

Issue 256



Your ABCCC News

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AUG 2021



The Official Newsletter of the
All British Classics Car Club Vic Inc

Front Cover story

Owner Robin & Anne Jervis Read

Yes the Jensen 541R is back! (what a great photo)
Who can guess where this photo was taken?

- What year?
- What event?
- Theme/tour name?
- What location?

First to email with all four correct answers will receive a small prize! Email editor@abccc.com.au

Last month Robin & Anne shared some photos on their pleasant run to Yea. I asked Robin to provide a story about his Jensen. Thanks Robins for sharing this story, it's a beautiful vehicle. Michael Allfrey has also done some research and provided a great article on the Jensen ranges.

EDITORIAL RAMBLINGS

We were very lucky to have our annual luncheon at Seville on the 11th July 2021 and the weather was great. Then what happened, Covid19 cases and cancellations again! The situation in Sydney continues to rise. Melbourne plunged into a 5 day snap lockdown, unfortunately this extended to another 7 days and so on..... this is the delta variant outbreak, it's not over yet. It's important to follow the rules and keep up to date with what is going on, we want to be able to have our club meetings and gatherings.

Mike Allfrey has been busy again, as mentioned some very impressive research on the Jensen, his Motoring Today article brings in the discussion on the future of electric vehicle (EV) conversions. Globally the EV revolution is gaining strength, what does it mean to you & our classics.

Grattan Fitzgerald gave some good tips and advice on the vast amount of information coming through on YouTube. Grattan is correct YouTube has some great videos to enjoy, there are some great 'how to videos' on most subjects too! Check out the NEW box on page 5, click on the play button to watch a Historic race, this is a recommendation from Grattan. Perhaps you already watch YouTube and have some automotive stuff that you can recommend to others, happy to add a link please email me.

There are some great events coming up in August, bookings are essential.

Important note there is a change to the February dates for the Seaside event, this event will now be a midweek event. Make sure you update your calendar and register your interest by contacting Brian & Marj Pepper, details in the calendar events.

Thanks to everyone who has sent me some bits and pieces, keep them coming. It's so easy, just send me an mail editor@abccc.com.au

Happy reading & hope to catch up when we are out of lockdown.....

Glenda Prewett - Editor

Inside this Issue:

- Editors Ramblings
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- The Jensen 541R
- Upcoming Events
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 - Tour of China Town
- What we have been doing
 - Annual Luncheon
 - Urban Snap Lockdown!
- Federation news
- AOMC news
- A British Car Quiz
- Motoring Today from Mike I

Is there an electric Jupiter in your future?

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.

YOUR COMMITTEE

Executive Committee	Name	Telephone	E-mail Address
President	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
Vice President	Colin Brown	(03) 5964 9291	colin@abccc.com.au
Treasurer	Bill Allen	(03) 9846 2323	treasurer@abccc.com.au
Secretary	Pat Douglas	0425 712 973	secretary@abccc.com.au
Committee Positions			
Committee Member	Frank Sawyer	0408 633 778	
Committee Member	Greg Anglin	(03) 9876 3293	
Committee Member	Rex Hall	(03) 9795 7669	rex@abccc.com.au
Committee Member	Walter Thompson	0408 507 890	wally@abccc.com.au
Membership Secretary	Gordon Lindner	0418 540 920	membership@abccc.com.au
AOMC Delegate	Bill Allen	(03) 9846 2323	
AOMC Delegate	Mike Allfrey	(03) 9729 1480	michael.allfrey@bigpond.com
FVV & CCC Delegate	Bill Allen	(03) 9846 2323	
FVV & CCC Delegate	Tony Pettigrew	(03) 9739 1146	president@abccc.com.au
VCPS Officer (Applications)	Walter Thompson	0408 507 890	wally@abccc.com.au
VCPS Officer (Renewals)	Colin Brown	(03) 5964 9291	colin@abccc.com.au
Web Master	Ed Bartosh	(03) 9739 1879	webmaster@abccc.com.au
VCPS Attendance Records	Sue Allfrey	(03) 9729 1480	sue.allfrey@bigpond.com
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Associations Incorporation Registered Number: A0035462V			
The All British Classics Car Club Vic Inc. Website http://www.abccc.com.au			
The Association of Motoring Clubs Website http://www.aomc.asn.au/			
The Federation of Veteran, Vintage and Classic Car Clubs Website http://www.federation.asn.au/			

CONTACTING THE ABCCC VIC INC.

