



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition 161

June 2013

Your ABCCC News

REX'S BIG DAY OUT!



While we were all having an enjoyable lunch, our cars waited patiently for the command to take us home.

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	T.B.A.		
Treasurer	Bill Allen	(03) 9846 2323	
Secretary	Pat Douglas	(03) 9739 4829	
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Other Positions	Name	Telephone No.	Other Telephone No.
Contributing Editor	Michael Allfrey	(03) 9729 1480	
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AOMC Delegate	Ross Gardiner	(03) 9589 2013 (AH)	
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	
Web Master	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 month. 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 month.

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) and proof that the permit holder has a current membership in the auspicious club (e.g., your ABCCC membership card). All enquiries should be addressed to the VCPS Officers.

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 a 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 2013

Note: All events listed in this directory are placed in good faith. Events for inclusion here, must be provided to the magazine editor prior to the 14th of each month. Official ABCCC events are those with 'ABCCC Inc.' shown after the event's title. These events are recorded for the Victorian Club Permit Scheme's Register. Events organised by other clubs or associations have their own telephone number to use prior to the event.

The Registrar for ABCCC Inc. events is Sue Allfrey. Event organisers, please send attendance lists to sue.allfrey@bigpond.com as soon after the event as is practicable.

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

June 2013

Friday/Monday 7 – 10 Hamilton Rally – An ABCCC Invited-To Event Tony Pettigrew (03) 9739 1146
Themed – Wind, Stones and Waves! Organised by the Hamilton Veteran, Vintage & Classic Car Club Inc.
Venue – Hamilton and Victoria's Fabulous Western District.

Wednesday 19th. Pub Lunch Run – [an ABCCC Mid-Week event](#) Brian & Marjorie Pepper (03) 9439 7875
Venue – Clarkeville Pub, now known as The Coach and Horses Inn, Station Street, Clarkefield.

Thursday/Sunday 28 – 30 Great Escape To The Country – [an ABCCC event](#) Bryan & Anne Tootell Mob: 0412 549 906
Destination – Euroa, Victoria

July 2013

Sunday 14th. Visit To The Morris Minor Garage – [an ABCCC event](#) Colin Oberin & Craig Douglas (03) 9817 3182
Start point: BP/McDonalds car park on the Calder Highway just past the Calder Park Thunderdome.

Sunday 28th. X-mas In July (Annual Lunch) – [an ABCCC event](#) Colin & Joy Brown (03) 5964 9291
Venue – Marybrooke, 10 Sherbrooke Road, Sherbrooke

August 2013

- Friday/Sunday 9 – 11 Indulgence Weekend – [an ABCCC event](#) Peter & Rosalie McKiernan (03) 9787 6003
Touring – TBA.
- Sunday 25th. Mystery Charabanc Outing – [an ABCCC event](#) Lyn Higginson (03) 9336 7306
Venue – Moonee Valley Bus Lines, Tullamarine.

September 2013

- Sunday 15th. An Overseas Trip – [an ABCCC event](#) Peter & Lorraine Lester (03) 9795 0033
Sailing To – Phillip Island.
- Sunday 29th. Phil's Fantastic Day Out – [an ABCCC event](#) Phil Cook (03) 9842 5449
Venue – TBA.

October 2013

- Saturday 5th** Social Calendar Planning – [an ABCCC event](#) Tony & Maxine Pettigrew (03) 9739 1146
Bring along your ideas for 2014.
Venue – 16 Lawler Lane, Coldstream.
- Sunday 13th. A Very Special Run – [an ABCCC event](#) Kevin & Jenny Watt (03) 9734 6040
Venue – TBA.
- Saturday/Sunday 19 – 20 Como Gardens Open Weekend – [an ABCCC Assist event](#) George & Pat Hetrel (03) 9761 1341
Venue – Como Gardens, 79 The Basin to Olinda Road, The Basin.
- Wednesday 30th Run To Beleura – [an ABCCC event](#) Robert & Robyn Joiner (03) 5956 8105
Meeting Point – Peninsula Lifestyle Centre, Corner of Nepean Highway & Bungower Road, Mornington.

November 2013

- Tuesday 5th. British Classics Exclusive Display & Picnic – [an ABCCC event](#) Colin & Joy Brown (03) 5964 9291
Venue – Yarra Glen Racecourse, Armstrong Grove, Yarra Glen.
- Sunday 10th. Frank's Super-Mystery Run – [an ABCCC event](#) Frank Sawyer & Val McRae (03) 9770 0904
Venue – TBA.
- Saturday/Sunday 16 – 17th Bendigo National Swap Meet – Veteran, Vintage & Classic Club Bendigo info@bendigowap.com.au
Venue – Prince of Wales Showgrounds, Holmes Road, Bendigo, Victoria.
- Sunday 24th. Driving Melba's Yarra Valley – [an ABCCC event](#) Wal & Sue Thompson (03) 9761 9192
Meet Point – TBA.

December 2013

- Sunday 15th. Christmas Luncheon – [an ABCCC event](#) Tony & Maxine Pettigrew (03) 9739 1146
Venue – TBA.

2014

January 2014

- Sunday 19th RACV Great Australian Rally – [A Major ABCCC Event](#) Colin Brown (03) 95964 9291
Mornington Racecourse, Mornington.

March 2014

- Saturday 15th to Saturday 22nd RACV Fly The Flag Tour - [A Major ABCCC Event](#) Tony Pettigrew(03) 9739 1146
Tour details will be announced as soon as they have been arranged.

Sometime In 2014

- TBA A Very Special River Cruise – [an ABCCC event](#) Brian & Marjorie Pepper (03) 9439 7875
Cruising the South Australian Murray River (Two, Three or Five Days)
Departing From – Murray Bridge (or Morgan).

EVENT ORGANISERS!

PLEASE ENSURE THAT EVENT INFORMATION IS WITH THE EDITOR THREE MONTHS IN ADVANCE OF THE EVENT BEING PROMOTED. FREQUENTLY, SCHEDULES CAN BE A BIT TIGHT. HOWEVER, WE NEED TO BE AWARE THAT THE MEMBERSHIP BE INFORMED OF EVENT MEETING POINT AND OTHER PERTINENT INFORMATION IN A TIMELY MANNER SO THAT MAXIMUM EXPOSURE PROVIDES GOOD RESULTS.

EDITORIAL NOTES – ISSUE NUMBER 161

This issue features the continuation of the series, *The Car Makers*, with this month's article concentrating on the hazards of motor car manufacturing in the early 1960s. Interestingly, computers were already at work helping to keep the flow of thousands of components to the assembly lines or assisting with stock control.

