



YOUR ABCCC NEWS

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N° 201

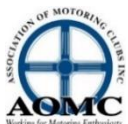
November, 2016

WINNERS ALL!



Melbourne Cup celebrations at Yarra Glen Racecourse, our happy group! There will be a report in the December issue.

Photo – Ed Bartosh.



Associations Incorporation Registered Number: A0035462V



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

Executive Committee	Name	Telephone	E-mail Address
President	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
Vice President	Nello Mafodda	(03) 9719 7949	nello@abccc.com.au
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Secretary	Pat Douglas	(03) 9739 4829	secretary@abccc.com.au
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AOMC Delegate	Mike Allfrey	(03) 9729 1480	editor@abccc.com.au
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VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	colin@abccc.com.au
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2017 RACV Great Australian Rally Website: www.greataustralianrally.com.au			
2017 RACV Fly The Flag Alpine Tour Website: www.abccc.com.au/FTF .			
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.

November 2016

- Saturday 12th & Sunday 13th *** Como Gardens Open Weekend – An ABCCC Assist Event Tony Pettigrew (03) 9739 1146
Venue – 79 The Basin to Olinda Road, The Basin. Bill Allen (03) 9846 2323
- Friday 18th to Sunday 20th The Famous ABCCC Indulgence Weekend Peter McKiernan (03) 9787 6003
Information Indulgence – Meeting Venue, Yarra Glen.
- Sunday 20th Concours And Display Day – A Jaguar Car Club of Vic Event Ann Isaacs 0409 021 987
An ABCCC Supported Event. More on Page 11.
Venue – Wesley College, 620 High Street Road, Glen Waverley, Victoria.

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, (Melway Map 37; Ref: K3).

January 2017

- Sunday 22nd The ABCCC Annual General Meeting. Apologies To, Pat Douglas (03) 9739
Attendance Information, Maxine Pettigrew (03) 9739 1146
Venue – Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park, (Melway Map 37; Ref: K3).

February 2017

- Sunday 5th 2017 RACV Great Australian Rally – A Major ABCCC Event Colin Brown (03) 5964 9291
Start Venues – Melbourne City, Stud Park and Hastings.
Display Venue – Mornington Racecourse, Mornington.
- Sunday 19th RACV Classic Showcase – An AOMC Event (Supported By The ABCCC) Iain Ross (03)
Venue – Members' Car Park, Flemington Racecourse, Enter From Epsom Road

March 2017

- Wednesday 1st Visit To A Trydell Museum – An ABCCC Event Rex Hall (03) 9795 7669
Venue – 30 Buchanan Road, Guys Hill (Beaconsfield). Mobile 0408 303 129
- Sunday 5th AOMC American Motoring Show – Interest Only Iain Ross (03)
Venue – Members' Car Park, Flemington Racecourse, Enter From Epsom Road
- Sunday 19th to Saturday 25th 2017 RACV Fly the Flag Alpine Tour – ABCCC Major Event Tony Pettigrew (03) 9739 1146
Touring – Bairnsdale, Beechworth, Yarrawonga and Mansfield.

Special Note: *The following events have been provisionally arranged, being for the rest of the 2017 calendar year*

April 2017

- Sunday 9th Kurth Kiln Heritage Festival – ABCCC Visit Event Tore Pannuzzo 0413 941 502
Lunch provided if the ABCCC puts on a display of motor cars.
Venue – Gembrook, Victoria
- Saturday 22nd & Sunday 23rd Como Open Gardens Weekend – ABCCC Volunteers Tony Pettigrew (03) 9739 1146
Venue – 79 The Basin–Olinda Road, The Basin Bill Allen (03) 9846 2323

May 2017

- Friday 5th to Sunday 7th Autumn In Daylesford – An ABCCC Event (Carried forward). Marj Pepper (03) 9439 7875
Start Venue – TBA
- Sunday 28th Rex's Big Day Out – An ABCCC Event Rex Hall (03) 9795 7669
Venue – TBA Mobile 0408 303 129

June 2017

- Friday 9th to Monday 12th Hamilton Rally – An ABCCC Supported Event Tony Pettigrew (03) 9739 1146
Activity – Touring The Fabulous Western District, Hamilton, Victoria.
- Sunday 25th TBA – An ABCCC Event

July 2017

- Sunday 9th TBA – An ABCCC Event Bryan Tootell 0412 549 906
- Sunday 30th TBA – An ABCCC Event Greg Anglin (03) 9876 3293 or 0419 882 155

August 2017

- Wednesday 2nd Twilight Run – An ABCCC Event Peter McKiernan 0407 876 023
- Sunday 20th Annual Luncheon – An ABCCC Event Colin Brown (03) 5964 9291
Venue – TBA

September 2017

- Friday 8th to Sunday 10th A Wonderful Weekend – An ABCCC Event Bryan Tootell 0412 549 906
Activity – TBA
- Sunday 24th The Interesting Trivia Luncheon – An ABCCC Event Marj Pepper (03) 9439 7875
Venue – TBA

October 2017

Sunday 1 st	An Interesting Outing – An ABCCC Event Venue – TBA	Christopher Constantine (03) 9898 4431
Saturday 14 th & Sunday 15 th	Como Open Gardens Weekend – ABCCC Volunteers Venue – 79 The Basin–Olinda Road, The Basin	Tony Pettigrew (03) 9739 1146 Bill Allen (03) 9846 2323
Sunday 29 th	A Sliding Pillars Run – An ABCCC Event	Phil Cook 0468 680 538

November 2017

Tuesday 7 th	A Day At The Races – An ABCCC Event Venue – Yarra Glen Racecourse, Armstrong Grove, Yarra Glen, Victoria.	Colin Brown (03) 5964 9291
Friday 10 th to Sunday 12 th	The Famous Indulgence Weekend – An ABCCC Event Venue – TBA	Peter McKiernan 0407 876 023
Sunday 26 th	TBA – An ABCCC Event	

December 2017

Sunday 10 th	Christmas Luncheon – An ABCCC Event	Maxine Pettigrew (03) 9739 1146
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* Note the changes for these events.

EDITORIAL NOTES – Issue N^o. 201

This month there is not much to mention, other than that we are urgently requesting assistance for rally marshalling at the main display area at the 2017 RACV Great Australian Rally in Mornington. If anyone can help us, please contact Rex Hall, details are on Page 7. For a number of us, 5th February, 2017, appears to be a long way off – it isn't, end of. Enjoy this issue . . . and please, come forward at our AGM.

