a member of a British car club - the Jupiter Owner's Auto Club (JOAC). In the last issue of that club's *By Jupiter!* magazine, the club's Chairman indulged in a little introspection on what might make a good classic car club and how JOAC performs against those criteria. In March, the Federation of British Historic Vehicle Clubs (FBHVC) Club Expo provided an ideal opportunity for the Chairman and Secretary to explore this a little further.

At the Expo event, club members were invited to the Heritage Motor Centre at Gaydon to attend talks, workshops and seminars to learn more about how to run classic car clubs. Such was the interest in some topics that it was standing-room only in some seminars. As might be expected, not all the issues were particularly relevant to a club the size of JOAC. For instance, they discovered that the Vintage Motor Cycle Club has an impressive 17,000 members, 84 geographical centres, 210 marque specialists, a library and a retail business with a turnover in the millions of pounds.

Nevertheless, some of the messages delivered by the VMCC CEO such as "Do old things better, new things well" were directly relevant to JOAC. Particularly interesting were the talks by Michael E Ware (The importance of the Motor Club Magazine) and Dave Richards (Punching Harder – Your Club And How It Relates To Specialist Media). In a survey of twenty-five (25) clubs an average of sixty per cent of subscriptions is spent on magazines, newsletters and postage. Most club members polled like to receive a printed magazine and thirty-four per cent (higher than expected) did not have access to the Internet. As these results would appear to correlate well with the feedback from JOAC's own membership it was interesting to hear what was believed to be best practice in magazine frequency. Quarterly appeared to be most common; but Michael Ware pointed to the value in having a supplementary newsletter, either web-based or sent by E-mail, to ensure topicality in communication. He also reported that members do not like to read more than two PDF pages at a time.

The ABCCC has tried changing its magazine schedule to an issue of *Your ABCCC News* every other month with a shorter version called *ABCCC NewsFlash* being issued in the months that come in between. I must confess to having found that system a little bit confusing. It is not too easy to remember which newsletter had what information in it. The modern computer should prevent duplication of articles and announcements, but a close watch needs to be maintained to prevent such duplication. In my case, it may be old age playing a part, hopefully, it is just that! There are some points that we need to take into account.

Firstly, the majority of our events are well attended, particularly by the 'core' of the ABCCC and, therefore, most of our members are well informed, during announcements at events, about what is going on in our club.

Secondly, our club is very good at preparing a sound social calendar well in advance, and that calendar of events is displayed in every issue of *Your ABCCC News*.

Thirdly, news of any changes to the club calendar, or to the club's routine, appear to be well distributed on the 'grapevine' and our E-mail system.

The ABCCC is, basically and at heart, a social-based club. Our magazine is not tied to technical matters as are those in the pure one-make clubs. Therefore, it is my recommendation that our club returns to the monthly issue of *Your ABCCC News*, but not quite in the same format as before. What I envisage is a magazine that may not contain the accepted as normal fourteen pages. That means that if there are no event reports or articles to hand, at close-off time, you will receive a thinner version of the magazine. On the other hand, should there be a flood of news, then the magazine will be of a thicker version for you to read. If you have any comments or ideas, please feel free to put them forward for the Committee to have a look at.

It has been suggested that older articles of an entertaining type, be re-printed. That could work and would be easy to handle because every edition of *Your ABCCC News* that I have been involved with is still on file as MS Word documents. However, I am not too sure if the ABCCC is old enough to carry such an idea successfully.

For a while now I have been considering writing a series on forgotten British makes of motor cars. William Boddy did that very successfully some years ago in *Motor Sport* magazine. For us, we have the benefit of several in our membership being also members of 'one make' car clubs. For just that reason alone, there must be a mountain of knowledge out there that is relevant to such a series. Please think about contributing – hand-written, typed or E-mail articles will be gladly accepted. If posting an article, please send it to: Editor, ABCCC, 59 Rowson Street, Boronia, 3155.

