



# YOUR ABCCC NEWS

ISSN 2208-0112

*The Official Newsletter Of*

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

**Edition N<sup>o</sup>. 231**

**August, 2019**

## **A RESTORED COMMER COB**



*Jenny Watt with her Commer Utility, see Page [6](#).*



**Associations Incorporation Registered Number: A0035462V**



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

Executive Committee	Name	Telephone	E-mail Address
<b>President</b>	Tony Pettigrew	(03) 9739 1146	<a href="mailto:president@abccc.com.au">president@abccc.com.au</a>
<b>Vice President</b>	Colin Brown	(03) 5964 9291	<a href="mailto:colin@abccc.com.au">colin@abccc.com.au</a>
<b>Treasurer</b>	Bill Allen	(03) 9846 2323	<a href="mailto:treasurer@abccc.com.au">treasurer@abccc.com.au</a>
<b>Secretary</b>	Pat Douglas	0425 712 973	<a href="mailto:secretary@abccc.com.au">secretary@abccc.com.au</a>
Committee Positions			
<b>Committee Member</b>	Frank Sawyer	0408 633 778	
<b>Committee Member</b>	Greg Anglin	(03) 9876 3293	
<b>Committee Member</b>	Rex Hall	(03) 9795 7669	<a href="mailto:rex@abccc.com.au">rex@abccc.com.au</a>
<b>Committee Member</b>	Walter Thompson	0408 507 890	<a href="mailto:wally@abccc.com.au">wally@abccc.com.au</a>
<b>Membership Secretary</b>	Gordon Lindner	0418 540 920	<a href="mailto:membership@abccc.com.au">membership@abccc.com.au</a>
<b>AOMC Delegate</b>	Bill Allen	(03) 9846 2323	
<b>AOMC Delegate</b>	Mike Allfrey	(03) 9729 1480	<a href="mailto:michael.allfrey@bigpond.com">michael.allfrey@bigpond.com</a>
<b>FVV &amp; CCC Delegate</b>	Bill Allen	(03) 9846 2323	
<b>FVV &amp; CCC Delegate</b>	Tony Pettigrew	(03) 9739 1146	<a href="mailto:president@abccc.com.au">president@abccc.com.au</a>
<b>VCPS Officer (Applications)</b>	Walter Thompson	0408 507 890	<a href="mailto:wally@abccc.com.au">wally@abccc.com.au</a>
<b>VCPS Officer (Renewals)</b>	Colin Brown	(03) 5964 9291	<a href="mailto:colin@abccc.com.au">colin@abccc.com.au</a>
<b>Web Master</b>	Ed Bartosh	(03) 9739 1879	<a href="mailto:webmaster@abccc.com.au">webmaster@abccc.com.au</a>
<b>VCPS Attendance Records</b>	Sue Allfrey	(03) 9729 1480	<a href="mailto:sue.allfrey@bigpond.com">sue.allfrey@bigpond.com</a>
<b>Club Regalia Manager</b>	Maxine Pettigrew	(03) 9739 1146	
<b>Newsletter Editor</b>	Mike Allfrey	(03) 9729 1480	<a href="mailto:michael.allfrey@bigpond.com">michael.allfrey@bigpond.com</a>
<b>Editor's Assistant</b>	Rick Lloyd	(03) 9830 1752	
<b>The All British Classics Car Club Vic Inc. Website</b> <a href="http://www.abccc.com.au">http://www.abccc.com.au</a>			
<b>EastLink Great Australian Rally Website:</b> <a href="http://www.greataustralianrally.com.au">www.greataustralianrally.com.au</a>			
<b>The Association of Motoring Clubs Website</b> <a href="http://www.aomc.asn.au/">http://www.aomc.asn.au/</a>			
<b>The Federation of Veteran, Vintage and Classic Car Clubs Website</b> <a href="http://www.federation.asn.au/">http://www.federation.asn.au/</a>			

### CONTACTING THE ABCCC VIC INC.

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

### CLUB INFORMATION

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

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

### MEMBERSHIP SUBSCRIPTIONS

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

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

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

**LIFE MEMBERS**

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

## ABCCC EVENTS DIRECTORY

**Special Note: This ABCCC Events Directory lists only those events organised by the ABCCC. There have been other events placed in this directory and, they can be found on Page 14.**

### August 2019

Saturday 31<sup>st</sup> Our Twilight Run – An ABCCC Event. Peter McKiernan (03) 9787 6003  
Venue – Lazars Winery and Vineyard, Flinders Road Balnarring

### September 2019

Sunday 15<sup>th</sup> A Classic Run Through Some Little Known Countryside – An ABCCC Event. Phil Cook (03) 9842 5449  
Venue – Lunch In Toolangi.

Sunday 29<sup>th</sup> A Powerful Day Out – An ABCCC Event. Tom Cannon (03) 5659 0264  
Featuring Lunch at 'Hydewood', Boolarra South. Location – Morwell, Gippsland.

### October 2019

Sunday 6<sup>th</sup> The ABCCC 2020 Event Planning Meeting. Tony Pettigrew (03) 9739 1146  
Venue – 16 Lawler Lane, Coldstream, Victoria.

Sunday 13<sup>th</sup> Mystery Run – An ABCCC Event. Russell Simmonds (03) 9801 2783  
Venue – TBA.

Saturday 26<sup>th</sup> to Sunday 27<sup>th</sup> The 'Terri Allen Garden Tour' – An ABCCC Event. Kate Senko & Graham Talmage (03) 5169 6626  
'Gardivalia Festival of Gardens and Events' within the Baw Baw Shire. [hydewood@bordernet.com.au](mailto:hydewood@bordernet.com.au)  
A Weekend of Open Gardens.

### November 2019

Sunday 10<sup>th</sup> A Winery Tour – An ABCCC Event. Marj Pepper (03) 9216 1600  
Venue – TBA. Mobile No. 0407 392 330

Friday 22<sup>nd</sup> to Sunday 24<sup>th</sup> The Justly Famed Indulgence Tour – An ABCCC Event. Peter McKiernan (03) 9787 6003  
Touring – Yarrowonga Area.

### December 2019

Sunday 8<sup>th</sup> Christmas Luncheon – An ABCCC Event Maxine Pettigrew (03) 97395 1146  
Venue – TBA.

---

## EDITORIAL RAMBLINGS – Issue N<sup>o</sup>. 231

This edition has been a bit of a hassle due to considerable customer relations concerns, one of them relating to the production of what you may be reading now. For many years, I have relied on my Corel PaintShop Pro software to prepare photographs and other format illustrations for inclusion in this magazine. This time the old programme sort of went a bit crazy and changes made to illustrations, did not entirely make it into the magazine. I decided it was time to 'upgrade', a questionable term in these modern times, to the latest version, thus the 2020 version was paid for, downloaded and installed. All well and good, but it would not work. It consumed a few days' correspondence before a good result was reached. Now it is working really well, but there should not be such out of the box non-start ups.

All of this added to my frustrations with things relying on computers and not working out of their boxes. TomTom have decided to stop supplying updated maps for my navigation device. The actual device works well and the situation is a perfect example of why the planet is getting warmer – hot air vented by unhappy customers and planned obsolescence causing yet more manufacturing pollution, not to mention landfill concerns. The TomTom now resides in our Jupiter.

