



All British Classics Car Club (Vic)

A Friendly Family Social Motoring Club

Edition N^o. 179

January, 2015

Your **ABCCC** News

MOTERING HERITAGE DAY - 2014



Flashback to the AOMC's Heritage Motoring Day – a display at Yarra Glen Racecourse. A line-up of fine British classics.

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.

On The Web: <http://www.abccc.com.au>

www.facebook.com/AllBritishClassicsCarClub

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”

THE ALL BRITISH CLASSICS CAR CLUB INC. – 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
Web Master	Ed Bartosh	(03) 9739 1879
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	Rex Hall	(03) 9795 7669
Committee Member	Andrew Swann	(03) 9740 9225
Committee Member	Hans Pedersen	(03) 9894 0340
Magazine Editor	Michael Allfrey	(03) 9729 1480
Editor's Assistant	Rick Lloyd	(03) 9830 1752
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 how the Victorian Club Permit Scheme is conducted by the All British Classics Car Club please visit the club's Website, <http://www.abccc.com.au>.

ABCCC EVENTS DIRECTORY

Note: For up to date requirements that are related to club (and other club supported) events, view the calendar at 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.
(Melway Map146; Ref: A3)

February 2015

Wednesday 4th Midweek Run Frank Sawyer 0408 633 778
Start Venue – Bunnings Car Park, Corner McMahons Road & Gertrude Street, Frankston.
(Melway Map 102; Ref: F4).

Sunday 15th The ABCCC AGM – Lunch at 12:00 noon Pat Douglas (03) 97394829
Venue – Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park, Victoria.
(Melway Map 37; Ref: K3, K4)

Sunday 22nd RACV Classic Showcase – An AOMC Event (Supported by ABCCC) Iain Ross (03) 9890 0524
NOTE THE NEW VENUE
Venue – Mornington Racecourse, Racecourse Road, Mornington, Victoria.
(Melway Map146; Ref: A3)

March 2015

Sunday 1 st	Please note that the proposed event for this date has been withdrawn. Should another event be scheduled, the membership will be advised accordingly.	
Saturday 14 th to Saturday 21 st	RACV Fly The Flag Tour – An ABCCC Major Event Start Venue – Ultima Reception Centre, Corner of Keilor Park Drive and Ely Court, Keilor Park. (Melway Map 15; Ref: B8)	Tony Pettigrew (03) 9739 1146

April 2015

Wednesday 8 th	Mid-week visit to Heide Gallery and Gardens, Bulleen Start Venue – TBA.	TBA
Saturday 18 th & Sunday 19 th	Como Gardens Open Weekend – An ABCCC Supported Event 29 Basin-Olinda Road, The Basin, Victoria. (Melway Map 65; Ref: J8)	George Hetrel (03) 9761 1341 Bill Allen (03) 9846 2323
Sunday 26 th	Visit to Point Nepean – An ABCCC Event Start Venue – TBA.	Bryan Tootell 0412 549 906

May 2015

Sunday 3 rd	Joint Event With ABCCC Queensland Members Venue – TBA.	TBA
Sunday 17 th	AOMC Heritage Motoring Day Venue – TBA.	TBA
Saturday 30 th & Sunday 31 st	Historic Winton – Austin Seven Club Venue – Winton Motor Raceway, Winton, Victoria (Melway Map X922; Ref: B8)	TBA
Sunday 31 st	Combined Event – The ABCCC's McDonalds, Birketts and Sawyers Start Venue – TBA.	Geoff Birkett (03) 9755 1772

June 2015

Sunday 14 th	Rex's Big Day Out – An ABCCC Event Start Venue – TBA	Rex hall (03) 9795 7669
Sunday 28 th	Kallista Run – An ABCCC Event Start Venue – TBA	Phil Cook (03) 9842 5449

July 2015

Sunday 12 th	The ABCCC's Annual Luncheon – ABCCC Winter Event Venue – TBA	Colin Brown (03) 5964 9291
Sunday 26 th	An ABCCC Day Out Start Venue – TBA	Peter Lester (03) 9795 0033

August 2015

Friday 7 th to Sunday 9 th	An ABCCC Weekend Away Start Venue – TBA	Bryan Tootell 0412 549 906
Sunday 23 rd	A Special Outing – An ABCCC Event Start Venue – TBA	Rob and Mary Nolan 0488 547 499