There is also an article describing how drive belts keep our classics moving. This is little-considered item in the engine compartment but extremely important non-the-less.

To keep this magazine full of interesting material, we need articles from the membership. There is some important news about VicRoads' administration of the Victorian Club Permit Scheme (VCPS). If you have a vehicle(s) on the VCPS, it would be a good idea to check the 'Expiry Date' on the label and the Log Book.

We had a record number take part in Rex's Big Day Out, 79 in total. Both Rex Hall and Tony Pettigrew were looking pretty chuffed all day! Please keep up the numbers. It, also, appears that our club will have excellent representation on the Hamilton Rally. That will be good and will help maintain links with our fellow enthusiasts in the Western District. It could be a bit cool weather wise, but the welcome will be warm.

Mike Allfrey – Editor

ATTENTION ALL ABCCC EVENT ORGANISERS

If you organise an event for this club, it is your responsibility to supply a list of all attendees so that the Club Permit Scheme Attendance Record can be accurately kept up to date. Failure to do so could result in a fellow member being excluded from the Scheme, and we wouldn't want that to happen, would we?

The easiest way to do this is by e-mail to sue.allfrey@bigpond.com.

Tony Pettigrew – President

DRIVE BELTS

A Hard Working Component Gets Some Attention



Virtually every British classic car has, hidden away under the bonnet, a drive belt. Such belts are usually of the V-section type, often referred to as 'wedge-section' belts. This is because the drive loads are transmitted via the wedging action of the belt to the grooves in the various pulleys.

Left: A simple drive belt installation. With the engine's radiator located behind the engine, the V belt (yellow arrow) can easily be seen. In this installation it is driving the water pump and alternator.

The drive belt installation in a British classic motor car as on 1950s Ford Anglias, only drives a dynamo which has a radiator fan attached to its pulley. More sophisticated drive systems include a water pump in addition to a dynamo. Later classics also feature hydraulic pumps for power steering systems, usually with a separate drive belt that is driven by a second groove in the crankshaft pulley. In addition to that, there can also be an air conditioner compressor that requires a belt drive. In the classic scene, virtually all feature a single V-belt, although Rolls Royce often specified a matched pair of drive belts in their primary system. Drive belt manufacturers match the belts by their overall length. During the manufacturing process there is a tolerance allowed in the overall length of the belt. Using special measuring equipment, it is a simple matter to match and package a set of belts. Use of individual belts in a twin-belt drive system can result in one belt taking all of the loads inflicted.

Early British classics used drive belts with what is known as a 'B-section'. The 'B' refers to the width of the drive belt – an 'A-section' drive belt is of narrower working width and a 'C-section' drive belt has a wider width. With modern belt band and rubber materials, an A-section belt can transmit more power than an earlier B-section belt. It can also wrap around smaller diameter pulleys – smaller pulleys mean less weight and a more compact drive system. Another change that took place during the classic years was from, typically, cast iron pulleys to pressed steel versions.

A power steering drive belt has to cope with driving that system at maximum pressure when the steering is held against the full lock position. An air conditioner drive belt has to cope with quite high shock loads on a hot day. It also has to handle cyclic loads, sometimes at high engine speeds as the compressor's clutch cuts in at, for example, 4,000 engine rpm, with the pressure in the system also quite high. That means that the drive belts are frequently receiving shock loads as the electro-magnetic compressor clutch cycles.

Over the years, drive belts have become ultra-reliable and, because of this reliability, we tend to forget them. This is particularly so with drive systems buried down inside the cowlings in the narrow space between engine and radiator. A Jowett owner is fortunate in that the drive belt is right there in front when the bonnet is lifted for checking oil and coolant levels. Adjustment of a settled belt is a simple matter!

Drive belts do settle a little from their new length, this is why adjustment is provided for. A car's instruction manual provides information about adjusting a drive belt. It is important that a drive belt is not over-tensioned. The belt drive system is designed to slip for a limited period should a driven component seize for some reason. The drive belt tension is usually designed to cushion the belt to absorb shock loads such as the electrical system's control box switching to full charge rate when a battery runs down.

There are several conditions that can affect the life of a drive belt. Running under tensioned is the most common cause of short belt life. Oil contamination is another concern that can dramatically shorten a belt's useful life. Other concerns can be – rust affected pulleys, badly aligned drive components, sand and road grit, over heating due to high-load slippage. Another point worth considering, water pumps frequently feature a shaft with a bearing assembly and such a bearing cannot take the added loads inflicted by an over-tensioned drive belt. A careful watch needs to be kept on pulleys made from cast aluminium. The softer material does wear over time and care should be taken that the belt does not run (and grip) at the bottom of the V-groove. Such running will only encourage slippage of the drive belt and the only fix is to replace the pulley with a new one.

All of this means that it is very wise to check your drive belts regularly, most importantly prior to setting off on your next RACV Fly The Flag Tour. On such an event, it is wise to carry a spare drive belt in case it is required in an emergency. It is also good policy to keep in the car, the drive belt's length and part number information, for ready reference.

Mike Allfrey

THOUGHTS ON CHARITY CAR SHOWS

We have received yet another charitable organisation notifying in classic car world of an event at the very last minute, and also charging us \$20 for the privilege of bringing our cars to their show on the pretext that car owners can win one of many awards on offer so that they can make some money for themselves! So many 'charitable organisations' are jumping on this so-called bandwagon that I think we, the classic car movement, should do something about it! There are a number of issues involved as far as I am concerned (and you may be able to think of more):

- a) These 'late-notification' events often clash with established events which have been planned and advertised well beforehand (I recall that on Sunday, 10th March, when F.O.R.D.C.A had opted to support a show at Leongatha. We heard of at least two other shows being promoted at the last minute at Brighton and Werribee);
- b) They often ask vehicle owners as much as \$20 to bring and show their vehicles, but charge a much smaller amount, frequently only a gold coin donation, to Joe Public; and
- c) Not everybody keeps their heritage vehicles in concours condition and go pot-hunting. Many still like to show their cars, all the same (and Joe Public likes to see us as much as the pot hunters).

I personally think that many of these 'last minute' events are distracting attention away from the 'established' events (many of which have had big money spent on promoting them and hiring venues, etc.) and seem to be catering more for the hot rod and muscle car sectors, rather than the traditional classic car sector. I also think that as we are providing the entertainment, we should not be paying the bigger entry fee – in fact, I think we should be at least be allowed in free. I mean to say, if you were putting on a pop concert, would the artistes be expected to pay a fee to play in front of Joe Public? Not on your nellie!

