



# ***YOUR ABCCC NEWS***

*The Official Newsletter Of*

**THE ALL BRITISH CLASSICS CAR CLUB VIC. INC.**

**Edition N<sup>o</sup>. 193**

**March, 2016**

## **A VICTIM OF EUROPE'S NANNY SOCIETY**



*The last Defender? Geoff and Judy Birkett's latest acquisition, a Land Rover Defender. Photograph taken on the mid-week run to the Moorabbin Air Museum and the Langwarrin Pub.*



**Associations Incorporation Registered Number: A0035462V**



## THE ALL BRITISH CLASSICS CAR CLUB VIC. INC. – YOUR COMMITTEE

Executive Committee	Name	Telephone	E-mail Address
<b>President</b>	Tony Pettigrew	(03) 9739 1146	<a href="mailto:president@abccc.com.au">president@abccc.com.au</a>
<b>Vice President</b>	Nello Mafodda	(03) 9719 7949	<a href="mailto:nello@abccc.com.au">nello@abccc.com.au</a>
<b>Treasurer</b>	Bill Allen	(03) 9846 2323	<a href="mailto:treasurer@abccc.com.au">treasurer@abccc.com.au</a>
<b>Secretary</b>	Pat Douglas	(03) 9739 4829	<a href="mailto:secretary@abccc.com.au">secretary@abccc.com.au</a>
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<b>AOMC Delegate</b>	Bill Allen	(03) 9846 2323	
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<b>VCPS Officer (Renewals)</b>	Colin Brown	(03) 5964 9291	<a href="mailto:colin@abccc.com.au">colin@abccc.com.au</a>
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The All British Classics Car Club Vic. Inc. Website <a href="http://www.abccc.com.au">http://www.abccc.com.au</a>			
The Association of Motoring Clubs Website <a href="http://www.aomc.asn.au/">http://www.aomc.asn.au/</a>			
The Federation of Veteran, Vintage and Classic Car Clubs Website <a href="http://www.federation.asn.au/">http://www.federation.asn.au/</a>			

### CONTACTING THE ABCCC VIC. INC.

On The Web <http://www.abccc.com.au>  
 On Facebook [www.facebook.com/AllBritishClassicsCarClub](http://www.facebook.com/AllBritishClassicsCarClub)  
 Postal Address PO Box 201, Chirnside Park, Victoria, 3116

### CLUB INFORMATION

Visit the club's Website for information about how club matters are conducted. This Website also features information about how the Victorian Club Permit Scheme (VCPS) is operated by the All British Classics Car Club Vic. Inc.

Our club does have one explicit rule – for those motor cars operating on the Victorian Club Permit Scheme (VCPS), using the auspices of the All British Classics Car Club Vic. Inc., for the ongoing benefit of the VCPS, their owners must continue to be a financial member for the duration of the permit period, and attend a minimum of three club events during the permit's active year. Failure to respect this rule will result in the VCPS renewal being insupportable and void.

### MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Vic. Inc. is \$45.00 per annum. This subscription fee also includes the club member's partner. In addition to that, there is a once-only \$30.00 Joining Fee. Please address membership enquiries to: Gordon Lindner, 9 Hagen Drive, Berwick, Victoria, 3806. Telephone Number 0418 540 920.

**Note: Membership subscriptions are due before the end of December each year.**

**The All British Classics Car Club Vic. Inc. was founded by the late Frank E Douglas  
on 19<sup>th</sup> September, 1997**

#### LIFE MEMBERS

**The ABCCC Vic. Inc. is proud to grant Life Membership to those who provide exceptional service to our club.  
Current Life Members are: Pat J Douglas, Ross Wolstenholme**

# ABCCC EVENTS DIRECTORY

**Event Organisers – please provide basic event-start details as soon as possible – Thank you.**

## March 2016

Friday 25<sup>th</sup> ABCCC Display at Chirnside Country Club – An ABCCC Event Maxine Pettigrew (03) 9739 1146  
This event is part of the Good Friday Appeal.  
Venue – 68 Kingswood Drive, Chirnside Park, Victoria.

## April 2016

Sunday 3<sup>rd</sup> Phil's Run To Beaconsfield – An ABCCC Event Phil Cook (03) 9842 5449  
Start Venue – Lilydale Lake, off Swansea Road (C401, Melway Map 38; Ref:G7)

Sunday 10<sup>th</sup> RACV Classic Showcase – An ABCCC Supported AOMC Event AOMC (03) 9555 0133  
Venue – Flemington Racecourse, enter from Epsom Road (Melway Map X896; Ref: Q4).

Saturday 16<sup>th</sup> & Como Gardens Open Weekend – An ABCCC Assist Event Tony Pettigrew (03) 9739 1146  
Sunday 17<sup>th</sup> Venue – The Basin to Olinda Road, The Basin. Bill Allen (03) 9846 2323

Wednesday 27<sup>th</sup> Coombe Cottage Devonshire Tea – An ABCCC Event Sue Thompson (03) 9761 9192  
Start Venue – TBA

## May 2016

Sunday 15<sup>th</sup> Bruno Gardens Visit – An ABCCC Event Bryan Tootell 0412 549 906  
Start Venue – Beechworth Bakery, Healesville, Victoria.

Sunday 29<sup>th</sup> Rex's Big Day Out – An ABCCC Event Rex Hall (03) 9795 7669  
Start Venue – TBA

## June 2016

Friday 10<sup>th</sup> to Hamilton Rally – An ABCCC Visit Event Tony Pettigrew (03) 9739 1146  
Monday 13<sup>th</sup> Rally Base Venue – Hamilton Showgrounds, Cnr. King and Gordon Streets, Hamilton, Victoria.

Sunday 26<sup>th</sup> A Tour of Discovery – An ABCCC Event Christopher Constantine (03) 9898 4431  
Start Venue – TBA

## July 2016

Sunday 10<sup>th</sup> Trivia Night – An ABCCC Event Pat Douglas (03) 9739 4829  
Experience Venue – Lilydale, Victoria. Maxine Pettigrew (03) 9739 1146

Friday 29<sup>th</sup> to Wet'n Wild Weekend Whale Watching – An ABCCC Event Bryan Tootell 0412 549 906  
Sunday 31<sup>st</sup> Destination – Warrnambool, Victoria.

## August 2016

Sunday 14<sup>th</sup> The ABCCC Annual Luncheon – An ABCCC Event Colin Brown (03) 5964 9291  
Function Venue – TBA

Wednesday 24<sup>th</sup> Mid-week Twilight Run – An ABCCC Event Peter McKiernan (03) 9787 6003  
Start Venue – TBA

## September 2016

Saturday 3<sup>rd</sup> Something Spritely – An ABCCC Event Robert Stark (03) 9728 6308  
Start Venue – TBA

Sunday 18<sup>th</sup> Brewery Tour, Tasting and Lunch – An ABCCC Event Greg Anglin (03) 9876 3293  
Venue – Gippsland, Victoria.

