



YOUR ABCCC NEWS

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC. INC.

Edition N° 194

April, 2016

RACV FLY THE FLAG WESTERN TOUR – 2016



Proper sports cars unite! The Tour takes over Port Campbell for a morning tea break on its way from Warrnambool to Geelong.



Associations Incorporation Registered Number: A0035462V



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

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The All British Classics Car Club Vic. Inc. Website http://www.abccc.com.au			
The Association of Motoring Clubs Website http://www.aomc.asn.au/			
The Federation of Veteran, Vintage and Classic Car Clubs Website http://www.federation.asn.au/			

CONTACTING THE ABCCC VIC. INC.

On The Web <http://www.abccc.com.au>
 On Facebook 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 19th 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.

April 2016

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

May 2016

Sunday 15th Bruno Gardens Visit – An ABCCC Event Bryan Tootell 0412 549 906
The ABCCC's Event For National Heritage Motoring Day
Start Venue – Beechworth Bakery, Healesville, Victoria.

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

June 2016

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

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

July 2016

Sunday 10th Trivia Night – An ABCCC Event Pat Douglas (03) 9739 4829, Maxine Pettigrew (03) 9739 1146.
Venue – Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park.

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

August 2016

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

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

September 2016

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

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

October 2016

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

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

Sunday 16th Britain To 'Bunna – Rover Car Club (Tasmanian Register) webmaster.roverclubaust@gmail.com
Venue – Triabunna, Tasmania.

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

November 2016

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

Wednesday 9th Special Mid-week Run – An ABCCC Event Bryan Tootell 0412 549 906

Friday 18th The Famous ABCCC Indulgence Weekend Peter McKiernan (03) 9787 6003
Information Indulgence – TBA

December 2016

* Saturday 10th Christmas Luncheon – The ABCCC End of Year Event Maxine Pettigrew (03) 9739 1146
Venue – Chirnside Park Country Club, 68 Kingswood Drive, Chirnside park, Victoria.

Important!

Please Note: Our scheduled events on Sunday 10th July and Saturday 10th December could be affected by renovations planned for the rooms that we will be using at the Chirnside Park Country Club.

Any changes will be notified in forthcoming issues of Your ABCCC News, be sure to be aware of all likelihoods of event change information in this Directory. Our Website will also be a location where these changes could be realised.

*** Note the change of date for this event.**

EDITORIAL NOTES – Issue N^o. 194

We now have both of our major events behind us and there is the rest of the club year to look forward to, with the hope that in between events we get some decent rainfall to help the drought affected areas of our State.

In this issue, there is clarification about the Ethanol[®] device that was mentioned in the February issue of *Your ABCCC News* and, further on, there is useful comment about the concern about getting younger people involved with the older vehicle scene. In that article a notation is made about new car owners not taking much notice of what is written in owners' hand books. This form of laziness has been a function of our motoring for quite some time. The substantial Owner's Manual that came with my Rover 3500 is a case in point. Although it was printed in 1974, and the car has probably had several owners, the book is in very good condition – except for one aspect, the glue on the spine that holds the pages together has disintegrated to the extent that all pages are, currently, loose-leaf. It is supposed that the glue was one of the British Leyland elements!

This prompted me to scan the text on each page into an optical character reader and paste the 'read' text into a Word document for editing and correcting some strange OCR characteristics. As the document progressed, each illustration was scanned, edited in my photo-editing suite and pasted into the document. Doing this in a thorough manner showed interesting aspects of the car that I was not fully aware of. It also highlighted several typing errors in the original text and, even some errors in the numerous Metric to Imperial conversions. The whole project was an interesting exercise.

Should anyone out there wish to have a PDF version on a CD-R, it is 16-megabytes, please let me know and a disc will be sent to you. All a part of instilling a small portion of road-craft!

Enjoy this issue of *Your ABCCC News*.

Mike Allfrey – Editor.

CONTACTING THE ALL BRITISH CLASSICS CAR CLUB

Recently, there have been several instances where the incorrect person has been contacted for information relating to our club. This can cause delays and confusion among our Committee and membership. Set out below is the contact information for the various responsibilities within our club:

1. Editorial Matters

Questions about the next edition of *Your ABCCC News*' close-off dates each month.

Articles for placement in the magazine – these *must* be in Microsoft Word format and be E-mailed to the Editor as an attachment to the E-mail document.

Photographs for inclusion in the magazine – these *must* be in JPEG format, minimum width of 100 mm or of approximately 2 MB size. Other formats will not be accepted.

Scans of documents for placement in the magazine – these *must* be in TIFF format. Other formats will not be accepted. However, a printed document or photograph can be sent to the Editor for scanning by posting to: ABCCC Editor, 59 Rowson Street, Boronia, Victoria, 3155. If the document needs to be returned, then please advise.

2. VCPS Event Attendance Records

All lists of club members who attend official ABCCC events – as listed in the Events Directory that commences on Page 3 of *Your ABCCC News* – should be handed in, in hard copy, at the event, or E-mailed to the address for the club's VCPS Attendance Records Officer, as shown on Page 2.

3. Membership Secretary

Changes of members' addresses or telephone numbers information *must* be sent to our Membership Secretary. All information should be sent *via* E-mail to the address for the Membership Secretary shown on Page 2 of each issue of *Your ABCCC News*.

This may seem to be a bit Irish in thinking, however, Application Forms for club membership must be typed or have clearly printed hand-writing to avoid any confusion that could occur. 'Doctor's style' hand-writing on such forms can be extremely difficult to interpret for the new member welcome in *Your ABCCC News*. Such has been known to cause a fair degree of confusion.

The ABCCC Vic. Inc.

ANOTHER IRISH JOKE – THE WELL

Murphy and O'Brien go out into the woods, they come to a clearing and see an abandoned well. Murphy said, "I wonder how deep that well is?"