Mike Allfrey – Editor.

PREPARING FOR THE 2017 RACV FLY THE FLAG ALPINE TOUR

The 2017 RACV Fly The Flag Alpine Tour is fast approaching, and that means that our cars taking part in the tour will require a fair degree of preventive maintenance in advance of the tour. The *Fly The Flag Route Notes* have, always contained some tips for preparing your classic motor car for the impending tour. For some aspects of preventive maintenance these notes arrive too close to the tour's start date for maybe necessary action to be taken. The RACV Fly The Flag Tours place extra demands on a vehicle that can, at times, cause unwelcome breakdowns along the road.

In this article, we will highlight some points that will help to make our tour the enjoyable experience it should be, and should, hopefully prevent the need to rely on a backup motor car *en route* to the Tour's start point – the RACV headquarters in Noble Park – or even request RACV assistance before the tour is underway. The RACV patrol men who accompany the Tour want their breakfast too!

The following notes are not listed in any particular order of importance, they are probably all as important as each other in the overall scheme of preparing for a mechanically successful 2017 RACV Fly The Flag Alpine Tour. In addition to that, they do not apply to a particular make of car, they are just general tips.

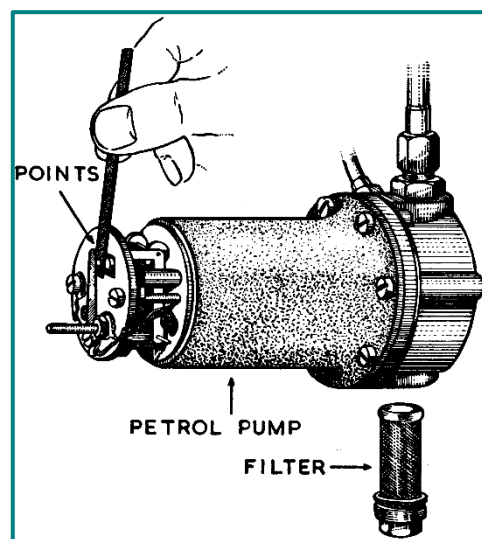
1. Fuel System

Make sure that there is a good flow of petrol to the fuel pump. Many fuel systems rely on gravity to provide fuel to the pump, be it electric or mechanical, for boosting it to the engine's carburettor(s). Many British classic cars feature that stalwart, the S.U. fuel pump, and these pumps are fitted with a gauze filter at the inlet side of the pump. To service this filter the fuel supply needs to be cut off, usually at the mid-point of travel on a main/reserve fuel supply tap, or by preventing the flow of fuel as shown in the vehicle's instruction manual. Install a new fibre washer.

This filter, and the coarser gauze at the pipe in the fuel tank, are often the primary cause of fuel starvation problems, which cannot be solved by installing a filtration element in the carburettor feed pipe. If the pump receives a good flow of fuel, it will generally deliver a consistent flow to the carburettor at the correct pressure.

If there is not a great amount of fuel in the tank, it would be a good idea to drain it and ensure there is no water or rust contamination. All flexible fuel hoses should be inspected for contamination, cracks or swelling due to incompatible fuel or leaked engine oil.

Make sure that the carburettor float level is correct and that the needle valve is working properly. While on this subject, make sure that the air intake filter is clean, or has a new paper filtration element. Note that the engine will, very likely, be operated with wide throttle openings when driving to the highest point on the tour, and will need all the air it can get. At this time, it is advisable to ensure that the air cleaner assembly is secure on the engine.



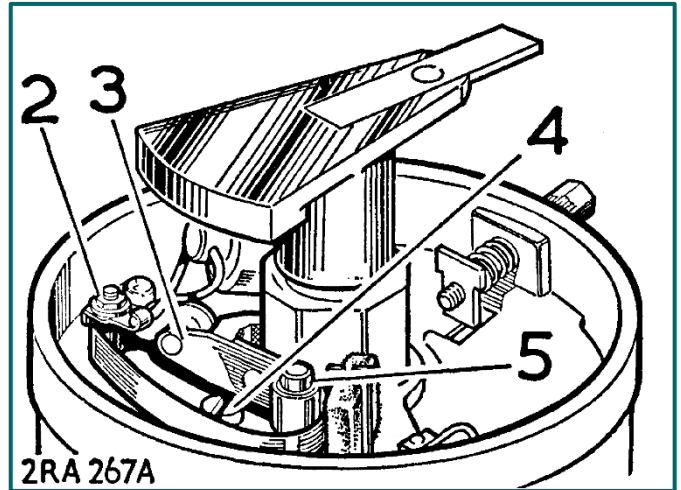
2. The Ignition System

Back in times before smoking tobacco became unpopular, there was a saying that went this way – “If an engine won’t start, it will most likely due to lack of fuel or spark– just like when a cigarette lighter will not light”. A true standpoint in many cases and usually borne out by a problem with the bafflingly mysterious Lucas ignition system. Mostly, Lucas ignition systems that are properly maintained, do not fail on the road. However, such a system, that has been neglected will often prove to be a mite unreliable out on the road.

Most important of all is sound conductivity at the low tension electrical connections, particularly between the ignition coil and the distributor, item 2, right. Also, it is important that the contact breaker points, item 3, are in good condition and that they are free to pivot on the post to the maximum specified opening for the engine.

Lazy and burnt out contact points can seriously affect an engine’s performance. During the inspection, lift off the rotor arm and apply two drops of light oil around the visible screw head, to lubricate the centrifugal advance system.

Check the ignition timing in accordance with the engine’s service manual. Ensure that the sparking plugs are in good condition and have the correct electrode gaps. It is also advisable to inspect the system’s high-tension leads that connect the distributor to the coil and the sparking plugs. If the insulation is hard or cracked, replace them.



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3. The Engine

Because our tour takes us over the high country, it is essential that the engine is in a suitable condition for the task ahead. Preventive maintenance here can be rather limited, there are points that do need attention:

Oil Leaks – any visible oil leaks should be attended to as soon as they appear. Classic British cars are certainly not the only ones afflicted by this phenomenon, witness the oil stains in supermarket car parks! There are numerous good quality gasket materials and sealants that will be recommended by the specialist one-make car clubs’ technical officers. Of the sealants, Loctite and Permatex products are probably the best. Try to stay away from Silastic, excessive use of which looks awful in a classic car’s engine bay.