Bryan Tootell has sent in some interesting photographs of London's Tower Bridge being built. They need to be shared, and I am still working out the best way to present them – one at a time, or a bumper edition? Thanks much, Bryan.

Recently, we have had some excellent events. Special thanks are due to those who provided such good events for us to enjoy. Thanks are also due to those who take part. The photograph on Page 9 with unfurled umbrellas says it all – it may have been a tough climb to the top, it may have been wind swept, it may be overcast, it may well have been wet too but, By Jove!, they are having a wonderful time and that, folks, is as it certainly should be! Enjoy this issue of *your ABCCC News*, so long as a few good articles come in, it won't be the last!

Mike Allfrey – Editor

A WARM WELCOME TO NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club. Our club is one of the fastest growing motoring interest clubs in this country. We hope to be able to welcome you and, in actual fact, your British classic motor car, at one of our events soon. Our club aims to have two motoring events each month, so there are plenty of fabulous events for you to select from. Welcome!

Editor's Note: There has been an influx of new members and some may have been missed. You can be assured that this situation was not at all intentional. Should anyone be missed, please contact the Editor and the situation will be corrected in the next issue. If you have appeared in these columns twice – well, that is a bonus!

Name	Make Of Car	Model	Year
Graham and Mary Gunn	Ford	Mustang Coupe	1966
Greg McPhee	MG	'A'	1958
Allan Kalenberg	MG	'B'	1971
Ian and Mary Hodge	MG	'TF'	1954

Pat Douglas – Membership Secretary

A LETTER TO THE EDITOR OF ROYAL AUTO

This letter was 'borrowed' from RACV's *Royal Auto Magazine* *Fly The Flag*

The town of Merino was recently privileged to receive a visit from the RACV Fly The Flag Tour. We do not often get significant visitors or tours such as this. Our Parents' Club was asked to cater lunch for around four-hundred visitors, a significant effort but our team was certainly up to the task. Add to this the excitement of our students to see the cars and meet the people. Students also helped with catering through involvement in the Stephanie Alexander Kitchen Garden. Our school benefited financially as a result of our visitors' generosity.

Ben Kelson, Principal, Merino Primary School.

From Royal Auto, July 2012 – With Thanks.

THE PERKS OF GETTING OLDER:

Someone had to remind me, so I'm reminding you, too. Don't laugh . . It is all true . . .

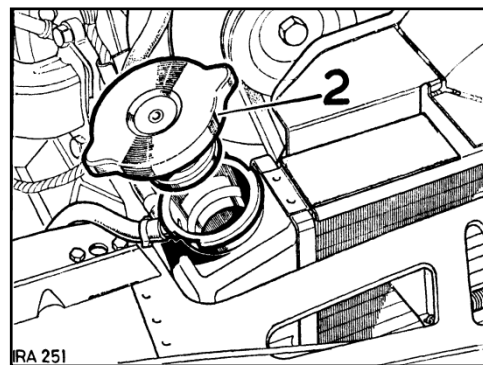
01. Kidnappers are not very interested in you.
02. In a hostage situation you are likely to be released first.
03. No one expects you to run – anywhere.
04. People call at 9 pm and ask, "Did I wake you?"
05. People no longer view you as a hypochondriac.
06. There is nothing left to learn the hard way.
07. Things you buy now won't wear out.
08. You can eat supper at 4 pm.
09. You can live without sex but not your glasses.
10. You get into heated arguments about pension plans.
11. You no longer think of speed limits as a challenge.
12. You quit trying to hold your stomach in no matter who walks into the room.
13. You sing along with elevator music.
14. Your eyes won't get much worse.
15. Your investment in health insurance is finally beginning to pay off.
16. Your joints are more accurate meteorologists than the national weather service.
17. Your secrets are safe with your friends; they can't remember them either.
18. Your supply of brain cells is finally down to a manageable size.
19. You can't remember who sent you this list.
20. And you notice these points are all in clear BIG PRINT for your convenience.

Ano.

