



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition 178

December, 2014

THE *RB PROUD MARY* GROUP



Our happy group somewhere on the seemingly all-too-brief ABCCC holiday in South Australia and western Victoria. Keep those smiles coming! Our thanks to Marj Pepper for putting all the work into the organisation, and to Colin Brown for the photograph.

Associations 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
Committee Member	Colin Brown	(03) 5964 9291
Committee Member	Ken McDonald	(03) 5975 1867
Committee Member	Andrew Swann	(03) 9740 9225
Committee Member	Rex Hall	(03) 9795 7669
Committee Member	Hans Pedersen	(03) 9894 0340
Editor	Michael Allfrey	(03) 9729 1480
Editor's Assistant	Rick Lloyd	(03) 9830 1752
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The All British Classics Car Club Website: http://www.abccc.com.au		
The Association of Motoring Clubs Website: http://www.aomc.asn.au/		

CLUB INFORMATION

Visit the club's Website, <http://www.abccc.com.au> for Information about how club matters are conducted.

THE VICTORIAN CLUB PERMIT SCHEME

For information about the Victorian Club Permit Scheme, visit the club's Website, <http://www.abccc.com.au>.

ABCCC EVENTS DIRECTORY

Note: For requirements related to club events, visit the club's Website <http://www.abccc.com.au>.

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

Wednesday 4th Mid week run by Frank Sawyer
Start venue – to be advised.

Sunday 15th ABCCC AGM – Lunch at 12:00 noon. Cost \$10 for members. Pat Douglas (03) 9739 4829
Meeting starts at 2:00 pm
Venue – Chirnside Park Country Club.

Sunday 22nd RACV Classic Showcase – An AOMC Event Iain Ross (03) 9890 0524
Venue – Mornington Racecourse, Racecourse Road, Mornington, Victoria.

March 2015

Sunday 1st ABCCC Run to Gardens at Mount Macedon Brian & Marj Pepper (03) 9439 7875
Start venue – to be advised.

Saturday 14th RACV Fly The Flag Tour – An ABCCC Major Event Tony Pettigrew (03) 9739 1146
Saturday 21st Touring – The Murray River Tour.

April 2015

- Wednesday 8th Mid week visit to Heide Gallery and Gardens at Bulleen
Start venue – to be advised.
- Saturday 18th Como Open Garden Weekend George Hetrel (03) 9761 1341
Sunday 19th Venue – 29 The Basin to Olinda Road, The Basin.
- Sunday 26th Visit to Point Nepean Bryan & Anne Tootell 0412 549 906
Start venue – to be advised.

May 2015

- Sunday 3rd Joint event with John Gagen and friends from ABCCC Queensland and Victoria.
Venue – to be advised.
- Sunday 17th AOMC National Heritage Motoring Day.
Venue – to be advised.
- Sunday 31st Combined Event with the Birkett's, McDonald's and Sawyers. Geoff & Judy Birkett (03) 9755 1772
Start Venue – to be advised.

June 2015

- Sunday 14th Rex's Big Day Out Rex Hall (03) 9795 7669
Start venue – to be advised.
- Sunday 28th Kallista Run Phil Cook (03) 9842 5449
Venue – to be advised.

July 2015

- Sunday 12th The ABCCC's Annual Lunch organised by Colin Brown
Venue – to be advised.
- Sunday 26th An ABCCC Day Out Peter & Lorraine Lester (03) 9795 0033
Start venue – to be advised.

August 2015

- Friday 7th to Sunday 9th An ABCCC Week End Away Bryan & Anne Tootell 0412 549 906
Venue – To Be Advised.
- Sunday 23rd A Special Outing Rob Mary Nolan 0488 547 499
Start venue – to be advised.

September 2015

- Wednesday 2nd An ABCCC Mid-week Event Peter McKiernan (03) 9787 6003
Venue – to be advised.
- Sunday 13th An ABCCC Run Tore Pannuzzo (03) 9764 2276
Start venue – to be advised.
- Sunday 27th A Club Run Christopher Constantine (03) 9898 4431
Start venue – the Geelong area.

October 2015

- Sunday 11th ABCCC Picnic Run Phil Cook (03) 9842 5449
Start venue – to be advised.
- Saturday 17th & Sunday 18th Como Open Garden Weekend George Hetrel (03) 9761 1341
Venue – The Basin to Olinda Road, The Basin.
- Saturday 31st ABCCC Calendar Planning Meeting
Venue – to be advised.

November 2015

- Tuesday 3rd Melbourne Cup Day at Yarra Glen Colin Brown (03) 5964 9291
Venue – Yarra Valley Racecourse
- Friday 13th to Sunday 15th The ABCCC Indulgence Weekend Peter McKiernan (03) 9787 6003
Venues – to be advised.
- Sunday 29th Greg & Geraldine Anglin Farm Tour – \$32.00 a head which includes tour and 2-course Roast Lunch
Start venue – to be advised, Destination – Warrook Farm.

December 2015

- Sunday 13th The ABCCC Christmas Lunch Maxine Pettigrew (03) 9739 1146
Venue – to be advised.

EDITORIAL NOTES – Issue Number 178

In this issue, mainly prepared before 11th November, are included two items from the AOMC Newsletter. The first item relates to someone being caught by the Victoria Police for abusing the Victorian Club Permit Scheme (VCPS) and, it is a reminder that vehicles on the Scheme are being watched. It would appear that the Big Brother syndrome is now upon us. It would seem that there is a process, using automatic cameras, being used to monitor if registered and VCPS vehicles are being driven on the State's roads.