## October 2016

Saturday 1<sup>st</sup> & Visit to Daylesford – An ABCCC Event Marj Pepper (03) 9439 7875  
Sunday 2<sup>nd</sup> Start Venue – TBA

Saturday 15<sup>th</sup> & Como Gardens Open Weekend – An ABCCC Assist Event Tony Pettigrew (03) 9739 1146  
Sunday 16<sup>th</sup> Venue – The Basin to Olinda Road, The Basin. Bill Allen (03) 9846 2323

Sunday 16<sup>th</sup> Britain To 'Bunna – Rover Car Club (Tasmanian Register) [webmaster.roverclubaust@gmail.com](mailto:webmaster.roverclubaust@gmail.com)  
Venue – Triabunna, Tasmania.

Sunday 23<sup>rd</sup> Touring Visit to Puckapunyal – An ABCCC Event Ian Terry (03) 9841 9876  
Start Venue – TBA

## November 2016

Tuesday 1<sup>st</sup> Melbourne Cup at Yarra Glen – An ABCCC Event Colin Brown (03) 5964 9291  
Start Venue – Meet at Coldstream, Victoria.

Wednesday 9<sup>th</sup> Special Mid-week Run – An ABCCC Event Bryan Tootell 0412 549 906  
Friday 18<sup>th</sup> The Famous ABCCC Indulgence Weekend Peter McKiernan (03) 9787 6003  
Information Indulgence – TBA

## December 2016

Sunday 11<sup>th</sup> Christmas Luncheon – The ABCCC End of Year Event Maxine Pettigrew (03) 9739 1146  
Venue – TBA

## EDITORIAL NOTES – Issue N<sup>o</sup>. 193

Following these notes, there is a copy of the submission from the All British Classics Car Club Vic, Inc., which was presented by one of our Delegates, Bill Allen, at the Delegates' Meeting of the Federation of Veteran, Vintage and Classic Vehicle Clubs Inc., held on Saturday 13<sup>th</sup> February, 2016. The meeting was held at Shepparton and was our introduction to the Federation. As a result of our submission, our club has been accepted into the Federation. From an editorial point of view, this will mean that there will be news for our readers from the FVVCV as well as from the AOMC. It also means that there will need to be great care with regard to what is placed in these pages, because there will now be many more readers of *Your ABCCC News*.

Mention of which, brings up some sobering figures that Ed Bartosh delivered to us in his Webmaster's Report at our AGM. There were 233,000 hits on the ABCCC Website and, boasting that, there were 53,000 hits on our RACV Great Australian Rally Website. Such figures are interesting, but what we do not know is how many of the 'hitters' were enthusiasts for British-made classic motor cars. All of this engenders some thought by our Executive Committee, and by yours truly.

While at the AGM, a request was made for an explanation about matters relating to core plugs. As most British cars were water cooled, core plugs are a prominent feature of British classics. As it happened, there is a stack of older motoring-related magazines in the editorial office. Coincidentally, soon after the AGM, one of my breakfast reads had an article about replacing core (welch) plugs. This article, slightly embellished, appears on Page 5, and a very appropriate illustrating photograph was found, courtesy of Google Images – thank you for that one!

Our Events Directory, on Page 3, has far too many of those 'TBA' notations beneath the event descriptions. It is only fair to our greater membership that advance information is provided. This edition is a bit rushed, due to the soon to commence RACV Fly The Flag Western Tour and, in addition to that major event claiming our attention, there are also the logistics of printing to consider.

Enjoy this issue of *Your ABCCC News*.

*Mike Allfrey – Editor.*

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## THE ABCCC'S SUBMISSION TO BECOME A MEMBER OF THE FEDERATION.

On behalf of our President, Tony Pettigrew, Committee and Members of the All British Classics Car Club Vic. Inc. Colin Brown and myself (Or Bill Allen and myself . . . depending on who speaks), we would like to make the following submission in support of our application to join the Federation of Veteran, Vintage and Classic Vehicle Clubs Inc.

Our Club was founded in September 1977 by the late Frank Douglas, who was formerly associated with the Armstrong Siddeley Car Club. Frank's vision was to establish a friendly, family orientated Club for people with an interest in Classic British cars with an emphasis on the social, less formal aspects of a car club.

Our Club operates under the Model Rules as its Constitution, and endeavours to hold two events each month. These events vary from a day trip for, say, lunch to a weekend away to a place of interest. We have also participated in rallies organised by other clubs, such as those organised by the Hamilton and Ballarat clubs.

We also organise the RACV Great Australian Rally in January each year, and have done so since 1999. This Rally has raised approximately \$700,000.00 for the Peter MacCallum Cancer Institute over this period. The RACV Fly The Flag Tour is also organised by our club, and has been since 2002. Charity auctions are held on these Tours, and with the assistance of the RACV, have raised approximately \$400,000.00 for the RACV Community Foundation.

Assistance by our club is also given to George and Pat Hetrel, twice a year at their Como Gardens Open Weekends. Our members assist in driving the miniature train, marshalling in the car park and helping with the catering on both days. These Open Weekends have raised around \$50,000.00 for the St. John's Ambulance and the SES in the local area.

We are very proud of our efforts in this fund raising area and do not believe many, if any, other small clubs such as ours can claim such achievements.

Our club has been a member-club of the AOMC for many years and we believe that by joining this Federation we will gain a greater knowledge and a broader picture of the old car movement overall.

Thank you for listening to our submission.

*Prepared by Tony Pettigrew, President – ABCCC Vic. Inc.*

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## ANOTHER BLONDE JOKE

An aeroplane is on its way to New York when a blonde woman in economy class gets up and moves into a vacant seat in the first class section.

One of the flight attendants watches her do this, and politely informs the woman that she must sit in economy class, because that's the type of ticket she paid for.

The blonde replies, "I'm blonde, I'm beautiful, I'm going to New York and I'm staying in this seat."

After repeated attempts and no success at convincing the woman to move, the flight attendant goes into the cockpit and informs the pilot and co-pilot that a blonde bimbo is sitting in first class, who refuses to go back to her allocated seat in the economy section. The co-pilot goes back to the woman and explains why she needs to move, but once again the woman replies by saying, "I'm blonde, I'm beautiful, I'm going to New York and I'm staying right here."

The co-pilot returns to the cockpit and suggests that perhaps they should have the arrival gate call the police and have the woman arrested when they land. The pilot says, "You say she's blonde? I'll handle this. I'm married to a blonde. I speak blonde."