COOLING SYSTEM THOUGHTS

Some Winter Ramblings: Thinking Of Coming Summer – From Your Editor

Our club has a policy of running events for our British Classics all year round. This means that the cars are in use for a fair share of winter motoring and, such use calls for a carefully thought out maintenance schedule. This applies, particularly, to the motor car's cooling system. These thoughts are in general terms only and some cars require differing schedules, procedures and coolant mixes than others may do. Back in days far gone, it was a ritual (in Britain) on the first day of Autumn, to treat a car's cooling system to a dose of Smiths Industries' Bluecol Anti-freeze. Then on the first day of spring, another ritual was to flush out the cooling system to expel all traces of the Bluecol and fill with water from a water butt, rain water, which is nice and soft and does not line the water jackets in the engine with scale and limestone deposits which are often the root cause of summer overheating concerns.



Above right: The cooling system radiator filler cap.

Such a schedule worked well, and if adhered to, meant reliable running through the summer months. Unwittingly, we were carrying out exactly the correct procedure, albeit a bit too often from the economy point of view. Anti-freeze then, as now, was relatively expensive – but far cheaper than installing a new cylinder block due to frost damage. Here, in more pleasant climes, we have virtually no concerns about freezing coolant, but we do have concerns with respect to coolant inhibitors that prevent corrosion due to dissimilar metals being connected by water.

That is caused by electrolysis which can be compounded by pulsing vibrations in the engine's cylinders due to the explosive forces generated by each firing stroke. Each power stroke expands the cylinder wall, be it a parent metal bore or of the wet sleeve type; then the cylinder wall contracts before expanding again at the next power stroke. Imagine that cycle happening at the engine's highway cruising speed. These pulsations can, if plain water is used, cause minute air bubbles to form and, as these implode against the cylinder wall, etch away even more minute particles of the metal cylinder. This is called, in the industry, cavitation erosion. In certain engines of the 1970s and 1980s, it caused untold damage to the insides of engines and, in many cases, very expensive warranty claims. This condition, in some sections of the industry, was given the unglamorous name – 'Block Rot'. The main symptoms of *Block Rot* are coolant getting into the cylinder bores, which can cause sparking plugs to have white deposits on them. Coolant can also mix with the engine's lubricating oil supply and, if the car is not used frequently, settle in the bottom of the oil sump. This can be to the extent that, on removing the drain plug at oil change time, there will be an initial rush of coolant water. In severe cases, the oil will turn a creamy white colour. Engine oil will get into the cooling system due to cavitation erosion at an oil gallery close to a cylinder wall. Very messy and disastrous!

With our classic motor cars, we need to be very much aware of cooling system maintenance and to diligently carry out the manufacturers' instructions virtually to the letter. This could be particularly so because, due to limited car use, we can lapse into thinking that all is taken care of because coolant additives have high work distances (60,000 to 100,000 kilometres) written on inhibitor bottle labels. However, time is a factor with respect to the cooling system, too. If a coolant mix is left in the engine too long, it becomes in itself slightly corrosive. It is very good practice to change anti-freeze/coolant-inhibitor mixes every three years. This is important, because very few of our cars are going to cover 100,000 kilometres in a three-year period.

Having probably succeeded in causing a degree of alarm in you, the maintenance of the car's cooling system is not at all difficult. Because of modern regulations about the release of certain chemicals into the environment, it is best to have professional service workshops do the task for you. Or, you can do it yourself and collect the old coolant in suitable containers and take them to council depots that can handle various chemicals in your area.

