



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition 175

August 2014

OUR ANNUAL LUNCHEON



Joan Swinchatt tells us a delightful story – at the Annual Luncheon.

**Association Incorporation Registered Number:
A00035462V**

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Inc. from October, 2014 will be \$45.00. 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 Members: Pat J Douglas, Ross Wolstenholme

**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”**

Your ABCCC News

THE ALL BRITISH CLASSICS CAR CLUB – YOUR COMMITTEE

Executive Committee	Name	Telephone
President	Tony Pettigrew	(03) 9739 1146
Vice President	Nello Mafodda	(03) 9719 7949
Treasurer	Bill Allen	(03) 9846 2323
Secretary	Pat Douglas	(03) 9739 4829
Committee Positions	Name	Telephone
Membership Secretary	Pat Douglas	(03) 9739 4829
AOMC Delegate	Michael Allfrey	(03) 9729 1480
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
Club Regalia	Maxine Pettigrew	(03) 9739 1146
Committee Member	Frank Sawyer	0408 633 778
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The Association of Motoring Clubs Website: 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.

Advertising Policy – The only advertising information that is allowed to be placed in *Your ABCCC News* is that for financial members' cars and/or spare parts thereof.

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 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. 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 cannot be held responsible for any inaccuracies relating to other clubs' events. **Corresponding With The ABCCC** – All correspondence should be addressed to the Editor, *Your ABCCC News*, 59 Rowson St, Boronia, Victoria, 3155 - or by E-mail to: michael.allfrey@bigpond.com.

The All British Classics Car Club Inc.

THE VICTORIAN CLUB PERMIT SCHEME

New Permit Applications

The ABCCC 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, 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.

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 clubs' *modus operandi*.

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

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 'An ABCCC Event' 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 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.

September 2014

- Sunday 14th Run To Malmsbury – **An ABCCC Event** Torre Panuzzo (03) 9764 2276
Start Venue – BP Service Station, Calder Freeway, Brimbank (Mel 354; J3).
- Sunday 28th A Phantastic Day Out To Mount Macedon – **An ABCCC Event** Phil Cook (03) 9842 5449
Start Venue – Masters Hardware Car Park, Cnr. Plenty and McDonalds Rds., South Morang.

October 2014

- Sunday 5th Australian National Show and Shine
Venue – 7 Creeks Park, Clifton St, Euroa – Rotary Club of Euroa
Visit – www.australiannationalshowandshine.com.au

October 2014 (continued)

- Wednesday 8th A Most Enjoyable Outing – [An ABCCC Event](#) Lyn Higginson (03) 9310 5286 (BH)
Start Venue – To Be Advised
- Thursday 16th Proud Mary River Murray Cruise – [An ABCCC Holiday Event](#) Marj Pepper (03) 9439 7875
to Thursday 23rd Meet-up Point – To Be Advised
- Saturday 18th & Como Gardens Open Weekend – [An ABCCC Assist Event](#) George Hetrel (03) 9761 1341
Sunday 19th Venue – 79 The Basin To Olinda Road, The Basin.
- Sunday 19th Celebrating 50 Years – Rover Car Club of Australia Inc. Jane Petryszyn (03) 9460 7825
Probably the finest display of Rover motor cars, ever in Australia.
Venue – Cardinia Cultural Centre, Lakeside Boulevard, Pakenham. For information only.
- Wednesday 24th Motorclassica – Exhibitions & Trade Fairs Pty. Ltd. Paul Mathers (03) 9321 6760
To Friday 26th Venue – Royal Exhibition Building, Melbourne, Victoria.

November 2014

- Sunday 2nd Visit to the Old Aeroplane Co. – [An ABCCC Event](#) Gordon Lindner (03) 9707 1294
Start Venue – Somerville, Victoria.
- Sunday 2nd Balmoral Show and Shine Contact Jo (03) 5570 1302
Start Venue – Balmoral Recreation Reserve from 10:00 am.
- Tuesday 4th Melbourne Cup - A Day At The Races - [An ABCCC Event](#) Colin Brown colin.brown@hotmail.net.au
Venue – Yarra Valley Racecourse, Enter from Armstrong Grove, Yarra Glen.
- Saturday 8th The ABCCC Calendar Planning Meeting Tony Pettigrew 9739 1146
Venue – 16 Lawler Lane, Coldstream, Victoria.
- Friday 14th The Famous Indulgence Tour – [An ABCCC Event](#) Peter McKiernan (03) 9787 6003
to Sunday 16th Start Venue – Cranbourne, To Be Advised
- Saturday 15th Bendigo National Swap Meet - Veteran, Vintage & Classic Club Bendigo info@bendigowap.com.au
to Sunday 16th Venue – Prince of Wales Showgrounds, Holmes Road, Bendigo, Victoria.
- Sunday 23rd [Berry Street Show & Shine](#) - Triumph Car Club of Victoria <http://www.tccv.net/events/2014/BerryStreet.pdf>
Venue: Waterfront Promenade at Docklands
All proceeds go to the [Berry Street Foundation](#), which is for street and homeless kids.
- Sunday 30th An Escape to Allambie by Ian Hodge and Robert Nolan – [An ABCCC Event](#)
Lunch Venue – Near Yarragon in Gippsland Rob and Mary Nolan 0488 547 499
Start Venue – To Be Advised

December 2014

- Sunday 14th Christmas Lunch – [An ABCCC Event](#) Maxine Pettigrew (03) 9739 1146
Venue – Natalie's, 669 Maroondah Highway, Mitcham, Victoria.