O'Brien said, "There's one way we could figure it out".

Murphy says, "What's that?"

O'Brien says, "We drop something down it, we time how long it takes to hit the bottom, you multiply that time 32 feet per second squared, the rate at which objects fall in a vacuum, subtract a little for wind resistance and we've got the depth of the well".

Murphy says, "What are you going to drop down it?" Then O'Brien looked all around and he saw a big heavy log lying on the ground. Next he squats down by the log and, using his legs correctly, he gets it up onto his shoulders and staggers over to the edge of the well, tips it up, drops it into the well and they start to count, "One hippopotamus, two hippopotamus, three . . ." SPLASH!!!!

Murphy said, "Three seconds!"

O'Brien said, "Quick, multiply that time 32 feet per second squared!"

"288 feet!", Murphy said. "Subtract a little for wind resistance, let's say 18 feet. The depth of that well is 270 feet deep".

As he finished the calculation Murphy shouted, "LOOK OUT!", and he pushed O'Brien backwards as a goat ran between them and jumped head first down the well.

Murphy said, "My God, to be sure, I've never seen anything like that."

Just then a farmer walks into the clearing and said, "What's going on here boys?"

O'Brien says, "We just figured out the depth of this well to be about 270 feet deep and then the strangest thing happened. A goat ran between the two of us and jumped head first down into the well".

The farmer says, "Thank heaven it wasn't one of my goats."

Murphy says, "How do you know it wasn't?"

And the farmer says, "Because all of my goats are tethered to big heavy logs".

From Colin Brown.

GETTING A BIT TECHNICAL

A Review Of Preparations For The RACV Fly The Flag Western Tour

During the preparations for this year's running of the RACV Fly The Flag Western Tour my Rover P6B (*Pea Soup*) received a thorough service, along with some preventative maintenance. This was thought by the Central Government to be a mite expensive, but to myself, well worthwhile. As a part of the prevention of embarrassing maladies, all coolant hoses were replaced. This activity included the array of heater hoses and the coolant 'bleed' hose from the highest point of the cooling system (the mighty V8's upper inlet manifold) and the radiator's top tank. Examination of the hoses revealed that they were definitely due for replacement and, that the flushing-out of the cooling system was well worthwhile. This brought on a feeling of relief during the tour.

Another part of the preventive work was the installation of a new engine cooling system thermostat and a new radiator cap, which now ensure that the engine warms from a cool start quickly and the coolant is held at the correct pressure. Getting back to the coolant bleed hose, the Rover V8 has a bit of a reputation, if neglected, to suffer debris blockage at the port in the upper inlet manifold, which, if not attended to, could result in the build-up of ice around the throttle spindles during winter cruising along Highway 31 in the vicinity of Euroa on a misty winter's night – or on the long straight roads of Normandy (France). As a further part of the precautionary maintenance, the brake fluid was also flushed out and, at the same time the hydraulic brake light switch had been replaced with a new unit. The reason for replacement was the effort required to be placed on the brake pedal to illuminate the high-mounted brake light tell-tale that shows in the rear view mirror. This excessively high pedal loading was, very likely, due to a build-up of residue gunge in the relatively low-mounted brake lights' switch in the hydraulic system. The automatic transmission received the same treatment and had various adjustments made. This action, along with the cleaning-out of gummy residue from one carburettor has made *Pea Soup* a very impressive motor car to drive – engine low-idle is smooth, transmission changes under modest acceleration are virtually seamless and hills are treated with utter aloofness.

An unexpected form of prophylactic maintenance, that demanded immediate attention just prior to our Tour concerned the tyres. Frequently, *Pea Soup* is used for local trips and, one afternoon, after leaving the car parked for half an hour, I returned to find one rear tyre minus all of its vehicle-supporting air. The ancient spare, with an ugly white-wall ring on it, was fitted and the deflated tyre was immediately taken to my local tyre supplier, with the notion that something sharp had been driven over. Not so! The tyre fitter called me into the workshop and, first, informed me that my tyres were all a long way out from their use by date and should have been replaced some time ago. He also demonstrated the cause of the loss of air, with the wheel and inflated tyre in a tub of water. It was soon observed that air was bubbling out of the sidewalls of the tyre and the reason for its quick deflation was obvious. The tyre was one of a set of four Bridgestone tyres fitted in about 2005, to get rid of those white-wall rings. The treads were not even close to the wear indicator buttons the *nanny-society* has given us, so it had been assumed that there was still a fair bit of life in them, particularly with hither-to no requirement for tyre pressure topping up – not so at all. And so, five new tyres later, and with subsequent muttered comment from the Central Government . . .

Thus we set off on the Tour in a reasonably confident manner. Two days into the Western Tour, this confidence was shattered a little, as two entrants' cars suffered 'no brakes' situations in relatively quick succession. It seemed that the culprits were brake master cylinder seals. This was some cause for a spot of reflection about the condition of *Pea Soup's* master cylinder seals and piston. For the rest of the Tour, careful pre-braking was in order where possible – just in case. In the furiously impatient and arrogant traffic through Melbourne, this was not always possible, but while touring the Western District, was a suitably wise action to adopt.

In addition, while on the Tour, a few cars had to be attended to by our Tour Patrolmen, Ron and Gerry. It was also apparent that, on one motor car, there was sufficient over-overheating (understatement?) of its wiring harness for RACV

Total Care to swing into action with a tilt-tray haulier and provision of a rental car to continue the tour with. Significantly, the electrical system was *not* of Lucas manufacture!

All of this highlights the importance of good preparation procedures prior to embarking on a week-long tour such as is the RACV Fly The Flag Western tour. The condition of *Pea Soup's* well-hidden heater hoses provided great proof of the need for such anticipation. The other unfortunate experience has also suggested that electrical wiring systems must be given very close examination before setting off on our tours.