In my case, no one works on my Jowett but me, and therefore, I opt for the council disposal method. Over the years, I have been using a cooling system treatment called Tectaloy that, since 1998, has worked well for me. It is available from Repco branches. Hopefully, this product is here for the long haul, mainly because once a good product has been found, I tend to stay with it. When the Rover 3500 is serviced, I ask for the Tectaloy product specifically and hope for the best. The coolant in both cars stays clean and, therefore, I assume it is doing its job. Staying clean is not the entire reason for assuming the cooling system is totally protected. There are many differing metals – cast iron, cast aluminium, brass, copper, stainless steel. There are also other differing materials, too – rubber of differing formulations, carbon, plastics, ceramic materials, gasket materials, gasket sealants, etc. The engine's coolant is in contact with all of these materials and is required to cope with diverse temperature and pressure conditions as well. Thus it can be seen that the engine's coolant has a very complex environment in which it operates.

Be sure to consult the car's Operator's Manual to find the cooling system's capacity, so that enough flushing chemical and cooling system treatment requirements are known prior to purchase. Larger engines have larger cooling systems!

When the time comes to change the engine coolant, it is best to drain the old coolant into plastic tubs and transfer it into a suitable drum which is clearly marked with a label to indicate to the council operatives just what the drum contains – "WASTE ENGINE COOLANT – ETHYLENE GLYCOL". Doing that goes a long way to avoiding confusion.

Once the system is drained, and note that with some in-car heater systems, the entire system may not be drained, pour in about half the system's capacity worth of clear water. Add 500 ml Tectaloy radiator flush for every 10 litres of system water requirement, and then further fill the system with clear water. Or, in a suitable container, mix the 500 ml of radiator flush with 10 litres of soft water and pour the mix into the engine's radiator until it is filled. Start the engine and run for a minimum of 20 minutes – for extremely dirty cooling systems, increase the running time to several hours and repeat the flushing procedure until the system has been cleaned out properly.

Special Note: Do not treat the water with the radiator flushing chemicals and leave them in situ for a long period. It has been observed that, after two years, a cast iron water pump's impeller vanes have been completely dissolved by the alkaline salts which form a part of the flushing liquid's make up.

Flush clean water through the system to get rid of the flushing chemicals. Then use an appropriate mix of Tectaloy Xtra Cool Gold. One litre of the Tectaloy concentrate treats 15 litres of coolant. This mixture provides the following choice – 60,000 kilometres (two years) of life using tap water, or 100,000 kilometres (three years) life using de-mineralised water. Be sure not to over-dilute the mixture.

It is also important to not over-strengthen the coolant mix, because with some materials in the system, a stronger mix can be detrimental. The mix of coolant is, in truth, a fine balancing act. That means that the instructions on coolant treatment system bottle labels must be diligently adhered to.

Not many years ago, the requirement for cooling system inhibitors was a not-too-well known science. Very large amounts of research were put in on this subject by the Cummins Engine Company, the Ford Motor Company (in its tractor division), and by the Caterpillar Tractor Company which have put out excellent publications on the subject of cooling system maintenance.

The concern known as cavitation erosion, is certainly more prevalent in larger diesel engines where fleet owners try to get as many kilometres use between services as possible. However, the concern does not dwell in

large diesel engines at all. Close examination of used wet cylinder liners from Ferguson tractor engines and Jowett Jupiter engines show quite distinct evidence of cavitation erosion. That means that we, in order to give our classic engines a fair go at longevity, must maintain the cooling system in the proper manner. This is an aspect of engine servicing that is just as important as regular engine oil and filter changes are.

Due to the make-up of coolant inhibitors and system flushing agents, it is very important that they are kept well out of reach of children. If swallowed, the contents can be very dangerous. In the event, where a quantity, no matter how small, has been swallowed – be sure to contact the Poisons Information Centre on telephone number 131 126, throughout Australia, or contact your doctor for immediate help. To assist, the Tectaloy product contains “bittering agents” to make it not at all tempting to children.

It is also important that the cooling radiator cap be properly checked. On most older cars, the cap serves two purposes; first, to maintain a set amount of pressure in the cooling system. At higher pressures than ambient, water has a higher boiling temperature and that means that the engine can run at the most efficient temperature without actively boiling. Its second function is to allow excess coolant to exhaust from the overflow pipe. In some systems the expanded coolant is collected in a coolant recovery tank. As the engine cools, a third function in some radiator caps, allows that coolant to return into the main system. It cannot be stressed enough how important a part the radiator cap plays in the cooling system’s operation. For that reason, the cap must be regularly checked and maintained.