TomTom did offer a substantial discount on a more modern version, so I decided to make the purchase online and it arrived a lengthy time later. It did not work straight out of the box and as the customer support 'team' were totally not at all interested and, after a week of getting nowhere, it was bundled into its box and posted back and a full refund demanded. The fellow in the accounts department was very helpful with that! I then bought a Garmin device and our correspondence is still ongoing. Yes, matters are much the same with that one. I deserve some sort of award for scoring three out of three!

This issue has an article from the Early Ford V8 Club, not exactly British classics material, but some may enjoy reading it. The article came from the *Australian Motor Sports Magazine* and the quality of the print and photos must have been seventh generation copy from dubious quality copy machines. To gain a modicum of quality a rather nice photo was spliced in. We have to maintain a standard, somehow.

There are some really good events coming up, so get your bookings in now. I will probably see some of you at some of them! Please enjoy this rather mixed bag of . . . stuff.

*Mike Alfrey – Jupiter, Bringer of Jollity!*

---

## A MESSAGE FROM OUR PRESIDENT

Just arrived home from the Outback Tour, everything went to plan, no dramas, no breakdowns, no arguments and everyone had a ball, the pressure is now on for next year. Which brings me to the Calendar Planning Meeting for next year to be held on Sunday 6<sup>th</sup> October at 16 Lawler Lane, Coldstream commencing at 11:00 am. It would be nice to see a few new faces again. If you would like to organise an event then come along and let's hear about it. If you can't make

it to the meeting just E-mail the details and we will slot it in. Also, if you if have some ideas but can't organise let me know and maybe someone else will take them on board. Lunch and refreshments are provided by the club so make sure you let Maxine know so she can organise the pizza's and desserts.

### The ABCCC Great Australian Rally – Final Call

This is the last call for an organiser for The ABCCC Great Australian Rally for 2021, this is our signature event since 1998 raising over \$850,000 for Peter Mac and a further approximately \$50,000 for Peninsula Health. We have been promised full support from Eastlink, Cruden Farm and Frankston Council. In addition, several car clubs have offered to support us on the day with marshals. This is one of the major events on the historic motoring calendar and as such has a very strong support base. The duties of the organiser is to form a committee to help and assist where possible but in reality 80% of the workload falls on the organiser.

The organiser reports directly to the Club committee and has the support and advice of many years of experience of organising this and other major events. If you are interested and require more information please contact me in the first instance and then ultimately meet the committee for their approval.

*Tony Pettigrew.*

## 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
Mike and Chris Appleby	Morris	LC3 Commercial	1948
Alan and Wendy Law	MG	B Mk,1	1964

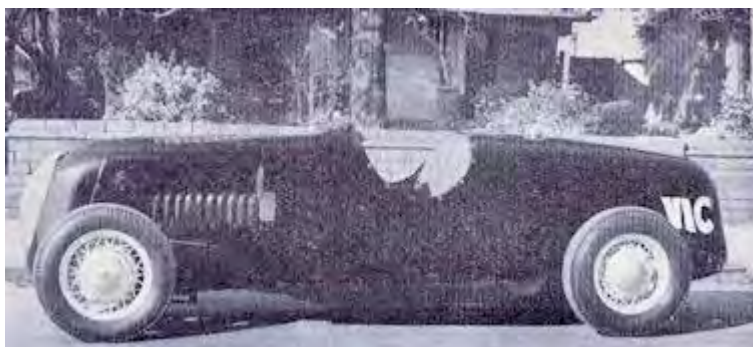
*Gordon Lindner– Membership Secretary.*

## THE WHITEFORD FORD V-8

Built in the first place primarily as a fast runabout capable of being used in competition on occasion, Doug Whiteford's Ford Special has a list of successes in road racing which many owners of pukka racing cars find most enviable. It is, as the pictures show, an innocent looking two-seater, and is that comparatively rare phenomenon, a one-make Special.

*Right: Comfort, not speed, would appear to be the keynote of the Whiteford V8, the performance of which belies its looks.*

Doug started work on the car in early 1939, with the idea of Lobethal on New Year's Day, 1940, sneakily insinuating itself at the back of his mind. His first act was to buy a 1934 Ford V-8, and to strip it completely preparatory to building up the car in its final form. To Lobethal it eventually went, and gave a very good account of itself for a first up.



New Year's Day 1940, at Lobethal was a dreadful

day, with a shade temperature on the course of about 112 °F. It was confidently expected that all the Fords would overheat and the Whiteford was no exception to this rule. Doug, however, had anticipated this, and had a reserve water capacity of three gallons to counteract it. Immediately he started the engine, the water temperature went right off the dial, and when he was leading the race with just over a lap to go, one of the radiator's top hoses burst, which cost him an easy victory.

Victoria's first post-war motor race meeting was run at Ballarat aerodrome on January 27<sup>th</sup>, 1947. In this meeting the Ford took second place in the short Wendouree Handicap, and won the main race of the day, the Victoria Cup.

Its next meeting and the only hill climb in which we have a record of its competing, was the 1947 Maldon hill climb at Mount Tarrengower, where it took third place in class 'D' with a time of 1 minute 53.6 seconds.

They ran the first – and last – post-war Lobethal meeting on New Year's Day 1948, a meeting marred by accidents. The Ford made fastest lap of 88 m.p.h. in the 100-mile main race, then threw a back tread and retired. In the 50-mile race later in the meeting, Doug won in fastest time by a handsome margin, increasing the Ford's fastest lap to 88.5 m.p.h. which compares favourably with Barrett's lap record of 91 m.p.h.

Its next appearance was at Woodside (S.A.) on Boxing Day of last year where it won the 15-mile short handicap in fastest time.

Fisherman's Bend was the next Victorian motor racing meeting. There, Doug came third in the over 1,500 c.c. scratch race, and fifth in the long handicap, scoring yet another fastest time in the latter race. At Nuriootpa, the Ford was second by only three seconds to Davison's *monoposto* Alfa Romeo in the over 1,500 c.c. scratch race, after leading it for three laps. It took fourth place and, again fastest time, in the Barossa Valley handicap, making equal fastest lap for the race with Davison's Alfa.



Apart from a few proprietary extras, there are no parts of the car which are not standard and of Ford origin. The chassis came from a 1934 model V-8 and is practically unaltered except with regard to the springs, which were slightly modified to lower the frame line. The brakes have recently been converted to hydraulic operation by fitting proprietary parts to the Ford back plates and drums – the front brakes are 1936 model.

*Left: A period photograph of Doug's Ford V-8 at Woodside, being harried by three M.G. racers.*

Doug uses comparatively soft linings on the principle that it is cheaper and easier to replace linings than drums. He says that the brakes are now most satisfactory and completely free from fade or other inconvenient faults.

The engine is a V-8 Mercury. This has been worked upon fairly extensively in the best American tradition. The block has been, to borrow a term, 'ported and relieved', by which it is meant that the ports have been cleaned up and polished, and that the metal between valve chamber and cylinder bore has been scooped out to promote a freer gas flow with the high compression heads fitted.

Another modification which Doug contemplates carrying out later is 'boring and stroking', an Americanism which involves boring out the cylinders to the limit, and grinding the crankshaft throws smaller, but off centre, in such a manner that the stroke is sensibly enlarged, thus increasing the engine's swept volume to a considerable extent.

The latter operation would, however, involve having the crankshaft rebalanced, and as this is not easily done at present, Doug intends to hold his hand for the time being.