Lubrication – change the engine oil and oil filter element (canister) one month before the tour. Keep a watchful eye on the oil pressure while the car is being driven. Should the pressure be low, take the necessary steps to resolve the concern well ahead of the tour. If the car is equipped with an oil cooler, ensure that there is no seepage of oil at the matrix and hose fittings. Inspect such hoses for hardness and cracking, replace with new hoses if there is any doubt. Make sure that the engine’s oil sump is not over-filled. Carry a litre of correct grade oil on the tour.

Valve Train – classic car engines have various types of valve operation. However, for side valves and push rod operated overhead valves there are the tappets which must operate with the correct tappet (valve) clearances and it is well worthwhile to adjust these clearances in accordance with the engine manufacturer’s recommendations. It is wise to note whether these adjustments should be with the engine hot or cold.

4. The Cooling System

In March, the weather can still be very warm, even at higher altitudes and, because the car’s engine will be working harder than on a typical one day outing, it is vital that the cooling system be in excellent condition. It is a good procedure to thoroughly flush out the entire system using a propriety product and then, again thoroughly rinsing the system. All cooling system hoses, including heater hoses, should be replaced or at least, carefully inspected and tested. It is also a sound idea to test the thermostat and observe it opens fully at the correct temperature. At the same time, the coolant temperature sensor unit should be checked and cleaned. Replace the radiator cap with a new one, but carry the original cap as a spare. Also, carry 2-litres of pre-mixed coolant for topping up purposes.

Carefully inspect the water pump for coolant seepage and/or excessive play in the shaft bearing. Attend to both concerns immediately and be sure to carry a new drive belt.

5. Gearbox (Transmission)

Inspect the gearbox, or automatic transmission for oil/fluid leaks. Should any be present they should be rectified. With particular attention to manual gearboxes, be sure to change the oil and, be even surer to fill to the correct level with the specified type of oil. Should the recommendation be for SAE 30 oil, use that, not a multigrade engine oil that contains additives that can affect components in synchromesh systems. The same advice applies to automatic transmission fluids – clutches can be affected by incorrect fluids.

6. Rear Axle

Once again, the correct lubricant is vital. Depending on the distance travelled (or time elapsed) since the previous rear axle oil change, a fill of fresh oil for the Alpine Tour is recommended. In addition to the axle’s oil, pay attention to the rear hubs, if separately lubricated.

7. Chassis Lubrication

This covers all grease and oil can lubrication points on the motor car. Use a good quality grease and be sure to wipe away any excess grease that has been expelled. Oil points should have sparing amounts of oil applied.

Well worth examination are the front hubs. If there is a grease fitting on the hub, two pumps of the grease gun should suffice. Where no fitting is provided, the grease cap on the hub should be removed and the grease within inspected. If contaminated, the hubs should be removed, thoroughly cleaned and re-filled (packed) with the correct grease in accordance with the vehicle manufacturer's recommendations. The bearings should be replaced if worn and rough running, after cleaning, is observed. These actions will provide great peace of mind while on the tour.

8. Braking System

One of the most important aspects of the classic motor car is its braking system.

Drum Brakes – the brake drums should be removed and any residual dust cleared away. The wheel cylinders should be inspected for leaks and, at any sign of fluid seepage, the seals and dust boots should be replaced. Be sure to inspect the brake shoe/lining assemblies carefully. Replace linings if they are worn. Bonded linings can, over time, separate from the shoe face and, later on, cause havoc within the braking system.

Disc Brakes – again, look for leaking fluid, worn brake pads and carefully inspect the condition of the discs, if badly scored, have them lightly skimmed or replaced as appropriate.

Hydraulic Systems – brake fluid can absorb moisture and globules of water can collect at the lower points of the hydraulic system, causing corrosion of aluminium components. Master cylinder rod seals can be severely affected by moisture and become worn where the rod moves through the rubber seals. In extreme cases, the rubber seals may bond themselves to the rod – if so, the piston, rod and seal kit should be replaced.

9. Suspension, Steering And Tyres

All pivot joints and front suspension kingpins should be checked for wear. These are serious roadworthy points and must be properly maintained. Be sure to check for any excessive play in the steering box (rack and pinion) and the upper steering column bushing (bearing). If play exists, make the necessary adjustments, being careful to note any tightening up as the steering moves from lock to lock.

Carefully inspect the tyres, including the spare. Remove any lodged stones from the treads. Examine the tyre side-walls and if there is any doubt, have a tyre specialist check the 'use-by' date code and take appropriate action. Tyres of the tubeless type can, after a period of time, lose air pressure through their side-walls – frequently, in the time it takes to have a lunch break. This can happen, even though there is plenty of tread depth remaining.

Wire wheels should be carefully inspected for damaged spokes or worn hub splines/tapers.

10. Air Conditioning

Modern classic cars may be fitted with an air conditioning system. Warm weather may prevail during the tour, and the proper functioning of the cabin cooling system would be desirable. Ensure that the system is topped-up with refrigerant gas and that the compressor seals are functioning correctly in good time for the tour. It is a good practice to have a binary (high/low) cut out switch should refrigerant gas pressure reach higher than normal pressure or should the gas escape somehow. Keep a wary eye on the receiver/dryer's sight glass from time to time while the system is operating. Ensure that the condenser radiator is clear and that the evaporator drain tubes (duckbills) are clear for effective condensate drainage.

11. The Car's Interior

Touring conditions could well be such that, in the case of a soft-top sports car, hood down motoring would be most desirable. Make sure that the hood's frame is free to erect and fold away. With both saloon and sports cars with leather upholstery and trim, be sure to first carefully clean the leather with appropriate fluid, and then give it a good dressing with a suitable leather dressing cream, followed by buffing with a soft cloth. Auto Glym Leather Cleaner and Balm or the Pelè's Leather Care System are good products. Do not forget applying the same treatment to a leather-bound steering wheel, which can be exposed to harsh sunshine.

12. Tools And Spares

In addition to the fluids recommended to be carried on the tour, a selection of basic tools that suit the car's hardware should also be carried. Make sure that the correct wheel nut wrench and vehicle jack are in the tool kit carried. Also, be sure to carry spare top, bottom and by-pass hoses for the cooling system, a set of fan, power steering pump and air-conditioner compressor drive belts, the aforementioned radiator cap and suitable rags/wipers and hand cleaners. Sparking plugs and contact breakers could also prove useful. Several doses of valve seat recession minimiser fluid – Nulon, Valve Master.