Of course, I appreciate that it is up to the individual car owner whether he/she attends an event, but I think we as a movement ought to try and do something about these 'late-notification' events and the high entry fees they are charging us to bring our vehicles. After all, we pay relatively high charges to register and insure our vehicles, not to mention buying petrol and wearing out our cars to get to the event.

Bill Ballard

NEWS FROM THE AOMC

Two Items About Club Permit Scheme Renewal.

The Historic Commercial Vehicle Club of Australia (HCVCA), has over 150 vehicles on the Victorian Club Permit Scheme (VCPS) and believe that we maintain our responsibilities to the Scheme in an appropriate manner. Over the past few months I have received a number of phone calls regarding non-receipt of renewals and seeking advice on what action should be taken. In two cases this week members have been advised, by VicRoads, that renewals have not been sent because VicRoads have cancelled the VCPS.

In one case this was been traced to VicRoads' failure to fully process the previous payment. When payment was proved the VCPS holder has had to pay the fee for less than two weeks' (of the present 12-month period) use which will allow the now due renewal for the next period to be generated. This has also happened to me.

In the other case the VCPS holder had not received a number of renewals for the previous year and had neglected to follow up for VicRoads until he realised that renewals were due for this year. He has been advised to make new applications involving Roadworthy Certificates although it was VicRoads' failure to send renewals that led to the VCPS being cancelled.

We understand the onus is on the VCPS holder to ensure renewals are made but in view of the known failure of VicRoads to supply renewals we believe a compromise position is required.

HCVCA suggest the following:

1. That VicRoads advise their offices to apply a period of amnesty to nonpaid VCPS fees due to non-receipt of renewal notices. The amnesty to be in force to 30th June 2013. This gives sufficient lead time for clubs to advise their members, and
2. That AOMC advise member clubs that all VCPS holders should make a physical check of their vehicles' VCPS status by reference to the windscreen sticker or by the inner front page of the present logbook. If the VCPS is expired and a renewal has not been received in the normal course of events, the holder should take action to ensure that the permit is not cancelled. This action to be removed 30th June 2013.

Action – Take the present (authorised) logbook and/or applicable VicRoads receipt to a VicRoads office and request a renewal notice based on the existing log book and a new logbook for the next year. Club authorisation would then follow the prescribed procedure. (The above has been my advice to Club members, and has been accepted until this week to my knowledge.)

I have little doubt that other clubs have had the same situation so a FAQ in the VCPS handbook/website once VicRoads agree to the above will assist many clubs.

Dennis Brooks – HCVCA VCPS Officer

Several of our members have reported that when they have made their initial application for a club permit, the application date has also been entered as the expiry date, rather than as a year hence. In these instances, the permit holder has walked out of VicRoads' office clutching a permit that is about to expire at midnight on the same day that the permit was issued and paid for. As a result, 12 months down the track, VicRoads' computers regard the permit as having expired a year earlier and thus not issue a renewal notice.

This almost happened to me – fortunately an alert cashier at VicRoads noted that my application date and expiry date were the same day, month and year, and sent the paperwork back to the issuing clerk for correction. At least five other members in our small club have reported similar problems. Some were not as lucky as I was – the mistake was not detected at the time at VicRoads. In one instance, one member unwittingly continued to drive his permit vehicle for several months after his permit had expired.

I cannot understand why VicRoads' computer system can't have a simple 'fail safe' built in to prevent the same date being inserted into the application date and expiry date fields. From my limited knowledge of computer programming, it would be very easy to simply add 12 months to the date entered into the application field and enter that later date into the date of expiry field.

We have impressed on our members that it is their responsibility to make sure that their vehicle is always properly registered and insured. This is a major 'culture shift' for motorists who have for 50 years or more, learnt to rely on a reminder from VicRoads some weeks before their registration is due. In simple terms, they can no longer rely on the integrity of VicRoads' computer system.

Neil Wakeman

Victorian Club Permit Scheme (VCPS) Renewals

The AOMC has received many reports from member Cubs of VCPS holders NOT receiving their renewal notices, or, receiving them late. This has resulted in the vehicle becoming UNREGISTERED. This means that the driver of the vehicle is liable for a large fine if found to be driving the vehicle while the VCPS is not valid! We understand that VicRoads allows only a short period of grace for renewal. If this is exceeded then the vehicle is considered unregistered and will need to undergo a Roadworthy Test before reregistering on the VCPS.

VicRoads advise that the process of issuing VCPS renewal notices has been 'contracted out' and that renewal notices are now typically sent to owners about 4 weeks before expiry (in contrast to fully registered vehicles where renewals are sent out about 6 weeks before expiry).

Clubs are strongly reminded to alert their members that responsibility for registration of a vehicle is with the owner and that they should check their renewal dates. The AOMC also recommends that Club Permit Officers monitor their VCPS records and alert members if the VCPS Officer has not received the renewal notice for countersigning within, say, a couple of weeks before expiry.

If an owner has not received their VCPS renewal notice within, for example, 2 weeks of expiry then they should take the receipt of their previous payment to a VicRoads office and request that a new renewal notice be generated on the spot. The AOMC has received reports that although the owner may have made a payment and received a receipt, the payment has not been processed in the VCPS database and the vehicle is recorded as unregistered hence no renewal notice is generated for the following year.

The AOMC is also aware that not receiving a renewal notice for the year following a new VCPS vehicle registration can occur where during the original processing of the VCPS application the date of issue was entered as the date of expiry. That is, the permit expires at 12 midnight on the date of issue and therefore a renewal notice is NOT generated 11 months later. Owners putting a vehicle on the VCPS for the first time should check the expiry dates on the label and logbook.

Note that changes of address need to be advised to VicRoads for all vehicles and driver's licences. As the VCPS vehicles are recorded on a separate database from the fully registered vehicles and driver's licences these address changes need to be separately advised to VicRoads for the VCPS vehicles.

The above issues have been formally raised with VicRoads by the AOMC.

From The AOMC Newsletter

News Affecting Our Hobby – Victoria's Road Safety Action Plan 2013 – 2016

The Victorian State Government has drafted a Road Safety Strategy and an Action Plan for implementation for the next decade, with the stated aims of reducing road trauma. The following is the introduction that appears on their Website. Road safety is a rapidly evolving community health issue. Population changes and technological developments are among the many variables which impact on road safety risks.

The road safety strategy is supported by shorter-term action plans to ensure that the Victorian Government and the road safety partners in VicRoads, Victoria Police, the Transport Accident Commission (TAC) and the Department of Justice are responding to new and emerging road safety challenges in the most effective ways. Victoria's Road Safety Action Plan 2013 – 2016 details the specific road safety initiatives that will be undertaken over the first four years of the road safety strategy.