Mike Allfrey.

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
Bruce and Maria Rowland	Rolls Royce	Silver Shadow	1968
	Range Rover	HSE	2003
Ray and Brenda Atkinson	Rover	Mini	1999

Editor Note: Bruce and Maria were welcomed into our club in the September, 2015 issue of Your ABCCC News, however, there was a misunderstanding about their vehicles' details. Bruce advises that the Rolls Royce has a body by Mulliner Park Ward, is painted white, with a light tan interior and is a convertible model. It is not understood where the confusion crept in. Sincere apologies for the confusion – Editor.

Gordon Lindner– Membership Secretary.

CURING THE CURSE OF ETHANOL: A FOLLOW-UP

Within the February issue of *Your ABCCC News* the article about ethanol in modern fuels, there was this statement – “Classic Oils has developed a product called ‘Ethanil’ which is designed to remove the harmful Ethanol from pump fuels.”

The new product from Classic Oils is designed to remove the Ethanol and therefore the harmful elements thus negating the need to put expensive additives in your tank which may only address one of the issues of concern.

Correction – a reader has clarified just what Ethanil really is. He explains that the product referred to is called Ethanil and Ethanil is *not* an additive, it is a process that separates the Ethanol from pump fuel allowing the Ethanol to be safely removed from the fuel and safely disposed of, therefore negating the need to use any additives to neutralise the adverse effects of Ethanol. The Federation of British Historic Vehicle Clubs (FBHVC) and DfT list *three* elements where Ethanol has an impact and are of concern to us: 1. CORROSION, 2. COMPATIBILITY and 3. COMBUSTION.

The Millers Oils Product EPS carries the endorsement of the FBHVC *but* only against *corrosion* (letter to Millers from FBHVC dated 30th March, 2012). All pump fuel users need to be aware of the *Compatibility* element: this is where fuel hoses, brass, soldered joints etc. will be a problem (please see the accompanying chart). We have seen occurrences where carburettors constantly ‘flood’ because the solder on the brass float has been ‘eroded’ away by Ethanol and the float no longer floats and doesn’t cut off the needle flow valve. Flexible fuel lines have either hardened and become brittle and split, or conversely, have become soft and ‘mushy’ and no longer hold fuel securely. As the article mentioned, this is at 5% Ethanol levels; the real problems will occur when the UK has to adopt 10% (E10) and plus due around 2020.

Note – fuel retailers do not have to declare the Ethanol level at the pump whilst the level remains at 5%, but they will be duty-bound to declare the levels above 5%.

The issue of Combustion – there is no evidence that Ethanol affects the combustion element of pump fuel (please see the original article in February’s issue of *Your ABCCC News*).



How Does The Ethanil® Kit Work?

Ethanol has an affinity for water, so when water is drawn from the atmosphere into your classic car or motorcycle fuel tank, it bonds to the Ethanol. Once the Ethanol has absorbed sufficient water, it will separate from the petrol and settle at the bottom of the tank, a process known as ‘hase separation’ The water/ethanol mix forms a weak acid that can cause corrosion and other problems.

The Ethanil® Separator exploits ethanol’s affinity for water and uses it to our advantage. Mixing the prescribed amount of water and petrol in the Ethanil Separator absorbs the ethanol from the petrol which, just like in a fuel tank, settles as a mixture at the bottom. However, unlike a fuel tank, the water/ethanol mix can be easily removed thanks to the ingenious push-button tap on the Separator.

Left: The Ethanil® kit, the deluxe version, which includes a funnel. Not a good quality photograph, but it serves its purpose. It appears that the petrol containing ethanol is purchased by filling the larger container to a prescribed level, then the smaller container adds a measured amount of water (distilled?) and the resulting mix is drained via the yellow tap device. From the Website shown below, with thanks.

The volume of water/ethanol mix removed in the Ethanil process will be greater than the amount of water you started with because it contains the removed ethanol. The initial percentage of ethanol in the petrol can be easily read off the measuring bottle provided in the Ethanil kit, which has markers to indicate the volume equivalent to 1%, 2%, 3%, 4% and 5% of ethanol.

The Ethanil is a unique kit which offers a user-friendly method of removing ethanol from modern pump petrol, thereby eliminating the various adverse effects of ethanol on classic cars and motorcycles. Unlike petrol additives that only treat the corrosive effects of ethanol on metals, the Ethanil kit is designed to completely remove the ethanol in petrol; this ensures the numerous other problems caused by ethanol (i.e. corrosion of rubber parts, deterioration of fibreglass fuel tanks, erosion of cork floats, water absorption) are prevented.

The Ethanil kit can be used time and time again, with each fill producing at least 17 litres of ethanol-free petrol, so it's ideal for low-volume petrol users.

Please take a look at the Website www.classic-oils.net and click on 'Ethanol-Free Fuel' or 'Ethanil®'.

Editor's Note: Unfortunately the chart below was corrupted in the transmission for the February issue. For your information and clarification it is reproduced in the table below, in the intended format:

Material	Recommended	Not Recommended
Elastomers	Buna-N (Hoses and Gaskets) Fluorel Fluorosilicone Neoprene (Hoses and Gaskets) Polysulfide Rubber Viton	Buna-N (Seals Only) Neoprene (Seals Only) Urethane Rubber Acrylonitrile-butadiene Hoses Polybutene Terphthalate
Polymers	Acetal Polypropylene Polyethylene Teflon Fibreglass Reinforced Plastic	Polyurethane Polymers Containing Alcohol Groups (e.g. Alcohol-based Pipe Dope) Nylon 66 Fibreglass-reinforced Polyester and Epoxy Resins Shellac
Others	Paper Leather	Cork

Compatibility

Some elastomers, plastics and composite materials are not compatible with petrol containing ethanol. Where problems are experienced, incompatible materials in the fuel system should be replaced with compatible alternatives.