September 2015

Wednesday 2 nd	A Mid-week Run – An ABCCC Event Start Venue – TBA	Peter McKiernan (03) 9787 6003
Sunday 13 th	An ABCCC Run Start Venue – TBA	Tore Pannuzzo (03) 9764 2276
Sunday 27 th	Geelong Run – An ABCCC Event Start Venue – The Geelong Area	Christopher Constantine (03) 9898 4431

October 2015

Sunday 11 th	Picnic Run – An ABCCC Event Start Venue – TBA	Phil Cook (03) 9842 5449
Saturday 17 th & Sunday 18 th	Como Gardens Open Weekend – An ABCCC Supported Event 29 Basin-Olinda Road, The Basin, Victoria. (Melway Map 65; Ref: J8)	George Hetrel (03) 9761 1341 Bill Allen (03) 9846 2323
Saturday 31 st	2016 ABCCC Events Calendar Planning Meeting Venue – TBA	Tony Pettigrew (03) 9739 1146

November 2015

Tuesday 3 rd	Melbourne Cup Day at Yarra Glen – An ABCCC Event Venue – Yarra Valley Racecourse, Armstrong Grove, Yarra Glen (Melway Map 275; Ref: B1)	Colin Brown (03) 5964 9291
Friday 13 th to Sunday 15 th	The ABCCC Indulgence Weekend – An ABCCC Event Venues – TBA	Peter McKiernan (03) 9787 6003

Sunday 29th

Farm Tour – An ABCCC Event
Cost – \$32.00 per person – Includes Farm Tour and a Roast Style Lunch.
Venue – Warrook Farm, Monomeith, near Koo Wee Rup.

Greg Anglin TBA

December 2015

Sunday 13th

The ABCCC Christmas Lunch – The ABCCC End of Year Event. Maxine Pettigrew (03) 9739 1146
Venue – TBA

EDITORIAL NOTES – Issue Number 179

A HAPPY NEW YEAR TO ALL OF OUR MEMBERS!

In the English magazine, *Practical Classics* for November 2015, there is a really nice looking ex-Metropolitan police Force (London) 1964 Daimler SP250 Dart. It is shown complete with one of those easy to hear Winkworth bells, mounted on the front bumper and, reportedly, still equipped with its Pye two-way radio. The colour is a nice shade of dark blue, I thought all of those Daimlers were finished in black, but then I could be wrong, or, it was used by a senior police officer. The car was sold at auction for £50,400, quite a bit more than expected.

The same edition features a splendid spread showing all the parts that make up a Jowett Javelin engine. This is a remarkable piece of photography which, if suitably enlarged, printed on good quality card and laminated would make a most apposite feature on any garage/workshop wall. It is understood that the magazine is planning on featuring other engines for future editions – watch out for your favourite!

We still have a large number of TBA notations in our Events Calendar, so, organisers, please get the missing details to me soon, so that the ABCCC can ably demonstrate its events' efficiency.

Mike Allfrey – Editor.

AUNTIE PAT'S SCOTTISH TEA TIME RECIPES

OLD FASHIONED RASPBERRY BUNS

Note: There is a rather good seedless raspberry jam made by Stute and is suitable for diabetics. It is stocked by a number of speciality shops. The jam is made well south of the border in Bristol, England.

Ingredients

8 oz. Self-rising flour
3 oz. Caster Sugar
4 oz. Margarine
1 Egg – beaten
¾ Dessert spoon milk
Raspberry jam
Caster sugar to dust

*Right: A shepherd's cot in
Glen Nevis, Inverness.*



Method

Set the oven to 425 °F (218 °C) or gas Mk 7.

Grease and flour baking sheets. Sift the flour into a bowl and rub in the margarine. Add the sugar and the beaten egg with enough milk to make a fairly stiff consistency. Divide the mixture into about walnut-size balls and place on baking sheets allowing them to spread slightly during cooking. Make a small hole in the centre of each ball and spoon in a little of the raspberry jam. Pinch the edges together again. Dust lightly with caster sugar. Bake for ten minutes, then reduce heat to 350 °F (177 °C) or gas Mk 4 and bake for a further five minutes. The buns should be a light golden colour. Cool on a wire rack.

From Scottish Teatime Recipes – With Thanks.