Special engine equipment includes an Edelbrock Super Induction manifold which carries dual downdraught carburettors fitted with polished copper velocity stacks; also a race grind camshaft, giving increased overlap and lift and a hotter valve timing altogether. There is also a pair of finned Edelbrock high compression aluminium alloy heads. Unfortunately, although these appeared to be perfect when they were first fitted, one of them proved to be porous in its combustion chambers and it was this which upset the mixture at Woodside last year, burning a piston. A replacement has been despatched from the States and will arrive soon. In the meantime, the car uses standard aluminium cylinder heads, machined to increase the compression ratio.

A Scintilla Vertex magneto provides the sparks. It has the short mounting, which has made it necessary to fit a jockey pulley for the water pump driving vee belt. The rev. counter drive is taken through a right angle bevel box from the camshaft, through the magneto drive.

No fan is used, and the radiator core is standard Ford V-8. It is possible to install a standard generator is necessary.

Probably half the cooling battle has been won by enlarging the sump. An extension of two gallons capacity, with through tubes and fins for cooling, was welded to the bottom of the Mercury's sump, and keeps oil temperature with reasonable bounds. The exhaust off-takes have also been modified and lead straight out from the ports on either bank of cylinders into a tapered header, with a large polished copper tail pipe on either side. Tyre equipment is 5.50 x 17 in front, 6.50 x 16 at the back, on V-8 wire wheels with the five-stud attachment. Shock absorbers are hydraulic, of the direct-acting strut type, and axle ratios are changed to suit circumstances, the most generally used being 3.75:1. Doug generally observes a rev. limit of 5,500 but said that at Fisherman's Bend he was letting the engine spin on up to 6,000 and over between the end of the long straight and Hollway's Corner, his object being to save the time otherwise wasted in making two gear changes up and almost immediately down again. The gearbox is standard Ford V-8 three-speed.

Immediately behind the seat, the large fuel tank is well within the wheelbase, and so ideally situated to avoid changes in weight distribution during a race. The long tail is panelled in aluminium over a sketchy framework welded up from angle iron, and has in its upper surface the cam type quick filler cap, connected to the fuel tank by a flexible metal hose. There is ample space in the tail behind the fuel tank, so that luggage as well as a spare wheel could be carried if the car were used for its original purpose.



Instrument equipment is almost lavish. It includes a large dial rev. counter on which the red sector starts at 5500, a vacuum gauge which Doug says is very useful for detecting a plug going out – with the ragged V-8 beat it is sometimes difficult during a race to be certain that it is running on eight – an oil pressure gauge, a clock, a Rototherm thermometer for seeing how hot the day is, a V-8 speedometer, and an instrument of Doug's own making which combines three fluid type thermometers, giving the temperatures respectively of the right hand cylinder head, the oil and left hand cylinder head.

*Left: The centre dial is a homemade three-in-one thermometer giving water and oil temperatures.*

They are so arranged that when all is well the fluid columns stand at equal heights, enabling the state of things to be ascertained at a glance.

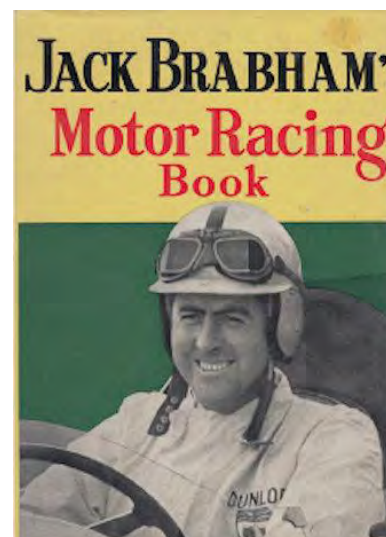
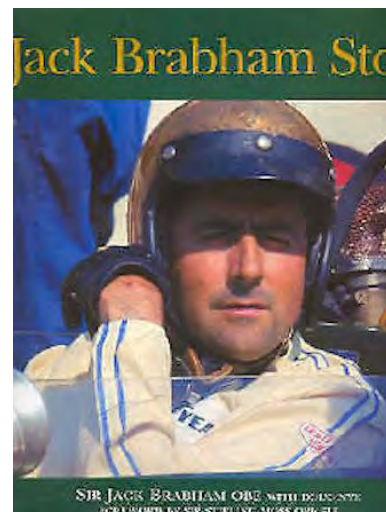
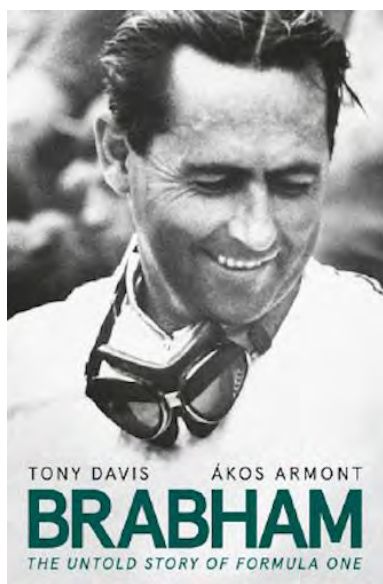
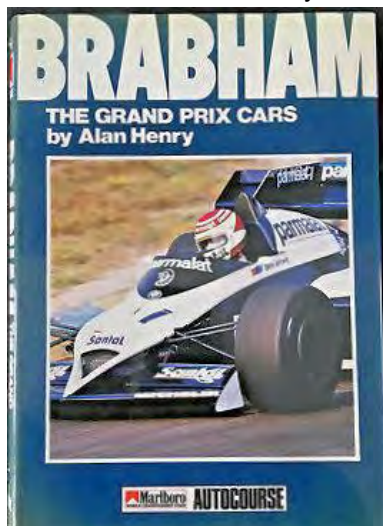
The car is fully wired throughout, and with very little trouble can be made suitable for road work by adding lights, mudguards and a generator. It would be possible with the expenditure of not much extra effort to make it a sports car within the meaning of the act, in fact, as it was constructed in the first place with this in view.

*From Peter Hibbert via The Early Ford V-8 Club of America – The South Australian Chapter.  
Article first published in 'Australian Motor Sports Magazine' – June 15<sup>th</sup> 1949. With thanks.*

## ON MY BOOKSHELF – SOMETHING OLD AND NEW

Stories of Australia's greatest motoring hero.

I have three books on my shelf about Sir Jack Brabham, the first, *Jack Brabham's Motor Racing Book* (1960), at lower right, was acquired when I was fourteen and later signed, it has large black and white images, just what every schoolboy looked forward to. The second, also signed, *The Jack Brabham story* (2004), at right, by Doug Nye is a beautifully presented full colour biography with a foreword by Stirling Moss. The third, *Brabham The Grand Prix Cars* (1985), at left, by Alan Henry documents two eras, 1962-70 and the Ecclestone era. This book was picked up at auction with Ron Tauranac's signature, the book is as much about Tauranac as it is about Brabham. You can find the first book second hand for under \$40, the second at around \$99 and the third around \$50 on E-bay or Amazon.



On 22 July a 4<sup>th</sup> Brabham book by Tony Davis was published. *Brabham The Untold Story Of Formula One*, at lower left, was written with the support of Tauranac and the Brabham brothers, Geoffrey and David. Co-written by Ákos Armont, writer, director and co-producer of the major international feature documentary *Brabham*, the book reveals much about Brabham's behind the scenes actions, his secrets and acquired wealth that was hidden around the world. (*This book is currently on Fathers' Day special at Dymock's bookshops.*)

Sir Jack Brabham was unique in the world of motor racing. He was the boy from Sydney who took on the elite of motor racing and won three F1 world championships, the last one in a car not only built by his own Brabham company, but with an Australian engine he'd helped develop.