January 2015

- Sunday 18th RACV Great Australian Rally – [An ABCCC Major Event](#) Colin Brown (03) 5964 9291
Finish Venue – Mornington Racecourse, Racecourse Road, Mornington, Victoria.

February 2015

- Sunday 15th ABCCC Luncheon and AGM – [An ABCCC Event](#) Pat Douglas (03) 9739 4829
Venue – Chirnside Park Country Club (12 noon lunch; 2pm AGM).
- Sunday 22nd RACV Classic Showcase – An AOMC Event Iain Ross (03) 9890 0524
Venue – Mornington Racecourse, Racecourse Road, Mornington, Victoria.

EDITORIAL NOTES – Issue Number 175

The past month has been quite 'eventful' with respect to my classic motoring. First, there was the stale petrol saga that prevailed upon our Jowett Jupiter (see Page 6) and, second, our Rover 3500 was the cause of a City Link Incident report early one Sunday morning. The 'Incident' was caused by the motor car coming to a halt on the Tullamarine Freeway's airport-bound exit ramp for Matthews Avenue and Essendon Fields. RACV was called for assistance and, the lady who answered my call was admirable in the way she handled my concern. Remarkably quickly, a tilt-tray recovery truck arrived and the car was taken to the workshop of Graham Ratcliff Motors to await repairs during the following week. The truck driver even offered to drive me home as a part of the service, but I thanked him and opted for a healthy walk to the railway station and used my perplexed Myki card.

On the Monday morning the engine started and ran well, and kept running on a lengthy road test! Fortunately, while re-gassing the air conditioning system as requested, the engine died again. This was diagnosed as a failed Lumenition *Power Control Module*. Contact with the Lumenition folk in England soon revealed that the PCM was between 25 and 30-years old, a fair enough innings for an electronic component. *Pea Soup's* engine compartment now has a Crane Cams Fireball X3000 electronic ignition system neatly installed, complete with a

red light emitting diode, to inform of various maladies should the bonnet need to be opened. There is also a new ignition coil to match. It was interesting to discover that the engine, above 2,000 rpm, is now noticeably more responsive to increased throttle opening. Enjoy the rest of this issue!

Mike Allfrey – Editor.

RACV GREAT AUSTRALIAN RALLY NEWS

The coordinator of marshalling for the 2015 RACV Great Australian Rally is Rex Hall, who has joined the Advisory Committee. Rex is putting together a schedule for marshal duties at the City, Stud Park and Hastings start points for the rally, and at the Mornington display. Once again, the saying 'many hands make light work' rings true.

Attached to this issue of *Your ABCCC News* there is a form calling for marshalling assistance for the RACV Great Australian Rally next January. Please support Rex Hall with this one, because every bit of volunteered help is greatly appreciated.

Thank you.

Rally Advisory Committee.

AOMC NEWS

In the August issue of the AOMC Newsletter there is news about the two motoring shows for 2015 moving from Flemington Racecourse to Mornington Racecourse, the venue for the finish for our RACV Great Australian Rally. This has raised some comment about concerns that there could be some overload at the Mornington venue, with respect to heritage vehicle type events. We shall see.

At the Association of Motoring Clubs Delegates' Meeting there was, very likely, a record number of Delegates present. It came close to standing room only. The meeting had the benefit of two guest speaker. First up was Hans Pedersen with a very interesting and at times, very entertaining, session about fuels for high performance engines. From my position in the meeting room, it was quite difficult to easily see what was being presented on the TV screen.

Hans' presentation was a bit rushed. It could have made a good topic theme for one of the AOMC's popular Heritage Motoring Seminars – on its own! The presentation was both interesting and entertaining and it was easy to see how much work had been put into it. The main thrust of the session was that an octane enhancement additive called Octane Supreme, which, because it contains tetraethyl lead, can only be used on pre-catalytic converter equipped motor cars. There are enough words about petrol in this issue, so details about Octane Supreme will appear in the next issue of *Your ABCCC News*.

Next, we heard from three VicRoads' representatives, Mario, Adam and John. We were informed that VicRoads now had 8,000 car clubs registered with them for the Victorian Club Permit Scheme (VCPS). Mario confessed to being a bit overwhelmed by the number of clubs. The main purpose of their session was to inform us about the content of Vehicle Standards Information (VSI), which is still in draft form, but should be released in the last quarter of this year. Mostly, the session related to information covered in the AOMC's Information Seminar that was held last May. A summary of that seminar was placed in this magazine soon after the Seminar. However, having the three representatives from VicRoads present, there was a lengthy question and answer session about the coming changes that will apply to the VCPS, particularly for modified vehicles.

The official AOMC Summary of the Seminar should be on our (ABCCC's) Website shortly.

AOMC Club Newsletter Editors' Seminar

In addition to the May Seminar, the AOMC is conducting a Seminar for Club Magazine Editors – so who knows? You may be getting a better quality magazine from then on!

Mike Allfrey – AOMC Delegate.