Such cameras have been in use in Britain and France for some time now. These cameras must be quite easily identified by those who tend to vandalize them. In Britain, the cameras have paint sprayed all over them, whereas in France, a more effective type of vandalism involves squirting an expanding foam into the cameras. Apparently, the foam expands to the extent that the cameras are 'blown open'. In those two countries, there has always been an anti-spy camera segment in the population.

Now, probably in line with the scrapping of the registration sticker, there is evidence of VCPS operated vehicles being photographed, checked for valid VicRoads registration, GPS located and the exact date and time of day recorded, in such a way that cannot be argued with. This means that club motorists with vehicles on the VCPS must be extremely thorough in keeping their log-books up to date, and using permanent ink as well! It is very likely that a following police vehicle's driver can read off a VCPS number and instantly receive a 'history' of the vehicle's recent activities.

In addition to that little item, there is a comprehensive article about the new requirements introduced by VicRoads with respect to placing a vehicle on the VCPS. The article is by Mark Fenton (Chrysler Restorers' Club of Australia (Victoria) Inc.), and our thanks are due to Mark for the research that he has put into the article. See Page 5 for this news.

The article has been reproduced in full, so that our membership can gain an understanding of what is involved with maintaining a register of vehicles that are placed on the VCPS. It is also hoped, that there will be a sound understanding should positions change on our Committee. Liberty has been taken to include the types of photographs, a minimum of five (per vehicle) required to be accessed by VicRoads, upon request, from our club.

We welcome a new Editor's Assistants, Rick and Gill Lloyd. Our thanks are owed to Betty Taylor for all of the printing and mailing-out she has done for us over the years. Thank you.

Mike Allfrey – Editor.

AUNTIE PAT'S SCOTTISH TEATIME RECIPES

WHISKY AND APPLE JELLY

Ingredients:

6 lb. (2.7 kg) Cooking Apples, Granulated Sugar, Water, Whisky

Method:

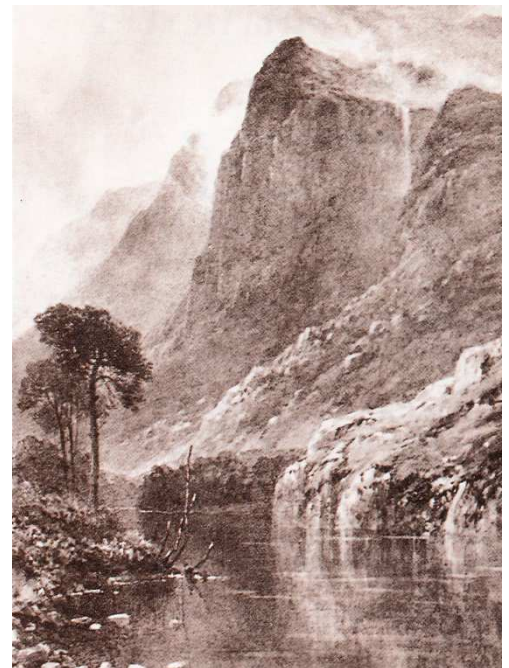
Wash the apples, cut away any bad bits and quarter them. Place in a large preserving pan and just cover with water. Boil until quite soft but not pulpy. Put into a jelly bag and allow to drip overnight. Do not try to hurry the dripping process or the jelly will be cloudy. Measure the juice and allow one pound of sugar to each pint of liquid. Put the juice and sugar into the pan and stir over a moderate heat until the sugar dissolves. Bring to the boils stirring continuously, skimming off the scum from time to time.

Right: A brooding Scottish ben.

To test if the jelly will set drop a little on to a cold plate. When setting point is reached, remove from the heat and allow to rest for a few minutes. Add about a tablespoonful of whisky to the juice (quantity according to taste). Pour immediately into warm jars and seal. Do not use for at least 3 months.

From: Scottish Teatime Recipes – With Thanks.

Pat Douglas.



VERY INTERESTING

Taking Liberties With The Victorian Club Permit Scheme

This piece of information was in the Ballarat Light Car Club newsletter for September, 2014. Many years ago, probably more years than we care to remember, one of the characters of TV series 'Allo, 'Allo, a French police constable, always commenced his part with the words "Very interesting". It was uttered in a French accent and always generated a bit of a laugh.

In the last couple of weeks at least one Club-Permitted vehicle from another club was pulled over by a man in blue, and when asked to produce the vehicle entry log-book, happily obliged with the appropriate entry for that day.

However, when questioned about numerous specific days, when no entry had been logged, the vehicle driver adamantly stated he hadn't entered those dates because the vehicle had not been used. The Constable then produced a police log of times, dates, places, locations, etc. that the vehicle had been observed by police (and sometimes more than one officer). It became obvious that this owner had been fudging the log-book. His log-book has been confiscated as evidence (hence the vehicle can no longer be used regardless, because it now doesn't have a log-book) and on inspection, the officer noted that all the entries were in pencil, and previous entries had been rubbed out and superseded with a new one. The driver is now facing multiple charges of unregistered vehicle, falsifying documents, possibly attempting to pervert the course of justice, etc., etc.

I am led to believe that an application will be made to the court in due course for the forfeiture of the plates issued to the vehicle. If found guilty, the ramifications to the Club Permit scheme may be huge.

I would expect that in due course this will get back to VicRoads and who knows what is going to happen, not only to the vehicle owner but the club that issued them, and possibly every other club.

When and if your vehicle is used, please ensure you make a legitimate entry and use biro/pen. No doubt that the Victoria Police will now internally publicise this incident for all members to be aware of when a club permit vehicle is seen/observed.

Dave Stewart.

From the AOMC Newsletter – November, 2014. With thanks.