He went back to the woman and whispers quietly in her ear. Straight away, she says, "Oh, I'm sorry," then quickly moves back to her seat in economy class.

The flight attendant and co-pilot were amazed and asked him what he said to get her to move back to economy without causing any fuss?

"I told her first-class isn't going to New York." . . . Oh dear!



*Above right, a photograph of Bay Street, Frankston taken in 1954. Note the Armstrong Siddeley utility that really stands out from the rest. Also spotted, we think are a couple of Standard Vanguard utilities and a little convertible, probably British at left of the Armstrong Siddeley. This photograph was also sent in by Peter.*

*From Peter Hibbert.*

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## SQUEEZE YOUR BRAIN – The Answer

We trust you thought about it, all month long . . . well, here is the answer (at right!).

*Betty Taylor.*



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## GETTING A BIT TECHNICAL – CORE PLUGS

During the luncheon prior to our Annual General Meeting, I was asked about core plugs – what they were for and how they are replaced. This sounded like a good 'padding' topic for our magazine, so, here goes. The fitting of core plugs, or welch plugs as they are sometimes called, though a relatively simple matter, is one that is rarely dealt with in instruction manuals. The holes these plugs fill are original core holes left when casting the cylinder heads and blocks for engines and gearboxes etc. These holes are put to a practical use by the manufacturer – the outer faces are recessed and machined for a plug to be fitted.

One of the advantages of these plugs is that, in the past and in the event of a freeze-up or over-heating of the cooling water system they take the power of expansion and are forced out, so preventing damage to the block or cylinder head. Well, that was the theory – however, in the case of freezing, long cracks have been observed in cylinder blocks and heads while the core plugs were still resolutely in place.

The plugs are generally circular, of convex pattern and fit into the machined recess, being pressed into position and so forming the weakest link. After a period of time they are apt to deteriorate to a certain extent, when a slight seepage of water will be apparent and this is the time to renew them. This can be particularly so in the case where a steel core plug is expanded into an aluminium casting's machined recess due to the electrolysis caused by incompatible metals. There can also be instances of this condition



when zinc or cadmium plated steel plugs are installed. In some cases, core plugs can be severely damaged by cavitation erosion, a topic discussed in a recent edition of Your ABCCC News. Usually though, it can be determined that steel core plugs are eminently suitable for use in cast iron, and brass plugs fit very well with cast aluminium. Thus, when a seeping core plug is identified, compatibility of metals should be considered carefully, prior to its replacement.

### Removing Old Core Plugs

The removal of these plugs is generally a simple matter, as usually, in the process of deterioration, they become quite thin. Should any difficulty be encountered, there are several methods that can be adopted. One method of removal is to strike the centre of the plug with a drift (or the ball end of a small hammer), creating a concave effect and so loosening the sides (diameter). If it still proves obstinate, drill a hole in the centre of the plug, and by introducing a tapered punch or bar through the drilled hole, it is possible to lever the plug from the cylinder block. Another effective method, and if the equipment is available, is to drill a suitable size hole for a slide-hammer's self-tapping adaptor to be screwed into the plug and then extracting it by use of the slide-hammer. Yet another slide-hammer method involves drilling a large enough hole in the plug, to enable the insertion of the slide-hammer's hook adaptor.

At this point it should be mentioned that during operation involving the removal of these plugs, care must be taken to prevent damage to the seating surface of the cylinder block or head. Having removed the old core plug thoroughly clean the face of the casting's core holes to make sure the seating area is clean and flat before introducing the new core plugs.

### Replacement Is Easy

These plugs used to be sold in sets and are obtainable from the manufacturers or a good car accessories shop. To replace them is even simpler than removal and, having prepared the surfaces, lightly smear the seating with jointing compound and leave until tacky. Insert the new plug (concave side towards the hole) in the hole and, with the aid of a soft drift, preferably aluminium, tap the centre of the plug to drive it on its seating, slightly flattening the convex form. Again, care should be taken not to over-flatten the plug, as this will result in the plug taking a concave form, drawing itself away from the seating and leaking as badly as the original. It is an added help if you can either obtain or make the soft drift with a concave striking head, so that it fits the contours of the plug.



This completes the operation of fitting core plugs, which is very simple and straight-forward, and is a job that can be accomplished by any do-it-yourself motorist.

*Peter Merrit.*

*Excerpts from Practical Motorist, February, 1961.*

*Editor's Note: The description above relates to the sharp-edged type of core plug, preferred by British manufacturers for its simplicity and effectiveness. There are plugs of a different type, with gently tapered walls that are a press-fit into a cleanly machined parallel bore. These plugs (above right) require the use of special tooling to properly install them into their home positions.*

## 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
Gareth and Neralie Connell	Daimler	250 Saloon	1968
Alan and Ilse Quantrell	Jaguar	XK-8	1997
	Jaguar	XF	2008

*Gordon Lindner– Membership Secretary.*

## MORE INTERESTING FACTS

The expression 'flash mob' was first used in 1832. It described a group of petty criminals.

People eating in a group of seven or more eat twice as much as people eating alone.

*From Qi.*



### **With Assistance From The All British Classics Car Club Inc.**

Please note that the Como Gardens Open Weekend is on again. Make sure that you mark your calendar for 18<sup>th</sup> and 19<sup>th</sup> April, 2016 for this special event. You can join us as volunteer helpers on either day, or, simply come along as an interested visitor. Como Gardens are at 79 The Basin-Olinda Rd, The Basin, Melway Map 65, Ref: K8.

All monies raised by the Open Gardens Weekend is donated to worthy causes in the local area. The ABCCC has, at past open days, helped to raise significant funds for the Knox SES and the St. Johns Ambulance Service, to name just two. There is also generous sponsorship and assistance provided by Bunnings Warehouse, RACV, Seasol, the Royal Horticultural Society and Radio Eastern FM 98.1

Entry to the gardens is \$7.50 per adult, children under 14 free entry. Dogs, on a lead are permitted.

If you wish to help, please contact George Hetrel on (03) 9761 1341. Also, visit: [www.comogardens.com.au](http://www.comogardens.com.au)

The ABCCC asks you to join in and help, for one day will be enough, but please let George know that you will be there to help and which task you can assist with. For our car parking assistance roster, please call Bill Allen on telephone number (03) 9846 2323 to arrange your spell of parking help. Morning and afternoon tea along with a sausage sizzle lunch will be provided to those who help with this very special cause.