FBHVC News from the UK Scene

The Mayor of London, Boris Johnson, has announced his intention to create the world's first Ultra Low Emission Zone (ULEZ) in central London. A move that he believes will deliver dramatic benefits in air quality and provide a major spur for the further development and mass take-up of zero and low emission vehicles. He has asked Transport for London (TfL) to prepare plans to look at introducing a scheme that would aim to ensure all vehicles driving in the centre of the capital during working hours would be zero or low emission. Also the feasibility of introducing such a scheme from 2020. It would mean allowing only low emitting vehicles into the zone, potentially a ban on diesel and older vehicles.

Below is an article from the Federation of British Historic Vehicles Clubs (FBHVC) newsletter on the topic, outlining their discussions with government on the topic. The Federation has now had a most useful meeting with TfL about their proposals for a ULEZ. The Federation is now recognised as a stakeholder in this process and the TfL staff made clear that they very much welcome our input. They also explained fully why it is necessary to

restrict the use of vehicles, especially those with diesel engines, in London to meet air quality standards to which the UK is committed.

They recognise that their requirements will tend to set a precedent, which might be followed elsewhere in the UK and indeed in Europe.

At this point, three important matters are clear:

- The final options for the requirements for the London ULEZ are being prepared with a view to opening a formal consultation in November of this year. Until then we cannot be specific on implementation dates or on the extent of the zone, though the same boundaries as the Congestion Zone seem likely.
- There will be some sort of exemption for historic vehicles. The Federation will be consulted on how that exemption is to be defined.
- This will be a charging process. No vehicle will be banned from entering the zone. The worst case for any vehicle will be that it will have to pay a fee to enter the London ULEZ.

From The AOMC Newsletter – With Thanks.

From the ROVER 75 and MG ZT e-mail group

Older Diesel And Petrol Powered Motor Cars

We have found that Mr. Colin Gray, a UK resident has commenced a petition. In essence, the EU (European Union) countries are proposing to price 'older diesels and pre 2006 petrol cars off the road'. For many people, vehicles are now, just a commodity and – think of the surge in employment if all those cars had to be replaced, additional taxes, stamp duties raised. Good politics?

Anyway, here are Colin's comments.

Quote: You are probably aware of EU proposals, supported by Boris Johnson (Lord Mayor of London), plus the three main political parties, to price older diesels and pre-2006 petrol cars off the road. There are 35 million motorists in the UK, and many of us feel that this is just another knee jerk revenue raiser, plus an aid to further 'New Car Sales'. The problem is that there is no single body fighting our corner.

Therefore, I have started an E-petition on the Government website, which, if a certain number of signatures are reached, will force a Government debate. The link is: <http://epetitions.direct.gov.uk/petitions/68377>

There are at least three 'topics' already on here (Rover Owners' Forum), covering this subject, with most subscribers agreeing that it is unfair. If you agree with the wording of my petition, I would be grateful if you would sign it to show your support. It would also be helpful if you could pass the link to like minded friends and colleagues. End of quote.

Mike Allfrey – AOMC Delegate.

An instance of Stale Petrol

My Jowett Jupiter was the choice of motor car for taking part in this year's RACV Classic Showcase organised by the Association of Motoring Clubs. That was not a very good decision for two reasons – firstly, the car had not been used for several months due to me not being able to fit behind the steering wheel, and secondly, stale petrol caused the engine to perform in exceptionally strange ways. Fortunately, my weight has come down with remarkable ease. So I decided to use the Jupiter for our Annual Luncheon at York on Lilydale, also due to a break in the rain and to enjoy some much desired sunshine. On the way to the luncheon, the engine refused to warm to normal running temperature and required greatly extended use of the choke control. All of this, and being a tad early for our luncheon, made me extend my drive to Lilydale and back to Swansea Road roundabout. This lengthening of my journey made no difference to the engine's operating temperature and overall performance was still leaving a great deal to be desired.

During the luncheon, one of our members remarked on how well the Jupiter performed up the hill to Montrose on Canterbury Road. That comment sort of flabbergasted me, and our discussion quickly came round to stale petrol and its implications with respect to our little-used classics. I was told about a product called Sta-Bil Fuel Stabiliser and Performance Improver; I decided on the spot to give this product some investigation. As a private experiment and, while the Jupiter and *Pea Soup* were parked side by side in my garage, behind closed doors, I embarked on a super-quick petrol sniffing exercise. The smell of the stale petrol in the Jupiter was, to put it mildly, just plain unpleasant. I then quickly convinced myself that stale petrol was the root cause of all the evil running conditions that I had experienced.

Strangely, contrary to all the information that I had read about stale petrol influences on engine performance, the Jupiter's engine still started from cold instantly. It did, however, require excessive application of the choke control to keep it running until about halfway to the normal running temperature. It would not entertain idling at its usual 450 rpm, preferring a rather fast 850 to 1,000 rpm. Acceleration from a standstill was as if there were a severe 'flat-spot' in the carburation department and the engine simply refused to rev freely. After the RACV

Classic Showcase, the drive home to Boronia from Flemington Racecourse, and particularly during the crawl past the Melbourne Zoo, was an experience not to be re-visited. Strangely, during my investigations, I did not find any examples of petrol 'gumming up' nor clusters of developing algae.