NEW VCPS REQUIREMENTS

Five Photographs In Five Easy Steps

Editor's Note: This article, from the November 2014 issue of the AOMC Newsletter, written by Mark Fenton, a Delegate from the Chrysler Restorers' Club of Australia (Victoria) Inc., explains new requirements from VicRoads with regard to the Victorian Club Permit Scheme. Our thanks to Mark and to the AOMC for including it in our own magazine.

The new Victorian Club Permit Scheme (VCPS) requirements mean that all Clubs will need to have a record, which includes five (5) or more photographs, of every car joining their Club's VCPS. These photographs need to be available, on demand, to supply to VicRoads in the event of a query from them, to help understand the possible history of undeclared modifications. For some Club's these requirements are well within the technical capability of their Committee or VCPS representative, but for many Clubs it will be a question of, 'How do we do that most effectively?'

Note: If you are not responsible for this task within your Club, please consider passing this article on to the person in your Club who may benefit most.

This article provides some suggestions on how a car club can do this easily, and is provided as an extension to an article published in the AOMC Newsletter in February, 2012, titled **CASE STUDY: How one Melbourne Car Club uses the internet to improve communications with Members**. This first article, also written by Mark Fenton of the Chrysler Restorers' Club of Australia (Victoria) Inc., provided suggestions on how to make good use of the Internet to help communicate with club members. It also described a range of software tools that were available free for clubs, large and small, to use to improve their use of the internet for managing club communications. It was followed by a presentation to an AOMC Delegates Meeting in May, 2013 which created significant interest and hopefully was the trigger for clubs to use the Internet a little more easily.

After some further encouragement Mark enhanced the membership database already used by the Chrysler Restorers' Club of Australia (Victoria) Inc., to track members and their cars, to make it suitable for any car club looking to improve the management of their member records, including their cars and VCPS details. So far, more than one-hundred (100) clubs have downloaded the software for investigation, which can be obtained by following the links on the AOMC website and published in their recent magazines. For many clubs this could be a great first step to managing their club's VCPS obligations. Unfortunately some clubs have not been able to use the member database:

- This is because it is written for Microsoft Access which cannot be used on Apple computers. That's a bummer – can't help with that.
- For other club's there were some issues using the free run-time version of Microsoft Access when importing or exporting data. If that included you, please follow the links again, as the menu options were changed slightly to enable data to be copied and pasted when required. Review the additional suggestions on how to import data when using the run-time version.
- One of the original recommendations was to get a free Google Apps account to manage club mail setup, including email groups and redirections, manage shared calendars etc., but unfortunately Google now expect payment for this functionality, and unless you got it when it was free (before December, 2012) then it will now cost from \$50 pa to set up, although in some cases it may be possible to get a free single E-mail Google Apps account. You can search for this 'back door' method on Google but they now make it pretty hard to find and set up as a free account.
- For some clubs, anything to do with computers is too hard and, again, there is not much that can be done but wait for a suitable volunteer with sufficient skills, or willingness to learn, to step forward for your club. But once you get going it is easier to get help, or follow advice provided by those willing to pass on their learnings.

But back to the management of VCPS requirements: You may have your own membership database or spreadsheets doing this satisfactorily but the database mentioned above provides the basics by keeping track of the following:

- Members, including names and addresses, membership types, joining dates etc.
 - It also includes functionality to track birthdays of members and their family, and skills.
- Cars, including year, name/make/model, condition, colour, registration or permit details, and general comments
 - Permit details included Permit No, Expiry date, Last Signed Date, type of Permit (45 or 90 day)
- Many reports were available including some specifically for managing the VCPS, including full extracts and extracts of unfinancial members with VCPS permits

This was sufficient for managing the VCPS until now (late 2014). It is still important to have a proper record of all cars in your club operated on the VCPS as there still is the responsibility to work with VicRoads should they request confirmation of financial members and their VCPS permitted cars. However, there are new obligations involving keeping photo records of all cars that are added to the scheme. Some clubs may want to take this a little further and do this for all existing cars, but at this stage, that is not a VicRoads requirement.

The New VicRoads Requirement

Clubs are to maintain dated photographs (either hard-copy or electronic) of vehicles for admission or re-admission to the VCPS. Photographs are to illustrate front/rear/sides/engine bay/driving position, including, also, modifications and identifiers such as engine and chassis numbers to the extent possible.

So, how can this best be done? You may suggest the photos be added into the database, but to be honest that is technically not the best option for clubs with minimal skills, and may present a significant risk of database bloat or worse, data loss or broken links, and difficulties managing the photos and generating reports on demand. So let's leave that in the too hard basket for now, and, in any case you may not be using this database and would still need a solution. Let's just keep it simple.

What does the VicRoads requirement actually need?

The participating club must store five or more photos of the car applying for a permit:

Good identification, on the photo, identifying the owner-car-permit relationship;

Good identification of the date the photo was submitted for the VCPS application;

Be able to supply these photographs to VicRoads on request.

Right: Some photographs illustrating the type of photos required.

Here are five simple steps and suggestions (some of the software suggestions are specifically for Windows users, although comparable software almost certainly also exists for Apple computers):

1. Get The Photographs

a) There is no single way of doing this, but VCPS applicants will need clear direction on what constitutes the required photos according to VicRoads. Supply these instructions to members **before** they submit their VCPS application.

b) Clubs may vary but it is expected that most will require the photos to be supplied by the club member submitting the application, although some clubs may be able to offer the photography as a service.

It's up to you!



- c) Some club members don't have digital cameras or fancy telephones or even any technology awareness. Try and provide options for those who need digital photos taken, or provide options to have their printed photo's scanned as getting five or more photos printed and scanned commercially could be a significant cost impost, or difficulty, for them.