On Saturday and Sunday the gardens are open to the general public, raising funds for St. John Ambulance and the Knox SES. This is a great weekend, something for everyone. Train rides, George's car museum is boasting in caring for the oldest car in Australia an 1891 Panhard et Levassor, beautifully restored and in running order, don't miss out on seeing this little beauty. There will also be shows and displays from the local Dog Club. Ross Gorden our resident ventriloquist never fails to keep the children enthralled and Hans with his barrel organ gets the kids singing along. At the gate, there will be special giveaways from the RACV. We are very proud to have Toshi Sakamoto, a wadaiko performer (Japanese Drumming and his students perform for us again. For the youngsters, there will be Peter Pan In The Woodlands – another favourite. It will certainly be a full weekend of interesting activities for families.

We are looking forward to hosting this weekend and hope that you're able to join us. In addition to all of this, there will be a number of British classic cars on display. There will also be special train rides on George Hetrel's narrow gauge railway, demonstrations and information sessions about the numerous attractions.

*Pat and George Hetrel.*

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## EVENT REPORTS

### WHAT WE HAVE BEEN DOING

#### BLUE LOTUS WATER GARDEN VISIT – Sunday 21<sup>st</sup> February, 2016

On a perfect Coldstream morning, what could constitute a record turnout of our members, gathered at the Super IGA car park area in Coldstream. We arrived just over ten minutes ahead of the scheduled arrival time, and immediately came under the impression that we were late! However, on our way to the morning rendezvous, we noted that the kind folk in the Yarra Valley area had kindly put on a wonderful display of classic lounge suites, coffee tables, mattresses, fans, refrigerators along with other desirable classic household items at the roadside for us to admire as we drove by. A photo stop was considered, but then there could have been mockery and castigating comment from the Central Government, and thus, resisting temptation was the best course.

Soon there was quite a queue at Phil Cook's Morgan, the tonneau cover made a useful cash for ticket exchange counter, and Colin Brown took our hard-earned cash for the Blue Lotus Water Garden visit. After a relaxed period of gentle nattering, it was time to set off for our first stop for coffee and cake at Killara Wines' superbly located dining facility. This was an easy, one-road run which meant that none of us could possibly get lost. All along the way the classic household effects display continued. These displays were such that it was suspected that some displayers were succeeding in out-displaying their neighbours! Once we arrived at the winery, we were warmly greeted by Rob and Mary Nolan with their shiny Hillman Hunter. A short time later, Rex and Deanna Hall joined us on what was described as *Lamingtons Day*, a national event of significant importance.

*Right: Some of our cars lined up at Killara Estate.*

It was while enjoying our coffee that Joy came round with pieces of her famous pear cake. One bite of this and vivid memories came flooding back of my Grandmother's apple and pear cakes. Grannie did it slightly differently though – into a standard cake mix in a round baking tin, she pushed in thin slices of Bramley Seedling apples, or, for a pear cake, it was slices of not quite ripe pears, from our orchard. Both fruit's slices were pushed in vertically to form a ring around the top surface, with part of the slices protruding through the dough. These were sprinkled with caster sugar and the cake then baked in a hot oven, so that the tips of the slices were yummily caramelised. Such memories stay with us for much longer than we realise! Grateful thanks Joy!

We enjoyed the views along and over the Yarra Valley and were told about the history of the area and how wine came to be the main activity. Sooner than we thought, it was time to continue on our way to the Blue Lotus Water Gardens. Along the way, there were several more displays of classic furniture for us to enjoy. Once at our destination, we parked in a special display area and assembled in our reserved picnic area to be told all about the change from growing cabbages to water lilies and lotus flowers came about. During this talk, we were shown a photograph of a giant water





lily leaf supporting more weight than was thought possible for such a fragile-looking plant. Later, on actual examination, we found that such a feat was truly remarkable, because the leaf's rim has a drainage notch to drain rainfall. We made a decision to have a look around the gardens, starting with the giant water lily from the Amazon River. This amazing plant was housed in a somewhat humid greenhouse. Spending time in there examining and photographing in those humid conditions, coupled with the outside heat, meant that the rest of our walk around the water gardens became quite tiring. A cool drink and lunch became most attractive.

*Left: Just like being on the Amazon!*

During our walk, we soon became aware that the gardens had, sort of, been overgrown with rampant lotus flower plants. All of

this display was most interesting because we could see the flowers in stages from just opening buds, through to the strange seed heads (pods) that looked for all the world like varied hued shower heads! There were also a great number of water lilies, as we well know them, fully open to welcome the bright sunshine.



There was another club on an outing of their own, a camera club and its members carried all sorts of photographic equipment with them. There were large tripods and various sized light reflectors to assist with getting 'that' shot. There was one lady enthusiast who came perilously close to falling into the water, tripod and all. Who knows what was lurking under all of those leaves covering the depths below?

*Left: A fine example of the flower produced by the giant water lily. To the lower right there is a new flower's bud forming.*

Our lunches were a mixed affair, there were certainly some interesting delicacies to try, such as cooked pieces of lotus flower stems and other foods to sample. We had elected to bring along a picnic of

cold salmon rolls and a bottle of Bundaberg's best ginger beer. We enjoyed our company and there was a great deal of natter going on. All too soon, it was time to head back to our warmed up cars for the drive home.

Our collective thanks are due to Joy and Colin Brown for organising it all for us. Thanks are also due to the staff at both locations who made us so welcome. There were 54 + 2 of us on this run. The two being children – a very good turnout indeed.

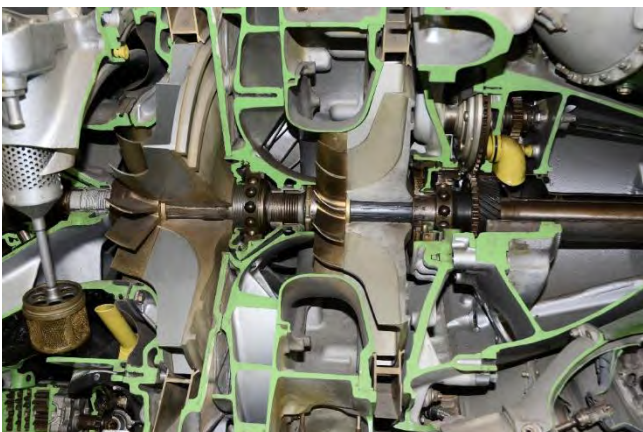
*Right: A lotus flower just prior to opening. Note the seed 'shower head' above and left a little from the flower.*



*Mike Alfrey.*

### **FRANKS MID-WEEK RUN – Wednesday 2<sup>nd</sup> March, 2016.**

A select group of us met at the McCafé right on the roundabout for Hall Road and the Westport Highway where some of us adjourned for a coffee and whatnots. The drive to our meeting point made some of us realise how good being retired really is, after seeing the enormous car park that is the Monash Freeway. Stationary vehicles as far as the eyes could see, patiently waiting as those in front fanned into the City. It was comforting that we were to set off in a less traffic dense direction, towards Moorabbin. Some of us had visions of becoming hopelessly lost due to traffic light sequences favouring other motorists, no doubt getting to other more urgent destinations.