These notes have been written from sometimes, painful, practical experience in the industry. I, the writer, have no connections whatsoever with the manufacturers of Tectaloy products, and only mention them because they are my chosen system that is used in my classic motor cars.

Mike Allfrey – Editor

EVENT REPORTS AND NOTIFICATIONS

ABCCC EVENTS OF YESTERTIME

Tore’s Special Day Out – Wednesday, 9th May 2012



On Wednesday 9th May we participated in Tore's Special Day Out. Tore had it all planned and organised but at the last minute was unable to join in, due to having a small procedure in Hospital. So Nello, Connie and I took charge of the run. Twenty-six members attended the day out and Gordon Lindner kindly supplied some great photos for this report.

Five cars departed from Stud Park Shopping Centre and made our way down to Mornington via the Dandenong to Hastings Road. Then we met up with the rest of our group at the Dalywaters Flower Farm. Anne and Daryl Neal welcomed us with a delicious morning tea, consisting of yummy cakes and sponges, and gave us a talk on the history of the Flower Farm. Anne took us on a leisurely tour of the beautiful gardens and lake where many

weddings now take place, (although they do not cater for receptions here).

Then it was off on a short trip to Steeples Restaurant for a wonderful two-course meal and chat, before heading home. Thanks so much to Tore and Connie for organising this Event.

Diane Mafodda and Gordon Lindner

Archies Creek Run – Wednesday, 13th June 2012



This was one of those special days out – sunshine, good roads, fabulous venues and great food. What more could a motoring enthusiast want?

Left: The President of the Bass Coast Historic Auto Club welcomes us into his 'patch'.

We all met at the hall car park in Cranbourne in readiness for the short drive to Loch where we sort of took over one of the coffee and cakes establishments on the old South Gippsland Highway. Back in the late 1960s, on a warm summer's day, a dog could have a snooze in the middle of the main street without being bothered by traffic. With the new bypass highway, the situation could well return. Having refreshed on coffee, we set off on the country road towards Wonthaggi and turned off for our

lunch venue Archies On The Creek, at, where else? Archies Creek.

Our run through the heart of South Gippsland was most scenic, and the area along our route really lived up to the reputation of the region's green rural hues.



As we pulled into the car park, there was the pleasant surprise of some cars from the Bass Coast Historic Auto Club waiting to greet us. Of note were a nice Rover P4 (Auntie), a Triumph Herald and a bright red Austin-Healey – all very British. While lunch was being served, we were accorded an official welcome from the Bass Coast club.

Left: Some of the Bass Coast Historic Auto Club's motor cars await our arrival at Archies On The Creek.

The lunch was good along with meeting some of the locals and their motor cars was very interesting.

Our thanks are due to Peter and Rosalie McKiernan for making all those arrangements for us to enjoy.

Mike Allfrey

Weekend In Apollo Bay – 22nd to 24th June 2012

Heading down Geelong Road, on the way to our 'start' for the weekend, it became obvious we had chosen a dodgy time to visit a section of coast renowned for receiving the full blast of the 'Roaring 40s' coming off the ice-caps deep in the Southern Ocean. Wipers were operating 'flat out' as we peered at the car in front, hoping they were not drifting out of their lane as 'B Doubles' thundered past on either side. Meeting most of the group at the BP created another problem for those who had counted on topping up with fuel, as all the pumps were out due to a power failure. The next leg to Colac was uneventful, where we stopped for a light lunch and met up with the remainder of the group.