First though, the petrol in the Jupiter's tank, just under half a tank needed to be burnt off before a fill of fresh petrol could be poured in. I drove, in the few dry spells we've had recently, around the Boronia and Bayswater, staying close to home for obvious reasons. This probably caused untold irritation to impatient motorists when getting away from standing starts in traffic and such, the performance was that lack-lustre. I apologise for all of that, but where does one dispose of several litres of stale petrol? Once the fuel gauge indicated that the level was lowered to 'Reserve' level, a fill of BP Ultimate was administered. On my way home and within a surprisingly short distance from the BP service station, the performance restored itself somewhat, so I popped into Burson's and purchased a bottle of Sta-Bil as recommended. The Sta-Bil fuel stabiliser additive does not freshen-up stale petrol; it preserves fresh petrol. I had, meanwhile, visited the Sta-Bil Website and read the claims for the product, which set me to wondering about this product. All the usual claims were there – easier starting, more power, keeps fuel systems clean, better fuel economy and so on.

The bottle comes with a convenient compartment marked with graduations indicating the amount of the red liquid squeezed in for the amount of Sta-Bil required for addition to the tank's fill. Being of US origin, the measurements of amounts of Sta-Bil required to treat a fill of petrol are very much 'converted' to metric – i.e. 30 ml treats 9.5 litres of petrol and the bottle contains 473 ml, not our usual 500 ml. The Sta-Bil Fuel Stabiliser was carefully measured and poured into the petrol tanks of both cars. Both cars were taken for a drive to thoroughly mix the fuel and ensure the mixture reached the carburettors before storage. Now all I can do is wait and see what develops with respect to limited vehicle use.

In addition to all of the foregoing, I visited the BP Website and found the following Bulletin. You can be assured that I will keep you informed about how the Sta-Bil product performs. To compound all of that, now that I can actually get behind the steering wheel of our Jupiter, it will be getting more use than it has had in the past couple of years!

Our collective thanks to BP Australia Ltd for reprinting their Bulletin here.

Mike Allfrey.

How Petrol changes in the Fuel Tank

Introduction

Petrol is a mixture of many components with different properties that contribute to the performance of the fuel. When petrol is left out in an open container exposed to the air it will in time completely evaporate. As it evaporates the composition and properties will change because different components evaporate at different rates. This is a normal feature of petrol and the same process takes place in fuel tanks. Where petrol is kept for more than a week in tanks then it can become stale and it is better to add fresh fuel before using it. Examples are classic, veteran and vintage cars and bikes, racing cars and bikes, drag cars, boats, dual fuel vehicles, lawn mowers etc.

Generally petrol will last in fuel tanks for about 3 weeks at a temperature of around 20 C, after that it will perform better when fresh petrol is added. Petrol will last in sealed containers for more than 6 months, while some evaporation will take place this is not enough to significantly affect product quality. In underground storage tanks the rate of replenishment prevents the fuel from becoming stale.

Loss Of Light Components – Impact On Mixture

The light components in petrol are lost first as the petrol sits in the fuel tanks. These components provide valuable octane benefits during cold starts. Because they are volatile they compose most of the air fuel mixture during cold start. If they are absent then the mixture becomes lean resulting in higher temperatures, pre ignition, detonation and piston damage. This is generally the cause of piston damage in high revving engines used in boats and small engines such as chain saws etc.

The portion of the petrol that remains has a higher density and higher octane but this is not available during cold start resulting in hard starting. Because the fuel carburettors and injectors operate on a volume metering system the higher density means that more fuel is introduced for a given volume of air and so the air fuel ratio is fuel rich. If all the fuel cannot be burnt then it forms carbon deposits that will foul the spark plug and cause the engine to stop and not start. This is generally the cause of problems in classic cars where the engine stumbles and hesitates or cuts out.

Gum and Peroxide Formation

With long storage periods, especially in hot weather or engine heat the petrol can oxidize to form peroxides. These compounds can attack rubber and metal, stripping away the liner on fuel lines or copper from fuel pumps and attacking rubber hoses. These normally take a few months to form in sufficient quantity to cause a problem. This process is faster if ultra violet light can get to the petrol.

Impact of Environmental Legislation on Petrol Properties – Volatility Restrictions

Current State EPA legislation restricts petrol volatility in the summer period - generally November to March. In that period petrol will have less volatile components than at other times. Generally the summer volatility of petrol is 30% lower than the winter which means that the loss of lighter components in summer can be quicker. However, this is not usually an issue due to higher temperatures in summer, but can create problems in autumn if the summer fuel is held over. To avoid this fresh fuel should always be used in the April-May period.

Maintaining Fuel in Tanks

It is not possible to provide a foolproof strategy for engines that are used only intermittently. However, the following principles help.

1. Always add some fresh fuel when the equipment is to be used if it has not been used for more than a week. This will provide additional volatile components and protect from cold start high revving detonation and piston damage.
2. Always keep the tank half full to stop water vapour from being sucked in and condensing.
3. Use a fuel that contains anti-oxidants, metal deactivators and corrosion inhibitors to protect metal surfaces such as BP Ultimate
4. Using a hotter spark plug will help to reduce carbon deposits

Example Of How Petrol Changes When Stored In Fuel Tank

Property	Week 1	Week 2	Week 3	Week 4	Week 5
% Volume Lost	3	5	8	10	15
Octane RON	98.1	98.4	98.6	99	99.5
Density kg/l 15 C	0.75	0.76	0.765	0.78	0.79
Equivalent air fuel ratio at constant volume	13:1	12.8:1	12.7:1	12.5:1	12.3 :1

From BP Australia Ltd. A.C.N. 004 085 616. – With Thanks.