The evening prior, Google Maps had been searched for the location of the National Air Museum, located on the corner of First and Second Avenues inside Moorabbin Airport. The freshly discovered destination was entered into the TomTom GPS device and, surprisingly, Frank Sawyer's directions matched it perfectly. The lady at the museum gave us a warm welcome and directions as to which way we should take, so that we could get the best out of the displays. My attention was soon engrossed with a Rolls Royce Dart Turboprop engine that had been sectioned for display and teaching purposes. The intricacy and fine workmanship were enthralling.

*Left: Just a part of the Rolls Royce Dart engine, if you can enlarge the image, note the snug clearances at the two turbine wheels shown here.*



Outside the hangar there were a number of aeroplanes to have a look at. The ex-RAAF Sabre and Mirage jets fighters really gave the impression that the pilots were simply sitting atop huge powerful jet engines with legs astride and not much room for armaments. It was also interesting to see, close-to, the hinged wings of aircraft that were used on aircraft carriers. All extremely intricate and relying on thin cables wrapped around grooved bobbins. No doubt their pilots had great faith in such wing hinges operating correctly.

*Right: A Bristol freighter against a clear blue sky and a spot of Bokeh in the photograph.*



Once we had soaked in things aeronautical to our satisfaction, it was time to set off to our lunch destination – the Langwarrin pub. Not knowing the address, the name Langwarrin was keyed into the TomTom and, miraculously Frank adjusted the traffic lights so that we all got through, he must have the same influence that Bunnings have over traffic lights. The TomTom in the red Rover concurred all the way, so there was no chance of getting lost in an unrecognisable area. The lunch, though basic, that was chosen from the seniors menu was good. The staff were also very helpful, but it is no longer the pub remembered some forty-five years ago!

Our thanks to Val and Frank for putting it all together for us to enjoy. It was a lovely day full of interesting stuff.

*Mike Alfrey.*

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## **WHAT WE ARE ABOUT TO DO**

### **ABCCC DISPLAY – Friday 25<sup>th</sup> March, 2016**

The Chirnside Park Country Club has invited our club to participate in a display of British classic cars as a part of their Easter Charity Market. We will meet at the venue, 68 Kingswood Drive, Chirnside Park (Melway Map 37; Ref: K3), at 9:30 am to form up our display.

A special parking area has been arranged for us. So, bring a folding chair, relax while answering interesting questions and enjoy the Charity Market stalls.

If you will be joining in the fun, telephone (03) 9739 1146.

*Maxine Pettigrew.*

### **PHIL'S RUN TO BEACONSFIELD – Sunday 3<sup>rd</sup> April 2016**

We will meet at Lilydale Lake, off Swansea Road (C401), Melway Map 38; Ref: G7, at 9:00 am for a 9:30 am departure. Our drive will take us to Yarra Junction, where we will enjoy a short break for a street walk and a tea/ coffee.

Then we will drive on through some of Victoria's best forests and rich pastures. We will arrive at a country pub where we will enjoy a lovely lunch at reasonable prices. Drinks will be at bar prices.

Please advise your participation so that I can advise numbers for catering purposes.

Full run details will be provided at the start.

If you will be joining us telephone either (03) 9842 5449 or mobile number 0438 067 548.

*Phil Cook.*

### **THE RACV CLASSIC SHOWCASE – Sunday 10<sup>th</sup> April, 2016**

This will be a display of motor vehicles that were manufactured in European (old east and west) countries, Japan and Britain. This important event is what used to be the AOMC British Motoring Show, however, it has become somewhat diluted over the years. That means that those of us who are involved with British-made vehicles should support this event as strongly as possible. It will be great if our club can put on a really good display of really fine British classics. This year is expected to be a big event because of the celebrations for the AOMC's 40<sup>th</sup> anniversary – they have achieved a great amount for the historic motoring movement in Victoria, and that provides a good opportunity for expressing our gratitude by supporting this show.

The RACV Classic Showcase returns this year to its home at the Nursery Gardens Car-park at Flemington Racecourse and, as in the past, entry is *via* the Epsom Road entrance (Melway Map X896; Ref: Q4). Display marshals will direct us to our club's display area. Display vehicles from 9:00 am, general public from 10:00 am. Prices are \$20.00 per display car and its legal passengers, general public \$15.00 per person and concession card holders at \$13.00 per person. Trophies will be awarded from 2:00 pm on the day.

Be sure to place this event in your diary now.

*Mike Alfrey – AOMC Delegate.*

### **THE COMO GARDENS OPEN WEEKEND – Saturday 18<sup>th</sup> and Sunday 19<sup>th</sup> April, 2016**

#### **An ABCCC Assist Event**

Over the years, our club has provided assistance with the running of this very popular event which is in aid of the Knox SES branch and St. John Ambulance Brigade, both most worthy causes. This year, the Como Open Garden weekend does not clash with the RACV Classic Showcase, and that means that we can give a good level of assistance to George and Pat Hetrel with their fund raising garden days at Como Gardens. For the car parking assistance on both days, contact Bill

Allen on (03) 9846 2323. For train driving and guard duties please contact Tony Pettigrew on (03) 9739 1146. E-mail addresses are on Page 2. Also, note that Pages 6 and 7 provide further information.

*Pat And George Hetrel.*

### **COOMBE COTTAGE GARDEN TOUR – Wednesday 27<sup>th</sup> April, 2016**

Members have been requesting it so I have organised it just for those Melba fans and garden lovers. We will have a garden tour at Coombe Cottage followed by lunch up in the Dandenong hills. Coombe Cottage is located at the corner of Melba and Maroondah highways, Coldstream (Melway Map 281; Ref:B6).

We will meet in the carpark of Coombe Cottage at 9:30 am and enjoy a morning tea of jam, cream, scones tea and coffee in the restaurant followed by an hour-long garden tour.

Coombe normally does not allow anyone but their guides to talk, but they have agreed to allow me the opportunity to give you a brief talk about Melba and the many firsts in her career while we are having morning tea.

After the tour we will motor up the Dandenong hills for a leisurely pub-style lunch at the Mt Dandenong Hotel, Olinda. Afterwards you are free to browse motor on to the many shops at Olinda.

Bookings for the Coombe tour are limited to 30 people and as I am paying in advance please bring along cash to reimburse us on the day.

The cost of the morning tea and garden tour is \$25 a person with lunch at your own cost.