Being so early in the tour, we all refrained from having a drink at the licensed Café which was fortunate, as some were intercepted and 'breath tested' before we had left the town. In true 'Lefty Hall' tradition, as we approached the "T" intersection at the top of the range, in teeming rain, with the outside temperature being indicated at 4°, our instruction sheet (according to Google) advised to turn RIGHT and the signposts pointed LEFT to the Tree Top Adventure. The tree-top walk and visit to the 'Triple Falls' was abandoned due to the somewhat inclement weather and from then on, we came across many of the group going in all directions. We all by chance, arrived in Apollo Bay to settled in. In the Club's best tradition (Pre-dinner drinks and lots of laughter) we enjoyed a hearty meal at the Pub.



With little improvement in the weather, after a coffee at 'the Bakery', it was off to the Lookout, which was a stiff ten-minute stroll to the top, but it was worth the effort for the panorama before us during breaks in the rain. We then proceeded to the 'oldest' lighthouse on mainland Australia for a conducted tour of the wireless station and of the lighthouse. We all found most informative as narrated by Pat, the guide and former lighthouse keeper. We were supplied with a hearty lunch at the Café with the freshly baked pieces being excellent.

Left: Hang on to those brollies!

On the way out of the Cape Reserve we saw many koalas, which, unfortunately are eating themselves out of habitat with a great number of their 'Manna' Gums being completely denuded of foliage. Many of the koalas were almost close enough to touch. The avid photographers, who scrambled out of their vehicles, spent a long time trying to remove the fresh cow pats that were unavoidable. Then back to town for a museum visit, where we were given a most informative talk describing the laying of the original cable. It could only handle six calls from Tasmania to the Mainland, continuing through the years and up to present time. We then set course back to the motel to carry on the Club's 'tradition' before partaking of an evening meal at the local Italian restaurant. Of course, the ladies were 'side-tracked' by an outstanding shoe shop they had missed on an earlier shopping expedition. This delayed our 'quick' return a little.

On Sunday morning we departed Apollo Bay and headed to Wye River for morning tea. Catching up us was our esteemed Vice President Ray (up and enjoying himself again), and his good Lady Lyn. We all proceeded on to Torquay for lunch, at the new, currently under development, RACV Golf Resort. Then we said our goodbyes and heading our different ways.

We would like to thank all the attendees who joined us. It made it an enjoyable weekend.

Anne and Bryan Tootell.

Xmas in July Club Annual Dinner – Sunday, 21st July 2012



Another great day for the club, 113 members attended the traditional Xmas dinner at Marybrooke (Baron of Beef). This was a record attendance for a club event, and I hope that all who attended enjoyed the day. From the smiling faces, and the flow of conversation, I am sure they did.

Many thanks to our resident Father Xmas, whom we now know is none other than Geoff Birkett. Thanks to his band of helpers, who got through the Kris Kringle in record time. The only delay was Anne Tootell who just had to have a photo with Santa (*left*).

I would like to thank George and Joan Christie, who after attending a function in Echuca on Saturday night; then returned to their home in Tocumwal. They left in the dark of the morning to attend our luncheon. Then after lunch they returned to Tocumwal. Now they are dedicated members.

Rob and Mary Nolan, on the other hand, managed, on their way from Somerville, to drive past Marybrooke and go to Chateau Wyuna!!!! Wrong choice Rob; that's the real Xmas dinner venue in December. But they did get it sorted out and arrived in time for the soup.

Another thank you to all the new members who attended. Once again a record number. We trust you had an enjoyable day and met some members whom you would like to see again. We welcome you to our club and look forward to meeting you again at a future club event.

This is the sixth Xmas-in-July/Annual Dinner which Joy and I have organised - three at Tokar Estate and three at Marybrooke. Should we book it for next year, or look for another venue??? Please help!

Wherever it is, I am sure it will be well-supported. Hope to see you all at the next ABCCC outing.

Colin & Joy Brown

FAST-APPROACHING ABCCC EVENTS

VIETNAM TOUR INFORMATION AFTERNOON – Sunday, 19th August 2012

A Useful Pre-Tour Briefing For Those Who Have Booked, Or Wish To Join The Second Group

Journeys are more satisfying if they are carefully planned and well prepared and, if you know what to expect! Paddy Bullard (and David) will be very happy to give you a cuppa and a bite, and answer any questions, while you meet your fellow travellers who are going to Vietnam in October and November.