The Road Safety Strategy and Action Plan can be viewed on the Website:

<http://www.roadsafety.vic.gov.au/strategy/victoria-s-road-safety-action-plan-2013-2016.html>

(or, just Google Victorian Road Safety Strategy Plan)

Glancing through the documents there is no mention of older vehicles, although older drivers is an issue that is addressed with the following statement:

"In 2003 the Victorian Parliamentary Road Safety Committee conducted an inquiry into Road Safety for Older Road Users and recommended that age based assessment not be introduced as it does not lead to improved road safety outcomes. Recent research supports this recommendation as it shows that Victorian older drivers are at least as safe as drivers in other states and territories where there is some form of age based assessment."

The recommendations for older drivers in the strategy are:

Do your health checks regularly to make sure that your eyes, ears and mind are in good shape for safe driving.

Drive the safest car you can afford with side airbags, if possible.

Family and friends should talk with older drivers to see whether they're keeping up with their health checks.

Family and friends should report any serious or chronic medical condition or disability that can affect driving.

The topic of vehicle safety refers to new vehicles and safety components, with a recommendation that when buying a new vehicle purchase choose the one with the most safety features they can afford. The Victorian Motorcycle Council have issued a media release criticising the lack of proper consultation with the motorcycling movement before introducing measures such as the proposed mandatory wearing of safety boots by all motorcyclists (a stated aim of the strategy).

From the AOMC Newsletter.

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!

Name	Car	Model	Year
John & Lou Baulch	Armstrong Siddeley	Sapphire MkII	1955
Robert & Toni Smith	MG	B GT V8	1976

Pat Douglas – Membership Secretary.

THE BRITISH MANUFACTURERS – 1964 (Continued)

The Hazards Of Car Production

"I've been in the industry since 1932, and it still amazes me that we produce any cars at all", admitted a senior Rootes Group engineer; the complications of the motor trade are such that it reduces its most hardened executives to modesty. When the factory where he was speaking is in full production, a car rolls off the end of the line every two and a half minutes, yet it is just as likely to be held up or even stopped altogether by some unforeseen delay.

For the production engineer, the complexities must be dispiriting at times. To turn out its light-car range, for instance, Rootes has to order correctly, schedule, and marshal no less than 16,000 different parts. The parts then have to be fed through the production machine in such a way that thousands of variations can be made on a handful of basic models. Some of the variations involve only a different shade of carpet or a different colour of paint, others the choice of left-hand or right-hand drive.

The number of possible permutations may be judged by the fact that Rootes can put 8,000 specimens of its light-car range side by side and yet no two of them would be exactly alike. Vauxhall estimates that there are 1,800 possible variations on the Victor alone – but then Vauxhall can fit 512 different kinds of carpet! The assemblers will go to immense trouble to satisfy individual whim for a public which has become almost fanatically particular about minor details of styling and colour. "Let me give you one example", said a Vauxhall production controller. "If we build two

beige Velox – and that is all there might be a demand for because it's an unpopular colour – it would cost us £200 apiece for the paint alone”. The entire paint pipe-line has to be emptied and reloaded to do the job.

Throughout the day and night, lorries from all over the country pour components into the assembly plants – between 500 and 600 arrive at Longbridge every day. Once unloaded, the components have to be stored ready for use, a massive operation in itself when Longbridge carries a stock of 60,000 'live' (i.e. in use) parts. Yet no assembler carries more stock than is needed. For major items, the Longbridge plant holds a day's stock; for minor items, half a day. When Ford is in full production, it has only a four-hour supply of tyres, though nearby depots provide a readily available reserve. Rootes holds only enough trimmed and painted bodies for one shift, and eight body shells arrive from Pressed Steel's Cowley plant every twenty minutes.

Such slender stocks naturally increase the industry's vulnerability to strikes and delays from natural causes. The assemblers seem to think the risk is worth taking, simply because their city stocks are enormously expensive even when kept to a minimum. With all sails trimmed even a smallish firm like Rootes holds about £3 million worth at any one time with the bigger assemblers have to carry a good deal more.

Under these circumstances, production is doomed to rest on a knife-edge of uncertainty, but a supply executive at Ford made it plain that the company had more to contend with than human and mechanical failings. “During the last five years”, he said, “fire, flood, and pestilence have all hit our suppliers. Asian flu struck down seventy-five per cent of the people who were making one component for us. Another was swamped by a flood. Then take a look at the low level we have to keep stocks – batteries a day, tyres in hours – and you've got a picture of the difficulties”.

Strikes can be equally sudden and even more disastrous. Interdependence in the car trade is such that the decision of a handful of key workers can put 50,000 men out of work within hours. Because of a series of strikes in 1961, several of them at one or two of its leading suppliers, the Rootes Group lost nearly six months' production, not to mention the damage to its 2,000 suppliers.

This is a flavour of the internal troubles which beset the production machine. External, market, pressures are equally strong. A shift in an overseas market, a slight recession in some domestic industry, and schedules are immediately thrown out. When American sales fell off with the appearance of compact cars, the repercussions were public and obvious. The imposition of a new tax in Australia or a tightening of import controls in Sweden are just as likely to produce unpleasant effects in a score of plants.

How, then, is the machine kept in motion at all? An executive in the Production Control Department at Vauxhall gave some idea of the intensity and precision of the planning required. “In the middle of every month”, he explained, “we have a forecast meeting chaired by a director. All the heads of departments with a vested interest are there. The meeting looks at a forecast prepared by the sales department on the basis of market research and on firm orders from home and overseas buyers. Then we decide, model by model, the number of vehicles we are going to build over the next seven months. One month is firm, six tentative.

“If schedules are rising, we have to ask ourselves whether our machine capacity is adequate, and whether we shall need an extra shift or just more overtime. Having worked out a daily rate we know the exact content, in manpower, of every single part we are going to produce”. How exact? “We calculate it in hundredths of a minute”, the controller replied. “Nor can we afford to forget even the likely percentage of absentees, which itself can fluctuate from, say, 2.5 percent in June up to five or six percent in February.

“Whether we like it or not”, he went on, “we are then faced with a series of long-term decisions. On the labour side, we have to work out on what basis we are going to hire men. We're not in favour of the hire-in-summer, fire-in-winter approach here, so we've got to be careful. Then there is the entire supply position to be calculated.

“The stocks of the various components vary considerably, because each part of a car – and there are around 10,000 in the Victor – has a different priority. For instance, batteries are mounted in the car with very little processing, so we get regular daily deliveries from Lucas and Exide. When they arrive they are booked straight into the store and come out again almost immediately. So they only have two days' priority as a rule. But when the crankshaft arrives, it has to be heat-treated, machined, and plated before it is used. The process may take twenty days and we therefore have to keep twenty days' supply of crankshafts. Then take the pressings, which we do here. The cost of setting up a press is very high, and to make it economical we must budget for a run of twenty days. And all these different timings have to be phased successfully into the production process.”