Please note bookings must be made with either Wally or Sue by Monday, 11<sup>th</sup> April. As we must notify Coombe Cottage of the final numbers and pay a 50% deposit by Wednesday, 13<sup>th</sup> April. No late bookings will be taken. Coombe does not do refunds so anyone who books and then cancels after 11<sup>th</sup> April, will need to reimburse us the \$25 a head.

Bookings: Phone or text Wally 0408 507 890 or Sue Thompson 0475 219 884.

*Sue and Wally Thompson.*

### **SHANNONS/AOMC AMERICAN MOTORING SHOW – Sunday 1<sup>st</sup> May, 2016**

This event is for those who admire acres of finned sheet metal! Catering for all classic and historic motor vehicles that were manufactured in the USA. This is still a pure show, so enjoy it as an enthusiast for things motoring of that type.

Details for the show are as described above for the RACV Classic Showcase.

*Mike Alfrey – AOMC Delegate.*

### **VISIT TO BRUNO'S GARDENS – Sunday**

We will be meeting from 9:40 am, at the famed 'Beechworth Bakery' located on the right at the end of Healesville township. It is proposed we depart by 10:30 am for Marysville with a conducted tour of Bruno's Gardens, and after, we will be dining at 'The Bunker' restaurant located at the golf club.

Those proposing to attend are requested to notify us prior to May 9<sup>th</sup>, 2016. Please contact Anne and Bryan Tootell on 0412 549 906, or at [annbry@optusnet.com](mailto:annbry@optusnet.com).

*Bryan Tootell.*

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## **AOMC NEWS**

*Editor's Note: Set out here is the President's report from the February, 2016 edition of the AOMC Newsletter. There are some interesting points raised in the report. There is also a report about the RACV Clubs Survey.*

Welcome to our first newsletter for 2016. It has been a busy time for our organisation in the last quarter with the introduction of our new Club Permit Scheme handbook and arrangements being put in place for our annual motoring shows at Flemington.

Our Annual General Meeting saw a number of changes to our executive committee. Long-time member Rod Amos (*Vintage Sports car Club*) retired as Vice President, and we on behalf of the movement offer our sincere thanks for his work in liaising with VicRoads on the introduction of the Log Book Scheme and ongoing modifications to the Club Permit Scheme. Keith Mortimer (*Jaguar-Rolls Royce Club*) is our new Vice President. He is keen to streamline our operation, and hopefully take over from me later in the year.

We are about to undergo a review of our communications strategies, looking at our printed and electronic communications.

Colin Jenkins (*Triumph Enthusiasts Guild*) has joined our committee and has offered to assist with our forthcoming shows. Doug Morrissey, past President of the MG Car Club has volunteered to fill the Shows Venue Manager's role. I can assure you this will be welcomed by the writer.

We need the services of a secretary to assist with the running of the organisation. Perhaps there is a retired person out there who could assist us, one of the main skills required is the ability to prepare correspondence and write submissions on behalf of the organisation as required.

As well we are looking at the operation of the engine number records service, there are safety problems with the operation of the repository of records and we need to look to the future. Philip Johnstone (*Triumph Sports Owners Club*) and his wife Brenda have been providing this service over many years and want a hand with the role. We are working to ensure the safety of the operation of the collection as soon as possible and hope we can recruit some assistance for Philip and Brenda.

We are proposing to run a delegates meeting in the country this year, it will be scheduled for a Saturday afternoon and we would provide lunch after which the meeting would be conducted. More details soon.

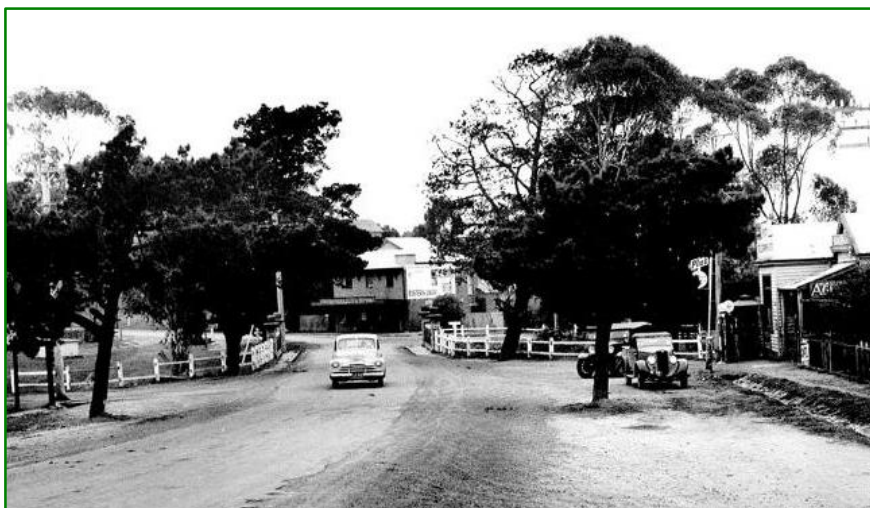
All this, and 2016 is the fortieth year of operation of the Association. We will be looking for ways to ensure that this milestone for the organisation is well and truly celebrated.

Our two shows, the only source of funding for the organisation will be held at Flemington Racecourse, and I encourage your club to support these events. Not only do they provide much needed funding for the operation of the organisation but they are a great showcase for the movement to the wider community. As always we will be having the Lions Club of Wheelers Hill assisting with the operation of the shows and we will be providing them with a worthwhile donation to enable them to serve their community.

In May we will be celebrating National Heritage Motoring Day at Mornington racecourse. We seek all clubs to support this day by getting your classic onto the road and if possible travelling down to Mornington Racecourse where you will be made most welcome. The gold coin donation at the gate will go to the Southern Peninsula State Emergency Service a worthy cause I am sure you will agree.

A new event is on the horizon, a tour of the old Hume Highway over the weekend 28-29<sup>th</sup> May, beginning at Broad-meadows and culminating with a gala dinner at Wodonga. Frank Burke of the MG Car Club is the convenor and I ask that the information about this event, included in this newsletter, is passed to your clubs.

*Right: April 1950. The caption on the back of this photograph stated, 'township of Broadmeadows'. It is really a street in Westmeadows that was the original Broad-meadows village. Photo, Peter Hibbert collection.*



Finally – Certainly there is much for this organisation to achieve in the future.

I believe the club scene is changing, will there be a new generation to maintain the existing clubs? Will club structures and events change to meet the needs of a new time poor community that perhaps has a different perception of what constitutes a club. Will events change, we are already seeing the popularity of informal events run of an evening? Is there any way the movement can encourage renewal of vehicle ownership?

Clearly at the moment many examples of our motoring history are moving off shore, due to the limited market here.

As well, modern vehicles are becoming so removed from our classic and historic vehicles, the supply of suitably trained mechanics is drying up. The movement must address this shortage of trained people locally. The Association must be at the forefront of changing conditions that will affect our chosen interest.