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



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.**

LIFE MEMBERS

The All British Classics Car Club Vic Inc was founded by the late Frank E Douglas on 19th September, 1997. The Club is proud to grant Life Membership to those who provide exceptional service to our club.

Current Life Members are: Pat J Douglas and Mike Allfrey

CLUB PERMIT SCHEME

ABCCC is a VicRoads authorised Club to participate in the VicRoads Club Permit Scheme (CPS)

The ABCCC has set rules & conditions for operating a motor vehicle [twenty-five (25) years old and older on the CPS, for further information about how the CPS is conducted by the All British Classics Car Club please visit the club's Website Link [ABCCC Club Permit Scheme information](#) All the information is available online.

1. Initial contact should be made with the club's Vehicle Logbook Club Permit Scheme (VLCPS) Applications Officer, currently Wally Thompson. He will advise the procedure for application with respect to the conditions set by the ABCCC. He must also provide a first inspection of the vehicle.
2. PERMIT RENEWALS VicRoads requires that an ABCCC authorised VLCPS Officer's signature is entered on the permit renewal notice. Therefore, your VLCPS renewal should be sent to Colin Brown, PO Box 40, Coldstream, Victoria 3770. Enclose with it a stamped envelope addressed to VicRoads, along with a cheque/money order for the VLCPS fee. Colin will sign on behalf of the ABCCC, and then forward the permit renewal on to VicRoads. The form also requires YOUR signature, so be sure to sign it as the permit holder as well.

Both Wally & Colin's position are entirely voluntary, so due consideration should be given when contacting them.

ANNUAL MEMBERSHIP RENEWAL

Payment of ABCCC Annual Fees of \$45.00 were due by 1st January, 2021. Please post or Transfer money to: All British Classics Car Club, 9 Hagen Drive Berwick, Victoria 3806.

Please note that, should you be unfinancial and driving a classic car under the auspices of our club on the Victorian Club Permit Scheme, you are effectively driving an unregistered motor vehicle.

Bank details: BSB 063 863, A/c No.1001 3709, please provide your details as a reference. Renewal Form can be downloaded if required to update information, from the ABCCC Website.

Thank you,

Gordon Lindner, Membership Secretary

NEW MEMBER

A hearty welcome to the well-oiled machine that is the All British Classics Car Club. 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
Terry Grigg & Gayle Minter	Austin Healey	BJ8	1966
Ron Rogers & Glenda Duncan	Morris Cooper	Cooper Mk1	1968
	Leyland	Clubman GT	1972
	BMW	518IT Wagon	1999
	Toyota	Corolla Seca	1995
David Whitehouse & Phuong Phu	Jaguar	XJ-C	1977
	Austin	A40 Farina	1960
	Royale	RP-24 Formula Ford	1977

Gordon Lindner– Membership Secretary



Did you know? You can watch YouTube on your phone, tablet, computer, and TV. Here is one to watch

The Mille Miglia (Thousand Miles) was an open road motorsport endurance race that took place in Italy from 1927 to 1957. You can view a number of these film clips on YouTube

It's simple go to YouTube or your internet search:

“The Historic Mille Miglia's Films” or press this red button



My Jensen 541R

Written by Robin Jervis-Read

I have owned my 1959 541R for a very long time. I purchased her in 1968 from a fellow who was sitting in front of me in the office when we were both working with Ford UK.

He had purchased her a year before and from the moment I laid eyes on her I lusted after her shamelessly. Whilst I knew nothing of Jensen before this, I learned very quickly that the car had everything I really wanted in a car at that time.