So much for long-term planning, but there is still the day-to-day operation of supply and production schedules to be handled. “Every morning we have to check them carefully. For instance, at present I know we have no less than sixty-four items in short supply. Don't forget that allowing the line to stop is original sin – if you lose a minute, 4,000 men are idle. We've had to install a computer which breaks down by part number, priority, and month the entire requirement for a complete month's schedule”.

The schedule is the guide-line – and nothing more. The period of forward planning varies from assembler to assembler, but a Rootes supply executive admitted that the company only adheres loosely to the periods offered (three months' firm and two months' estimated requirements are given to component suppliers). “If unforeseen factors come-in, then we change everything”, he said.

B.M.C. sends out its firm requirements every week. “Every Thursday 4,000 detailed schedules go out, one for each of our suppliers”, an executive told me. “They list everything we need, down to the last nut and bolt, and they also assess what we think we shall need for the following week”. The machinery which aids these calculations is as costly as it is complex. Like Vauxhall, Standard have installed a computer – at a cost of £200,000 – which is capable

of taking information about 14,000 car parts and coming out with a picture of the overall stocking position, pinpointing the suppliers who are supplying short and those who are going beyond their schedules.

Nobody now questions that this complex process of production should go on for fifty weeks of the year. Yet a Rootes engineer recalled that before the war it was recognized that a firm had to close for four months to prepare for the autumn Motor Show. "Now you have to keep turning out the old model the same time as tooling up for the new one", he said. "A fifty-week year may be fine for people like Ford and Vauxhall but it pushes us very hard indeed".

Continuous mass-production – the public relations men prefer to call it 'volume production' – has multiplied initial costs vary considerably. It has also widened the gap between the mass-producer and the quality-producer. The mass-producer is trying to boost output – and thus cover the initial cost of tooling - and at the same time to maintain his quality standards.

The timing of car assembly at Rootes gives some idea of how quickly the production process has to move. At its Stoke plant - which is one of the most highly automated in the country, an engine comes off the line every seventy-two seconds. A few years ago, it used to take eighty-five seconds – the factory is still known as the '85 shop'. That particular line could, in January 1962, turn out no less than 109 different types of engines – 'types' in the sense of minor variations on a basic cylinder block. The cost of the machines needed to perform the operation was immense, and although manpower has been halved by their arrival, the net outlay is still huge.

In the assembly of the car itself, the body has six hours in storage, one and a quarter on the pre-mount track, and another fifteen minutes being ferried to the main track. Once there, it is only another hour before it emerges, completely assembled. A Rootes car takes two and a half hours to build once the basic components have been gathered together. (A Rolls-Royce, on the other hand, takes between two and three months; a Jaguar ten weeks) How can quality be maintained when men and machines work at such high speeds?

Before comparing the efforts of firms to improve their quality, it is worth looking at the amount of money they spend on gearing up for mass-production. What does it cost to tool up for a new model. The supply manager at the Rootes plant in Coventry said that the company was forced to work to approximately a five-year pattern on any given model, because it simply could not afford to bring out an entirely new vehicle each year. "If we did the whole car at once, it would cost us £7-million – impossibly expensive – so we usually make the transition bit by bit – one year we will put on a new body, then add new working parts year by year. (Rootes has since spent £9-million on tooling for the Imp. Nothing is impossible in the car industry!) Even after breaking down tooling costs in this way, he estimated that Rootes had spent between £12-million and £15-million on tooling in the five years up to 1962; in each of the previous eight years, the company had laid out an average of £1.25 million on the Minx alone.

"Even then, a new body shell produced with modern mass-production multi-welding techniques, might well cost us £1.5 million and tools for a new engine might easily amount to £2 million". Other companies make similar calculations. Total tooling for the Triumph Herald probably cost Standard £5 million, though again. It was spread over some years. The Anglia saloon cost Ford £5.5 million, or £7.6 million if tooling for the estate car is included. So, despite the publicity, a 'new' model often simply means a new engine or a new body on a car 'created' over a period of four or five years.

(A rough comparison with pre-war tooling costs is revealing. John Barber, Ford's top finance executive, guesses that tooling costs have risen well over ten times since the war. Other Ford executives put it even higher.)

Naturally enough, high tooling costs inflate the selling price of a model. In the case of the Triumph Herald, a comparatively small number of units are produced annually to recoup the outlay. In a bad year, the Herald has fallen as low as 50,000 built-up units – and even in a good year; 70,000 has been the upper limit. Compared with the record-breaking Cortina – of which Ford did 300,000 built-up units in the first year after it was launched in 1962 – it is obvious that the market price of the Herald cannot be so competitive. High tooling costs could now seem to be an insuperable obstacle to the smaller producers of popular-priced models.

The appalling fact is that, despite all the time and money spent on them, cars come on to the market with basic weaknesses uncured. Neither the Herald, the Mini or even the Rover 3-litre were free from faults when they were first offered to the public. The Minis took three years, according to an Austin executive, to go from the drawing board to the open markets; yet the first models had serious drawbacks – a proneness to leak, for instance. A good many of these weaknesses have now been ironed out, but it is a striking comment on the difficulty of producing very large quantities of cars to any standard of quality.

Similar complaints come from buyers of the Triumph Herald. One of them – perhaps with a new-found sense of courage because a new headmaster was in the chair – spoke out at the 1962 annual meeting of Leyland. He said that he had spent £131 on repairs in his model's first 31,000 miles on the road. Sir Henry Spurrier, then the Leyland chairman, conceded the point by admitting that the Herald had been well conceived but then had been rushed into production. The simple fact is that, as with the Mini range, the Herald's faults were rectified at the expense of the consumer. The secret of producing a bread-and-butter model is to get it right at the start, as a Rootes engineer asserted, but it is worth asking how long it takes, under present assembly conditions, to do that.

Editor's Note: At the Ferguson distributors where I worked, a subsidiary of the Bristol Standard Triumph distributors (College Motors), immediately after the launch of the Triumph Herald, was given the task of re-working 400 cars to cure rain water leaks. The Herald was of a 'new', bolted together construction, using 'Spirefix' clip nuts with self-tapping style screws/bolts, many of which were 'stripped' after installation and was truly designed to leak. We reworked both new cars and customers' cars. The main source of water entry was poor sealing at the roof joints. This was so bad that the compressed paper dash board assembly soaked up water like blotting paper and sagged in a heap around the front seat passengers' legs! We had to completely remove the roof assemblies, apply vast amounts

of a pliable sealant called Dumdum, then a roof could be bolted in place and, hopefully, the Dumdum would ooze out at the joint line. The ooze material, as the roof was tightened down, had to be cleaned off and put to use on the next car. The reason our tractor division 'scored' this laborious task, was to ensure that customers did not see what was being done to their cars. The Triumph heralded the comment, "The excitement about driving this car, is taking bets on which foot will get wet first!" That sentiment was also carried on by the Austin-Healey Sprite!