2. Rename The Photographs

- a) All photo files should be uniquely named to identify them should they become jumbled, or E-mailed with others:
 - i) There are many software options (free or otherwise) to rename/number files in batch mode, but unless you do it regularly and/or are competent in doing it, it is probably easier to just rename the files manually each time (right click on the photo file and select 'Rename', or rename them individually as they are saved to the working folder);
 - ii) Leave the '.JPG' or '.JPEG' file-name extension alone and rename the files to a naming convention that suits you e.g. JONES #123 Permit 1-1.JPG, JONES #123 Permit 1-2.JPG etc.;
 - iii) The chosen naming convention needs to take into account that one member may have multiple permits, and the permit number will not be known at the time the application is submitted;
 - iv) Consider further renaming the files later, to include the VCPS permit number once it is actually known.

3. Resize All Photos To A Minimum Suitable Size

- a) Most modern cameras are capable of saving photos of enormous detail (i.e. capable of being printed on a wall without looking blurry!) This is NOT necessary, requires excessive data storage space, and makes sending of multiple photos by E-mail all but impossible.
- b) There are many software tools capable of resizing photos but the FREE software I use most effectively for this purpose is 'Image Resizer For Windows'
 - i) It can be downloaded at : <https://imageresizer.codeplex.com/>
 - ii) Search on Google to find YouTube videos on how to use it;
 - iii) **Note:** If you use Windows XP you might already have an almost identical standard option;
 - iv) Once installed you can select multiple photos (i.e. all five photos at once), right click to choose 'Resize Pictures', then select the option for the final size (I suggest 'Small' (scales to 854 x 480 pixels)), and choose 'Replace the originals';
 - v) Click 'OK' to resize all the photos to a size that can be E-mailed easily in one E-mail. The suggested 'Small' (854 x 480 px) size results in photos about 150 Kb each, which should still have sufficient detail for VicRoads' purposes.

4. Annotate The Photographs

- a) Once they have been resized write a caption on the photo to record the following:
 - i) Member Number and Name;
 - ii) Date of photo;
 - iii) Permit Number (when known).
- b. By writing directly on the photo there is no confusion about when the photo was submitted and by whom. While most photos have embedded EXIF data indicating the date when the photo was taken, and possibly the GPS coordinates etc., this does not help much when confirming to VicRoads what photos were received with the application.
- c) Again there are plenty of software options for writing captions onto photos electronically, including Windows PAINT, however the quickest way to do this is to select multiple files and annotate them all at once with the same details.
- d) One FREE tool I have found easy to use for this purpose is Bytescout Watermarking;
<http://bytescout.com/products/enduser/watermarking/watermarking.html>
Select all the photos, right click to Send to Bytescout Watermarking, then click next . . . to follow the wizard, selecting 'Text Annotation', and typing in the required text, select 'Placement = Top Left' and save them in the required folder.
- e) One significant annoyance is that at the time of a new permit application, the eventual Permit Number will NOT be known, making it difficult to include it as text on the original photos.
 - i) One option here, is to wait until you are advised of the permit number (VicRoads don't do this so you need to ask the VCPS holder to advise you when it is received);
 - ii) After receiving these details from the member, update your database records, and consider adding the permit number in another text annotation to the photos in a different location, e.g. top right.

5. Save The Photographs For Easy Retrieval

- a) There are MANY photo gallery options to choose from and I would suggest that if you already have a good one that you are comfortable with, then consider using it for this purpose too, using a gallery and folder structure to suit.

- b) However, whatever choice is made, consider the fact that this information is required for many years to come, and needs to be transferrable from one computer to the next, or from one user to the next, so using a fancy gallery package installed on your PC for the last digital camera you purchased may not be a great choice in the longer term.
- c) Alternatively, just use a simple folder structure to save the five or so photographs together in a single folder with sub-folders per vehicle. For example, the following folder structure could be used keep the five photos together:
- i) VCPS Permit Photos
 - 1. Member Number 123
 - (a) Permit Number 123456-H
 - (i) Photos 1 – 5
 - (b) Permit 654321-H
 - (i) Photos 1 – 5
 - 2. Member Number 345
- And so on.
- d) Once they are saved in this way they can be easily retrieved, copied onto a CD-R for another VCPS officer to take over the job or, preferably, saved instead into a Dropbox folder that can be shared online with other club personnel (refer to my original article discussing the benefits of internet based file sharing systems like Dropbox)
- e) If the files are saved into a Dropbox folder using the folder structure described above, it is also a simple matter to send an E-mail to VicRoads with the link to the folder with the required vehicle photographs.

Saving five photographs does not sound too hard, but if it is done without much forethought it will become a burden, and be of poor value to the club in fulfilling its obligations to VicRoads. These photographs are only intended for one purpose – VCPS identification as required by VicRoads, and should not be confused with a gallery of club vehicles for public Internet access. There should therefore, be no problem reducing the photo size and adding text watermarks to create a more useful record for the intended purpose. By maintaining good record keeping you will be supporting the integrity of the VCPS, making it easy to confirm unambiguously what the vehicle looked like at the time the application was processed and, in turn, enhancing the club's reputation as a responsible partner in the VCPS.

I hope these suggestions help all clubs implement simple processes to save the required VCPS photographs. If you have additional suggestions on processes or software options, why not share them?

Note: If you use an Apple Mac, try free software such as Preview (which can resize and annotate photos one at a time) or Skitch (which can annotate), but if you are an Apple Mac user, can you recommend better software options for non-Windows users?

*Mark Fenton – Chrysler Restorers' Club of Australia (Victoria) Inc.
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
Kurt and Sue Schulz	Riley	Falcon	1937
	Riley	Brooklands	1929
	Riley	Redwing	1926
Leigh Wishart	Jaguar	E-Type SII	1969
	Austin-Healey	Sprite	1963
Julian and Sandra Elliott	MG	B-GT	1973
Allana Flyn-O'Neile	MG	J	1934
	Porsche	911	1980
	Volvo	P1800-S	1969
Gifford and Alison Hatfield	Lagonda	Rapide (M45-R)	1935

Pat Douglas – Membership Secretary.