Sir Jack was a quiet achiever, one who shunned the press but loved returning to motor circuits in his declining years to meet fellow competitors, take in the sound, smells and excitement of open wheeler racing. *Brabham The untold story of formula One* represents the first major attempt to unravel

the enigma who became known as 'Black Jack'. Cost \$39-99

*From Norm Darwin via Betty Taylor.*

## PETER'S JOKE TIME – MALE LOGIC

This a conversation between a man and his wife. Please note that she asks five or six questions which he answered quite simply. Then she is speechless after answering only one question.

**Woman:** "Do you drink beer?" **Man:** "Yes." **Woman:** "How many beers a day?" **Man:** "Usually about three." **Woman:** "How much do you pay per beer?" **Man:** "\$5.00 which includes a tip." (*this is where it gets scary!*) **Woman:** "And, how long have you been drinking?" **Man:** "About twenty years, I suppose." **Woman:** "So, a beer costs \$5 and you have three beers a day which puts your spending each month at \$450. In one year, it would be approximately \$5,400 correct?" **Man:** "Correct." **Woman:** "If in one year you spend \$5,400, not accounting for inflation, the past twenty years puts your spending at \$108,000 correct?" **Man:** "Correct." **Woman:** "Do you know that if you didn't drink so much beer, that money could have been put in a step-up interest savings account and after accounting for compound interest for the past twenty years, you could have now bought an aeroplane?" **Man:** "Do you drink beer?" **Woman:** "No." **Man:** "Where is your aeroplane?" **Woman:** ". . ."

*From Peter Hibbert and goodness knows where else.*

## THE FRIGHTENING FUTURE OF FOSSIL FUEL.

Article sourced from *Ignition Magazine's* letters section.

Having spent most of my career in the downstream oil industry and most of my passionate life rallying, racing and generally larking about in a vast array of vintage and classic cars, I find myself (again) in the midst of a significant logistical issue.

Way back in 1999 I worked with Lord Montague and the Federation of British Historic Vehicle Clubs to try to overturn the ban on leaded petrol. That didn't work, as it was a European directive, so we (Bayford & Co.) got an amendment to the small print of the legislation: '...apart from special interest groups'. This was great news because it covered all the members of the FBHVC, which meant all car clubs, which meant anyone with a classic who needed leaded petrol.

I then had to find someone to make the stuff which, given the impending legislation, wasn't easy; someone to deliver it; and just as importantly, someone to sell it to those that needed it. Luckily I was an enthusiast who knew what people needed and where. I set up a network of small independent garages around the country and from a small refinery near Ipswich we delivered the fuel to satisfy the demand. Sadly, we didn't make any money because the costs were way too high. Having said that, my mates all got what they wanted.

The point of this ramble is that when the world goes electric –which it will, market forces again mean that the supply of fuel will dry up. There will be no petrol stations. Of course, this will take many years; however, I will probably still be alive and my children will certainly struggle to fill up all my cars and enjoy the rallying that I have done. I am already thinking that we'll be rolling the clock back and I'll need to find someone to blend unleaded petrol and a network through which to sell it. That won't be easy when all the environmental legislation will be against us and all the petrol stations will want to close. Every car on the Audi stand at the Geneva motor show this year was electric. Nuff said.

However, we can't just sit still, let the train rush by and wonder why we don't get on it and talk to the guard and maybe alter its path. Yes, it's wonderful that people are converting Morris Minors, MGBs and E-types to electric power, but we all know that's just posing. We all want to get on the gas and keep our wonderful historic, heritage and motoring industry on the global stage. More importantly, we all want to have some fun.

Yes, the environmental argument is a strong one,

and yes, fossil fuels will die out, but they don't have to die completely and we need to make sure they don't.

I'm on it.

Jonathon Turner,

(Chief Executive, The Bayford Group.)

---

## London Ultra Low Emissions Zone

The Federation of British Historic Vehicle Clubs (FBHVC) is conscious that a number of our members, perhaps particularly on two wheels, with vehicles which are more than thirty years old, and thus within the internationally recognised definition of a historic vehicle, but which do not yet qualify to be in the 'historic' taxation class, will not benefit from the exemption for historic vehicles which we managed to secure.

It is probably appropriate to remind readers of why the Federation considered it right to accept the views of Transport for London (TfL) on how the Ultra Low Emissions Zone (ULEZ), and its exemptions, should be applied.

We need to recall that the (approximately) forty year old date of entry into the 'historic' taxation class is almost accidental, representing simply the date from which the Chancellor of the Exchequer decided the Vehicle Excise Duty (VED) exemption would again start to roll forward, after a period when it did not do so.

On the other hand, we should recognise that our members benefit from the fact that the Government sets no technical or originality standards whatsoever for recognition of a vehicle as historic for tax purpose, something which is certainly not the case in some countries.

It was always the case that the London ULEZ was going to be enforced using ANPR (Automatic Number Plate Recognition).

That being the case it was likely that TfL would wish, for reasons of simple efficiency, to use the 'historic' taxation class, which the system can recognise from the DVLA database it accesses, as its historic vehicle exemption identifier.

The Federation considered that the most important aim was to secure an exemption for the greatest majority of our members, which might have been prejudiced by getting into discussions on what exactly was the definition of a historic vehicle. We thus accepted the use of the 'historic' taxation class. And there is one more difficult matter I need to address.

Much of our approach to Government and local Government departments across the board, on environmental matters, has to be based upon the argument that historic vehicles are no longer a 'means of transportation' as such. They are rarely on the roads, do limited mileage, and when in use the purpose is to move the vehicle itself, not the passengers or goods it carries, from place to place. Their contribution to pollution is minimal in the extreme.

This does mean that, for newer but preserved vehicles, which would have to pay the charge but are only used occasionally, the burden would not be excessive.

I am afraid that does mean that the Federation cannot really support the use of vehicles claiming to be historic, if they are in fact in daily use as transportation. I know this will disappoint some members, but our position has to take account of the overall benefit to the majority of our members. On the other hand we will not actively discourage others to attempt to get any improvements to the ULEZ operation they might seek.

One good thing to report is that we have now been advised that the owners of overseas registered vehicles, over forty years old, will be able to exercise their ULEZ exemption through registration with TfL. The ULEZ Website will identify the portal for registration. At the time of writing, TfL was not able to advise us what the detail process would be.

*From the FBHVC via the AOMC with thanks.*

---

## MODERN PETROL FOR VINTAGE ENGINES



Many enthusiastic owners of classic motorcycles and cars have experienced engine operating problems using modern petrol. The cause is often wrongly attributed to the octane rating of modern petrol. Most users perceive octane as the most important property of petrol but in reality the boiling range or vapour forming properties have the major influence on fuel performance. High octane petrol has no influence on combustion quality or burn rates in these engines. It is the effective ratio of air to vaporised fuel in the combustion chamber that matters.