13. The Electrical System

Several times, on various tours, electrical faults have been quite spectacular. While carrying your pre-tour vehicle check, it is recommended that a thorough check is made with regard to the wiring harness/loom. Be sure to note any chafing that may have occurred and rectify the cause immediately. Inspect all grommets where harness/loom extensions pass through body panels, if damaged or missing, replace immediately.

Make sure that all wiring connections are secure and that any doubtful 'crimped' connections are soldered to form a sound connection. Additionally, ensure that all earth/ground connections are clean and tight, A starter motor draws a great amount of current and, unless there is a sound earth strap connection, a throttle cable can carry all the starter motor's required current – dramatic, indeed.

Make sure that the battery is of the correct specification and that it is properly charged. Also, at this point, ensure that dynamo commutator and brushes are in good condition. For alternator-equipped vehicles, ensure that the

brushes and slip rings are in serviceable condition. This is closely related to distance travelled since previous servicing or replacement. The dynamo/alternator bearings should also be carefully checked.

That about covers the preparation of your motor car. Due to the variety of vehicle makes on the tour, this description has been fairly general. Service your British classic properly, and enjoy your 2017 RACV Fly The Flag Alpine Tour! –

With confidence?

Mike Allfrey.

MAJOR EVENTS NEWS – 2017 RACV GREAT AUSTRALIAN RALLY

A REQUEST FOR MARSHALLING ASSISTANCE FROM OUR MEMBERSHIP

We are calling on those ABCCC members who have not assisted, and to new members who may wish to assist with marshalling at the 2017 RACV Great Australian Rally. This is one of those events where many hands make light work so that others can enjoy the fun factor of our Mornington display. Because we are in the process of preparing a schedule for marshalling posts and times of duty, we urgently require a reliable indication of who will be assisting us on the 5th February, 2017.

This event, as well as raising funds for the Peter Mac folk, also helps our club to provide its membership with small benefits from time to time throughout the year. If you wish to volunteer your help, please contact Rex Hall on mobile telephone number 0408 303 129 or, E-mail to:

rha41579@bigpond.net.au

The Advisory Committee For The 2017 RACV Great Australian Rally.

ALL BRITISH CLASSICS CAR CLUB VIC INC. – 19th ANNUAL GENERAL MEETING

Held at Chirnside Park Country Club – 7th February 2016

PRESENT:

As per attendance book

APOLOGIES:

David and Paddy Bullard, Harry and Jean Cooper, Alex and Sandra Farrow, Ken and Karen McDonald, Patrick and Joan Swinchatt, Ross and Pat Wolstenholme

MINUTES:

Moved Hans Pedersen seconded Frank Sawyer that the minutes of the 17th AGM be accepted

CORRESPONDENCE:

Andrew Swann and Hans Pedersen have both retired from the committee. Tony thanked them for their interest and involvement whilst on the committee.

Tony Hodges sent a letter about car storage that is to be created at Stage 3 at the Docklands. After a brief discussion it was agreed that having this facility was not what our members wanted.

PRESIDENTS REPORT:

ABCCC – Tony indicated that the Club had had a good year. It is the 19th AGM and membership is steadily growing. Events are well attended.

GAR – We had a reasonably good Great Australian Rally with entered cars and cars pay on the day being approximately the same as last year. Public was down in numbers. We will be anticipating giving Peter Mac approx \$60,000.

Over the last 6 years we have given Peter Mac approx \$358,000.

FTF – Tony indicated that 2017 will be the last Fly the Flag that he will be organising. If anyone is interested in organising this event in 2018 and after, please speak to Tony.

Tony thanked Mike Allfrey for helping get the route notes ready for the Fly the Flag and Ed Bartosh for his help with the name tags.

Tony also thanked Sue Allfrey for her help with the club cars that attend events and Nello Mafodda in his capacity looking after the club cars applications.

TREASURERS REPORT:

As at 31st December 2015 there was a balance of \$63,134.93 in the bank. Moved Hans Pedersen and seconded Ed Bartosh that the Treasurers report be accepted.

Our bank balance is steadily growing and over time we have donated \$1,250,000 to charity being Peter Mac, RACV Foundation and Open Gardens.

MAGAZINE EDITOR REPORT:

Tony thanked Mike Allfrey for all his work in getting the magazine ready for print.

Mike presented a front page for comment.

WEB MASTER REPORT:

This is a very interesting report and shows the hits/interest in the ABCCC, GAR and FTF web sites.

ELECTION OF OFFICE BEARERS:

All positions were declared vacant and as there were no nominations the present committee were re-elected.

PRESIDENT:	Tony Pettigrew
VICE PRESIDENT:	Nello Mafodda
SECRETARY:	Pat Douglas
TREASURER:	Bill Allen
COMMITTEE MEMBERS (4)	Colin Brown, Rex Hall, Ken McDonald, Frank Sawyer
WEB MASTER:	Ed Bartosh
MAGAZINE EDITOR:	Mike Allfrey
ASSISTANT EDITOR:	Rick Lloyd
MEMBERSHIP SECRETARY:	Gordon Lindner
MERCHANDISE:	Maxine Pettigrew

GENERAL BUSINESS:

British Day at Flemington – Tony would like us to have a good attendance. Sites to be organised by Mike Allfrey and Bill Allen.

Chirnside Park Country Club Good Friday would like some cars on display for their Gala Day. The display would be required to arrive at 9:30 am and leave when you like.

NEXT MEETING:

Date and venue to be advised.

MEETING CLOSED:

2.30 pm

MEDITERRANEAN MINI GO ROUND

How We Went From London To Turkey – By Ronald Barker And Peter Rivière

When The Autocar's plot was hatched to drive one of the new Morris Mini-Minors around the Mediterranean, there was no intention of breaking any distance-against-time records; none existed, anyway, so far as we knew. Moreover, the current political scene in the Middle East is such that one cannot be too sure about hopping across all the borders. Nevertheless, it was estimated that the 8,000-odd miles might be covered without undue strain in three to four weeks, and that it would be a worthwhile test in conditions of varying severity, for this very intriguing newcomer.

Right: Little wheels raise the dust in Asia Mini-Minor; on the skyline, left of this Turkish minaret, is an ancient Crusader castle.

In all major respects the car lent to us by Morris Motors was a perfectly standard product. Indeed, the only modifications were the addition of a steel sump guard (which it was appreciated, would cause a slight rise in oil temperature), the fitting



of an export-pattern six-bladed radiator fan, and the provision of a second fuel tank to double the car's range between refills. The only extra accessories carried were a fire extinguisher and two plastic water carriers. In the boot was a little store of small spare parts which would not be available along the route, and a set of replacement wheels and tyres was dispatched in advance to Beirut about 3,300 road miles from the starting point.