EVENTS' REPORTS

WHAT WE HAVE BEEN DOING

REPORT ON THE SOUTH AUSTRALIAN TRIP 15th – 23rd OCTOBER, 2014

It was a crisp morning on Wednesday 15th October when most of the group met at Bacchus Marsh for a 10:00 am start, some members took the opportunity to stay over the previous night to catch up with family and friends or to simply avoid the early morning rush hour getting through the city.

Right: RB Proud Mary under a clear sky. (Nello Mafodda)

After the obligatory morning coffee and introductions we were on our way and looking forward to our eight day special holiday which included the *RB Proud Mary* two-night cruise from Murray Bridge as the highlight. Most of us took our modern vehicles on this trip, but the 'dedicated', Val Jefferyes and Colin Forrest drove Val's Jaguar, Greg and Phyl Howe and Alan and Maureen Cant brought along their shiny red Austin-Healeys, both cars looking sparkling and magnificent.



Our first overnight stop was Nhill. Dinner at the Union Hotel was interesting to say the least, with long narrow tables all joined together and looking distinctly like the last supper table (instead of the first for us), which caused much laughter and nonsense and it was apparent to us that this group was, as usual, going to have fun and make the best of everything. Colin Brown was the last to receive his meal and jokingly contemplated staying for breakfast at the pub as most people had already walked back to the motel and were probably ready for bed anyway.

Thursday provided us much better weather with the temperature at around 24 degrees as we moved on to the next destination and overnight stay, Historic Strathalbyn. Such a quaint and very pretty town with wonderful historic streets all beautifully restored and several antique and specialty shops to search for treasures and of course the beautifully maintained Botanic Gardens right in the middle of town to wander through.

On leaving Nhill, some of us were lucky enough to meet and tour the old border stop building with the voluntary caretaker of Serviceton Railway Station which is just north of Nhill. Serviceton was the extensive and beautifully designed border station facility erected in 1888 which housed the customs office, holding cells, rooms for passenger accommodation, strong room and morgue. It is currently under Victorian control after many years of argument between Victoria and South Australia and is now a turnaround point for Melbourne to Adelaide freight trains, is currently Heritage listed and very popular for weddings and functions.

Strathalbyn is a good base stop, one hours travel for sightseeing in any direction and on our free touring day, Friday 17th, some members drove to Scenic Victor Harbour and Goolwa (there is a private Car Collection there which we visited) or Langhorne Creek wine region, or explored the sights of Strathalbyn and surrounds before heading back to Murray Bridge where we boarded *RB Proud Mary* at 7:00 pm and enjoyed a late, hot buffet supper. Wally and Sue Thompson joined us for this section of the tour as their last leg of many months away in their caravan.

Right: Enjoying a walk in the bush. (Nello Mafodda)



Next morning the weather remained perfect for our cruise up the Murray River, first stop was Mannum, where we wandered the cobbled streets and shops before returning to the riverboat for a delicious two course lunch after which the Captain gave an interesting talk about the eco system and history of the Murray River and pointed out interesting birds and flora along the way.

That evening we moored at a site beside the river where we enjoyed a campfire, BBQ with damper and an entertainer with a guitar who sang and played songs of our choice. After a relaxed balmy evening under the stars and a few good glasses of wine we all enjoyed a wonderful night's sleep back in our very comfortable cabins.

On the return trip Sunday morning we again stopped at Mannum where a coach picked most of us up for a scenic drive and guided nature walk through Reedy Creek Gorge to Mannum Waterfalls, unfortunately there was very little water running but most enjoyed the walk in the bush anyway.

On return to *RB Proud Mary* we were greeted with a sumptuous smorgasbord lunch which was a perfect end to our cruise as we slowly travelled back to Murray Bridge, picked up our cars, booked in to our motel and prepared

ourselves for the free time the next day touring at leisure in Hahndorf and surrounds and the National Motor Museum at Birdwood.

On the road again on Tuesday 21st we headed to the peaceful fishing village of Kingston SE on the Limestone Coast where the motel's Seafood Restaurant was opened especially for us and those who had previously requested Lobster and seafood platters were not disappointed. Next morning after a good breakfast we slowly made our way down the coast through Robe, Mount Gambier, Nelson and Port Fairy before reaching our last night stopover at Warrnambool.

One final noisy dinner together at a cosy pub in Warrnambool, happy goodbyes and an early start to head home the next morning completed our journey.

As always, most of the fun travelling with a group is the pre-dinner drinks and catch up conversations of what we saw and experienced along the way, this group was no exception, there were lots of laughs shared over many glasses of wine. We missed those friends who could not make it at the last moment and had the pleasure of forming new friends with those who had not travelled with us before and who we hope will come again.

In conclusion, thirty-one members of this 'Great Club' of ours enjoyed good food, sensational company, friendship and camaraderie and made new memories together over a distance of around 1,500 klms, give or take a few kilometres.

Thanks to all for making the planning of this relaxed journey well worthwhile for us.

Marj and Brian Pepper

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

Once again our club provided assistance to Pat and George Hetrel for this year's October Open Weekend at Como Gardens. Some of us could only manage to assist on the Saturday, due to commitments to another club's 50th anniversary celebration function. Also, there were a number of our 'regulars' away on the *RB Proud Mary* club holiday. Amongst those that did help on the Saturday were, Bill and Terri Allen, Rick Lloyd, Chris Constantine, Mike Allfrey (I was out in the car park all day and may have missed some names). It was one of those glorious days that only The Basin can produce, however, in the car parking area, we had to be careful because there was a damp portion that allowed cars to sink a little.