Edmund Nankivell and Craig Ainge – JCC (UK).

GETTING YOUTH INVOLVED WITH BRITISH CLASSIC CARS

Following On From The AOMC And Federation Articles

In the March, 2016 edition of Your ABCCC News, there were extracts from the Newsletters sent out by the Association Of Motoring Clubs (AOMC) and the Federation Of Veteran, Vintage And Classic Vehicle Clubs (FVV&CVC) which expressed concerns about the continuation of our hobby by attracting youth into the movement. This has also been, for some time now, a serious concern of the Federation Of British Historic Vehicle Clubs (FBHVC). The FBHVC (UK) has been instrumental in setting up an apprenticeship scheme that trains young people for jobs in the older vehicle arena's restoration business. However, there is another angle that relates to this discussion, and it is reproduced below:

Education

It was encouraging to read Ian Howell's story entitled *Catch 'em Young* . . . in the February edition of *The Joweteer*. It is a timely reminder that the Jowetts which have survived thus far will not continue to do so for much longer unless we can find custodians to replace us. This challenge is one faced by all of us involved in the preservation of anything obsolete but of historical significance.

Jowetteers, of course, have our great advantage over those whose loyalties are with other makes: we have horizontal opposition. And although modern motor cars have become nothing more than everyday white goods, thanks to the image in the minds of the young perpetuated by the likes of Porsche and Subaru, the magic words 'boxer engine' can stimulate instant attention. Many of us, I know, grab every opportunity to educate strangers rash enough to show the slightest interest in our Jowetts, and watching the likes of Les White or Craig Ainge (to name but two) in action is very impressive. (*Heard at a recent display, "Jowett – they copied the engine from Subaru, didn't they?"*)

Assuming, however, that we succeed in our aims, then there is a matter which is not yet receiving the attention that it should. There has been, and continues to be, much debate on the subject of MoT exemption for vehicles first registered before 1960. I do not wish to add to that here, other than to say that safety is largely a state of mind and has little to do

with legislation. Human nature being what it is, we need rules – but ultimately life is a game of consequences and responsibility for our actions and lies solely with ourselves.

So far as actually driving elderly motor cars – and by ‘elderly’ I mean anything more than 25 years-old – is concerned, a working knowledge is essential of techniques which are now considered to be anachronistic and are positively discouraged. Those of us who have been driving for more years than we care to remember are probably unaware, unless our employment involved us in it, of the revolution which has occurred in the practice of driving and how it is taught. And potentially dire consequences lurk therein.

Have you bought a brand-new car with a manual gearbox in the last few years?

If so, you may have noticed the lack of effective engine-braking when you change down a gear going downhill or approaching a road island. That is because the engine management system is ensuring that you drive in the manner being taught now, rather than the manner in which you were taught. When I learned to drive, the rule of thumb was ‘you go down the hill in the gear you need to come up it’. The mantra now is ‘Gears are for going, brakes are for stopping’. I don’t know about you, but the thought of driving a ‘classic’ car, and particularly a pre-war one, in that manner fills me with horror! This is only one example of fundamental change, but it serves to highlight the need for the best practices of the old ways of driving to be preserved and taught to anyone who is new to old cars.

There have always been publications devoted to the art or craft of driving. The best was always *Roadcraft*, the Police Drivers Manual. My copy, a 1960 edition, still makes good sense and should be compulsory reading for any driver. Even more comprehensive is *Driving*, the Department of the Environment manual first published in 1969 and reprinted through-out the 1970s. These books can still be found at auto-jumbles and the like. If you spot one, buy it as a Present for any youngster who is showing an interest in your Jowett! But make sure you read it first and then abandon all those bad habits you have been getting into. Which brings me back to the revolution in driving practice.

As a young child (in the late 1940s/early 1950s), my parents did not own a car. We cycled everywhere. However, as members of a rock-climbing club, we often travelled to meets in other people’s cars. One of these was ‘Uncle’ Ernest, who had a Jowett Javelin, but that is another story. Most were pre-war vehicles and I was able to observe the varying efforts needed to get the best out of Austin Sevens, Ford, Morris and Standard Eights, a Riley Lynx, a Singer Nine . . . the need to listen to the engine and transmission and to double-declutch when changing gear became obvious. Not to mention the need to observe the road surface if the car was to remain on it. Most of these machines had impecunious owners and were run on a shoestring. In those pre-MoT times preventive maintenance was rarely indulged in. Tyres were replaced only when the tread had disappeared completely. Vague steering was normal and several degrees of play at the steering wheel only to be expected, as were brakes which pulled sharply to one side or the other.

Of course, this lack of maintenance was also down to laziness on the part of the owners. Then, as now, all cars came with a handbook when new; it was much slimmer then and written in real, as opposed to square-wheel, English. They contained detailed information on how the owner should maintain their vehicle in order to obtain the best service from it. And just like today, many people failed to either read or to follow the guidance. It could probably be argued that the reason why manufacturers and legislators have worked so hard to relieve us of the need to be in full control of our vehicles, to the point of taking control away from us completely, is because of that innate laziness. Speaking for myself, I derive far more pleasure from driving elderly vehicles than I do from driving modern ones. They require full attention and the ditching of bad habits. Old skills are renewed, particularly that of ‘reading’ the road ahead so that brakes are only used for coming to a halt and not for slowing down for corners. But these skills, natural though they may be to most of us in the JCC, are unknown to anyone who has passed their driving test since the turn of the century. We must pass them on, taking care to explain why ‘our’ vehicles cannot be driven safely, nor will they survive mechanically for very long, if modern techniques are continually used. There is an opening here, I am sure, for someone to take the initiative and set something up. I doubt that I am the only one who finds himself wincing at the sight of a queue of cars waiting on a steep hill for the lights to change, all being held on their slipping clutches. Or, is mine a lone voice thinking that this is an issue which we might pursue?