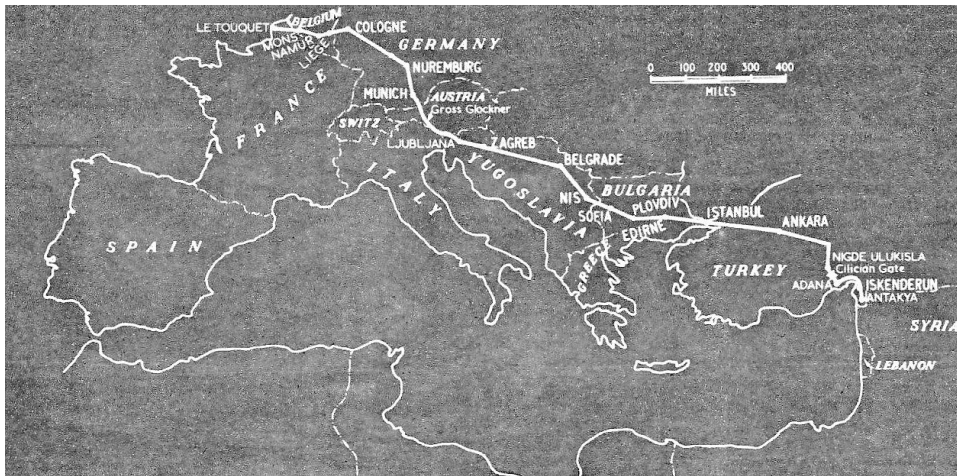
This is the first instalment, in day-to-day diary form, of the drivers' account of their experiences in sixteen countries.

26th August, 1959: Midday, and we still cannot understand why friends and colleagues insist on wishing us a good holiday. Slightly embarrassed at being seen off from the Festival Hall by prospective World Champion Jack Brabham, but he laughs it off and looks embarrassed in turn when given a flag to wave. Almost immediately we stop at garage, and fill both petrol tanks to brim to start fuel consumption record; make note not to do this again as special locking filler caps prove ineffective for

retaining fuel. Amidst haze of fumes, set off again with firm resolution to drive straight to Ferryfield. Barker breaks this by remembering good hostelry, the George in Ashford.

After lunch, landlord Bruce Clark stimulates our send-off with a rare bouquet -1849 Madeira. Still exhaling this on arrival at Ferryfield where Silver City are short of aeroplanes to Ostend, but quickly fly us over to Le Touquet. Neither of us feels inclined to tackle the old 'milk run' across France through Rheims, so we strike north-east, through Mons and Namur, towards Liège in Belgium.

Below: The route from London to the eastern boundaries of Europe.



Amazed how quickly tittle car zips past successive kilometre posts – even more surprised when we arrive at a place called Belgrade after only four hours' motoring. Jealous to spot Belgian-registered Mini-Minor parked in garage forecourt. Initially we find handling rather tail-happy on corners, probably due to the 11-gallon fuel load and luggage. Adjust tyre pressures to 26 lb. sq. in. all round (instead of normal 26 lb. sq. in. front and 24 rear); this is a complete success, and all unbalanced tendencies-disappear. Light vibro-

massage of the feet over some pavé surfaces is very invigorating. We arrive at 10 p.m. in Liège having covered 283 miles, delighted that our car can deal firmly and conclusively with any parallel foreign products.

27th August, 1959: We cross into Germany and start storming *autobahnen*. A fine morning, so cannot understand why locally owned Austin-Healey Spite has its hood up; soon discover a good reason when German lorry driver spits on our screen as we over-take him. Although careful not to press car too hard at this early stage, cover 80 miles in 80 minutes very easily. Nothing overtakes us except an express hearse – black Opel Kapitän pulling streamlined trailer decorated with gilt laurels. Wonder whether there is small crematorium inside to further speed return of deceased to maker. From Frankfurt we leave the autobahn, head east for Nuremberg and re-embark on *autobahn* for Munich. Had intended to approach Austrian border tonight, but suddenly feel very thirsty and drown good intentions in Munich's Hofbrauhaus. 393 miles.

28th August, 1959: Energetic day; start early but soon stop to diagnose rattle beneath bonnet – nut retaining dynamo pulley and its cooling fan has worked loose, which it continues to do occasionally thereafter. Stop in Kitzbühel to buy 'go-faster' driving gloves, a sartorial advantage offset by Barker acquiring cold-foot sandals. Scaling of the Grossglockner Pass is marked by sudden smell of hot paint and loss of power; reveals that all water has disappeared, the engine being almost molten but the radiator quite cool. Very mystified, we remove rather distorted thermostat. On descent soon become aware of a different smell and have to play tunes on gearbox to assist brakes, thereby managing to stop at foot of pass for lunch. (Memo to authors: Don't exaggerate! – Ed.)

Afternoon's motoring starts in rain; we reach 1-in-4 Wurzen Pass, with surface of loose, wet shale. A full throttle ascent in first gear – front wheels spinning – carries us into Yugoslavia where a heart-stopping frontier incident occurs, when all formalities are completed our carnet is not to be found. Consternation and recriminations, while frontier post comes to a halt in search for missing documents; suddenly they appear in suitcase, where no one could possibly have put them.

Yugoslav roads are very dangerous at night, with unlit farm-carts, but once on almost deserted *Auto-Cesta* from Ljubljana to Zagreb we make splendid time. We find excellent hotel, and are served very palatable dinner at 11 p.m. on terrace overlooking garden, where orchestra plays for dinner-dance. Barker under-estimates octane rating of local vineyard brew and becomes immoderately keen to help workmen whitewash ceiling of hotel foyer on top of high ladder. 394 miles.

29th August, 1959: Leap up at 6:30 a.m. but no H₂O for washing or, volts for shaving until 7 a.m. We fuel up at beginning of Zagreb-Belgrade *autoput*; check everything else possible including dynamo pulley and tappets to delay departure, since two female attendants are breath-takingly seductive; enthusiasm justified by finding one rocker clearance excessive. *Autoput* is not twin-tracked, but scarcely necessary with so little traffic. Rather dull but very fast and efficient travel; in a year or two there will be a fast road all the way from Ljubljana to Nish. Main crops in fields are sunflowers and maize, we begin to wonder whether people have same diet as animals.