See you at an event somewhere

Iain Ross (*Bristol Owners' Club*) – AOMC President

## **Guest Speaker At November 2015 AOMC Delegates' Meeting – Daryl Meek (RACV)**

*Selected from the Minutes of the meeting.*

**Guest Speaker:** Iain Ross then introduced the first of our guest speakers for this evening, Daryl Meek from the RACV, who gave a presentation on his project of estimating the size of the historic vehicle movement in Victoria (as published in the November AOMC Newsletter).

A simple one page survey was sent out to 270 of the 320 clubs on the RACV database. It was sent only to organisations listed as clubs and not to those identified as registers. The first part was asking for basic club contact information to update the database. Three additional questions were asked:

How many members does the club have?

How many vehicles that fit your club eligibility (not age related)?

How many vehicles in your club are 25 years or older?

138 clubs responded, being 51% of the surveys mailed out. An average was taken from these results which was then used to calculate the total numbers (approximately) of the clubs on the RACV database, and then also extended to those clubs listed by VicRoads as eligible for VCPS, which is 645 clubs. The results were as in-the table below.

When compared to the results of a survey in 2006, it represents a 20% increase in the historic vehicle fleet.

Questions from the floor:

Q – The 2006 survey had questions about running costs to show overall economic benefit from the movement. Any thought of doing something similar with this survey? A – *Did not include any monetary details, survey was only for RACV purposes so only numbers required. Future surveys could be adjusted, though, to gather such information.*

Q – Why weren't registers included, as some are actual clubs that use the name register? A – *Some registers are purely information focused and are not clubs.*

Q – Is this information sent to RACV Insurance for targeting Historic Vehicle Insurance? A – No, is only for Motoring Interests section of RACV.

Q – With eligible vehicles, does it include full registration vehicles and vehicles in storage? A – Question, was for eligible vehicles that fit the club criteria. It depends on what the clubs have listed on their own databases. An eligible vehicle for Mercedes-Benz Car Club for instance would be current models.

Q – Was there any allowance for double ups, where people are members of multiple clubs? A – No, no allowance made.

<b>RACV Survey Results</b>			
	<b>Members</b>	<b>Club Eligible Vehicles</b>	<b>25-Years or Older</b>
Extrapolation For 270	58,000	75,900	61,000
Weighted Projection For Additional 375	56,400	73,700	59,400
Total Projection For 645 Clubs	114,400	149,600	120,400

Iain Ross then asked Daryl to fill in the delegates on the status of the Australian Motoring Festival (AMF).

Daryl reported that the 2015 event was not a financial success, and since then the joint venture with VACC has disbanded. One highlight, though, was the History That Moves exhibit that was a great success and well supported. This was the area where club vehicles were on display (approximately 180). An event may take place again in 2017, with input from the historic movement again.

Iain thanked Daryl for his presentation and report on the AMF.

#### **Delegates' Meeting Dates**

Monday 16<sup>th</sup> May, 2016, Monday 15<sup>th</sup> August, 2016. Monday 14<sup>th</sup> November, 2016 (Also AGM), Monday 15<sup>th</sup> February, 2017. Please Note: These dates are provisional, one meeting will be held on a Saturday in a country area.

#### **The AOMC Restoration Seminar**

This popular event will be conducted on Saturday 18<sup>th</sup> June, 2016.

*From the AOMC Newsletter – With thanks.*

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## **NEWS FROM THE FEDERATION**

*In this occurrence 'The Federation' relates to the Federation Of Veteran, Vintage And Classic Vehicle Clubs (Victoria) Inc. In this instance, due to our club being a new member club, the information that follows has been taken from the January – February, 2016 edition of FEDNEWS and, as more information becomes available from The Federation, it will be reported here. This being the first report here, we advise of the stated aims of The Federation. For your reference, The Federation badge is now carried by our front page.*

### **OBJECTIVES OF THE FEDERATION**

1. To foster and promote adequate assistance for the preservation and restoration of Veteran Vintage and Classic Vehicles;
2. To publish a state wide calendar of events of all member clubs;
3. To encourage membership of the Federation by clubs eligible under the constitution;
4. To provide assistance for the study of problems related to the Veteran, Vintage and Classic Clubs throughout Victoria, Australia and the World;
5. To open and maintain channels of communication between Veteran, Vintage and Classic movements;
6. To advise persons and organisations working for the benefit of Veteran, Vintage and Classic movements;
7. To procure and provide information and establish an information centre for the purposes of the Federation;
8. To publish or cause to be published any information concerning or affecting the development of clubs in the State of Victoria and circulate or otherwise any reports. Periodicals, books or other documents which the Federation may consider will promote the objectives of the Federation;
9. To co-operate, affiliate or associate with any organisation having similar or related objectives to those of the Federation;
10. To obtain collect and receive money and funds by way of contributions, donations, fees, subscriptions, legacies and grants and accept or receive any property real or personal;
11. To do or procure to be done any act incidental to or conducive to the furtherance of the objectives of the Federation.

### **PRESIDENT'S REPORT**

Club members.

The Bendigo Swap is now behind us and what great weather was turned on for us. The crowd was a little improved on 2014 and that to some credit is due to the live weather photos that we down loaded onto our WWW site. We hope it was what worked as within a couple of hours of them going on we had a rush at the gates. Interesting that the Swap WWW site in the week leading up to the Swap had 6,450 unique visits and 11,000 loads. That is a great response and shows how the WWW is being used to gather information and the importance of having it up to date.

Marong Picnic will be held at Marong again on the 28<sup>th</sup> August, 2016. But it will have the following changes:

The management of the ground will fall under the City of Greater Bendigo and they will install new basketball courts, install a new horse dressage ring and some minor changes.

The Federation raffle will be stopped. Sorry to all the Clubs that have enjoyed the income from ticket sales over the past 20 years.

That *members of Federation Clubs only will be permitted FREE entry to the event*. The tickets for those will be in the next edition of *Fed News* and Clubs' Committees are to make as many copies as their members require. Handing of them to outside of Federation club membership is not allowed and there will be random testing undertaken at the gates. Any non-Federation member clubs members will be asked to pay an entry fee of \$25.00 or if that is not acceptable to turn around and leave.

Display items will be asked to be on site and settled by 10:30 am and to remain until 2:30 pm.

There will be tickets issued at the gate for some minor prizes but you will have to be on site to collect.

There will be no tents at the entry to the trotting track.

There will be fewer toilets.

**Victorian Club Permit Scheme:** we are waiting on a joint meeting of State bodies and the staff from VicRoads. So, nothing to report.