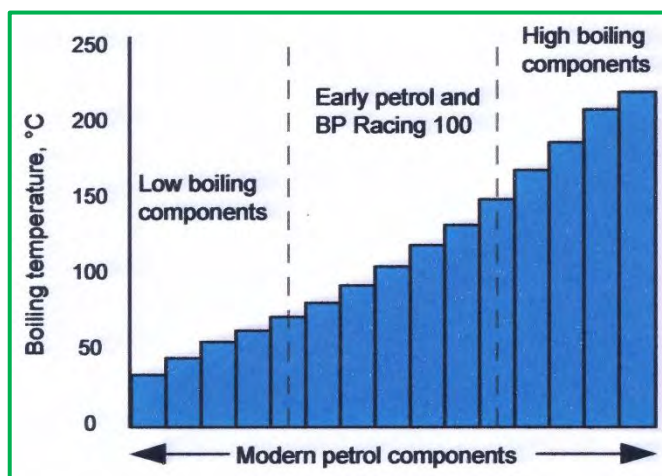
Over the last 100 years the development of petrol and cars has gone hand in hand. Each engine was designed around the petrol which was available at the time. Petrol has changed, largely because of the pressure to produce greater volumes as the demand has grown. This pressure has resulted in a wider boiling range for petrol with lower boiling point hydrocarbons and higher boiling point hydrocarbons. It is the addition of these light and heavy hydrocarbons that has forced changes in fuel system and carburettor design. Octane has gone up over the same period, but that is only to stop pinging (combustion knock) in high compression engines.

### The Nature Of Petrol

Petrol is a mixture of many (even hundreds) of different hydrocarbons. Each component has its own boiling point which means that a fuel boils over a range of temperatures. In the diagram at right, each bar represents single component. In recent years high and low boiling components have been added to satisfy demand. BP 100 Racing Fuel has a narrower boiling range than normal petrol and it best approximates the fuels produced earlier in the century.

### The Effect Of Modern Petrol In Vintage Engines

The effects range from poor vaporisation in the carburettor to excessive vapour formation in the fuel system. Each problem engine must be studied with a clear understanding of the likely symptoms.



All of the following problems have been reported but vapour lock appears to be the most common. The possibilities are varied and may include the following cases:

1. Very early engines with wick or surface carburettors may suffer because the low boiling components may vaporise leaving the high boiling components to build up in the carburettor and hence lean off the mixture.
2. Some engines with simple carburettors that do not spray the fuel into small droplets may end up with unburnt high boiling fuel components going out with the exhaust. If the correct amount of fuel is added to the air stream but is not fully vaporised by the time combustion occurs, then this is effectively a lean mixture. The air/fuel mixture in these circumstances could be likened to that of a cold engine running with the choke on. A lot of fuel being supplied but not much being burned.
3. In later engines the problem may move to excessive vapour formation in the fuel pump and fuel lines (vapour lock). This is caused by the high fuel system temperatures vaporising the low boiling components in modern petrol. This is the common form of vapour lock which results in lean mixtures.
4. There are several ways in which excess vapour formation in the float bowl can cause a rich mixture or flooding. Pressure build up caused by inadequate venting of the float bowl can force excess fuel from the jets. Secondly, with some fuel system designs, vapour bubbles formed in the float bowl as petrol ejects from the needle valve can cause foaming. The float then sinks in the low-density foam which opens the needle valve and floods the engine.
5. Another complex problem is that of ice formation in the butterfly area of the carburettor. In some vehicles the carburettors have inadequate heat input, particularly if exposed to the air stream (motorcycles). The temperature drop as petrol evaporates can freeze moisture in the air stream. The ice can restrict the flow of air and/or choke the engine causing power loss or stalling. This can occur below about 14 °C with humid or foggy atmospheres.

### The Effect Of Lean Mixtures

To achieve complete and effective combustion, the fuel must be completely vaporised, and the air/fuel mixture must be in the correct proportions. A lean mixture (insufficient fuel) burns slowly because of the wide spacing of the fuel molecules. Slow combustion leads to:

1. Overheating of the cooling system caused by the flame being there for a longer period.
2. Overheated exhaust valves, particularly if combustion continues after the valve opens.

*From BP Australia Limited – With Thanks.*



## EVENT REPORTS

### WHAT WE HAVE BEEN DOING

#### 'THROUGH THE DECADES' RALLY – Friday 7<sup>th</sup> to Monday 10<sup>th</sup> June, 2019

The theme for this year's running of the Queen's Birthday Rally in Hamilton was motor vehicles through the decades and it was another well organised event for us. My completed Rally Entry Form stated that if the organising committee could guarantee fine weather throughout, the Jupiter would be our entry for the 1950s, but, should rain be forecast, then our Rover would be our participating vehicle to represent the 2000s. The end result was a fine drizzle on the Friday morning of our departure – thus the Rover was our choice. There were also doubts about the Jupiter's petrol tank's durability, which is, at last, about to be resolved.

The Friday morning start gave us a rather less frenetic run to our lunch stop at the Golden Age Hotel in Beaufort. Once again we enjoyed a good lunch, although the potato wedges and trimmings were of rather large size for a lunch on the go. This was a leisurely luncheon and too soon it was time to continue to Hamilton.

Ah! The glorious Western District, where there are several choices of roads to Hamilton. The Rover was headed to Ararat, which still looks solid and a hive of activity. Then it was on to Moyston and Pomonal to Hall's Gap at the gate-way to the Grampians. Then it was on to Dunkeld, with a road full of caravans towed by 'bully-wagons' and a near head on collision with one of them. Once in Dunkeld, it was an easy drive to our accommodation at the Bandicoot Motel. A few of us headed to Rally Headquarters to register and collect our rally bags. On return it was time for a nibble and natter session before dinner in the Bandicoot's dining room.

*Right: A part of the Decade 40s on display.*



Early on the Saturday morning we were somewhat mystified to find that Peter and Sandy Hibbert had gone home due to something ailing Sandy. It turned out to be a stomach upset and all was well later.

*Right: Cars on the mount and view to Mount Abrupt at right with the Grampians stretching away to left. Trevor and Jill Beaumont's superb Aston-Martin features.*



After breakfast we all set off for the Rally Headquarters at the Hamilton Entertainment and Convention Centre where we met up with our friends in the Hamilton Club and other clubs from all around Western Victoria and South Australia. Our cars were on display until after lunch, when we formed two rally groups, by Rally Number odds and evens to visit Mount Pierpoint which is on private property owned by Mal and Liz Brinkmann.

Thanks to their generosity, we were allowed to walk right up to the summit and enjoy the views to Mount Rouse, Mount Abrupt and the Grampians to the North East. We were very fortunate with the weather for this experience and we could see clearly to the horizon. The wind was fresh and after our walk to the summit and its 360 degree view soaked in, it was time to visit the Hamilton Pastoral Museum (Block 2) to witness the running of a preserved 'as is' stationary engine running just for us.

A new exhibit in Block 2 is the Deutscher Museum and it is the brainchild of a local man, Cliff Brinkmann, who has an extensive collection of the machinery made by the Deutscher Family and has assembled a large quantity of printed material relating to the Foundry that was started in Lonsdale Street, Hamilton (now the site of Barry Francis Motorcycles).

*Right: A Gem running for us, Bill Allen at right is absorbed in the thrill of it all. The blurred flywheel spokes graphically show us the raw power of the engine!*



A small foundry, called 'Clyde Engineering', was already active on the site prior to 1904 when the company was taken over by Henry Frederick Deutscher and the business changed its name in 1908 to Deutscher & Son, and again in 1917 to C. T. Deutscher & Son. In 1922 the Deutscher Family left Hamilton for Ballarat and the business still operates there to the present day, not so much as a Foundry but a manufacturer of small farm machinery, mowers and engines.