John Cash.

Editor’s Note: Very sorry folks for using yet more text related to Jowett, however, the topic is well worth considering. Or, do we take the simpler route and just not care at all about what happens to preserved older vehicles that we have put so much effort, time and money into? Your thoughts on these topics please.

FROM THE SPECTATOR MAGAZINE

Bad Driving

*From ‘The Conscription of Wealth’. **The Spectator** – 22nd January-1916:*

At recent race meetings streams of motor-cars have proceeded from London carrying down persons engaged solely in the pursuit of their own amusement, wasting petrol, wasting the labour of chauffeurs and diverting in hundreds of detailed ways energy which ought to have been devoted to the carrying on of the war.

A heavy tax on petrol and heavier duties on motor-cars, except where they are used for public work, would prevent this scandal. More generally, it is notorious that in all classes, with the possible exception of the very rich, the scale of expenditure is as high as, or higher than, before the war, and the only way of effectively dealing with the problem is to increase taxation heavily. Certainly the well-to-do classes will make no objection.

Sent in by Peter Chandler.

EVENT REPORTS

WHAT WE HAVE BEEN DOING

RACV FLY THE FLAG WESTERN TOUR – Sunday 13th March to Saturday 19th March, 2016 (Part One)

After all the preparations on *Pea Soup*, it was finally time to set off on our tour of Victoria's Western District. We were looking forward to proper motoring in God's Own country with keen anticipation. Our run to the Ultima Reception Centre was reasonably swift, although, being a long weekend, there was a fair amount of impatient traffic trying to get out of Melbourne as fast as possible. As we motored along Bell Street through Heidelberg a steady drizzle started. The roads had already been damp in places, due to overnight rain. The situation dried up quite a lot as we went in for the 7:30 am breakfast.

Right: Tour vehicles await their Flag-off.



After satisfying hunger pangs, it was time to get the camera out and survey the field of entrants for the 2016 running of the Tour. All too soon it was time to get ready for the official flag-off and find our way to the Western Freeway, heading towards Ballarat, it soon became apparent that this freeway is no longer adequate for the volume it carries. As we motored along in groups we were right in the thick of Melbourne's traffic impatience.

Right: Our lunch stop at Linton, note the dry oval.

Then, as we climbed up the approach to the Pentland Hills, we caught up with Ray and Wendy Hudson's little Fiat Topolino and from there we were firmly wedged in by the tailgating endless stream of overtaking traffic. The Fiat made a gallant drive up the long climb and it was estimated that there were still a couple of gears left in the box. Once past the Ballan turn-off, the traffic eased somewhat and *Pea Soup* could exhilarate in its newly found extra SU carburettor. After taking the exit just before reaching Ballarat, the Tour vehicles had the road to Linton virtually to themselves. Once in Linton, our lunch stop, our Tour marshals guided us into a parking spot by the sports oval.



The lunch was put on for us by the local CFA group as a fund raiser. While having lunch and looking around us, we realised just how drought-affected the Western District has become. Earlier in the day, we thought we were bringing some rain, but it did not stay with us. After a very pleasant lunch, we re-joined the Glenelg Highway and continued to our two-nights stop at Hamilton. There were good views to the north, of the Grampians and, close to Dunkeld, Mount Abrupt. The TomTom navigation device took us along a quieter road into Hamilton and straight to the Goldsmith Motor Inn, well known accommodation for us. Dinner was at the Hamilton Exhibition Centre and, after being addressed by a lady from the town council, we were entertained by the antics of the auctioneer for the RACV Community Foundation's auction. We raised some good funds and it was wise to sit on our hands. Next morning, after a minimal breakfast in a virtually deserted CBD (Labour Day) we had a good walk around the area and at 11:30 am set off for Wakefield Park for a splendid lunch put on for us by the Dunkeld Kindergarten Mothers Club, a sort of picnic affair on our brought along chairs in beautiful garden surroundings. It was reported that some of our Flaggers actually went to Dunkeld, looking for Wakefield Park!



The day's motoring was a loop run, on the magnificent roads of the area. Very enjoyable motoring, but sad to note that, due to the modern way of road maintenance, had deteriorated in places. There now seems to be a permanent fix for eroded roads – place a permanent 'Rough Surface Ahead' sign and do nothing more. The drive into Coleraine was one of those Tour Specials and, as we entered the main street, it was obvious that our Tour had taken over the town. It was sad, however, to see that many thriving businesses of years past had closed-down.

Left: The main street at Coleraine. What a line-up!

After having a good look at the Coleraine Classic Car Collection, *Pea Soup* took us easily up the hill to Points Arboretum for a good view over the surrounding countryside. From up there, we could

see how dry the area is at present. We hope it will green up nicely for the Hamilton Rally in June. We returned to our accommodation on the Glenelg Highway. Dinner that night was a loud *Noggin & Natter* session and the pork was sensational. Next morning, the Hamilton & District Veteran, Vintage and Classic Driver's Club members swung into early action to provide us with an enormous breakfast before an official Flag-off which took us past the local primary school,

where the pupils had been provided with RACV flags to lustily wave at us. Further on, we drove past a home for the elderly and then set off for Byaduk (arguably, the centre point of the Tour). Byaduk is a very small community and all too soon, we were on the road to Macarthur on the road to Port Fairy.