Here is a letter of appreciation from Pat and George Hetrel:

Como Gardens
29 The Basin to Olinda Road
The Basin 3154
28th October, 2014

T Pettigrew
President ABCCC

Dear Tony,

This time again, in spite of the numbers shortage for various reasons, our club delivered well wherever needed for our recent 'Open Gardens Weekend', which all told was a great success in ideal weather conditions.

Please extend to those involved, our appreciation.

I enclose a cheque in favour of the club for \$1,000.

Best regards,
George Hetrel.

Mike Allfrey.

MELBOURNE CUP DAY 2014 – Tuesday 4th November, 2014

Melbourne Cup Day and another great day for our club at the Yarra Glen Race track, last year we had a delightful day in the grandstand dining room, this year I approached the track management who kindly donated two marquees for us



to use free of charge. (Our thanks to Brett Shambrook and the YV racing committee.) We were allocated a beautiful spot just inside the gate under the trees, with ample parking for a dozen cars, over many years we have displayed our classic cars at this event to the delight of the racegoers, especially the younger people, who enjoy the photo opportunities with the old vehicles, and of course John Wood is always popular with the patrons in his MG TF or Jaguar.

The tables decorated with roses, food magically appeared, along with the champagne. Rex Hall (he is the one in the Mafia outfit with his lovely wife) then produced a cake, I think from a violin case, and we all celebrated Deanna's birthday.

Then it was down to business, time to go over the form of the horses and place a bet (I was told the best way to double your money at the races is to take a \$20 note from your pocket, fold it in half, and put it back in your pocket)

A sweep on the Melbourne Cup was duly organised and the administration handed over to Pat Douglas, next year instead of running a sweep it may be easier and simpler if we just gave our money to Gregory and Geraldine Anglin, who seemed to have an abundance of luck on the day.

So, members put a note in your diary, Yarra Glen – Melbourne Cup Day 3rd November, 2015.

Colin Brown.

ESCAPE TO ALLAMBIE (Gippsland) – Sunday 30th November, 2014



Above: An interesting and decent size shed.

We were so glad the weather held up warmly for the day as we were expecting a thundery and rainy change in the afternoon sometime. Everyone arrived on time at the start point ready for a lovely days outing. We had to reverse the order of the schedule from the original published event because our host at Allambie had to go out for lunch with his local car club.

Right: The museum entrance. Next, below, the General Motors Kitchen and below that the Café area.

We promptly departed Berwick, onto the Princes Freeway, for an easy drive into Yarragon where we then headed inland along the Yarragon-Leongatha Road, up some windy and scenic views to our morning tea stop in Allambie.

Our host Dave Anderson and his lovely wife Paula, kindly showed us his MG car collection, including his historic race cars, wonderful man-shed and he talked about his cars. Outside, they had some lovely alpacas, pea hens, a peacock, their Italian Sheep dogs and a couple of hand reared, very friendly goats who were eager to receive attention from us. Mary Hodges kindly offered around some yummy homemade biscuits for morning tea while everyone had tea or coffee. There were also muffins and lamington fingers to share.

After a delightful, entertaining and informative morning stop, we headed back towards Yarragon and a very short drive to Trafalgar to the newly opened Holden Museum.

There we saw a wonderful collection of Holdens in amazing condition, memorabilia, and as Rob said, there was even something for the girls!

If we had time to stay longer, there is a 45min video of the history of Holden in their small cinema, that they would have happily put on for us. Otherwise the cinema was showing the old advertisements for Holden cars. You can find a very unique coffee shop inside and a good display in the gift store too. For the girls, there was the Frigidaire



display kitchen. Frigidaire was a division of General Motors Holden, that manufactured stoves, washing machine, dishwashers and other products etc.

Lunch stop was 15 minutes down the road at Nilma, edge of Warragul, where we pleasantly surprised everyone, and announced that lunch stop will be our new home as at March 2015. The current owners were happy to give us early access to their home, as they wanted to see some of the nice cars we have and meet some of the ABCCC people. So for picnic style, we put up our tables and chairs in the huge barn/workshop and around the front veranda of the house, and had a pleasant time. The day had become a bit humid, but at least there was a cool breeze now and then to make it more comfortable.

Thanks again for those that attended and hope everyone enjoyed the day out!

Mary and Rob Nolan.

WHAT WE ARE ABOUT TO DO – Coming Events

RACV GREAT AUSTRALIAN RALLY – Sunday 18th January, 2015

Rallying For A Cure – The All British Classics Car Club and RACV are proud to announce that arrangements are in progress for the running of the 2015 RACV Great Australian Rally. As in the past, the beneficiary of our fund-raising will be the Peter MacCallum Cancer Foundation. This year we raised \$60,000 for our friends at Peter Mac, with the stipulation that the funds raised were to be used solely for research purposes. Start venues will be the same as in previous years:

1. At the Deaf Children Australia, at 597 St. Kilda Road, Melbourne.
2. At the Stud Park Shopping Centre, Stud Road, Rowville.
3. At the Hastings Marina Car Park, Skinner Street, Hastings.

All start venues will feature, for booked entrants, a free sausage sizzle, tea and coffee. Each entrant, on checking in with their Rally Number, will be presented with a Rally Bag. Rally entrants should collect their rally bags at their selected start venue. Flag-off will be at 9.15 am at the Melbourne start and at 9.30 am at the other start venues. The RACV Great Australian Rally finishes with an impressive public display at Mornington Racecourse, the organisers ask that entrants enter the display area via a left turn only, from Racecourse Road. There will be two open gates for rally entrants. For those who elect to pay the rally fee on the day, direction to a special area will be provided, where payments can be made. Rally marshals will direct all entrants to display parking spaces.