Whilst in Hamilton the firm did general engineering as well as manufacturing farm machinery, stationary engines, chaff cutters, ploughs and even made a few tractors.

Their stationary engines had a great reputation and were very well-known all-over Victoria under the name of 'Gem' and 'Little Gem', manufactured between 1908 and 1916. One of the Deutscher's original lathes is on exhibition in the Museum. After the Deutscher's left Hamilton the Foundry was operated by several different locals before it eventually closed down as modern manufacturing machinery began to appear on the scene.

I was told by an old local mechanic that when he was a 'boy' starting out in that vocation that a local farmer brought his International Motor Buggy to be serviced at his garage so he and his mates decided that they would try it out on the roads and doing what young 'boys' do best overstretched the motor and damaged an engine cylinder. They took it to the Deutscher Foundry who immediately cast a new one overnight and bored it to the correct dimensions, had it back to the garage the next day, and back into the Buggy by the time the owner came to pick it up. All of this was researched and written up by Doug Palmer. He also told us that Cliff hit an obstacle with the council who would not approve the original style timber frontage for the building; it had to be metal clad for the local Nanny Society, a shame.

After an excellent day's rallying, we all joined in for the happy hour before dinner. This was the traditional roast served buffet style.

Next day we assembled at rally headquarters for a 10:30 am start on a 141 kilometres run through the Melville Forest area of the Western District. Inadvertently our tour was extended by about three kilometres, when, like a mob of the local sheep, some of us followed an incorrect turn at a 'T' intersection and, out of a choice of two options, we took the wrong one! We soon realised that we were heading for Tahara Bridge and then witnessed several manifestations of the Classic Three-Point-Turn to head back to our correct route. Some turn-about activities were actually six-point or more, but entertaining for those who awaited their turn. Once firmly *en-route* again we soon crossed the Glenelg Highway at Coleraine for the drive to Melville Forest where we had a good look at David Lewis's collection of BSA motorcycles and enjoyed a boxed lunch in the wool shed.

*Right: Owner Hugh Gausson addressing the multitude at the imposing Gringegalgon Homestead, just before the rain.*



After lunch, we turned back a short distance to make a right turn and after crossing over Bryants Creek Bridge, we turned left into the Gringe Dip Road to reach Gringegalgon homestead. By that point, rain was sort of threatening, but we reached the frontal aspect of a very well kept homestead and, once assembled on the front lawn, we were greeted by Hugh and Sue Gausson who gave us a brief history of the property. We were granted access to some of the ground floor rooms and what we saw was very impressive – a true credit to the owners. At this point the rain commenced, so, after viewing the homestead, there was a rush to our cars. A number of Paul Sandby paintings have been donated to the Hamilton Art Gallery and are well worth a visit. The visit to Gringegalgon was a real highlight of the rally and the organising team have, yet again, shown us parts of the Western District that most do not get to see, that is a great privilege and we really appreciate it. Our route back to Hamilton was partly retracing our previous tour a short distance, and then continuing our circular route back to our motel.

The Gala Dinner was at Rally Headquarters and, below, Shirley Craven and we know who! There were items of clothing from the decades relating to the decades of our motor cars.

It was possible that the ABCCC took out, yet again, the award for the most numerous entries from one club participating.



Next morning we enjoyed 'brunch' in the H.D.V.V.C.D.C. club rooms and a very convivial event it was too.

Our drive home was across country to Beaufort and then on to Braybrook and home. This, the 42<sup>nd</sup> running of the Annual Queen's Birthday Rally, *Through The Decades* was another great experience. Collective thanks are due to those who put so much work into getting the Q.B.R. up and running – namely Lorraine Wilson, Gus Kuilboer, Doug Palmer, Graeme Ralph, Rod Potter, Russel Ward, Kaye Jenkins, John Barke, Robert Fraser, Robert Brody, Pam Pollock, Kay and Trevor Schultz; not, of course not forgetting the various Spouses and Grandchildren who were ably assisting – a huge thank you all. Roll on the 43<sup>rd</sup> running!

*Mike Allfrey.*

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

### **TWILIGHT RUN 2019 – Saturday 31<sup>st</sup> August**

In previous years this event has been conducted on a weeknight. As it has been a twilight event, we have been forced to travel in peak hour traffic with motorists eager to return home. This year in order to miss the peak hour traffic we have elected to conduct the event on a Saturday evening, hopefully with less traffic, however we will have to contend with Saturday drivers who at times can be more difficult than peak hour drivers.

We will meet in the Car Park at the Lilydale Lake Swansea Road Lilydale at 4:00 pm for a 4:30 pm start. After a 90 minutes drive over made roads through the Dandenong Ranges and the Mornington Peninsula we arrive at our Dinner Venue – Lazars Winery and Vineyard, Flinders Road, Balnarring.

All members who wish to take part in this event are requested to contact Peter McKiernan (03) 97876003 or Mob 0407876023. Numbers are requested for catering and reservation purposes. Please note: Due to our early start, this will not be a late evening thus allowing those members from the Eastern and Northern suburbs to return home at a reasonable time.

*Peter McKiernan.*

### **A CLASSIC RUN THROUGH SOME LITTLE KNOWN COUNTRYSIDE – Sunday 15<sup>th</sup> September, 2019**

Once again we will meet at Harvey Norman car park in Nunawading.

Meet at 9:00 am for a 9:30 am drive off.

Our route will take us on a road that is little well known, is ideally suited for classic cars and offers some excellent scenery. We will stop for a street wander in Yarra Glen. Here you can taste the local coffee/tea at your leisure.

We will then drive for lunch to a lovely hostelry called Toolangi Tavern which is located in the hills above Healesville. Meals will be at nominal charges of \$20-\$25. Drinks will be at bar prices. As catering needs to be confirmed, will those members who are interested in participating on this event, please let me know. Full route details will be given at the start of the event. Contact Phil Cook on (03) 98425449 or 0468 680 538.

*Phil Cook.*

### **A POWERFUL DAY OUT – Sunday 29<sup>th</sup> September, 2019**

We have a tour of Power Works Energy Education Centre in Morwell arranged. Power Works offers a history of power generation in the Latrobe valley and an insight into the current power generation. After our tour we are heading to Boolara South where lunch will be provided by Kate and Graham and a display of solar power.

We will meet at the carpark behind Red Rooster Pakenham on the corner of Lakeside Boulevard and Princess highway, ready to leave at 9:15 am, followed by a scenic drive through Garfield, Bunyip, Drouin, Warragul and Nilma, Or meet us at Power Works, Ridge Road, Morwell at 10:30 am. Tea and coffee are provided as part of the Power Works tour. If you would like to join us please leave a message at, [heatoms@gmail.com](mailto:heatoms@gmail.com) or use Mobile 0450580892, Landline 56443532.

*Tom Cannon*

### **THE ABCCC 2020 EVENTS CALENDAR MEETING – Sunday 6<sup>th</sup> October, 2019**

The meeting at 16 Lawler Lane, Coldstream will commence at 11:00 am. It would be nice to see a few new faces again. If you would like to organise an event then come along and let's hear about it. If you can't make it to the meeting just E-mail the details and we will slot it in. Also, if you have some ideas but can't organise let me know and maybe someone else will take them on board. Lunch and refreshments are provided by the club so make sure you let Maxine know so she can organise the pizza's and desserts. Please advise Tony or Maxine if you wish to attend on (03 9739 1146 or at E-mail [president@abccc.com.au](mailto:president@abccc.com.au) before 30<sup>th</sup> September to allow time for catering arrangements to be made.