What then are the car assemblers doing to improve their standard of quality? Vigorous efforts are undoubtedly being made, (A good deal of the information in this section was gathered during 1962 – and many assemblers may well have improved their facilities since then.) It is useful to compare the new inspection techniques which are now being introduced by 'the mass-producer' with what has been standard for some time at quality companies like Rolls-Royce and Jaguar.

The most striking feature of the Rolls-Royce plant at Crewe is an astonishing attention to detail. The delivery date take second place to the quality of the finished product. With between two and three-months to build a car, the production workers can afford to proceed at a stately pace. When Americans visit the Crewe plant, the question they invariably ask is "Say, when does the line move?"

Rolls admits that, in relation to its large design staff and very high tooling cost per unit, it produces "a ridiculously small volume" of cars. The company also has a very high ratio of inspection staff to production workers for so small an output – one to eight. *(To be continued)*

From: 'The Car Makers' by Graham Turner.

EVENT REPORTS AND NOTIFICATIONS

COMO GARDENS OPEN WEEKEND – Saturday, 20th and Sunday, 21st April 2013

An ABCCC Assist Event

This year, the Como Open Garden weekend clashed with the RACV Classic Showcase at Flemington on the Sunday. By all reports, our club provided assistance on both days, with some club members not taking part in the Showcase event, but helping George and Pat Hetrel on the Sunday. I can only report on the Saturday's happenings. While on car parking duties, we were kept quite busy with a constant flow of visitors. Having done this for a few years, it is pleasantly surprising to note and meet the number of people who come year upon year. The weather was perfect for the event, although the nights had not yet been cold enough to turn on the colourful autumn tree leaves for us.

George has advised us at the end of the weekend, \$11,000 was distributed equally between the St John's Ambulance Brigade and the Knox SES Group. A donation of \$1,000 was given to our club for the assistance provided on the two days. George and Pat thank the ABCCC for their valuable assistance.

Mike Allfrey

REX'S BIG DAY OUT – Sunday, 5th May

A Veritable RACV Fly The Flag Tour Reunion!

The Editorial Tomtom navigation device guided *Pea Soup* to the McDonald's on the corner of Stud and Fulham Roads in Rowville with consummate ease. Soon spotted on our left was a large group of Big Day Out participants. We pulled in only to be advised that the main group had gathered further along and in a car park area on the right. Our change of location must have caused some concern for early morning shoppers driving into the shopping centre's car park. There we found what looked very much like a reunion of RACV Fly The Flag Tour participants! Rex and Deanna Hall seemed to have been snowed under with requests to join in on the day's activities. Rex told us that there were seventy-nine (79) starters for the Big Day Out run and that we would have to form two shifts for morning tea at the Royal Cranbourne Gardens' tea room – some to go straight to the café for refreshments, with some to have a look around the Australian Garden first. We were also advised that seating at the Gypsy Creek restaurant could be a little bit tight, but all was in hand there.

We were a little surprised to see a Morgan-less Phil Cook. Phil explained that the modern had a heated driver's seat and the Morgan being a bit more basic, didn't – so, the choice was obvious. There were a number of new club members and a number of cars we hadn't seen before. It was pleasant to catch up with the RACV Serviceman who had tried to fix *Pea Soup's* failed wheel bearing while on the 2011 Tour in Mt. Gambier. He was informed that all four hubs now feature grease fittings that get two pumps of vital lubricant once a year.

Right: Some of our group admiring the gardens from the Café Terrace.

All too soon, it was time to set off on our busy schedule for the Big Day Out. Engines were started and we joined the slow-moving sausage on the freeway that took us to Cranbourne. While



executing the turn, a large trail of fresh coolant was seen on the road's surface. One of ours?

The gardens were interesting although we saw numerous warning signs suggesting that we watch out for falling tree limbs. It was wonderful to see native birds that were not at all concerned about our presence. There was a honeyeater busy in a low Banksia bush, quite unperturbed by the clunk of a nearby camera. There was quite a team of young ladies who were busy with all the antics of making modern styles of coffee in the café, but we did not have too long to wait for our cups to arrive at our table.

It was at this time that we were joined by a large contingent of Day Outers from down on the Mornington Peninsula. Harry and Jean Cooper were in their smart black Rover P5; Peter and Rosalie McKiernan in their MG-B; Ross and Pat Wolstenholme in their Jaguar; and Karen and Ken McDonald in their Jaguar. Again, it was time to keep moving on, so we set off for Tooradin and then Koo Wee Rup (where the asparagus come from). As we drove into Bayles, on our way to Labertouche, our path was crossed by an ambulance with flashing lights and siren on. The ambulance dived into an enormous group of motorcyclists who had gathered on a club run – a much larger group than ours. Just after leaving Bayles, *Pea Soup* ran over a pair of motorcycle gauntlets with bright orange cuffs that were lying in the road, so someone back in Bayles must have had cold hands, it was still quite fresh.



We followed Ross and Harry into the winery for our lunch, parked at the end of a row of grapes. Inside, it was quite a squeeze to get us all in. There was also excited chatter and a queue soon formed at the bar. We enjoyed an impressive lunch. Once the main course was over, Tony Pettigrew announced that this event had the largest attendance for our club – ever!

Left: Our President addresses the nation

New members were introduced to great applause. Also announced were some aspects of the 2014 RACV Fly The Flag Tour, more details will appear later.

After demolishing delicious cheese and biscuit platters (the piece of blue-vein on our platter was absolutely sublime) it was time to say our goodbyes and head for home. The Sunday afternoon drive along the Princes Freeway was very 'interesting'. The antics of some in the heavy traffic, particularly large four-wheel-drives with huge tyres and wheel equipment, along with some 'professional' types (P-platers), had to be seen to be believed! The number of vehicles that joined the flow from on-ramps and then, at considerable speed, with no indication of what they were intending to do – spearing across three lanes of fast moving traffic to settle in the right hand lane was dangerously amazing. Then, once in that lane, they soon discovered that the flow was not fast enough for them, and so, the weaving from lane to lane at Tomtom and Rover speedometer indication of 104 kilometres per hour. With virtually no indication of intention, this really meant that those around them had to be extremely vigilant. In what way are people being taught to drive these days?