When: Sunday 19th August at 2:00 pm

Where: 10 Ferngully Road, Don Valley (aka Launching Place)

Melways Map 287; Reference J1 +1.25 km

Directions: take Don Road off Warburton Highway (opposite Home Hotel, Launching Place), travel 3.9 km along Don Road, turn right into Ferngully Road (this is a no through road). Number 10 is the first house on right.

Some parking is available on our land, but it has been very wet so could be a little slippery. Alternative parking on hard surface is at our kind neighbours directly opposite our entrance at number 15 'Truro'. Plenty of space there. If you are interested in joining the second group, please contact Paddy as soon as possible.

RSVP by 10th August, on (03) 9898 1881 or 0429 140183.

Paddy Bullard

YARRA VALLEY ARCHERY PARK RUN – Sunday, 9th September 2012



This is an event not to be missed. It will be our third visit to this venue. The previous events have been held mid-week and a lot of members missed out. This will be our chance to see if we can all improve our scores of previous contests.

Left: Correct stance, true angle of deflection, left arm out straight, shoulders correctly aligned, steely eye and with wonderful poise – Dianne Mafodda is aiming for a bull's eye and the arrow wouldn't dare waver off course!

It will be a fun day out. It is an extremely good value as morning tea, instruction, use of equipment, lunch and exclusive use of the venue, for all for the bargain rate of \$36.00 per head. The venue is fully licensed, but do please remember after lunch you will be shooting sharp objects.

We will depart from Lilydale International Club car park, 3 Nelson Road, Lilydale (Melway 38, H3), at 9.30 am.

So, here is our planned schedule:

- 10.30 We are expected at the Archery Park to enjoy tea or coffee and hot scones.
- 11.00 You will be equipped with a bow and a quiver of arrows. You will be instructed in the use thereof by professional instructors (this is normally done on the indoor range).
- 12.15 A delightful roast luncheon will be served in the alpine decorated dining room. Our lunch should be finished in time for the archery competition to begin at 1.15 pm.
- 1.15 The competition begins on the outside range. You will enjoy a fun afternoon with your bows and arrows, shooting at targets, stuffed animals, and other competitive pursuits.
- 3.30 All survivors will assemble; the winners named; and the trophies (if any will be presented.)

You may wish to go direct to the venue (if so, please advise us when booking).

Yarra Valley Archery Park
Don Road, Launching Place
(Just off the Warburton Hwy)
Mel 287, H5

Please book with Colin or Joy on Telephone Number (03) 5964 9291.

Colin Brown

PHIL'S TOURING DAY OUT – Sunday, 23rd September 2012



We will meet at the Lilydale International Club's car park in Nelson Road, Lilydale (Mel 38, H3) at 9:00 am for a 9:15 am departure.

Our drive will take us to Yarra Junction where we will enjoy a short break for a street wander and a tea/coffee. Then we will drive on through some of Victoria's best forests and rich pastures. We will arrive at a country pub where we will enjoy a lovely lunch at reasonable prices. Drinks will be at bar prices. I will need to advise the pub of numbers for catering purposes.

Look out for and follow the Morgan!

Therefore, please advise me if you will be joining us on (03) 9842 5449 or 0417 568 851.

N.B. All members will be given route details prior to departure.

Phil Cook

ABCCC 2013 SOCIAL PLANNING MEETING – Sunday, 28th October 2012



It is that time of year again, when there will be a Social Planning Meeting. It will commence at 12:00 noon, and it is open to members who have ideas for club events, and are prepared to run them. This meeting is an important part of our club year and we need good-ideas. Come along with your ideas and let's plan a really good year's classic motoring. Our club aims to have two events per month, and sometimes three events. After the meeting there will be a barbecue to seal the events. Meat and drinks will be supplied. Please organise salads and desserts by liaising with Maxine Pettigrew.