*Tony and Maxine Pettigrew.*

### **MYSTERY RUN – Sunday 13<sup>th</sup> October, 2019**

Well, it is a mystery! Contact Russell Simmonds on (03) 9801 2783 if you want to join in the excitement.

*Russell Simmonds.*

### **THE TERRI ALLEN GARDEN TOUR – Saturday 26<sup>th</sup> to Sunday 27<sup>th</sup> October, 2019**

#### **Gardivalia Festival Of Gardens 2019**

This is a self-tour of your choice of open gardens. There are 15 gardens open over the two days spread across the Baw Baw Shire a brief description, address, entry cost of each can be found in the festivals programme also a map. All gardens open 10:00 am to 4:00 pm. Select the gardens you are interested in seeing and plan your own program for the weekend. Make your own way to Warragul, visit gardens that maybe on your drive to Warragul.

The Australian Ballet's free annual outdoor community programme, *Ballet Under the Stars*, is coming to Lardner Park near Warragul, Gippsland on Saturday 26<sup>th</sup> October at 8:00 pm.

Venture further afield to Yarragon, to explore the various Vintage and old wares shops. Federation Baw Baw Picnic at Darnum on Sunday 27<sup>th</sup> October from 10:00 am.

Book your own Accommodation, there is a range to choose from motels or a range of other accommodation.

Mercure Warragul Hotel 23 Mason Street, Warragul. P 03 5168 3500	Comfort Inn and Suites Warragul 1845 Princes Hwy, Warragul. P 03 5623 2189
Warragul Gardens Holiday Park 44 Burke Street, Warragul. P 03 5623 2707	Edinburgh Motor Inn 61 Princes Way, Warragul. P 03 5622 3339
Warragul Views Motor Inn 50 Rulemount Road, Warragul. P 03 5623 5222	Comfort Inn Drouin 275 Princes Way, Drouin. P 03 5625 3296

A suitable venue for a group dinner will be booked, with preference to an a la carte menu, in Warragul.

Contact Kate or Graham on [hydewood@bordernet.com.au](mailto:hydewood@bordernet.com.au) or Graham on 0419 399 752; Kate on 0412 126369 to advise your participation in this event or for further information, a copy of the Baw Baw Official Visitor Guide for information on other accommodation, arts, attractions food and wine available in the area, can be E-mailed to you on request..

To allow the booking of a dinner venue in advance we would like to have your RSVP no later than 14<sup>th</sup> September.

#### **Added Information Follows:**

##### **Gardivalia Brochure**

By a separate E-mail you will receive a PDF version of the Gardivalia Festival official brochure. It is best that our membership receive the brochure in its original format. It will arrive in your In Box at about the same time as this magazine does. (Brochure link)

##### **Ballet Under The Stars**

Baw Baw Shire have provided me with a link for further information with this event:

[https://australianballet.com.au/the-ballets/ballet-under-the-stars?utm\\_source=ECAL&utm\\_medium=REF&utm\\_campaign=BUTS&utm\\_content=ECAL&utm\\_term=ECAL&source=30137](https://australianballet.com.au/the-ballets/ballet-under-the-stars?utm_source=ECAL&utm_medium=REF&utm_campaign=BUTS&utm_content=ECAL&utm_term=ECAL&source=30137)

Which means accommodation may be in demand within the area.

*Kate Senko.*

##### **PEPPER'S TURN BACK TIME PUB RUN – Sunday 10<sup>th</sup> November, 2019**

Meet at the Hurstbridge Station Car Park opposite the historic Hurstbridge Post Office Cafe (Melway Map 185; Ref: J8) 10:15 am for a catch up, before heading outer North East on a leisurely country drive to our lunch destination. The Quirky turn back time venue is a popular destination for car clubs and is a little different from the average Pub. The venue is vegan and gluten-free friendly and a good selection of meals at reasonable prices. If you wish to come along, please let us know by **Sunday 20<sup>th</sup> October**, as we hope to book the whole room, which seats approximately 35-40, for our club.

We look forward to seeing you there. Please contact us, Marj and Brian Pepper on 0407 392 330 or E-mail to: [bmpepper1@bigpond.com](mailto:bmpepper1@bigpond.com).

*Marj Pepper.*

##### **INDULGENCE WEEKEND 2019 – Friday 22<sup>nd</sup> to Sunday 24<sup>th</sup> November, 2019**

This year's event is fully booked, so if you have not registered your name, you may be too late. However, your name will be taken in case there are any cancellations.

**Please Note:** The Capricorn Motor Inn at Mulwala had been completely booked, some twenty rooms, a problem arose when we had in excess of this number apply. Fortunately Club Mulwala is next door to the Capricorn Motor Inn and all you do is walk from one venue to another. In any event we will be dining and having our breakfasts at the club, so those who stay there can be first to the dinner table.

This year we are going to Yarrawonga/Mulwala on the Murray River. We will be meeting at the Yarra Valley Chocolaterie at 35 Old Healesville Road, Yarra Glen for an early morning tea, prior to our departure to our luncheon venue in Euroa. After lunch we take the Euroa-Shepparton Road passing through the industrial area of Shepparton and continue *via* Katamatite to Yarrawonga. Prior to entering Yarrawonga we will assemble at the Police Station for an escort through the main street where our cars will go on display for a short period of time prior to proceeding to our accommodation. Dinner on Friday evening will be at Club Mulwala where we will have our own dining room.

Breakfast on Saturday and Sunday will be in the bistro at the club where we will have our own reserved area. Saturday morning we will be collected by coach for a tour of the local area visiting wineries and other places of interest including Max's Motor Museum at Corowa. Saturday night will be our famed BBQ by the pool.

Registrations for this event are now open and, if you wish to be part of the fun, please contact Peter McKiernan on 0407 876 023. Please note: This event is restricted to classic vehicles only – no moderns. The cost for this event will be approximately \$250.00 per person or \$500.00 per couple. This will be confirmed once all quotes have been received.

*Peter McKiernan.*

---

## **THE PECULIARITY OF YOUR EDITOR'S UPBRINGING**

### **Early 1950s Hi Fi Experiments**

In a recent edition of *The Melbourne Age's Green Guide* supplement, there was within its white page supplement a review by Rod Easdown, describing a record turntable, the Air Force Zero, that cost \$570,000 and weighed 350 kg.

The article brought back memories of my late father's passion for hi fi in the early to mid-1950s, when we were living in an old Somerset farmhouse, Vynes House in Wraxall, near Bristol in England. My father and his colleagues at the Bristol College of Science and Technology had some similar ideas about turntables, amplifiers and loudspeakers. Our home turntable was mounted on a solid slab of concrete which came up, through the oak parquet floor, from a solid flagstone footing set in our sitting room. My mother was rather sceptical about the 'record player project' and definitely was not really amused. On the concrete slab was mounted a strong framework, constructed from thick well-seasoned elm timber. On top of the frame, we cast another concrete slab which was moulded to accommodate the Decca turntable (Mother was becoming increasingly, sort of tense), equipped with specially made precision-machined mountings fixed to the

concrete base. The turntable could be very precisely levelled to be held rigidly on the very fine threaded mountings. The concrete housing the turntable had an outer cladding of thin teak timber and the top for the turntable was thick and extremely dense plywood with teak veneer. My mother embroidered a large shroud to cover the whole assembly when it was not in use. The embroidery was a traditional Greek Islands pattern on pure linen. Friends of my mother's were speechless and in awe of the project. Mrs. Dodrell had afternoon tea, while the foundation's concrete was curing – and word of our project got around the village.