At midday, 72 hours after leaving Festival Hall, total mileage is 1,300. We lunch in Belgrade after viewing modern cultural statuary in park – mostly undressed stone ladies trying to keep fit. Later in day pass through small town where extensive youth rally in full swing; now obvious Belgrade sculptor half blind. Enter village in wake of vast ship on lorry trailer, and much delay while telephone wires lifted to clear it. Road from Belgrade to Nish is worst on the entire route – mostly dirt, deep potholes, some corrugations, and even worse detours from route to avoid new road construction activities. Find Mini-Motor wonderfully stable when driven fast over atrocious surfaces, so become fully confident in abilities of small-diameter wheels. Realise, however, that it would be a different story over deep ruts, due to small ground clearance.



Left: Even if you understand, “What’ll she do, mister?” in Turkish, the reply is quite unpronounceable; however, the word for ‘cigarette’ seems to be the same in any language. Here we arrive at Edirne, just over the Bulgarian border, with little petrol and no local currency,

One front spring-damper bracket rattles loose but is soon rectified with spanner. Rear wheel suspension sometimes hits bump stops rather violently, and we worry about how long this can go on. Overnight stay at holiday spa just beyond Nish, where there are three

‘people’s hotels’ – one sleeps us, second feeds us, third parks car. Photos of Lenin and Tito everywhere; very noisy celebrations on hotel terrace, indifferent food and Spartan amenities inside grandiose exteriors. No paradise for the British tourist. 416 miles.

30th August, 1959: Take to road early in morning, and at frontier friendly Bulgarian officials welcome us; after minimum delay, we are motoring along good, well-surfaced roads. People’s Republic looks clean and pleasant, its people cheerful. Regret lack of time to take longer look around Sofia, but seize a moment to photograph its spacious squares and imposing buildings. Soon after leaving Sofia overtake Land-Rover with crew of five that Rivière had met in Wendover a week previously – on their way to Turkey on combined holiday and cat hunt. Learn that they have suffered tyre troubles – we wonder what is the advantage of 17-in. wheels.

Plan to lunch in Plodiv, since *Financial Times* had informed readers that the best hotel in Bulgaria is situated here. Austere by Western standards, the Trimontium Hotel is large and obviously comfortable. Find spare table on veranda; English speaking waiter – who had worked many years on the Blue Train between Calais and Istanbul – recommends canal fish, and brings us a flat beer to drink with it. Notice that ‘locals’ add salt to beer so try same, which creates encouraging fizzing, without making it noticeably more unpleasant.

Arriving in Turkey, we are unable to change money and have insufficient petrol to get us to Istanbul. Finally obtain ten litres in exchange for a half-bottle of Black and White whisky. Hair-raising evening journey along Turkish road, on which we appear to be the only moving thing with lights. Get hopelessly lost after entering Istanbul, and hire young guide to direct us to Park Hotel. Finish the day sitting on veranda overlooking the Bosphorus (*sic*), sampling excellent brandy, and discussing the possibilities of driving here in a Mini-Minor for fortnight’s holiday. Decide this is a reasonable proposition. 446 miles.

31st August, 1959: Delay start in the morning to let local Morris distributor see and try car. He tells us recent legislation has made import of cars into Turkey very difficult. Cross the Bosphorus by ferry, reluctant to have to leave this exotic city without proper chance to see and enjoy it. Road to Ankara mainly good – bad only where work is being undertaken on new stretches of road – so scenically attractive and varied.

Right: Soon after passing the Sea of Marmora, we encounter three theological students who had been Holy Land-Roving. The vehicle and Rivière were old acquaintances.

Lunch is a picnic on sandwiches and orange juice by the roadside. Sight of halted Land-Rover brings cry of “whoa” from Rivière, who recognises it as one of three he was with in South America last year. It is now in the hands of three theological students returning from a summer vacation in the Holy Land. We are offered grapes and biscuits, discuss the coincidence, and wish each other pleasant journeys. Ankara looks dull, despite gaily-neoned amusement park. Notice in hotel bedroom tells us that our meals will be prepared by a ‘first-hand cook. Go in search of dinner with boosted appetite, but disappointed to realise that it is his day off and a ‘second-hand cook’ is in charge. 289 miles.



1st September, 1959: Astounded by superbly engineered road south-east from Ankara – wide, with gentle curves and gradients. Become bored and switch on radio; in a puff of smoke it becomes a mute and useless companion. Pass feathered corpse on the road, an eagle as big as a young goat, and jolly glad it was not, our little car that smote it. Sudden visions of revengeful, man-eating eagle sweeping down from skies and carrying Mini-Minor, complete with P.G.R. and R.B., up to its mountain eyrie. Later see two Turkish stoats cross road. Radiator empties itself again while passing through Cilician Gates – a famous and spectacular mountain-pass between Ulukisla and Tarsus. Two hours of Alpine exercise for Rivière; Barker finds passenger’s safety belt too narrow and uncomfortable to use. Extensive cotton fields and tobacco leaves drying on racks in every village.

Lunch in small restaurant at Adana, where amazed to hear radio news in English, all about attempted assassination of King and Queen of Cambodia. Hope Cambodia not in Turkey. Later pass two forbidding ruins of Crusader castle on lofty crags. Rivière shooting line about once meeting man in Africa pushing wheelbarrow round world, when we overtake small U.K. two-stroke carrying bearded rider with shorts, pink knees and crash helmet, clearly bound for Timbucthree. Barker driving, overtaken by Cadillac with suspension characteristics of Spanish dancer. Soon defeats it by doing a Turkish tango past it while Cadillac, now very deeply involved in a Detroit rumba.

Find clean, modern hotel in Antakya (Antioch?), but told new order forbids foreigners to stay in that town – we must either return to Iskenderut or advance into Syria. Decide on the latter. Two entertaining passes to the Syrian border which we approach, full of optimism, at about 5.30 p.m., planning night stop at Syrian coastal town of Lataika.

(But will Dick Barton, Morris agent, make it? Read next week's thrilling instalment!)

From The Autocar, 9th October, 1959 – With thanks.

Editor's Note: If anyone has the 16th October, 1959 issue of The Autocar, please lend it so that this interesting story can continue. Please!

FOR SALE

1956 100E Ford Prefect Sedan

Engine Number: 100E170225

Current VCPS Number: CH-9353

Ford Prefect sedan standard model. Motor has travelled approximately 15,000 miles since reconditioned. Seats recovered in tan trim. Original rubber floor mat. Car painted and bumper bars done some years ago, the car is in good condition. Vehicle has completed a number of rallies and has proven to be fully reliable. Currently operated on the Victorian Club Permit Scheme under the auspices of the All British Classics Car Club and, as such is able to be transferred to another owner in the ABCCC. Price – **\$4,500.00** or offer – Please contact Wally on mobile number 0408 507 890.