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
Tony Della-Bosca and Pip Sorel	MG	B-Roadster	1967
Kerrie & Russell Allen	Leyland	Mini	1975
Glenn & Sue Fleet	MG	B L	1972
	Reliant	Scimitar GTE	1986

Pat Douglas – Membership Secretary.

VALE

It is with great sadness that I have to report that long-time club member, John Holmes, has passed away after a lengthy illness. John was a true MG enthusiast and there were many enjoyable discussions about MG TDs and other British sports cars of the same period.

Our sincere condolences go to Marion and the family.

Tony Pettigrew.

IRREVERENCE of the GREATEST ORDER!

Reading a British magazine recently, there was a comment that the justifiably world renowned makers of Meccano sets (now in France), in 1989, had received a visit and a subsequent directive from the EU Department of 'Elf' and Safety, that the screws, nuts and screwdriver should be made safer to use. The directive called for hexagonal nuts without sharp edges and for screws with recessed hexagonal key-engagement areas – i.e. of the Allen key type setscrew with a driving hexagon, centrally located in the screws' heads. It seems that the directive also called for the hardware to be zinc plated, instead of the original cadmium plating. The prime reason for the hardware changes was to ensure that little fingers could not be cut on the sharp corners of the square nuts, and to prevent a flat blade screwdriver from accidentally slipping from the screw slot and injuring a hand or other body part. At least the screw threads are still the same.

Where are young children going to learn the skills of using a flat blade screwdriver, or, has such a tool been banished as a result of the march of progress?

Mike Allfrey.

EVENT ORGANISERS: PLEASE NOTE THAT, FOR THE VICTORIAN CLUB PERMIT SCHEME TO OPERATE, LISTS OF EVENT ATTENDEES MUST BE E-MAILED TO – sue.allfrey@bigpond.com

FURTHER NEWS FROM THE AOMC

The letter below was received by one of our member clubs from VicRoads with regard to a club-permitted vehicle issued with a defect notice. It is a pertinent reminder that clubs have a responsibility to VicRoads with regard to the vehicles they have on their registry. Editor.

VicRoads
Licence and Registration Services
Email: defectmgt@roads.vic.gov.au
Phone: (03) 8391 3238
Fax: (03) 9854 2316

11th April, 2014

Re: Defect Notice – Club Permit

VicRoads has been informed that a Defect Notice has been issued for a vehicle currently operating on the above Club Permit (*Permit Plate number not shown for anonymity reasons*). VicRoads' records indicate that the permit holder is a member of your club.

A Club must be satisfied that a vehicle issued with a club permit is an eligible vehicle, is safe for use on a highway, and complies with any relevant safety standards notified to the Club by VicRoads. If the Club becomes aware that a permit vehicle operated by one of its members may not be safe for use on the road, the Club is required to notify the member and ensure that any safety issues are resolved within 14 days.

As the defect/s identified in the Defect Notice may cause the vehicle to be ineligible and/or unsafe, your advice that the notice has been cleared and confirmation that the vehicle is safe for use on the road and remains eligible, is required within 30 days from the date of this letter.

Please note that VicRoads can revoke a Club's approval to issue Club Permits if the Club is found to not comply with the requirements of the Club permit scheme.

If you wish to discuss the matter further please contact VicRoads on the above telephone number.

Yours sincerely

Manager

Licence and Registration Services.

From the August, 2014 AOMC Newsletter.

RACV GREAT AUSTRALIAN RALLY – January 2015

Run by the All British Classics Car Club and sponsored by the RACV, the Great Australian Rally has become Victoria's premier annual showcase of veteran, vintage and classic cars, motorbikes, military and commercial vehicles. The Rally raises money for cancer research at Peter MacCallum Cancer Centre and has been described as one of the most successful and important supporter events on the Peter Mac calendar.

To encourage owners to enter the RACV Great Australian Rally we provide a rally bag which, along with the route notes directing drivers to Mornington racecourse, contains small corporate gifts and product samples from our sponsors. We are seeking a diverse range of items for our rally bags such as product samples, pens, note pads, key rings, caps, stress balls, mugs and other items carrying sponsor brands and logos. If you have any contacts who may be interested in becoming one of our Rally Bag Sponsors or have any suggestions as to who might be interested please let me know either by phone on 0411 646 769 or by email to Ancolk@gmail.com.

For further information check out the website at www.greataustralianrally.com.au

Colin Oberin.

EVENTS' REPORTS WHAT WE HAVE BEEN DOING

JULY 2014 ABCCC BASS STRAIT BASH – 18th to 20th July 2014

From Friday 18th to Sunday 20th July, around 19 guys and gals toured around the Bass Strait area arranged capably by Bryan and Anne Tootell. Congregating at Avalon BP petrol stop, both cars and bellies replenished departed around 11.45 to trip to Inverleigh for a luncheon at the Hotel that was (as usual), more than adequate for all. Inviting and warm meals.