My father built his own amplifiers and tuners using numerous parts from ex-RAF radio equipment, along with some parts scrounged from the Bristol Aeroplane Company. The amplifiers were never encased, because they were constantly being modified. His speaker boxes were constructed from one inch thick elm planks, the reasoning behind this was because elm was considered to be best for making coffins. Some of his colleagues argued that oak would be the better choice. My father argued that elm would be more stable and so, used elm from the local coffin maker in the village.

The first record played on the new turntable structure was the *From The New World Symphony*, and my mother enthusiastically approved of the sound quality and forgave all the wheelbarrow intrusion and disruption to 'her room'.

I suppose our turntable and plinth very likely weighed more than 350 kilogrammes, but it certainly did not cost \$570,000! Maybe, just maybe, the sound quality was just as good though. We had no stereo at that time, that was to come later.

According to Google Maps, Vynes House is still there, the fields that surrounded the house have been built over. Our orchard and cobblestone yard have gone, as has the cider orchard next door.

*Mike Alfrey.*

---

## AOMC INFORMATION

The AOMC conducted its country Delegates' Meeting in the clubrooms of the Macedon Ranges and District Motoring Club in New Gisborne on Saturday 17<sup>th</sup> August. A very enjoyable barbeque was put on for us, before the meeting commenced. We were welcomed to the shire by a representative of the local council. Then we were given a warm welcome and a potted history of the club.

We had two guest speakers, the first was Roger Gibbs who had worked at General Motors Holden in the design and engineering departments. The presentation, with photographs was enlightening and there were some humorous stories about Holden production for the WW II effort. One example was gaining a contract for production of the Elsan for local Bristol Beaufighter fighter-bombers. The aircraft builder was not convinced that a motor car body constructor could maintain the accuracies demanded by the aircraft industry. As a result of this requirement, the Beaufighters were equipped with Elsan toilets with the overall tolerance of 0.001-inch, in fact having the closest fitting lid ever made! There was also the saga of transporting a Holden manufactured gun from Melbourne to Holden's factory in South Australia near Adelaide. The railway tried to ban such transport, but Holden managed to get around this by devious means. I was not able to read the content of the authority document, due to that slide being on screen for a rather short time.

The second speaker was Neil Stamp, from Stamp Seat Belts, Bendigo. This was a good presentation about fitting seat belts in older motor cars. This turns out to be an involved activity that needs to meet the criteria of the design regulations for the mountings for the belts. No matter, Neil is very approachable and carries good stocks of belts and mountings.

### The Meeting

There will be a full report when it arrives. However, VicRoads are actively clamping down on owners of VCPS vehicles that are being used for commercial activities, such as hire for weddings and other functions. VicRoads do advise that a VCPS operated vehicle can be used for a family wedding – provided there is no financial gain for the vehicle's owner.

There is a story circulating about NSW banning left hand drive vehicles from operating on that State's Conditional Registration system.

The Luxury Car Tax saga – there was nothing to report.

RACV Announcements to the floor:

The RACV Aussie Classic Car Show has been postponed due to the very wet conditions at the Yarra Valley Racecourse display area, This event will now be held on 2<sup>nd</sup> November.

The RACV Motoring Heritage Day Display will be on again in May 2020

Some time in the future, the RACV will be organising an eight day tour – based on the very successful 'RACV Fly the Flag Tours that were run by RACV in the past'.

We thank the Macedon Ranges and District Motor Club for the good lunch and the always-full kettle, also for a superb venue for our meeting.

*Mike Alfrey – AOMC Delegate.*

---

## WHY MEN SHOULD NOT WRITE ADVICE COLUMNS

Dear John, I hope you can help me. The other day, I set off for work, leaving my husband in the house watching T.V. My car stalled, and then it broke down about a mile down the road, and I had to walk back to get my husband's help. When I got home, I couldn't believe my eyes. He was in our bedroom with the neighbour's daughter.

I am 32, my husband is 34 and the neighbour's daughter is 19. We have been married for 10 years. When I confronted him, he broke down and admitted they had been having an affair for the past six months. He won't go to counselling,

and I'm afraid I am a wreck and need advice urgently. Can you please help?

Sincerely, Sheila.

**Response:**

Dear Sheila, A car stalling after a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check that the vacuum pipes and hoses on the intake manifold are leak free, and also check all earth connections. If none of these diagnostic approaches solve the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the injectors.

I hope this helps, John.

*Via Phil Cook.*

## AUNTIE PAT'S FARMHOUSE RECIPES

### Gloucestershire Pie



#### Ingredients

1 lb. Lean lamb, cooked and sliced  
1 lb. Onions, thinly sliced  
1 lb. Cooking apples, thinly sliced  
2 oz. Butter  
Pinch each of rosemary and nutmeg  
½-pint Rich gravy.  
½ to ¾ lb. Potatoes, diced.  
½ to ¾ lb. Swede, diced.  
Salt and pepper.

#### Method

Set oven to 375 °F (190 °C) or Mark 5. Put onions and apples in a pan and cover with water. Boil for 5 minutes. Drain well. Meanwhile boil swede for 10 minutes, then add potato and cook until both are soft. Drain

well and mash together until smooth. Grease an ovenproof dish with the butter. Place layers of meat, onion and apple in the dish, seasoning and sprinkling each layer with herbs as you fill up the dish. Pour in the gravy and top with the mashed potato and swede mixture. Dot top with butter and bake uncovered for ¾ to 1 hour. Serve with a green vegetable. Serves 4.

*From Favourite Farmhouse Recipes by Carole Gregory – With Thanks.*

*Provided by Pat Douglas.*

## OTHER MOTORING EVENTS DIRECTORY

### October, 2019

Saturday 5<sup>th</sup> The Croydon Hills Men's Shed Car Display – A Supported Event. Mike Allfrey (03) 9729 1480  
Display Time: 8:00 am till 2:00 pm – drift in, drift out – display cars \$10:00  
Venue – Croydon Hills Baptist Church, Cnr. Bemboka and Plymouth Rds., Croydon Hills, Victoria.

### November, 2019

**Saturday 2<sup>nd</sup>** The RACV Aussie Classic Car Show – The AOMC Secretary (03) 9558 4829.  
**Due to wet conditions, this event has been postponed – watch this space.**  
**STOP PRESS – Note The Revised Date!**  
Venue – Yarra Valley Racecourse, Armstrong Grove, Yarra Glen.

### January, 2020

Monday 27<sup>th</sup> Australia Day Display In The Domain – RACV Daryl Meek [daryl\\_meek@racv.com.au](mailto:daryl_meek@racv.com.au)  
**Note: For Australian Built Vehicles Only.**

### April, 2020

Friday 26<sup>th</sup> to Monday 27<sup>th</sup> JCCA 2020 International Rally – The Jowett Car Club of Australia A Henshall [roadster1@tpg.com.au](mailto:roadster1@tpg.com.au)  
Venue – Beechworth, Victoria.

### May, 2020

Saturday 16<sup>th</sup> The Florence Thompson Tour – RACV Daryl Meek [daryl\\_meek@racv.com.au](mailto:daryl_meek@racv.com.au)  
Venue – Touring the Surf Coast, Victoria.