SPACE FILLER

Liam had left Dublin to go up to Belfast for a bit of skydiving. Late, Sunday evening he was found in tree by a farmer. "What happened?" asked the farmer. Liam replied, "The parachute failed to open." "Well," said the farmer, "if you had of asked the locals before you jumped, they would have told you nothing opens here on a Sunday."

EVENT REPORTS

WHAT WE HAVE BEEN DOING

PUCKAPUNYAL TANK MUSEUM TOUR – SUNDAY 23rd October, 2016

What started as a wet old day, progressed to a sunny and pleasant event as twenty-five members toured up the Hume and on to Seymour, Puckapunyal and Chateau Tahbilk for an enjoyable lunch.

Thanks to everyone that made the day successful and all enjoyed the itinerary.

The Vietnam Veterans' Memorial Walk at Seymour was very sobering and we could all identify people we knew on that Wall of Honour who served, some returning home, some not. Joe the curator of the Tank Museum was informative and we all had plenty of time to observe the tanks and artefacts.

We had a nice variety of cars: MG, Mini, Mustangs, Caddy, Jag, Mercedes Pagoda and Rovers.

Rex's newly acquired 1962 Jag had a hissy fit on its maiden run, but all was good in the end! No other mechanical issues were reported, and we hope another October event will be organised for 2017. I want to thank Rex and Deanna for their personal support to me on the day in my first ever event.

Ian Terry.



WHAT WE ARE ABOUT TO DO

THE ABCCC CHRISTMAS LUNCHEON – Saturday 10th December, 2016

Come Along And Enjoy Some Yuletide Fayre! – Bookings Close On 1st December!

This year's Christmas Lunch will be held at the Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park (Melway Map 37; Ref: K3). Our festive luncheon will feature three (3) courses – soup, main course and dessert. These will be followed by tea and coffee. Cost of the entire meal will be \$35.00 per person. Drinks will be provided by our club. The lunch is for financial club members only. Please Note: Our venue has asked that full payment be made prior to 1st December.

We have the facility to make the payment *via* bank transfer, using the Acc. BSB 063 863 1001 3709, but please remember to place your name on the transfer and to send the form in for catering purposes. There are still the options of cash payment at an event, or, including a cheque (*made payable to our club*) with the booking form on Page 14.

Father Christmas will, of course, be in attendance and we are asking that gifts for distribution in our 'Kris-Kringle' be of \$10.00 minimum – Please remember that if you do not put in, you are not eligible to accept gifts.

Luncheon Information

Time 12.00 noon for Lunch at 12.30 pm
Finishing Time 4.00 pm

Menu

Starter	Creamy Potato and Leek Soup with a freshly baked bread roll
Main (1)	Medley of Turkey, Ham and Pork with Seasonal Vegetables
Main (2)	Roast Sirloin of Beef – Tender Fillet with Red Wine Glaze and Seasonal Vegetables
Dessert (1)	Traditional British Christmas Pudding, served with Brandy Anglairs
Dessert (2)	Country Style Apple Pie served with Vanilla Ice-cream.

Maxine Pettigrew.

ANNUAL GENERAL MEETING OF THE ABCCC VIC INC. – Sunday 22nd January, 2017

The All British Classics Car Club Vic Inc. will be conducting its Annual General Meeting (AGM) at the Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park (Melway Map 37; Ref: K3/K4). There will be a lunch commencing at 12:00 noon, with the meeting commencing at 2:00 pm. The lunch will cost \$10.00 per person. Please advise the Secretary that you will be attending the lunch and AGM before Monday 2nd January, 2017. Should you decide to only attend the meeting, plan to arrive before 2:00 pm. This information is required for printing and catering purposes. Payment for lunch will be received as you enter the country Club, please do not send payment in advance.

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

Nominations for Committee positions will be called for at the Annual General Meeting. The Minutes of the 2016 Annual General Meeting will be distributed a minimum of two weeks prior to the meeting date. If you have items that you wish to have placed on the Agenda, please notify the Secretary prior to 12th December, 2016. Late requests cannot be placed on the Agenda.

Pat Douglas – Secretary

AOMC NEWS

Delegates' Meeting Dates

Monday 21st November, 2016 (Also AGM); Monday 15th February, 2017.

VCPS Renewals – A Reminder

On another topic, due to the VicRoads computer's indigestion (probably it is Windows 10 related!) quite a number of Victorian Club Permit Scheme renewal notices are not being sent out to participants in the scheme. At the meeting, we were reminded that it is solely up to the vehicle's owner to keep his/her permit constantly valid. Not receiving a renewal notice from VicRoads is not a suitable excuse for letting the permit lapse.



RACV Classic Showcase

The AOMC will be hosting the 2017 RACV Classic Showcase (remembered fondly, by some of us, as the British Motoring Show) on Sunday 19th February. It is close to our own RACV 2017 Great Australian Rally and, the reasons for that were well beyond the control of both organisers. Our club has a reserved space in the display area, and next year we look forward to filling it with fine British classics. The venue is the Members' Car Park at Flemington, which makes a superb setting for displaying our cars.

Mike Alfrey – AOMC Delegate.

A CHURCH SALE NOTICE

◆ Ladies, don't forget the rummage sale. It's a chance to get rid of those things not worth keeping around the house. Bring your husbands.

NEWS FROM THE FEDERATION

REPORT ON THE FEDERATION DELEGATES' MEETING – 15th OCTOBER 2016

The above Delegates' Meeting was hosted by the Trafalgar Truck Restorers Club Inc. and was held at the Darnum Public Hall, which is situated in the small hamlet of Darnum just off the Princes Freeway in Gippsland.

Our Club was represented by Delegate Bill Allen, accompanied by wife Terri, our other Delegate and President Tony Pettigrew being an apology due to impending trip to Tasmania. We also caught up with Editor Mike Allfrey who was participating in a Jowett outing to Rawson and Walhalla in Darnum.

An excellent lunch was provided by the host Club and once again it gave us the opportunity to catch up with many old acquaintances, several of whom we had not seen at previous Meetings.

It was also great to catch up with retiring Editor, Mal Grant who has been a stalwart of the Federation for over 40 years and whose editorship of FedNews for twenty-one (21) years, producing almost one hundred quarterly editions, I'm sure will never be repeated.