Prior to leaving Avalon, it was bright and sunny albeit freezing. On leaving, the weather God decided not to favour the Ford Mustang and unfortunately, the English contingent suffered the same inclement conditions. IT Poured rain all the way to Inverleigh!

After Inverleigh it was on to Winchelsea driving along the Barwon river towards Barwon Heads. Crossing over the river to Ocean Grove, we continued on to Point Lonsdale where all were booked to the BIG 4 Beacon Resort. All motel units in a row allocated to the folk. Very clean and comfortable accommodation.

Meals were available but most either bought their own brekkie or bought a continental pack for \$12.

Of course, as usual, Tony and Maxine Pettigrew welcomed all to their unit for a friendly chat and some liquid 'imbibing'! Dinner was arranged at Café Amore at Point Lonsdale. Great meals, a friendly warm atmosphere with jovial hosts.

Saturday was well organized to tour Fort Queenscliff. The tour lady was illuminating and joined in with the fun and comments during the 1½ hour enthralling tour. Some of us had visited before with the expanded learning resulted in the features maybe overlooked at prior visits. \$10 CHEAP!

We then proceeded to our luncheon venue at Jack Rabbit's restaurant and winery. The rain had ceased (for the meanwhile) and the view over the Corio Bay amazing. Watching large bulk carriers plying the channel an added attraction to the warm setting. Looking across the Bay, I am sure we spotted the salt works and Corio oil refinery where the bulk carriers headed to dock.

The Bay jetty exceeds 2.5 kms long. The longest in the Southern Hemisphere. Following the lunch, most returned to Queenscliff via Indented Heads.

Saturday dinner was partaken at The Cousta Boat Café at Queenscliff. The meals fantastic and again, an excellent choice by the Bryan and Anne.

All those choosing the sea route arrived on time to the ferry, loaded and snacked over the 40 minute calm journey. It wasn't crowded and a pleasant conversation was had with all arriving in good condition to Sorrento and drove off to partial sunny weather.

DID THE TOUR END THERE?? NO!! A luncheon venue had been arranged at the Dunes Golf Course Café off Browns Road, Rye. Light lunches of great fare was offered and enjoyed. Most headed for the freeway to homes. We just need to scrub the mud off the Mustang to lighten the weight!! All in all, a 'RIPPER' weekend.

Special thanks and full credit to Bryan and Anne and all looking forward to the next fun filled, friendly outing.

Thanks again.

Peter and Sandy Hibbert.

WHAT WE ARE ABOUT TO DO – Coming Events

RUN TO MALMSBURY – Sunday, 14th September 2014

We will meet at the BP Service Station on the Calder Freeway at Brimbank (Mel 354; J3), at 9:00 am for a 9:30 am departure to Malmsbury (Mel X909; F8). We will stop for a coffee break at the Malmsbury Bakery and then spend some time at the Botanical Gardens, Art Gallery, antique shops and period buildings.

Lunch will be at the Malmsbury Hotel at 12:30 pm featuring alternate roast of the day and fish, all at a cost of \$20.00 per person. Drinks will be at bar prices. On top of all that, there will be a special *Surprise Entertainment*. There is ample car parking opposite the hotel. For catering purposes and special dietary requirement notification to be with the organiser, before 1st September.

To book your place on this special run, contact Tore Panuzzo (03) 9764 2276 or 0413 941 502.

Tore and Connie Panuzzo.

A PHANTASTIC DAY OUT TO MOUNT MACEDON – Sunday, 28th September 2014

We will meet at the car park outside Masters Hardware Store, the corner of Plenty and McDonalds Roads, South Morang (Mel 183; F11). Time 9:00 am for a 9:30 am drive off.

After driving north to Whittlesea, we will proceed on to Wallan. Here we will stop for Morning Tea/Coffee. After a short break, we will drive through some of Victoria's unspoilt countryside to Mount Macedon.

Lunch has been organised at the lovely Mount Macedon Hotel. Meals will be from the standard lunchtime menu and drinks will be at bar prices. As catering needs to be confirmed, please let me know if you will be joining us.

Full route details will be given at the start of the event. Contact Phil Cook on 9842 5449, or 0417 568 851

Phil Cook.

EUROA SHOW AND SHINE – Sunday, 5th October 2014

Catering for Veteran, Vintage and Classic motor vehicles, this is a big one. Entrants from 8:00 am to 3.00 pm at Clifton Street, Euroa. For information, contact telephone John Mason on (03) 5795 3662, or visit the Website: john@euroashowandshine.com. Show vehicles \$5.00, Public Entry \$2.00.

Information Only.

COMO GARDENS – OPEN WEEKEND – Saturday, 18th and Sunday, 19th October 2014

An ABCCC Assist Event

Over the years our club has assisted Pat and George Hetrel to raise funds for St. John's Ambulance and the Knox SES. There are many different tasks that we can help with and such help will also promote our club within the community.



The gardens open at 10:00 am and close at 4:30 pm and they are located at 79 Basin – Olinda Road, The Basin (Mel 65; H7).