For us, it was a most enjoyable Big Day Out and our thanks go to Rex and Deanna for putting it all together for us. At times it must have been quite daunting. Thanks are also due to those *Day-Outers* who took part in the event and made it such an enjoyable experience. Thank you all.

Mike and Sue Allfrey

FAST-APPROACHING ABCCC EVENTS

THE 34th HAMILTON RALLY 2013 – Friday, 7th to Monday, 10th June 2013

The Western District's Finest Rally

The ABCCC has elected to participate in the Hamilton Rally this year, so that we can enjoy a weekend away on a historic motoring event in a superb country atmosphere. The Rally features traditional Western District hospitality, fabulous roads, scenic tours and local attractions. To make a firm booking for this very popular rally, contact Tony Pettigrew on (03) 9739 1146. You are advised to get your booking in early, because accommodation can be very tight in Hamilton over the holiday weekend.

ORGANISED BY THE HAMILTON VETERAN, VINTAGE & CLASSIC CAR CLUB INC.

'Wind, Stone and Waves'

Annual Queen's Birthday Weekend Rally: June 8th – 10th 2013

The weekend includes a drive through the largest wind-farm in the Southern hemisphere. The Sunday run will be a scenic drive to picturesque Port Fairy with a visit to Bamstone – a local industry utilising Australian Bluestone – and a pleasant afternoon that will take in the delights of this pretty sea-side village. A highlight of the weekend are the dry-stone walls made by the first settlers of the area. Monday's run is through the countryside to the township of Peshurst nestled under Mount Rouse.

Note: Due to extra functions in the Hamilton area during the 2013 June Long weekend, accommodation may be at a premium. Please book early.

Tony Pettigrew.

AN INTERESTING AND INTRIGUING MID WEEK LUNCH – Wednesday, 19th June 2013

Do you believe in ghosts and things that go bump in the night?

We would like to invite you to lunch with us at a country pub with a difference – or three. We are going to visit the famous, or infamous, Clarkeville Pub, now known as The Coach and Horses Inn, Station Street, Clarkefield. The Inn was first built in 1857 and has a very interesting past. We will be given a talk about the history of the Inn over lunch whilst enjoying the open fires and cosy decor and may take a look around the stables and outer buildings as well.

The hotel is classed as one of Australia's most Haunted Hotels and is believed to be occupied by three ghosts!!!!!! The lunch menu has a wide selection of small or large meals at reasonable prices. Gluten-free and Vegetarian meals are also available.

Meet at BP Service Centre, Corner Holden Road and Calder Freeway, Calder Park (Mel 354; H3), at 10.30 am, to catch up before continuing our tour prior to lunch at 12 o'clock.

We will need to confirm booking and numbers attending by 5th June.

Please contact us on 9439 7875 or 0407-392 330 to book.

Brian and Marj Pepper

ESCAPE TO THE COUNTRY – Friday June 28th – Sunday 30th

This year we are staying at Euroa and motel costs are \$95/night. A program of the normal things to do, touring, wining and dining, have been arranged. Vacancies are LIMITED so please contact us ASAP to ensure your inclusion.

Contact Anne and Bryan Tootell on (0412 549 906)

Bryan Tootell

VISIT TO THE MORRIS MINOR GARAGE – Sunday 14th July

Starting from the BP/McDonalds car park on the Calder Highway just past the Calder Park Thunderdome we will take a leisurely drive along some picturesque back roads as we make our way to Harcourt North. For those who want a greater challenge than following the route notes and admiring the scenery, we will throw in a few questions for you to answer along the way. At North Harcourt we'll visit the Morris Minor Garage for morning tea. Don't be put off by the name - it's not only Morris Minors. There are other interesting cars as well as memorabilia for you to admire. Our hosts will also provide an interesting commentary on the cars which include one featured on the Mother and Son TV show and a restored example of a Morris Minor One Million. There is also a small art gallery and the chance to taste and/or buy some local Windrush Park olive oil. We then head off to lunch at a nearby venue which is as yet undecided.

Colin Oberin and Craig Douglas

CHRISTMAS IN JULY – Sunday 28th July 2013

Yes it is on again, for possibly the last time at this venue, (that's if we can find a better place for next year) it's our Annual Dinner and Christmas in July at the popular Marybrooke Receptions (Formerly the Barron of Beef). By popular demand they will be serving a traditional Xmas dinner, drinks will be provided by the club.

Luncheon information:

Time: 12:30 pm for 1:00 pm

Location: MARYBROOKE, 10 Sherbrooke Road, Sherbrooke (Mel 75; H2)

Menu: Cream of butternut pumpkin soup

Roast pork and turkey with crackling and cranberry sauce

Served with an assortment of roasted vegetables, pan gravy and condiments

Plum pudding with warm custard

Coffee/Tea

COST: \$30.00 per head (Drinks provided by our club)

Please do not forget the **Kris Kringle**, bring a gift to receive a gift. (\$10.00 minimum)

Note: This is the Annual Club Luncheon, and is a Member only event. Pre-booking and payment is required by the 14th July. A booking form is provided on the last page.

Colin Brown

ADVANCE NOTICE

Visit To Beleura House – Wednesday 30th October, 2013

Initial contact has been made with the staff at Beleura House and an exclusive booking for Wednesday the 30th October has been made. The cost per person will be \$33.00, concession rate and includes a short bus ride, morning tea and a light lunch. The event starts at 9:30 am and goes to 2:30 pm. The maximum number of people that can be handled is forty-eight. Beleura House must be informed one month prior to the visit about definite numbers taking part. Please contact Robyn at 03 5956 8105 to make a reservation.

Robyn and Robert Joiner

A SUPERB PHOTO RECORD OF 12 RACV FLY THE FLAG TOURS

Those of us who have participated in RACV Fly The Flag Tours will have seen Gordon Lindner working hard to record it all with his Nikon camera. Gordon has kindly made his collection of photos, taken on all of the Tours from 2002 through to last year's event available. Below is a link that allows club members to view the photos. Just clicking on that link to open a vast number of photos to browse through in search of those photos you particularly wish to have a look at. On your keyboard, simply press 'Control' and then click on the link. Then when the Website opens, click on the year's Tour photos you wish to look at: <https://picasaweb.google.com/114767696336914577030?noredirect=1>

A visit to Gordon's Website graphically illustrates the power of digital photography, to have taken so many with a film camera would have been very expensive to say the least. Indeed, my own collection of RACV Fly The Flag Tour photographs started, in 2002, with a brand new Nikon F-90-X 35 mm film camera that was to become totally obsolete in a very short period of time!