Macarthur is a well laid out town with ample parking and good for a coffee stop at the blue tea rooms with the 1920's Rolls Royce parked alongside. We indulged in coffee and cake, probably raising the day's accounts book by a high percentage! The road into Port Fairy was another good touring road and lunch was provided at the Railway Place, the just vacated location for the music festival. The Port Fairy Lions Club put on a good lunch for us. As we walked out of the area, we spotted Bill Bonner sitting at one of the Place's picnic tables, waiting to welcome us all to Port Fairy. Bill had attended the music festival and it was estimated that 30,000 had attended that event.

Right: The defending cannon was fired for us exclusively and, on this visit, emitted a resounding BANG!, the best yet.



On the way to our accommodation at Warrnambool, the Princes Highway's climb up Tower Hill had an extremely rough surface, this was to the extent that *Pea Soup's* mulishly static clock jumped forward two and a half minutes and resolutely settled there – at high noon, or midnight, being correct twice in each twenty-four hours. Heavy trucks seem to be the cause of the highway's woes. Our accommodation in Warrnambool was in easy walking distance from the venue for the evening's activities at the Flagstaff Hill Maritime Village. After the ceremonial firing of the cannon we proceeded to our feeding stations for a gourmet evening barbecue meal. As we waited for darkness to fall, we enjoyed our surroundings waiting for the light show to commence. All of this sounded a bit loud and dramatic, but the story was there. Early next morning breakfast was served and we were flagged-off from the village's car park.

We took the Princes Highway east to join the Great Ocean Road for the drive to Port Campbell. It was a bright sunny morning and the coast was stunning. Several of us stopped for the views of the coast along the way. We found that the little café that we have visited over the years, was no longer there. Otherwise, besides the acres of acrylic paint, the essence of the town is still there. The front cover illustrates that. Then, it was on to Simpson, through some dry dairy country on a quiet touring road to join the Princes Highway once again near Colac. We elected to not stop for lunch there, but motored on to Winchelsea where we stopped for a bite. This was most fortunate, we had discovered the Winchelsea Shire Tea Rooms. What an impressive delight the interior of the old blue-stone Shire Hall building was – all the original interior was in perfect condition and the huge council table was set in the middle. This is one of those must stops for a cuppa and it is run by very capable ladies in the proper way. The hall building is right by the highway's bridge and the telephone number is (03) 5267 2769. Give the tea rooms a try next time you are in the area.

This Tour Report will continue in the May edition of *Your ABCCC News*.

ABCCC DISPLAY – Friday 25th March, 2016

At the end of our AGM in February our club was asked by the venue staff, if we could put on a display of classic cars for the Chirnside Park Country Club's Good Friday Appeal activity. This was announced as an add-in event in the prevailing issue of this magazine and, as a result, we put on a good quality display. What amazed all of us who were present, was the immense size of the crowd visiting the fundraising event, and, sort of importantly, the interest shown in our display motor cars. There were a number of young children who showed interest and asked questions about what the makes of cars were. This was enlightening for us, because virtually all of the marques on display were 'orphans' or the instigation of badge-engineered moderns like MG and Jaguar. The display was, in essence, purely British and at that, very British without any influences from Ford or GM.

The impressive line represented MG (2), Rover, Jaguar, Lagonda, Armstrong Siddeley and British Leyland Rover (assembled in New Zealand), a sort of doubtful ring-in. I guided a couple of young boys along our line reading out to them the names of the cars. At the end, they sat in *Pea Soup* and were pleasantly surprised at the lowered centre armrest in the back seat and the room in the car. One remarked that the car was easy to see out of, and the other informed me that the spare wheel on the boot lid, was "Just like on a proper four wheel drive". Quite remarkable for two obviously very modern with-it boys!

I had to leave just after mid-day, but not before buying a jar of enticing mint jelly and, from another stall holder, a jar of her special rhubarb chutney, a delightful lady who advised, "A dry biscuit with a slice of avocado pear and a dollop of the chutney on top", this stated with a knowing wink! Probably this little market will become my source of chutney and such. Truly, we ought to make this a regular ABCCC event – it was such an enjoyable event.

A Jowett Jupiter, a fine Jensen and a Daimler would have put the icing on top of a splendid line up. The Jupiter bit could have been, but time ran out and showers were forecast. Fortunately the forecasters got this one completely wrong!

Mike Allfrey.

THE RACV CLASSIC SHOWCASE – Sunday 10th April, 2016

Once again we were blessed with superb Melbourne early autumn weather, and this was especially so because the gardens in Flemington Racecourse's Members' Car Park looked magnificent. For me, this was to be the first proper run in our Jowett Jupiter for quite some time. There was also the challenge from Tony Pettigrew's splendid Lagonda, that could not be turned down. The run to Flemington was reasonably good, but traffic behaviour on the Eastern Freeway was quite alarming. Also, the noise generated by the tyres on the numerous 4-wd tractors was kind of deafening.

Upon arrival, the space allocated to our club was easily found and we set ourselves up with feather flags, chairs and other picnic items. All of a sudden, a big black London Taxi (a relatively modern Beardmore, with what sounded rather like a Perkins P3 engine) and a rather nice RM model Riley decided to park amongst us. Who they were, nobody present knew!

Right: Sitting behind Bill Allen's superb Rover 90 and the Morgan that will not get lost are, from left to right, David Andreassen (not at all concerned), Kevin Ryan (reflecting on damage inflicted to his Cortina's LHS rear light) and Phil Cook (contemplating his Morgan's front suspension ball joints), enjoying the afternoon sunshine with Colin Oberin's MGB GT at right.



Also in attendance were a Jaguar XJ-6 (club member?), Tony Pettigrew's Lagonda, Christopher Constantine's glorious MG ZA saloon, Rick and Gill Lloyd with their Triumph Stag with original V-8 engine, Rob and Mary Nolan with their Hillman Hunter and, of course our Jowett Jupiter. A nice varied line up of proper British classics. There should really have been more – maybe next year?