Attractions in addition to the splendid gardens could well be – Working Display Vintage Car Museum • Rainy Day Bookstall • Holmesglen Engineering's *Get Set For Life Project* (displaying their Hybrid 100% electric vehicle) • Knox Historical Society Display • Horticulture – Ferns and Orchids for sale • Garden Tours • Sausage Sizzle • Devonshire Teas and Refreshments • Model Boats On The lake • Barrel Organ Music by Hans • Puppeteer and Ventriloquist – Gordon Ross • Teddy Bear's Picnic and Children's Activities • Natural Edge Wood Carving Demonstration with Glen Barlow •

There will also be a display of interesting motor cars. please bring your British Classic along and assist with the Open Garden Weekend and its activities. Your help in whichever way you can support the cause – whether it be helping with car parking, selling entry tickets, providing a hand with sausage sizzling and Devonshire tea making, assisting with train rides and so on, all will be most welcome!

If you can provide some assistance, please call Tony Pettigrew at 9739 1146 or Bill Allen at 9846 2323. Pat and George Hetrel (03) 9761 1341.

Mike Allfrey – Editor.

THE ROVER CAR CLUB CELEBRATES 50 YEARS – Sunday, 19th October 2014

For those club members who may be interested, the Rover Car Club of Australia will be celebrating the 50th anniversary of its foundation. There will, very likely, be one of the biggest displays of Rover motor cars at the Cardinia Cultural Centre on Lakeside Boulevard at Pakenham. The display will run from 10:30 am to 3:00 pm and ABCCC members are invited to come along to view the display and, maybe, talk a little bit about the finer points of Rovers with members of the RCCA. For more information, contact Jane Petryszyn (03) 9460 7825.

Mike Allfrey – Editor.

VISIT TO THE OLD AEROPLANE COMPANY IN TYABB – Sunday, 2nd November 2014

On Sunday 2nd November Gordon and Elaine Lindner have arranged for the club to visit the Old Aeroplane Company in Tyabb.

After meeting at Somerville for Breakfast or Coffee from 8.45am onwards, we will have a short drive to the Old Aeroplane Company where we will have a conducted tour commencing at 10.00am, followed by a two-course lunch at Hastings, \$30.00 per head.

The Old Aeroplane Company is about 45 minutes from Melbourne and the hangar is home to the largest collection of airworthy historic aircraft in Australia. The enthusiasm for vintage aircraft is palpable. These people live for their craft and their passion. The collection includes classic aircraft such as the Tiger Moth, P51 Mustang, several Harvards, a Wirraway, a unique Merlin engined P40N under restoration, a Chipmunk, a Bird Dog and a T-28.

It seems a long way off, but I suggest booking early as numbers are limited. Bookings and payment are essential by October 5th for catering purposes. Contact Gordon to make a booking on mobile 0418 540 920, or E-mail gh1123@internode.on.net

Gordon Lindner.

SHOW AND SHINE – Sunday, 2nd November 2014

The Balmoral District Lions Club will be holding their annual Show N' Shine, at the Balmoral Recreation Reserve from 10:00 am. Contact Jo on (03) 5570 1302 for details.

Information Only

MELBOURNE CUP DAY 2014 – Tuesday, 4th November 2014

Yarra Valley Racecourse

This year we will return to our original format. I have arranged with the racing club for two marquees to be provided free of charge along with an area set aside to showcase 20 classic vehicles. This area will be on the main promenade so that the public may inspect and appreciate our classic cars. The only cost to members will be the entry fee to the track, (\$25 on the day, or \$20 if we pre-pay). Bring along your picnic or purchase food at the track.

This is a great day out with all of the excitement of being at Flemington, without the hassle. Lots of entertainment, fashions on the field, wine tastings, music, and of course bookmakers.

To help organise this event could you please notify me (colin.brown@hotmail.net.au preferred, or 0408 343 176) if you plan to attend, and what car you would like to display. It is important that we select the most interesting cars that we can. Member's cars not selected for display will be parked in the member's car park adjoining the track.

Colin Brown



YIPPEE! IT'S ON AGAIN! – THE FAMOUS INDULGENCE TOUR – 14th to 16th November 2014

The Tour this year will have an international connection, as we are being joined by club members Peter and Joanne Schneider, who are visiting from New York (USA). The Tour is to the Gippsland Lakes district of Victoria departing from Cranbourne, proceed down the South Gippsland Highway before turning off to travel the Strzelecki Highway through central Gippsland. Morning tea with freshly-baked delicacies will be at Mirboo North.

Lunch with drinks will be at the *Foster Place Café*, a sheltered workshop at Maffra. After lunch we will proceed to our destination, *The Moorings* at Metung. Once we have unpacked and freshened up, pre-dinner drinks and nibbles will be available (remember to bring some nibbles). Dinner will be at the Metung Gallery a short walk from our motel.

On Saturday morning after breakfast (at your expense), we will board a Pal's Cruises for a tour of the Gippsland Lakes, nibbles and drinks will be available on board. We will berth at Lakes Entrance for lunch at the Lakes Bowling Club. After lunch we return to our cruising of the Lakes, before returning to Metung late afternoon where nibbles and drinks will again be available.

Dinner on Saturday evening will be a 'BBQ' on the banks of Bancroft Bay (weather permitting). Sweets and drinks will be available.

Note: Volunteers are required to assist with the BBQ (drinks will be supplied).

On Sunday we arise and again proceed to the Metung Gallery where a cooked breakfast will be served prior to our departure for home or other locations. The cost of this extravaganza will be \$421.00 per couple/ \$210.50 for a single, plus cost of accommodation at The Moorings.