At the October meeting I asked your Delegates to seek out younger members from your Clubs to become involved in Federation as Delegates and then eventually to take positions on Committee. This is important that we have some succession planning in place as we do not want there to be mass of people leaving the Committee in any one year.

But reality has to be considered and I would say that over the next 3 years that 80% of the present Committee, including myself, will be leaving the positions they have filled very well for 15 and more years. This is not a Committee of high turnover and I am sure that you will appreciate their efforts that have gone into making Federation what it is today and that needs to be protected and built upon by people with new progressive ideas.

Regards, Neil Athorn.

### **Delegates' Meetings Conducted By The Federation**

Saturday 21<sup>st</sup> May, 2016

At the Hamilton Clubrooms

Saturday 8<sup>th</sup> August, 2016

Swan Hill, venue to be advised (includes the Annual General Meeting).

Saturday 15<sup>th</sup> October, 2016

Trafalgar Truck Restorers, venue to be advised.

Saturday 12<sup>th</sup>-13<sup>th</sup> November, 2016

Bendigo National Swap Meet, Bendigo Show Grounds.

### **Excerpt From The Editor**

Now: 'It is the wish of our President to bring to everyone's attention the absolute need for movement towards succession'. Read here: There is an ever growing requirement for 'new blood' within the Federation, e.g. we need to have fresh ideas (even a new Editor?), youth and strength to ensure the Federation remains and continues to be a leader in the Heritage Vehicle Movement. It is of no advantage to have 'experience, ability or strength of character' without a solid team; qualifications can diminish as time passes due to work or health issues in particular, so we – like many organisations – need younger members to learn/show what we do.

Our President is extremely pleased with everyone working in their various positions but it means that 'youth' can't gain experience without participation. The message must be, 'come along have a talk with anyone on committee, our President in particular' – sit in on a meeting and maybe YOU may be the person(s) we are looking for to carry us into the future. From a perspective of a new Editor, I am happy to stand down at any time, a new approach may bring enlightened and descriptive dialogue in FedNews as well. I have enjoyed editorship for over twenty years with the Federation. Years back I was editor of the Veteran Car Club of Vic. for four years and surely time has dulled perception, description, ability; all it takes is a few words with me or committee, I am not indispensable and will submit articles if wanted, that is currently for others if they desire. Mal Grant – Editor.

*From FedNews – With Thanks.*

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## **A FEW THOUGHTS**

The foregoing pieces from the AOMC and the Federation touch on a subject that has been of some concern for a while now. That of succession in the historic vehicle movement. Maybe it is because of my involvement with two marques that are orphans, just like the Land Rover on the front cover is now. For me, it is Jowett and Rover that instigate awareness about what will happen in the future if younger people do not get involved. In my own situation, and it seems to be the same for others too, neither of my sons are really interested in taking on the Jupiter or *Pea Soup*, which leaves me wondering what I should have done to nurture their enthusiasm. The prime trouble is that, in my sons' young times, the Jupiter was the subject of a lengthy rebuild and for years our family transport was a string of company Ford Falcons – some good, but others just plain awful! The Rover marque was not even on the horizon back then.

All of that means that there is none of the, 'I drove one of those when I was young' feeling for them. In addition, computers, software and electronics beckoned as hobbies and careers. However, there could be some hope out there, because *Pea Soup* does attract attention from younger adults in shopping centre car parks. Several times comments such as, "My Granddad had one just like that", or, "We had one of those in the family years ago". All our Jupiter gets is, "What is it?" or, "What is that thing going round and round in the front?", and, "Air-cooled, is it (on seeing no radiator)?" But, there is no comment from the younger folk about wanting one, or even wanting to restore one sometime soon.

All of this makes me think the whole vast heritage motoring scene is just a temporary blink in the evolution of mankind. This makes me wonder why there are no clubs looking after the preservation of stone-age wheeled carts or Roman chariots, which makes me wonder if those Ben Hur types had the same thoughts, all those centuries ago, that some of us are having now, about motor cars built as recently as 1977?

On top of those thoughts, there are thoughts about the skills required for specialist jobs that require attention with regard to older vehicles. Only recently, I was trying to buy a 1/8" NPT straight (not tapered) thread tap. This turned out to be a frustrating task, probably compounded by the differences between British and US thread systems for pipe fittings. This small example is a graphic example of how vehicle evolution changes quickly.

Some of our concerns are compounded by the expectations of modern owners of their motor cars. These days, the average family car is not a highly desired item on the family's shopping list. Many modern buyers out there today buy a car only for a 'good' price or deal. The most important criteria in the buying decision seem to be 'How big is the LCD screen in the centre of the dash area?', 'Can my social media be connected, as it can with my electric tooth brush?', or 'How much technology is there in the car to make driving safer while I am texting?' There is not much thought given to the heart and soul of a car, nor is there much evidence of brand loyalty influencing the car purchase decisions.

So, in say, 45 years' time, is there going to be a club that caters for restoring a 2015 Holden Cruze? Could well be, but also very doubtful because they will have been scrapped. It is very sad that the motor industry has reached the point where, in the RACV's analysis for Australia's Best Car, recently published in *RoyalAuto*, not one of the class winners was of interest to me. Australia's Best Sports Car? – a Ford Focus with, I think, five doors for goodness sake!

Should there be younger club members who may be able to help our cause, please do not hesitate to put your hand up. We need you much more than you might think!

*Mike Allfrey – Editor.*

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## A PLEASE IDENTIFY REQUEST

Please find attached photos of the front bumper bar I am trying to identify. It has English made bolts, its total overall width is 1,730 mm wide x 60 mm high.

Hope your club members can help, Evan Lindesay. Mobile telephone number 0402 570 975.

*Via Gordon Lindner.*



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## AGE-OLD DEFICIENCY – From the Sydney Morning Herald, With Thanks

It's about time the authorities did something about older drivers on our roads.

For far too long older drivers have caused havoc as they hog the left lane, stick to the speed limits (even road work limits) and stop at stop signs, causing great inconvenience and often preventing others from doing what they like.

Another major concern is that by avoiding fines and demerit points, they are not doing their bit for the revenue of our State, and are therefore placing a further burden on younger drivers.

Until older drivers can prove that they are proficient at weaving in and out of traffic, driving while texting, tailgating, using drugs or doing burnouts, they must be banned from holding a licence.

*Doug Money, Oak Park.  
Via Colin Brown.*

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## SPACE FILLER

When my older brother, Shay, was very young, he always walked up to the church altar with my mother when she took communion. On one occasion, he tugged at her arm and asked, "What does the priest say when he gives you the bread?" Mum whispered something in Shay's ear.

Imagine his shock many years later when he learned that the priest doesn't say, "Be quiet until you get back to your seat."