A large 4 litre engine turning over very slowly with three large SUs. Four on the floor with overdrive on the dash. Huge amount of torque and very economical at a cruising speed between 70 - 80 mph that could be sustained forever. A thick heavy duty fibreglass body with a massive steel tubular chassis. So very little rust and great power to weight ratio. All that with a luxury interior with very comfortable leather seating. And for those really cold UK days a heavy duty reliable heater. All on all a great touring car.

My friend knew nothing of cars which was quite ironical given he worked for a car company. I knew a little bit more, certainly enough to know that he had car that I very much wanted.

I asked him if he would give me first right of refusal if and when he wanted to sell which he kindly agreed to do. I then put the matter out of my mind.

I was therefore very pleasantly surprised when he announced a few months later that he was leaving Ford to go to Rootes. This would entail a move from Essex to the Midlands, he asked did I want to buy the car.?

Did I ever!

Trouble was, I was totally financially unprepared at the time. Like most 25 year old young single men, I was completely broke and in no shape to fork out the 600 pounds he was asking. However, he really wanted the car off his hands quickly and offered me a deal whereby I would be able to pay over 4 years; I still have the type written document which we had drawn up in the pub which even included a stamp over which my friend had signed.

Three years later I was more in love with her than ever, so much so that I put her on a ship to Sydney and there she was waiting for me when I arrived in December 1971 following a four month overland trip by bus.



JENSEN – ENGLAND, 1936-1976

Article put together by Mike Allfrey.

Introduction

Body stylists Richard and Alan Jensen's first car was a 3.6-litre Ford V-8-powered model fitted with a two-speed Columbia rear axle. Other engine options were available, including the 2.2-litre Ford V-8 and straight-eight Nash units. Although a Meadows-engined 3.8-litre straight-eight was planned for post-war production, it failed to materialise and a 4-litre Austin six was substituted. This engine was used to power the Interceptor of 1950 and also for the glass-fibre 541 saloon of 1964. The company reverted to American engines for the 1963 CV8 – in this instance a 5.9-litre Chrysler V-8 – while 1967 saw the announcement of the FF. The engine was now 6.3 litres, but the really sensational aspect of the car was the Ferguson four-wheel-drive layout used in conjunction with the Dunlop Maxaret anti-lock braking system. In 1968 Jensen was taken over by merchant bankers William Brandt from the Norcross Group, who had acquired the company in 1959. An outcome of this move was that Kjell Qvale became president and Donald Healey chairman of the reconstructed company. Consequently, when Jensen announced their new sports car in 1972, it was under the name of Jensen-Healey. The engine was a Lotus-built 2-litre twin-cam 16-valve four-cylinder based on the Vauxhall single cam block. Regrettably, the model failed to live up to expectations and, although a GT was announced in 1975, the company ceased production the following year.

Jensen 541 1955–1963

Jensen's 541 was a revelation at its launch in 1953, with its evocative streamlined styling (by Eric Neale) and panoramic windscreen. However, it would be another two years before the car was to go into production, by which time the company had chosen glass-fibre instead of steel for the construction of the body.

Right: The splendid Jensen 541R, lustily enjoyed by Robin and Anne Jervis-Read on a club outing in 2018.

Underneath was a new type of chassis featuring longeron tubing braced by box sections and flat floor platforms, along with Austin-type wishbone front suspension. Austin also provided much of the drivetrain with its 4-litre (244 cu. in.) engine and gearbox. A moving flap where the grille would normally be controlled air intake to the radiator and could be shut off completely in cold weather.

From 1956, there was an uprated 112 kW (150 B.H.P.) version of the 541 which had wire wheels, and it was one of the first British production cars to feature all-round disc brakes. In 1957, the Jensen 541R appeared with the same 112 kW (150 B.H.P.) engine, along with rack-and-pinion steering and an opening boot lid. The 541S of 1960 was made slightly wider and longer, and it had a limited slip differential fitted as standard.