The Social Planning Meeting will be held at the home of Tony and Maxine Pettigrew, 16 Lawler Lane, Coldstream (Mel 280: K5). Please call Maxine on (03) 9739 1146 to advise of your attendance. You can also send an E-mail to tony3@tpg.com.au We look forward to a good range of imaginative ideas for next year.

Tony Pettigrew – President

OUR BRAIN TEASER

Can you guess the next three letters in the following series and why?

CYGTNTLITF _ _ _

The answer is early-on in this magazine, look for it, it is definitely there!

SOME GOOD NEWS!

This note was received from Tony Hodges

This is to advise that I am now home recovering from my open heart surgery. I want to sincerely thank all those who sent kind messages of support while I was away. I hope to catch up as soon as I am able to come to an outing or meeting.

With kind regards,

Tony Hodges.

ATTENTION ALL MEMBERS!

Can You Assist?

We would appreciate suggestions for potential donors of product and/or promotional leaflets for our Rally Bags for the RACV Great Australian Rally in January 2013. If just one-in-20 makes the EFFORT to assist, we are confident of supplying entrants with a super Rally Bag. We look forward to your input,

To help, contact Bryan Tootell on 04125 49906, or, E-mail annbry@optusnet.com.au

Bryan Tootell

THE PERFORMANCE OF BRITISH CLASSIC CARS

0 – 60 In A Few Metres (Or Is It Revenue Raising?)

Recently, in the mail an on the spot camera generated fine arrived, courtesy of the Civil Corrections folks. I was 'snapped by a red light c/w speed camera at an outer eastern suburbs intersection. The notice informed me that my car had exceeded the speed limit – 62 kph in a 60 designated zone. The folk at Civil Corrections were obviously in a good mood that day, because my 'offence' had been 'rounded down' from 63 kph.

I did cross the noted intersection in my Jowett Jupiter at about the noted time of day. However, I am now very impressed with my Jupiter's performance, because I had been stopped at a red light period on that intersection. This performance is particularly interesting, mostly because we Jowetteers no longer accelerate hard in first gear due to the fact that there are not many good 1st gear sets available any more.

I gave Civil Corrections my compliments, paid my bill and, a) put it down to experience, and, b) hoped that my contribution would go towards eliminating the Bayswater rail crossings. Take extreme care out there!

Mike Allfrey



Very special ladies – our club's engine room! 2012 RACV Great Australian Rally.



Como Gardens



Como Gardens Pty. Ltd.

With Assistance From The All British Classics Car Club Inc.

Please note that the Como Gardens Open Weekend is on again. Make sure that you mark your calendar for 20th and 21st October 2012 for this special event. You can either join us as volunteer helpers on either day, or simply come along as an interested visitor.

All money raised by the Open Gardens Weekend is donated to worthy causes in the local area. The ABCCC has, at past open days, helped to raise significant funds for the CFA and the St. Johns Ambulance Service, etc.



Enjoy the Como Gardens Railway.

In addition to all of this fund raising, there will be a number of British classic cars on display. There will also be special train rides on George Hetrel's narrow gauge railway and demonstrations and information sessions about the numerous attractions. There will be a few engine start demonstrations with some of Como Gardens' collection of historic racing cars.

We ask you to join in and help, for one day or both days. Please let George know that you will be there to help and which task you can assist with. Morning and afternoon tea along with a sausage sizzle lunch will be provided to those who help with this very special cause.

Please contact George Hetrel on (03) 9761 1341.

E-mail: comogardens@bigpond.com

Como Gardens are at 79 The Basin-Olinda Rd., The Basin, Mel 65, K8.

www.comogardens.com.au

Saturday, 20th and Sunday, 21st October 2012



All British Classics Car Club(VIC),



Inc.



Vietnam Tour Information Afternoon



Journeys are more satisfying if they are carefully planned and well prepared and, if you know what to expect!

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Paddy Bullard