Overall, it seemed that British cars were a little bit thin on the ground, but then we discovered that a number of clubs were away on various national rallies. Most clubs have now moved on from Easter-break rallies due to traffic conditions and accommodation tightness, which all means . . . It was also noticeable that vehicles of Japanese origin were also a bit sparse with their displays. All was not entirely lost though, there were hectares of Mercedes-Benz and BMW motor cars, mostly very modern, for people to have a look at.

The MG Car Club ran their Concours d'Elegance during the Showcase and there were many older MGs with their tool kits laid out on scrupulously clean mats. For me, and I can be corrected on this, several Thor copper/leather hammers were not quite correct. I always understood, and used on my father's cars, at the centre, eared nuts for the splined hub wire wheels, that lead hammer heads were used for loosening and tightening the nuts. But then, such are probably no longer politically correct in these times. Children using them as lollipops, makes some of us shudder.

The cars of the show? For me, it went this way – an honest-looking Austin 16, a very striking maroon Jensen Interceptor, a rather nice Alvis, some beautiful elderly Daimlers (my mother would have certainly climbed and settled in the wrong car) and a gorgeous black MG saloon that looked like a recently completed restoration. On another topic, have there ever been so many Rolls-Royces in the one display before? Well done the R-R Owners Club!

The run home was good until the Springvale Road off-ramp on the Eastern Freeway traffic lights. The Jupiter lost the lustiness of its horizontal opposition and crawled home with only about a third of its throttle opening arc. The cables had again stretched and frayed> The repair and modification is underway and this magazine is holding up progress!

Mike Allfrey – AOMC Delegate.

WHAT WE ARE ABOUT TO DO

COOMBE COTTAGE GARDEN TOUR – Wednesday 27th 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, 11th April. As we must notify Coombe Cottage of the final numbers and pay a 50% deposit by Wednesday, 13th April. No late bookings will be taken. Coombe does not do refunds so anyone who books and then cancels after 11th 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 1st 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 Allfrey – AOMC Delegate.

VISIT TO BRUNO'S GARDENS – Sunday 15th May, 2016

National Heritage Motoring Day

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. There could be a pleasant surprise for some on this event – to win it, be in it!

Those proposing to attend are requested to notify us prior to May 9th, 2016. Please contact Anne and Bryan Tootell on 0412 549 906, or at annbry@optusnet.com.

Bryan Tootell.

REX'S BIG DAY OUT – Sunday 29th May, 2016

We will meet at the Cranbourne Botanical Gardens at the Corner of Ballarto Road and Botanic Drive (off South Gippsland Highway), Cranbourne (Melway Map 133; Ref: K10) at 9:30 am for morning tea/coffee, scone jam and cream or savory scone at \$10.50 per person. At the Gardens we have several options:

Walk the many sealed or granitic gravel tracks, or, take the Garden Explorer, which is an open-air motorised people mover that seats twenty-three people. It circulates around the Australian Garden every 20 minutes. \$8.00 adult, \$6.50 child/concession.

We are able to pre-book the Garden Explorer so please indicate your intentions if you wish to participate. Or, just enjoy the views of the gardens from the café whilst enjoying your morning tea.



Lunch Arrangements

We will leave the Australian Gardens at 11:45 am and travel to our lunch venue at D'Angello Estate Winery at Bayview Road, Officer. This will be \$25.00 per person to be collected on the day. Cash only please as no credit card facilities are available. Shared platters and pizzas. Special dietary requirements will be available for us.

Please contact Rex or Deanna on telephone numbers (03) 9795 7669, mobile 0408 303 129 (Rex), 0408 520 729 (Deanna) or email rha41579@bigpond.net.au if you would like to join us on 'Rex's Big Day Out' by Friday 20th May, so that the numbers and dietary requests can be provided to the venues for catering purposes.

Rex and Deanna Hall.

ANNUAL QUEEN'S BIRTHDAY TOUR – Saturday 11th To Monday 13th June, 2016

'Southerly Wanderings'

The Tour Committee of the Hamilton VVC Drivers Club invites us to join them on their Annual Queen's Birthday Weekend Tour, the *Southerly Wanderings Tour*. The programme is as follows:

Saturday 11th June

- 12.00 Noon Registration and Tour Packs available at tour headquarters.
- 1:30 pm Assemble for a delightful run down to Branhholme to visit the historic property of Arrandoovong. Afternoon tea will be provided at a cost by the owners of the property.
- 5:30 pm Happy Hour at our tour headquarters. Participants need to be registered for the tour.
- 6:30 pm Join us for a two course meal with official welcome and a guest speaker. Drinks will be available at bar prices.

Sunday 12th June

- 9:00 am Assemble at Tour Headquarters (tea and coffee available) prior to a drive.
- 9:30 am We will be heading to Portland where we will visit Keppel Prince, Manufacturer of wind towers. We will have a conducted tour of the factory.
- 12:00 Noon This year we have decided to allow you free time to wander the main streets of Portland and purchase your own lunch from the many shops available or BYO. A list will be provided.
- 1:30 pm We will assemble near the Motor Museum and some will visit the museum while others will visit the Marine Museum on the Portland Foreshore. Due to restricted numbers this will be organised on a rotation basis.
Participants can then make their own way back to Hamilton.
- 6:00 pm Pre-dinner drinks. The bar will be open.
- 7:00 pm Dinner will be served. Followed by presentations, awards and entertainment.

Monday 13th June

- 9:30am – Farewell Brunch will be available at our clubrooms. A walking tour of the historic city area and botanic gardens will be conducted for those who wish to attend.

NOTE: Programme may be subject to change depending on weather and arrangements with landowners etc. If you have any special dietary requirements please contact us.