Jensen CV8

The Jensen CV8 effectively replaced the 541S, and it utilised the same PW chassis and glass-fibre body configuration. New was the somewhat controversial styling, with its slanting quad headlights and redesigned front and rear end. New to the car, too, was the addition of a huge Chrysler V8 engine under the bonnet, which was coupled to a Torqueflite automatic transmission which propelled the sleek-looking CV8 to more than 208 km/h (130 M.P.H.) and up to nearer 224 km/h (140 M.P.H.) after the 6.3-litre (383 cu. in.) V8 was installed in 1964.

Right: A fine example of a Jensen CV8.

The Mk II, which appeared in 1963, had adjustable

Selectaride shock absorbers, while the Mk III of 1965 had equal-sized front headlights, better brakes and reclining front seats, along with a number of other refinements to the car's interior.

The CV8 was heavy to drive and had very high fuel consumption. It was expensive at £3,861 at launch, so very few cars were sold. Nevertheless, it has a strong following today, and many original examples still



survive, aided by the fact that they are made of corrosion-proof fibreglass and have bulletproof American engines.

Jensen Interceptor – 1966-1976

The Interceptor of 1966 had a striking profile with its long, flat bonnet and rounded boat-tail rear end. It was also exceptionally fast, capable of accelerating to 96 km/h (60 M.P.H.) in less than seven seconds.

The Interceptor's sleek grand-tourer body was designed by Italian stylists Touring. Early examples were actually made in Italy, while tooling was installed at Jensen's West Bromwich factory. Distinctive features included its huge curvy glass rear screen (unflatteringly known as 'the fish bowl'), macho V8 engine and exclusive price tag. New, the Interceptor was considerably more expensive than many Ferraris.

The FF (Ferguson Formula) version, which ran from 1966 to 1971, was famed for being the world's first four-wheel drive production car, using a transmission developed by Harry Ferguson of tractor fame. Combined with Dunlop's Maxeret aircraft-inspired anti-lock braking system, the car was known as being one of the fastest yet safest cars on the road.

Right: A rather desirable Jensen Interceptor at the 2016 A.O.M.C. British and European Motoring Show.

The FF can be identified from Interceptors by its twin air intakes behind the front wheels and its slightly longer wheelbase. The Interceptor was available as a hatch-back coupé, a rare convertible (only 267 were made) and a rather odd-looking notchback coupé, while the FF only came only came with a glass opening hatch. The Mk II from 1969 had a revised front, while the Mk III from 1971 gained cast alloy wheels. The SP, from 1971 to 1973 had a massive 7.2-litre (440 cu. in.) engine and louvres in the bonnet.

ABOUT BUYING A JENSEN 541

The first thing to strike you when you settle behind the 541's steering wheel is the simplicity of the interior. There are enough dials to keep you informed but everything is easily visible and switches are within easy reach. It's comfortable too, and many owners are happy to cover substantial mileages without complaint. The fact that it is hard wearing is an added bonus.

A properly sorted example should start easily and settle to a steady tick-over, so be wary of a rough-running car. Out on the road, the torquey Austin engine makes for relaxed progress but the 541 was pretty rapid for its time, with a top speed of over 120 M.P.H. in higher states of tune helped by the smooth bodywork.

You won't keep up with a modern car on a twisty road but the Jensen is safe and surefooted, while those standard disc brakes inspire confidence. The simple and proven mechanicals mean the 541 may not have been at the cutting edge of technology but if you are looking for a British GT that can act as a sports car when required, it's well worth considering.

What To Look For – Bodywork and Chassis

The body is mostly glass reinforced plastic, but while rust isn't an issue, it does need checking for signs of stress cracks, crazing, and bodged repairs. The door skins are aluminium and need checking for signs of bimetallic corrosion where they meet the steel door frame. Another area worth checking is the pivoting flap that acts as the radiator grille. This is a simple cable-operated affair controlled by a lever in the cabin, it should move freely since it manages engine cooling.