Our collective thanks go to Gordon for putting together the wonderful assemblage for us all to enjoy. Thanks are also due to Elaine, who like Sue, probably puts up with all the time we men spend at our computers sorting such vast numbers of photos.

Mike Allfrey

RACV MOTORING INTERESTS MANAGER

As most of us would be aware, Brian Kelly has retired from the RACV after many years of outstanding service to both the RACV and to the Motoring Club community. Brian was a hard worker for two of our major causes - The RACV Great Australian Rally and the RACV Fly The Flag Tours. We, and certainly Brian and Nayda, have many memories of memorable experiences that were part of our major events.

We are pleased to advise that Brian's replacement has been appointed and that is Daryl Meek, a well known enthusiast who has served on the Executive Committee of the AOMC and is involved with the Veteran Car Club. He has also been a keen participant in most of the RACV Fly The Flag Tours.

Daryl's contact details are:

Title: Motoring Interests Manager, Royal Automobile Club of Victoria Limited
Address: Level 2, 550 Princes Highway, Noble Park, Victoria, 3174
Telephone: (03) 9790 3079
E-mail: daryl_meek@racv.com.au

Welcome aboard Daryl!

FOR SALE

On Offer A Rare Motor Car – 1967 Morris 1100, 2-Door Estate

This car is one of only three known to be in Australia. It has travelled only 70,000 miles since new. It was imported from Britain before any rust set in. Its first original Victorian Registration Number: JYF 676



A rare model in exceptional condition. It has always been garaged.

Specialists have estimated value at around \$10,000 to \$14,000. Serious offers will be considered.

This car is fitted with:

- SU HS4 Carburettor with Hi-Flow K & N air filter
- Mild camshaft
- Wood rim steering wheel (original is Included)
- Slotted wheels (original included)
- New tyres
- Four brand new hydrolastic displacers
- Equipped with Odyssey deep-cycle long-life battery

Must go to a good, caring home. Need the garage space for Spouse approved MG purchase.

Would consider part-exchange for MG-A (not red or green).

Contact Hans Pedersen, Telephone Number (03) 9874 1800 in business hours.

E-mail: hans@hi-flow.com

A BIT OF PAGE FILLING TRIVIA



Many years ago, even before counting, I received a book for a birthday, titled *Nature Lover's Companion*. The book is about British wildlife and I still have it as one of those childhood treasures. In the book, there is a piece about the robin, of the red-breast variety. The author wrote about how, whenever he dug up worms in his garden, a male robin was always there taking a keen interest in what was happening while frequently swooping down close-by for a conveniently dug up worm. Eventually, the author decided to carry out an experiment. (Left: A Robin Redbreast, an illustration from the book.)

He set to, digging up a bed in the vegetable garden and with each worm that appeared, measured it and recorded its length in inches on a pad of paper. The worm was then given to the quite tame robin. This went on for some time, until tiredness brought the digging to a halt. The result of all of that toil was that the one robin had consumed 14 ft (4.27 metres) of worms in one sitting. On top of that, it was certainly expecting to be fed even more!

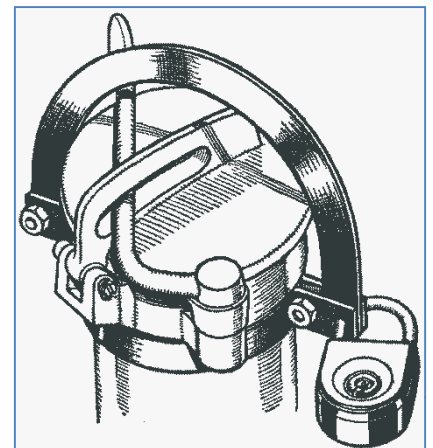
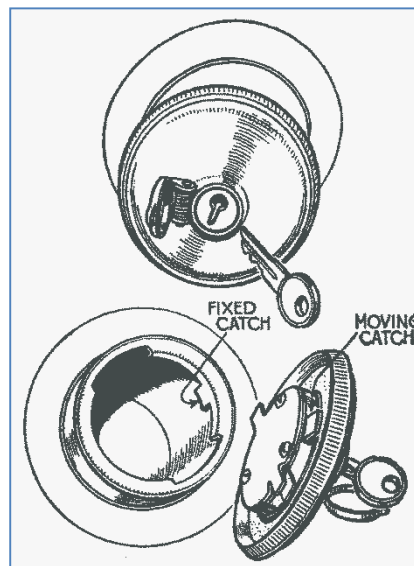
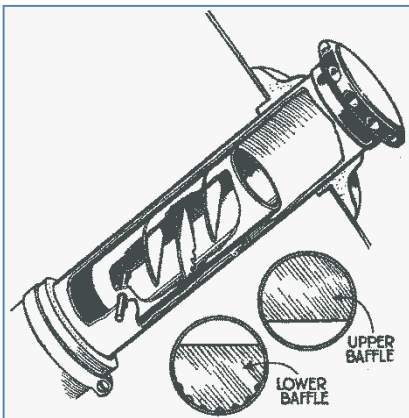
Mike Allfrey

THE DASH

Excellent poem - removed after discovering it's copyrighted.

View at <http://lindaellis.net/the-dash/the-dash-poem-by-linda-ellis/>

DETECTING PETROL THIEVES – For Older Motor Cars





CHRISTMAS IN JULY

Sunday 28th July 2013

IT IS ON AGAIN! OUR ANNUAL CLUB LUNCHEON COMBINED WITH OUR WELL-LIKED XMAS-IN-JULY, AT THE POPULAR MARYBROOKE RECEPTIONS AND ON OUR REQUEST THEY WILL BE SERVING A TRADITIONAL XMAS-STYLE DINNER.

Luncheon Information:

Time: 12:30 pm for 1:00 pm

Location: Marybrooke, 10 Sherbrooke Road, Sherbrooke (Melway Map 75; Ref: H2)

Menu: Cream of butternut pumpkin soup

Roast pork with crackling and turkey and cranberry sauce

Served with an assortment of roasted vegetables, pan gravy and condiments

Plum pudding with warm custard

Coffee/Tea

COST: \$30.00 per head (Drinks provided by our club)

Please do not forget the **Kris Kringle**, bring a gift to receive a gift. (\$10.00 minimum)

Note: This is a Member only event. Pre-booking and payment is required by the 14th July.



BOOKING FORM



Please Reserve Seats For:

Enclosed is my cheque/postal note/money order for \$.....

Payable to: All British Classics Car Club Inc.

Send to: Colin Brown, PO Box 40, Coldstream, Victoria, 3770

Telephone: (03) 5964 9291