Special Note: For those who enjoyed last year's Kelpie festival in Casterton, may like to go independently on the Saturday for their 20th Anniversary. You will need to leave Hamilton by 1-8:00 am to catch the parade. This is not a part of the 2016 Tour programme.

Once again we will be using the Goldsmith Motor Inn for our accommodation. This is a Golden Chain motel and has been comfortable for us. Their contact is Peter Walsh on (03) 5572 4347.

There is a Southern Wanderings Tour booking form on Page 14.

Detailed enquiries: E-mail ljwilson52@gmail.com Website <http://hamiltondistrictvvcdriversclub.webs.com> or, telephone Mike on (03) 9729 1480, or Tony on (03) 9739 1146.

Tony Pettigrew.

WET'N WILD WEEKEND WHALE WATCHING – Friday 29th to Sunday 31st July, 2016

Our 'Wet'n Wild' whale watching weekend at Warrnambool, in late July, is getting a lot of interest. Be assured, you will need very warm clothing and a seat at the lookout platform, but unfortunately, the southern right whales choose this time of year to frequent the area and have babies. Sightings are (almost) guaranteed, and if necessary, we may have to venture 25 kilometres along to Port Fairy for a look.

There are many other things also to do, and we can be sure of good food and good company along the way. Participants are now registering. As we are catering for a small group, please advise us if you wish to be included.

Please make your booking with Anne and Bryan Tootell on telephone number 0412 549 906 or, E-mail:

annbry@optusnet.com

Anne and Bryan Tootell.

CLUB HOLIDAY TOUR OF VIETNAM AND CAMBODIA – Friday 7th October, 2016

The tour is now settled upon visiting Vietnam and Cambodia, as this was preferred, over including Laos in the itinerary. Our departure date will be October 7th, 2016, and the duration of the tour will be 19 days.

There are several vacancies still available, to be finalised about mid-May, with deposit due about end of May, to confirm.

Anyone with interest or questions please contact me at paddybee@alphalink.com.au Or telephone (03) 9898 1881, or on mobile 0429 140 183.

There will be more detailed information in the May issue of *Your ABCCC News*. Very likely, we will distribute the information *via* our E-mail group.

Pat Bullard.

AOMC NEWS

Delegates' Meeting Dates

Monday 16th May, 2016, Monday 15th August, 2016. Monday 14th November, 2016 (Also AGM), Monday 15th 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 18th June, 2016.

From the AOMC Newsletter – With thanks.

NEWS FROM THE FEDERATION

Delegates' Meetings Conducted By The Federation

Saturday 21 st May, 2016	At the Hamilton Clubrooms
Saturday 6 th August, 2016	Swan Hill, venue to be advised (includes the Annual General Meeting).
Saturday 15 th October, 2016	Trafalgar Truck Restorers, venue to be advised.
Saturday 12 th -13 th November, 2016	Bendigo National Swap Meet, Bendigo Show Grounds.

From FedNews – With Thanks.

SPACE FILLERS

The Yellow ABCCC LED Torch

The pocket torch that was available at our Christmas luncheon can exhibit a perplexing concern. The battery cover is not a very snug fit. As a consequence it can fall off while the torch is handled. A suitable fix for this is to apply two strips of draught excluder foam (the self-adhesive type) to the inside of the cover, so that as the cover is pushed into place, the foam strips exert pressure on the batteries. This pressure ensures that the cover's holding lugs do their job.

Joke Time

Three sisters, ages 92, 94 and 96, live in a house together. One night the 96-year-old runs a bath. She puts her foot in and pauses. She yells to the other sisters, "Was I getting in or out of the bath?" The 94-year-old yells back, "I don't know. I'll come up and see."

She starts up the stairs and pauses, "Was I going up the stairs or down?"

The 92-year-old is sitting at the kitchen table having tea listening to her sisters. She shakes her head and says, "I really hope I never get that forgetful, knock on wood." She then yells, "I'll come up and help both of you as soon as I see who's at the door."

Colin Brown and Peter Hibbert.

HAMILTON DISTRICT VVC DRIVER'S CLUB TOUR

JUNE 11 – 13 2016

"Southerly Wanderings"

Office Use

Date received

Entry number

Receipt number

Entrant name			
Passenger names			
Children (names and ages)			
Entrant address		Postcode	
Phone			
Vehicle make		Model	Year
Club			
Entry Fee and Meals		Number	Amount
Saturday afternoon tea \$5 per person			
Saturday night <i>Happy Hour</i> need to have paid registration			FREE
Saturday night tea Adults \$25.00 Children \$12.50			
Sunday lunch Portland At your leisure- a list of eating places are included in your Tour book			
Entrance fee Marine Discovery Centre Adults \$6.00 Children FREE			
Sunday Gala Dinner 3 course meal (alternating meals) Adults \$35.00 Children \$20.00			
Monday brunch Adults \$15.00 Children \$10.00			
Interested in the walk on Monday			FREE
Any dietary requirements			
Entry fee includes one tour badge and tour pack.			55.00
		Total Cost	

Entries close 30th May 2016 please make cheques payable to Hamilton and District VVC Drivers Club. Post entry to Tour Treasurer Kaye Schultz 60 Kent Road Hamilton 3300

Tour Conditions

All vehicles must be registered or on red plates with appropriate log book and must be roadworthy.

The club reserves the right to alter, amend or cancel tour and whether or not to refund money paid should the entrant fail to attend all or part of the tour.

Indemnity

The Consideration of my application being accepted I undertake that I will at all times hereafter well and sufficiently indemnify the club and members thereof, their officials, servants and agents against all liability in respect of any actions, suits, proceedings, claims, demands, costs and expenses whatsoever which may be taken or made against the club and the members thereof their officials, servant and agents or incurred or become payable by any of them.

Signed

Date