Pat Douglas.

EVENT REPORTS

WHAT WE HAVE BEEN DOING

No reports have been received.

WHAT WE ARE ABOUT TO DO – Coming Events

A FABULOUS MID-WEEK RUN – Wednesday 4th February, 2015

We will meet at the car park of the Frankston Bunnings Warehouse located at the corner of McMahons Road and Gertrude Street, Frankston (Melway Map 102; Ref: F4), at 9:00 am ready for a 9:30 am departure. We will take a casual run along a scenic route to our morning tea stop, after which we will continue along tree-shaded roads which will provide a great mix of views from rolling hills to water views. Eventually arriving at the bistro that is our lunch stop,

January, 2015

Fellowship, Friendship – That's Your ABCCC

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where there is a comprehensive menu available from light lunches, Seniors' Specials, daily specials and, of course, the full menu – should you so desire.

As usual, all I promise is a good time with great people. Please advise me if you are coming, so that I can advise our venues of numbers – this helps them look after us better. I look forward to you joining us for a friendly casual day out. Please contact Frank on 0408 633 778 or, E-mail classicautos@aol.com.au

Frank Sawyer.

THE ANNUAL GENERAL MEETING OF THE ALL BRITISH CLASSICS CAR CLUB – Sunday 15th February, 2015

The AGM will be conducted at the Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park (Melway Map 37; Ref K3,K4). There will be a lunch commencing at 12:00 noon, with the meeting commencing at 2:00 pm. The lunch will cost \$10.00 with the lunch and meeting being open for financial club members only. Please advise the Secretary that you will be attending the AGM. This information is required for printing and catering purposes.

The Annual General Meeting follows the protocol that only financial members of the ABCCC Inc. are eligible to cast votes. Protocol also rules that there can only be one vote per member couple.

Nominations for Committee positions will be called for at the Annual General Meeting. The minutes of the 2014 Annual General Meeting will be distributed a minimum of two weeks prior to the meeting date.

If you have items that you wish to have placed on the Agenda, please notify the Secretary prior to 7th February, 2015. Late requests cannot be placed on the Agenda.

Pat Douglas – Secretary.

A CANCELLED ABCCC EVENT – Sunday 1st March, 2015

The original event that was to be organised by Marj and Brian Pepper, arranged for this date has had to be re-scheduled. We all wish Marj a super-successful recovery from a short spell in hospital.

There could well be another event scheduled around this date slot. All club members will be advised via E-mail and, possibly by posted letter to those who do not receive an E-mailed edition of *Your ABCCC News*.

Mike Alfrey – Editor.

ANY QUESTIONS? I THINK NOT!

No dictionary has ever been able to define the difference between 'complete' and 'finished'. However, in a linguistic conference, held in London, England, and attended by some of the best linguistic scholars in the world, Samsundar Balgobin, a Guyanese was the clever winner.

His final challenge was this:

Some say there is no difference between 'complete' and 'finished'. Please explain the difference in a way that is easy to understand.

His response was:

"When you marry the right woman, you are 'complete'. If you marry the wrong woman, you are 'finished'. And, when the right one catches you with the wrong one, you are 'completely finished'."

His answer received a five minute standing ovation.

Via E-mail.

FROM THE CLUB'S FILES

1. The Inaugural Meeting of the All British Classics Car Club

Held at Shannon's Corporation, Warrigal Road, CHELTENHAM. On 3rd December, 1997 at 8:00 pm.

Welcome – Frank Douglas welcomed everyone present.

General Business – This is to be a social and recreational Club, using our vehicles. It was decided that there would be 2 events committees. Annual fee to be \$25.00 and an entry fee of \$10.00. Name tags to be made for both husband and wife. Additional cost for Newsletter (Annual fee). Meeting place to be advised. Range of cars to cover from Veteran to modern day cars. We will apply to VicRoads for Club Licences, also OAMC (*sic*) and the Federation. Moved – Tore Panuzzo, seconded – Adam Francis, that we join the OAMC (*sic*) and Federation.

Events Committee – Peter McLaren – Vermont, Adam Francis – Noble Park.

Function – B.B.Q. on 17th January, 1998 to be held at 737 Boronia Road, WANTIRNA at 12.00 noon.

Committee – President, Frank Douglas; Vice-President, Tom Verney; Treasurer, Tony Hodges; Secretary, - - - ; Editor, Frank Douglas.