Mornington Racecourse, for quarantine reasons, employs a '**No Dogs At Any Time**' policy. In the central area there will be a significant display of World War I vehicles arranged by the Veteran Car Club, to mark the 100th anniversary year of that war's commencement.

The Rally Entry Form is now available, no entries will be accepted after the official close-off date, (10/01/2015). Entries will be accepted at all of the rally start venues on the day of the RACV Great Australian Rally. The rally fee for such entries will be \$45.00 per entry, and these entries will not qualify for a rally bag or being judged for trophies. Information about the 2015 RACV Great Australian Rally can be obtained by contacting Colin Brown on 0408 343 176 and at: www.greataustralianrally.com/.

Please Note: The response to our call for volunteers to assist with marshalling at the RACV Great Australian Rally has been extremely disappointing. Enclosed with the September and October issues of this magazine there was a form for volunteers to fill in. Please make use of the form when you are volunteering.

We are also still looking for sponsors to help make our rally bags the best in the activity of raising very necessary funds for the organisations that our club supports. Should you have any contacts in supportive industries who may be interested in becoming one of our Rally Bag Sponsors, or have any suggestions as to who might be interested please contact Colin Oberin on mobile telephone number 0411 646 769 or by E-mail to: Ancolk@gmail.com.

Thank you for your support.

The RACV Great Australian Rally Advisory Committee.

RACV FLY THE FLAG TOUR – Saturday 14th March, 2015

Entry forms have been sent out for RACV Fly The Flag Tour participants to fill in and post, with full tour payment to:

RACV Fly The Flag Tour, PO Box Number 201, Chirnside Park, Victoria 3116.

The Fly The Flag Tour is proudly sponsored by RACV, organised by the All British Classics Car Club, is supported by the Association of Motoring Clubs and the Federation of Veteran, Vintage and Classic Vehicle Clubs. Veteran, Vintage and Classic vehicles pre-1982 are eligible to enter. This includes motorcycles and commercial vehicles.

Tour Itinerary

Keilor, Beaufort, Horsham, Warracknabeal, Ouyen, Mildura, Swan Hill, Quambatook, Boort, Pyramid Hill, Echuca, Cobram, Bendigo, Heathcote, Seymour, Yea and Yarra Glen.

- Entry fee – \$395 per person includes six breakfasts, four lunches, all dinners and entertainment.
- Each car participating, will receive a special tour badge and assorted memorabilia.
- Vehicles must complete the tour to be eligible for prizes.
- Cancellation – notice must be received, in writing, by Friday 27th February, 2015 to qualify for refund.

We suggest that you book early to avoid missing out. RACV Fly The Flag Tour (2015) entries close 14th February, 2015, or when the Tour places are completely filled. Accommodation of all types is available in every overnight stop town. There is a wide variety from on-site cabins, B&Bs, motels and hotels both budget and four star. The local tourist centre in each town can help organise your accommodation and, in most instances, will book for you. Set out below are lists of local tourist centre telephone numbers, which are provided for your assistance. Booking accommodation is your own responsibility. Book early to ensure you are guaranteed accommodation in your preferred style of where you wish to stay.

Horsham 1800 633 218

Mildura 1800 039 043

Swan Hill 1800 625 373

Echuca 1800 804 446

Bendigo 1800 813 153

The entry fee for the 2015 RACV Fly The Flag Tour is \$395.00 per person. This fee includes all dinners, six breakfasts and four lunches, all entertainment, the river boat trip to Trentham Estate and return, entry to John Picoli's sculpture garden and other attractions *en route*. Each car participating receives a rally badge and other RACV travel material. It should be noted that entries are for the full tour only.

Detailed daily running sheets for the route with maps will be provided prior to the start of the tour. Contact details for the tour:

Tour Organiser (ABCCC) – Tony Pettigrew, Telephone (03) 9739 1146; Mobile 0408 128 420; E-mail: tonypettigrew@bigpond.com

Website Information – www.abccc.com.au/FTF ; facebook.com/racv fly the flag

RACV Fly The Flag Tour Itinerary

Day 1 – Saturday 14th March

After breakfast at the Ultima Reception Centre in Keilor we will drive along the Western Highway to Beaufort for lunch provided by the local cricket club, after which we proceed to our overnight destination Horsham. Dinner tonight will be at the Lutheran Primary school in Trinity Drive.

Day 2 – Sunday 15th March

This morning we are back at the school for breakfast before driving along the Henty and Calder Highways to Mildura passing through Warracknabeal and Ouyen. Dinner tonight will be under the stars at Psyche Bend where the historic steam pumps will be fired up especially for us.

Day 3 – Monday 16th March

Today you will visit, at your leisure, the many attractions in Mildura including Rio Vista historic house before boarding one of the two paddle boats chartered for the two hour cruise to Trentham Estate for dinner. After dinner we will return to Mildura by boat in the moonlight.

Day 4 – Tuesday 17th March

After breakfast we will be flagged off on our easy drive to Swan Hill where we will have dinner at the Leisure Centre.

Day 5 – Wednesday 18th March

We leave the Murray Valley Highway today driving across country through Quambatook towards Boort stopping along the way for lunch at John Picoli's (the Spanner Man) sculpture garden. After lunch we continue through Boort and Pyramid Hill to Echuca for a two night stay with dinner at the Rich River Golf Club on both nights.

Day 6 – Thursday 19th March

Today is a free day. Visit the historic port precinct with its new wharf area, or take a lunch cruise, visit the car museums or the many other attractions in Echuca.

Day 7 – Friday 20th March

We say goodbye to Echuca heading for RACV Club Cobram for a late morning tea/early light lunch before driving to Bendigo for our fancy dress dinner at the Bendigo Stadium.