Federation President, Neil Athorn, welcomed Delegates and introduced Vin Harris, President of the Trafalgar Truck Restorers Club Inc. Vin hoped that this Meeting would not be as eventful as the previous Meeting they hosted; on Black Saturday in 2009! He welcomed Delegates and advised that the Club was established in 1985 and has grown over the years and now has a Membership of around 80 to 90 who have around 140 vehicles ranging from a small Mighty Boy to very large Kenworths and Macks. Over the years the Club has met at several venues but has currently settled on the Darnum Public Hall. He thanked the Federation for their assistance over the years and the ladies for providing the excellent lunch.

Some interesting points raised at the Meeting were:

- * Preparations for the Bendigo Swap, to be held on the weekend of 12th and 13th November, 2016, are well under-way and calls for more volunteers to assist were made. (Unfortunately at this stage this Event clashes with the rescheduled Como Gardens Weekend).
- * The Marong Picnic was considered to have been a success with about six-hundred vehicles attending. There were, however, some complaints regarding the rule that requires cars to remain there from 10:30 am until 2:30 pm with one individual actually complaining to the Police that he was being held captive!
- * The Scoresby Picnic will be held at the Steam Centre in Ferntree Gully Road on the 9th April 2017 and Members of Clubs affiliated with the Federation will gain free admission to the event.
- * The recent Bendigo to Mildura Tour was a great success and it is hoped to conduct a similar event on a bi-annual basis and organisers are looking for somewhere to go in 2018; all suggestions welcome. Many thanks were also extended to the RACV Patrolman who accompanied the Rally; Steve Kendall who is well known for his assistance on several RACV Fly the Flag Tours.
- * The Australia Day Display held in Kings Domain has been taken over by the Department of Premier and Cabinet who will provide all the Marshals and it will be restricted to one-hundred and thirty vehicles. The Federation will be sending out Expressions of Interest to attend the event and the 'best' entrants will be selected with preference being given to those who have supported the Event in the past. The arrival time is expected to be 8:30 am and Organiser John Kennett hoped the Event received support as it was a great way to show off the Movement.
Entry Fee is not known at this stage. Next year's Event will be the 40th and will be the smallest ever held. A suggestion that an alternative event be held on the same day, possibly attracting five-hundred vehicles, was hastily dismissed as being extremely divisive to all concerned. The RACV will remain the major sponsor of this event.
- * Meetings with VicRoads regarding the Victorian Club Permit Scheme, recently by the AOMC at Seymour, and the Federation at Gisborne have not, to date, yielded much of significance. New Engineer, Drew Stevens, is encouraging the owners of any vehicle currently on the Victorian Club Permit Scheme (VCPS) 'H' plates, that should be on 'M' (Modified vehicle) plates, to change over as soon as practicable.
The Federation is endeavouring to arrange for John Lewis of VicRoads to formulate requirements of transfers of VCPS vehicles on the death of a spouse. The Federation have invited Vic Roads to attend the Bendigo Swap but have, to date, not received a reply.
- * A presentation of a special plaque was made to Mal Grant by President Neil and Treasurer Brett Holloway and numerous photos taken of the occasion for publication in the next edition of FedNews. His contribution was acknowledged by all present. Mal thanked everybody for their support but was looking forward to his 'retirement'.
- * Two Federation Delegates, John Kennett and Neville Launer attended the recent Meeting of the Australian Historic Motoring Federation (AHMF) in Alice Springs and were rather disappointed that theirs appeared to be the only organisation that had nominated points to be placed on the agenda for raising at the Meeting.

Some of the matters discussed were how to engage and encourage younger people to participate in the heritage vehicle movement; arrange for a National Rally in 2020 – possibly after the Bendigo Swap – to go from Bendigo to Echuca etc.; to arrange for National Stolen Vehicles Register; National Motoring Heritage Day will be held next year on 21st May 2017.

The AHMF is still seeking a National Sponsor, so far without success, whilst it is considered a bit of a bugbear to attend these Meetings each year, John Kennett felt it was necessary to attend them in order to keep up to date with all matters concerning the Movement. The next Meeting is to be held in Perth.

John Kennett who is also Chairman of the Robert Shannon Trust, spoke about the need to encourage and mentor young people, who will in time need to take charge of the Movement. He then introduced Hayden, a young Member of the Host Club and presented him with a trophy and cheque. Hayden then spoke about his interest in trucks and his current restoration projects.

There was then a discussion on the need to raise more money for the Trust, \$80,000.00 having been raised in 2001, at the Canberra Rally following the untimely death of the Late Robert Shannon. This sum, over time, has now diminished to a much reduced sum. Additional funds are required to keep the Trust going and helping young people with their projects, such as Hayden.

- * President Neil then spoke about expenses associated with the Bendigo Swap and the need to contain costs as much as possible.

The Meeting then closed and we were able to enjoy an excellent afternoon tea prior to returning to our respective homes.

Details Of The Next Delegate Meetings Are:

- 11th February, 2017 To be hosted by the Bellarine Historic Vehicle Club.
- 20th May, 2017 To be hosted by the Antique Car Club Albury-Wodonga.
- 5th August, 2017 To be hosted by the Hamilton & District Veteran, Vintage and Classic Drivers' Club.
- 14th October, 2017 To be hosted the Veteran, Vintage & Classic Club Bendigo.

Bill Allen - Federation Delegate.

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BOOKING FORM – ABCCC CHRISTMAS LUNCHEON, 2016



Timing

Date: Saturday 10th December, 2016
Time: 12:00 noon, For 12:30 pm Commencement

Booking Details – For Financial Club Members Only

Please Reserve Places for People
Name(s)
Payment \$ Representing \$35.00 per Person.

This year, payment can also be made by direct deposit to – Account Name: All British Classics Car Club Vic Inc. to: BSB 063 863; Account Number 1001 3709, stating your name and purpose for payment included with the transfer. However, this form will still need to be posted to the address below for catering purposes.

Update: After completing the electronic fee transfer you can E-mail the luncheon booking confirmation to Maxine at tonypettigrew@bigpond.com .

Please Post this form and your cheque, payable to the All British Classics Car Club Vic Inc. to: Maxine Pettigrew, 16 Lawler Lane, Coldstream, Victoria, 3770. Telephone No.: (03) 9739 1146

Note: If you do not wish to damage your magazine, a photo-copy of this form will be quite acceptable.