Annual General Meeting – To be held in early December, 1998.

2. Reference The Club's Inauguration Meeting

Mr Robert Shannon
Shannon's Corporation
321 Warrigal Road
CHELTENHAM
January, 2015

28th January, 1998

Dear Sir,

I would like to thank you, on behalf of The All British Classics Car Club, for your hospitality and use of your premises for the inaugural meeting on 3rd December, 1997. It was greatly appreciated by all concerned,

Yours faithfully,

B McLaren.

3. ABCCC Thoughts

Definition of British cars – suggesting – Any passenger motor vehicle manufactured in the UK, regardless of age, marque and condition. That should preclude trucks, bikes and tractors!!! – Covers those with cars on road as well as under restoration or just under house!

Member suggested definition – *Membership is open to any person who owns, or has owned, or intends to own a British car, and who supports the objectives of the Club.* (Broad enough?)

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.

Mounting The Horn

The note of a high-frequency horn is influenced to some degree by the mounting bracket. Various designs are in use, including leaf-spring attachment, rubber bushing, or suspension, and solid two-point attachment. The bracket should be securely fixed, and the horn body must not bear against surrounding metal or cables. The latter should have enough free length to allow a certain amount of body movement without tension.

Wind-tone Horn

A modern development of high-frequency practice is the Wind-tone horn, in which diaphragm movement is tuned to correspond to the natural frequency of the air column in the trumpet. When correctly adjusted, the note approximates to that of an efficient reed horn, the air vibration being directly generated by the diaphragm. Construction is largely similar in design, but adjustment is critical and must be carefully executed.

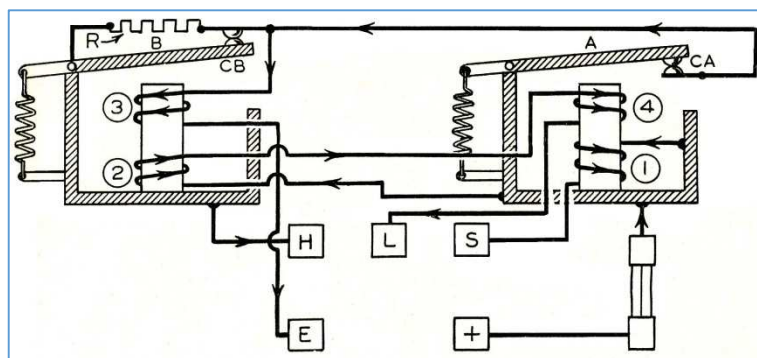
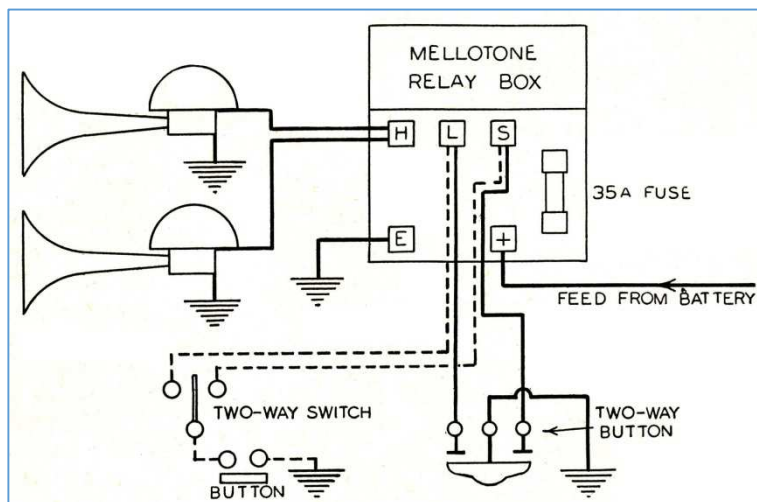
Twin-horn Sets

In both Mellotone and Post Horn sets, a pair of specially tuned horns, producing harmonic note combinations, is operated, through a relay switch in the case of the Mellotone, and direct via push in the Post Horn set. The horn mechanism is enclosed by a dome, secured by a central screw, removal of which gives access to contact-breaker and adjustment.

Right: Figure 2.