Day 8 – Saturday 21st March

We finish the tour today with a pleasant drive through Heathcote, Seymour and Yea to our presentation lunch at the Yarra Glen Racecourse.

For: Tony Pettigrew.

GETTING A BIT TECHNICAL – LUCAS HORNS

Repairing Lucas Horns – By E. T. Lawson Helme

Introduction – Quite a number of our classic motor cars feature a Lucas warning horn of some form and, while they are mostly extremely reliable, there are ways of adjusting or repairing Lucas horns from the 1950s. This is Part 1 of a two-part article from the Newnes Motor Repair & Overhauling manuals. Our thanks for the use of this article.

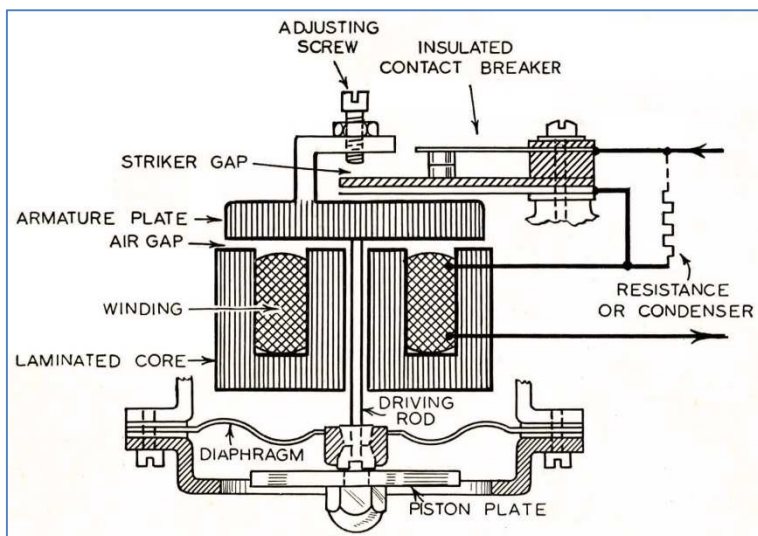
Electrically-Operated horns fitted to road vehicles may be classed in two groups, the largest of which includes all those having a thin metallic diaphragm as the sound-producing element. The remainder are reed-operated, air pressure being maintained by an electrical compressor.

Among the diaphragm horns, the original low-frequency pattern is now obsolete and seldom encountered, but the high-frequency design is almost universally employed. The ruling principle of this type is the rigid coupling of the diaphragm and magnet plate, or armature, and this, in conjunction with the contact-breaker setting, enables the characteristic penetrating note to be produced. *Figure 1* illustrates the operating principles of a high-frequency horn.

Construction and Operation of High-frequency Horn

The hollowed iron core, on which the coil is fitted, is, along with the iron armature, of laminated construction. Thin stampings of the required shape are assembled by riveting together in packs, while a film of insulating varnish between adjacent stampings insulates surface contact. Eddy currents generated in the iron are thus reduced to a minimum, and heat losses which might result therefrom are reduced accordingly. The magnetic lag which would result from the use of a solid iron construction is largely eliminated, and the rapid rise and collapse of flux, essential to correct functioning, is greatly facilitated by this method.

Above Right: Figure 1.



The Diaphragm

The diaphragm is a specially heat-treated and tempered steel pressing, its edge being clamped between the body and rim of the horn by screws. Paper gaskets on each side ensure a degree of elasticity in mounting.

The centre of the diaphragm has a screwed boss to which the driving rod is secured. A slotted conical nut, with locknut, is fitted to some models for adjusting the position or relative length of the rod. The rod passes through the hollowed core and is rigidly secured to the armature, which is suspended by a light flat spring, so that a small air gap separates its inner surface from the surface of the core.

A contact-breaker, comprising a spring blade with contact tip bearing against the fixed contact tip in the bracket, is fixed so that a striker bends the blade and separates the contacts when the magnet assembly is energised by the solenoid and attracts the armature towards it. The speed at which the moving section, including armature, driving rod, and diaphragm, vibrate is governed by the natural frequency of the diaphragm according to its diameter, thickness, and flexibility.

A circular plate fitted outside the diaphragm, and free to move with it, also exerts a considerable influence on frequency. Known as a 'piston plate', this disc acts as a buffer or frequency stabiliser in that it meets a cushion of air on each inward and outward stroke. Its mass introduces a certain inertia which is further instrumental in this respect. Electrical characteristics are improved and sparking reduced by the damping effect of a resistance winding or condenser connected across contacts.

The contact-breaker and winding are in series, and must be fully insulated from the horn body and from each other.

Air-gap Adjustment

Two adjustments are incorporated. One is the air-gap or length of driving rod, usually effected by a screw in the diaphragm boss. This is set by the makers to allow the maximum efficient amplitude of vibration with a minimum air-gap and should not be disturbed.

Contact-gap Adjustment

The second is the contact-gap, or rather, the degree of inward movement of armature towards core before contacts separate. In Lucas Model HLF. 722, Altette, and similar horns, an exterior screw-head with locking serrations is provided for altering this adjustment, the best position being found by trial.

Cracked Diaphragm

If the horn will not respond to adjustment and gives only a reedy or rattling note at best, the diaphragm may be cracked.

Shorted Contacts And Earthed Winding

A single 'clack' on making contact indicates armature striking magnet-pole face, and if this is not corrected by turning the screw clockwise, the probable cause is shorted contacts or earthed winding.

Open Circuit in the Horn

Open circuit in the horn may be due to faulty adjustment, or to a break in winding or terminal connections.

Note: Part 2 will appear in the next magazine.

Mike Allfrey – Editor.