We have reserved some 15 units at The Moorings. We are required to pay a deposit for each unit. Since numbers are limited, early registration is necessary. Contact Rosalie or Peter McKiernan (03) 9787 6003 or 0407 876 023. When booking, please advise of any special dietary requirements. A deposit of 50% is required at the time of booking.

Note: Once we arrive at Metung you will not need your car until you wish to return home.

Peter and Rosalie McKiernan.

TRIUMPHS AT DOCKLANDS – Sunday, 23rd November 2014

Organised By The Triumph Car Club of Victoria Inc. Also, A Display By The Rover Car Club of Australia Inc.

This year our Show-n-Shine will be conducted by experts outside our club, and awards will be made in the following five (5) categories:

Triumph Stag Class Sedans/Dolomite Triumph TR6 SportsCar Triumph Herald/Vitesse

The venue for the Show And Shine is just off Pearl River Road, Docklands (Mel 43; B7/8), just behind the Big Wheel. It should be noted that this is not a concours event, there are no forms, no originality guess work, just clean and sparkle. If you prefer not to have your car in the contest just let the organisers know when you arrive, and a coloured sticker will be placed on your windscreen to alert our experts. Otherwise all Triumph Car Club of Victoria cars on the venue will automatically be included.

In addition to the Show and Shine there will be an award for the most desirable Triumph on Show, and a separate award for The Car of the Day, which will be open to all cars displayed. There will be a Gate Prize: when you arrive you will receive a numbered [raffle] ticket. The lucky winner will receive a certificate from Caulfield Jag and Triumph Service for a vehicle assessment/inspection/and restoration advice at the CJS work shop in Ormond.

Gates will open at 10.00 am [arrive before 11.00 am]; the presentation is around 2.00 pm and head off by 3.00 pm. Should you wish to remain in the precinct, there is ample parking in Pearl River Road, but be aware the council will be replacing bollards in the late afternoon

Remember, if you forget your lunch, there is the James Squire Bar and Restaurant just park in Pearl River Road only a few metres from the venue gate. Breakfast – of course, come early and dig in! There is also the local Craft Market right next to our location, and the Big Wheel too!

For details, contact Chris Sallman at csallman@bigpond.com Proceeds from this event are donated to Berry Street Kids www.berrystreet.org.au

We ask that this event be supported by our club. The TCCV is a keen supporter of our major events.

From Graeme Oxley – Triumph Car Club of Victoria

CHRISTMAS LUNCH RUN – Sunday, 14th December 2014

First Notice – A good venue has been selected and all details will be announced in the September issue of *Your ABCCC News*. So, be ready to book early, it will be a good one.

Maxine Pettigrew

JOKE TIME

On a train from London to Manchester, an Australian is berating the Englishman sitting across from him in the compartment: "You English are so stuffy. You set yourselves apart too much. You think your stiff upper lip puts you above the rest of us."

"Look at me . . . I'm ME! I have Italian blood, Greek blood, a little Irish blood, and some Aboriginal blood. What do you say to that?"

The Englishman arches an eyebrow and says: "Awfully sporting of your mother, old chap!"

Peter Hibbert.



A nice period advertisement – Sent in by Colin Brown.



RACV Great Australian Rally 18th January 2015



The Great Australian Rally is one of Our Club's major rallies and funds raised go to the Peter McCallum Institute for Cancer research. The 2014 Rally was the 17th, with a total of nearly \$500.000 being raised for the Peter McCallum Cancer Institute.

We need of members to assistance the 2015 Great Australian Rally to ensure that we maintain an adequate level of participation to achieve successful monetary results. In this respect, please consider our founding member, Mr. Frank Douglas', comments to the Great Australian Rally.

"The All British Classics Car Club has the operational role of conducting the Great Australian Rally, organised in conjunction with the RACV and the Peter MacCallum Cancer Institute. The ABCCC provides the marshals and together with Peter Mac, the manpower required to run such an event."

With regards to the above and to operational changes over the years, the ABCCC now has the sole responsibility for the Great Australian Rally; we are now asking members to volunteer. Please complete the form below and return it to Rex Hall @ rha41579@bigpond.net.au or 158 Seebeck Road, Rowville, Vic 3178.

✂----- Cut and Return -----

1. Setting up Mornington, grounds/facilities/marketing out of parking areas:

A. Friday:

Name Tel. No.

B. Saturday:

Name Tel. No.

C. Sunday – Marshaling and assistance generally at Mornington:

Name Tel. No.

Please circle the time frame preferred:

***8am to 10am – *10 am to 12 noon – *12 noon to 2 pm – *2 pm to 4 pm**

2. City:

Name Tel. No.

3. Hastings:

Name Tel. No.

4. Stud Park:

Name Tel. No.

5. Mornington Monday (if needed):

Name Tel. No.

I intend to prepare a schedule with the names of Marshals, the time required and the location of the Marshaling areas allocated. As you would all be aware, adequate and responsive marshaling is essential to ensure a successful Rally.

We look forward to your support as a proud member of the ABCCC.

Rex Hall
Great Australian Rally
Mornington Coordinator.
Mobile 0408 303 129
Email rha41579@bigpond.net.au