The Mellotone Horn Set

In the Mellotone horn set the choice of a loud or soft tone is provided by the relay unit and two-way switch or button. Figure 2 is a circuit diagram of the Mellotone layout. Two relay solenoids are fitted on a moulded base, together with terminals and fuse. When the button or switch-button combination is closed in 'loud' position, the operating solenoid is energised and contacts meet, when full-voltage is applied to the horns. The resistance solenoid, contacts of which remain closed, is not energised, and its contacts bridge the resistance. When the circuit is closed in 'soft' position, both solenoids operate, the operating unit closing main circuit to horns, while the resistance unit opens its contacts and, the resistance then being in circuit, voltage on horns is reduced and a soft note results. Each solenoid carries two windings, one pair supplementing and the other pair opposing each other.



Above: Figure 3.

Figure 3 shows the internal circuits of the Mellotone control box, and operation is as follows:

When a circuit to earth is established from terminal (L), via push or switch-push combination, current flows from fuse to windings (2) and (4) in series, to terminal (L) and thence to earth.

Both relays (A) and (B) are momentarily energised, but immediately relay (A) closes, contacts (CA) meet, and current flows thence to winding (3) and terminal (E) to earth. The flux of winding (3) opposes and cancels out the flux of winding (2), so that relay (B) remains closed.

Current therefore passes from contacts (CA) to contacts (CB), via frame of relay (B) to terminal (H) and cables to horns, giving 'loud' note.

If the 'soft' button is pressed, current flows from fuse to frame of relay (A), winding (1), and (S) terminal to earth. Contacts (CA) close and current flows to winding (3) and terminal (E) – earth. Relay (B) is energised, contacts (CB) are drawn apart, when the resistance (R) is inserted in the feed circuit to the horns, producing a 'soft' note.

The design of wind-tone horns necessitates the provision of a trumpet of correct length and shape. The reason underlying this is that the natural frequency of the air column contained in the trumpet must correspond to that of the moving system, comprising diaphragm and armature plate. The characteristic tone of the horn depends on this factor.

In units of the 'post horn' type, where a short flare is fitted, the necessary exponential column length is obtained by a spiral passage formed in the base.

This method is applied in later type Mellotone sets, replacing earlier designs with straight trumpets.

SERVICE INFORMATION

Horn Circuit

Single horns and twin sets operated direct through the button may be connected to a fuse fed via ignition switch or fed direct from ammeter, according to the year and model of car.

Short To Earth

The button is in the earth side of the circuit, so that a short to earth in any part of this section will result in constant horn sounding until fuse is withdrawn or ignition switched off.

Blown Fuse

A short in the feed section to the horn will blow the fuse. The circuits of the horn itself must be insulated from earth, as each terminal has the same effects in the case of a fault as the section to which it is connected.

It is immaterial to which terminals the wires are connected, but insulation is important.

Position Of Horn

Special attention is advisable where the horn occupies a position exposed to rain. When new horns with flares are to be fitted, the trumpets should be horizontal or inclined slightly downwards so that water cannot collect in them.

Connections

In some models the cable connections are made by small ferrules soldered to the cable ends and inserted into rubber insulated spring clips (snap connectors). The soldered joints in these ferrules should be checked, as also the joints made in any rubber-sleeved push-in connectors in the Wiring.

Use Of Horn Relay

One of the main objectives of the relay box is to shorten the main circuit to the horns and thereby avoid voltage drop. The button and wiring from relay box – including that passing through the steering column section – only carries the small relay winding current, the main circuit via the contacts being direct. Mellotone horns must not be wired other than through the proper control box, and it is advisable to fit a relay unit with any twin set unless this is definitely unnecessary, as in the case of horns with small current consumption.

Adjusting Contact-breaker

Adjustment of contact-breaker unit is usually provided for by a screw with locknut. It is essential to securely lock the screw, as vibration is liable to slacken it. Vibration also affects brackets and mountings.

Wherever possible, only the brackets provided with the horns should be used in fitting, but if special mountings have to be made they should be amply rigid and should be designed to support the horn against the vibrational stresses imposed in any one direction by the balance of weight.

As mentioned earlier, the horn must be clear of obstructions or contact with the mass of the vehicle other than through the bracket.

This applies in particular to fitment under the bonnet, when contact with the bonnet when closed, or the movement of the engine in rubber mountings, must be reckoned with.

Electrically Operated Reed Horn

The Lucas-Spartan Bugle-Chime horn is an interesting example of the electrically operated reed horn. A small motor drives a flying-vane air compressor, the air from which is fed via valves to three separate reed diaphragm trumpets tuned to a musical chord. The motor also drives, through reduction gearing, a camshaft with three cams which open the valves to the trumpets in sequence, resulting in a repeated bugle-call. A relay device ensures that the unit continues running until the call is completed, even though the button is released prematurely. A two-way switch is provided which operates a solenoid in addition to the motor, the solenoid, when energised, holding down all three valves so that a chord is sounded.

Wiring Up Additional Horn

It should be remembered when fitting special or additional horns that it is unwise to disconnect the existing button in favour of a special button which may be necessary, as the driver will probably have formed a habit of unconsciously using the old button and will do so in emergency. It is usually practicable to wire a change-over switch through the existing button, or, where a new control – such as a Mellotone two-way button – is fitted, the old horn control should be left complete.

Hints On Tracing Faults

Amongst points worth noting in tracing faults in horns and circuits, the following should be observed:

Loss of volts due to the resistance of oxidised push contacts, defective wiring or connections, or a weak battery may be a misleading factor.

Avoid disturbing the horn adjustment until proved necessary by a test on an independent circuit.

The best check on circuit conditions is to connect an accurate voltmeter to the horn terminals, noting the reading when the horn is sounded. Complaints of a strident, ill-tuned note have been found to arise from the basic cause of a maladjusted regulator, which overcharged the battery and consequently boosted its voltage to an abnormal value. Modern HF-type horns are sensitive to voltage variation, and a check on this is always advisable.

Twin horns, operated through a relay, should be wired direct from the battery terminal of the starter switch, or other convenient main terminal. Most relay units incorporate a fuse, failing which a separate fuse-holder should be fitted.

Where twin horns are wired direct to the battery voltage supply, it is advisable to see that auxiliary fuses are not overloaded. The horns can be wired to separate auxiliary fuses in order to divide the additional load, using a common push-button and return wiring, provided that the two fuses are supplied from a common battery point.

*From Motor Repair And Overhauling – Volume IV.
Published by George Newnes Limited – Published 19??.*

THOUGHTS ON CHARITY CAR SHOWS

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

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

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

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

PLEASE NOTE: Club members are free to promote their local charity events in *Your ABCCC News*, with the following stipulations – that notice of such an event arrives on the editorial desk a minimum of three calendar months prior to the date of the event being advertised.

In the instance where such events are not recognised ABCCC events, the name and telephone number of the club member who submitted the advertisement will be the sole contact for further information about that event.

Bill Ballard.

TIME TO MULL OVER THE GOOD TIMES!

Someone asked me the other day, "What was your favourite 'fast food' when you were growing up?"

"We didn't have fast food when I was growing up", I informed him. "All the food was slow."

"C'mon, seriously – Where did you eat?"

"It was a place called 'home'", I explained. "Mum cooked every day and when Dad got home from work, we sat down together at the dining room table, and if I didn't like what she put on my plate, I was allowed to sit there until I did like it."

By this time, the lad was laughing so hard I was afraid he was going to suffer serious internal damage, so I didn't tell him the part about how I had to have permission to leave the table.

Here are some other things I would have told him about my childhood, if I'd figured his system could have handled it:

Some parents NEVER owned their own house, wore jeans, set foot on a golf course, travelled out of the country or had a credit card.

My parents never drove me to school; I had a bicycle that weighed probably 23 kg, and only had one speed (slow).

We didn't have a television in our house until I was 10 (*or Coronation day, 1953*).

It was, of course, black and white, and the station went off the air at 10 pm, after playing the national anthem and epilogue; it came back on the air at about 6 am. And there was usually a locally produced news and farm show on, featuring local people . . .

Pizzas were not delivered to our home . . . but milk was.

All newspapers were delivered by boys, and all boys delivered newspapers – my brother delivered a newspaper, seven days a week. He had to get up at 6 am every morning.

Film stars kissed with their mouths shut. At least, they did in the films. There were no movie ratings because all movies were responsibly produced for everyone to enjoy viewing, without profanity or violence or almost anything offensive.

If you grew up in a generation before there was fast food, you may want to share some of these memories with your children or grandchildren. Just don't blame me if they bust a gut laughing.

Growing up isn't what it used to be, is it?

Memories From A Friend:

My Dad is cleaning out my grandmother's house (she died recently) and he brought me an old lemonade bottle. In the bottle top was a stopper with a bunch of holes in it. I knew immediately what it was, but my daughter had no idea. She thought they had tried to make it a salt shaker or something. I knew it as the bottle that sat on the end of the ironing board to 'sprinkle' clothes with because we didn't have steam irons. Man, I am old.

How many of these do you remember?

- Headlight dip-switches on the floor of the car.
- Ignition switches on the dashboard.
- Trouser leg clips for bicycles without chain guards.
- Soldering irons you heated on a gas burner.
- Using hand signals for cars without turn indicators.

Older Than Dirt Quiz:

Count all the ones that you remember, not the ones you were told about. Ratings at the bottom.

1. Sweet cigarettes.
2. Coffee shops with juke boxes.
3. Home milk delivery in glass bottles.
4. Party lines on the telephone.
5. Newsreels before the movie.
6. TV test patterns that came on at night after the last show and were there until TV shows started again in the morning. (There were only 2 channels – if you were fortunate)
7. Peashooters.
8. 33 RPM records.
9. 45 RPM records.
10. 78 RPM records.
11. Hi-fi systems.
12. Metal ice trays with levers.
13. Blue camera flashbulbs.
14. Cork popguns.
15. Wash tub wringers.

If you remembered 0 – 3 = You are still young.

If you remembered 3 – 6 = You are getting older.

If you remembered 7 – 10 = Don't tell your age.

If you remembered 11 – 15 = You are positively ancient!

I must be 'positively ancient', but those memories are some of the best parts of my life. Don't forget to pass this along! Especially to all your really OLD friends . . . I just did!

(PS. In the original, I used a large type face so you could read it easily)

Betty Taylor – With Thanks.

SOME NEW IDEAS FOR YOUR MAGAZINE

It would be an attractive idea if we could start a new series of articles, under the title of *THE MOTOR CAR I HAVE HANKERED AFTER*. There must be a number of us who have experienced yearnings to own one make and model of car during our lives. It could be well out of reach, but still much desired and, of course, be of the British classic ilk. The series will commence further down this page.

Another series currently being contemplated is one that has the theme, *IT HAPPENED TO ME*, motoring experiences over the years in British classic motor cars. Please, no condemning Lucas products though!

So, set to, write something, supply a photograph and E-mail those articles to the Editor.

Mike Allfrey – Editor.

THE MOTOR CAR I HAVE HANKERED AFTER

The 1972 Jensen Interceptor III

Ever since the Jensen Interceptor III was launched in 1972, I have always had a great desire to own one sometime. It was probably that spa-sized rear window or just the general style of the car. It looks good in a metallic burgundy or in a darkish metallic green. The use of chrome is well executed and the wheels' style and size are spot on. The body has simple clean lines and the vents to the rear of the front wheels are an eye-catching touch.

Right: A superb Interceptor III spotted at a British show, in the good company of mostly Rovers of British origin and Triumphs. From the Internet – with thanks.



The interior was sumptuously trimmed and superbly appointed, but it seems that most were trimmed in black, even the burgundy coloured Interceptors. A nice leather trim of cream Connolly would go well here! In some versions, the original engine featured no less than six (6) carburettors, using just one for light running and then the others coming into play as the accelerator pedal is pressed further down. It is understood that many of these Interceptors were converted to employ a Carter four-barrel carburettor, but if the multi carburettor system is set up by 'someone who knows', the system cannot be matched. The Chrysler V8 of 6.27 litres cubic capacity is from Detroit, but then there aren't many British made engines of that size (the Bentley V8 would have been magnificent, if it could have physically fitted). It is understood that concerns about petrol consumption disappear as soon as the car departs from the service station!

Replacing the seals for that rear window would, very likely be quite a task. Or, it is possible that the seal for that large window-cum-tailgate may just pop into place. It has been written that this model can be prone to rust and repairs of a seriously affected one could be expensive. There could well be a concern with door fit, because these cars were virtually hand built. But then, being used to a Jowett Jupiter, such concerns are quite normal!

Mike Allfrey.



Left: Serious discussion during the 2014 Hamilton Rally.