Corrosion can set-in around the boot-mounted battery tray, and around the shackles for the rear leaf springs. Check the chassis tubes beneath the sills, and take a good look at the marine ply/aluminium sandwich floor pan which can harbour severe rust. It pays to spend plenty of time checking the chassis of a potential purchase though should it be too far gone, new chassis are available.

Engine

The 4.0-litre straight six Austin engine started out as a commercial vehicle engine and is generally bullet-proof given proper maintenance. In fact, comfortably over 100,000 miles is often possible before major work is needed so, if buying a 541R, quiz the previous owner about their maintenance regime. Cooling systems can weaken and blow the head gasket – check for oil or water leaks, or any signs that the two liquids are mixing. Oil leaks are an occasional problem but rarely serious. Standard 'DS5' engines had three SU carburettors, the 'DS7' unit fitted to 'R' models just two, though there is little to choose between them for longevity.



Running Gear

Manual gearboxes are either a four-speed Austin unit with overdrive, or a four-speed Moss. Each is fairly slow, but robust – any whines or rumbles means problems. The rarer GM automatic is tough, but will be expensive to recondition. Clutches and rear axles shouldn't give any problems, but replacements are easy to source.

The front suspension uses lever-arm dampers and is derived from the Austin Cambridge, so parts availability is good. Likewise the rear leaf springs. There are plenty of greasing points that need regular attention so ensure this has been done. Stiffness in the steering (early cars used a cam and roller set-up, 'R' models rack and pinion) could mean the king pins haven't received the required 1,000-mile lubrication.

Brakes

The 541 was the first British four-seater to use Dunlop disc brakes all round, and apart from a tendency among sparingly-used cars for the pistons to seize, shouldn't give any trouble. Unusually, the vacuum for the Lockheed servo system was stored inside the left-hand chassis tube, so weak brakes could be a sign that corroded chassis tubing is allowing the vacuum to ease off. A 'Coopercraft' brake upgrade is a popular addition and further improves efficiency; consider it a bonus if this has already been done on a given car.

Interior

Interiors are simple, robust and trimmed in vinyl, leather, or a combination of the two. There is little to watch for apart from normal wear and tear, but avoid any that are very tatty or incomplete. Items such as replacement switches are hard to come by and will mean a likely extensive and time-consuming hunt for second-hand parts. It will be cheaper in the long-run to find one in good condition to begin with than to restore a tired example

Our Verdict

When you consider the ingredients – a great British marque, a stylish yet robust four-seater sports car and a dash of innovation – it is hard to see why you wouldn't want a Jensen 541.

With an incredibly thick glass reinforced plastic body, simple steel tube chassis and proven mechanicals, the 541 is a reliable and comfortable classic car. Resisting the temptation to make a complex car with specialist underpinnings, Jensen created a car that, almost fifty years on, still doesn't break the bank.

Like any British classic of the period, there are things to consider before taking the plunge, but there are fewer pitfalls than you might expect of a car of this vintage. Which makes it a very tempting ownership proposition. The thriving Jensen Owners Club (U.K.) and plenty of specialist support available seals the deal as far as the lovely 541 is concerned. If it is a Jensen you want but are put off by the complexity and thirst of the Interceptor, the quintessentially British 541 is well worth a closer look.

A 541, well-sorted, makes a glamorous and reliable car. There are areas that need careful checking, but while a substantial restoration isn't too scary a prospect, you shouldn't spend too much on an example that needs fettling. Buy the best you can find and enjoy that film-star feeling.

This Buyer's Guide sourced from Car Sales.com – With Thanks.

GENERAL SPECIFICATIONS

1954 JENSEN 541

Engine:	Austin 3,993 cc, 6-cyl with Overhead Valves
Power:	97 kW (130 B.H.P.) at 3,700 R.P.M.
Maximum Speed	116 M.P.H.
0–96 km/h (60 M.P.H.):	10·6sec
Production Total:	546

1962 JENSEN CV8

Engine:	5,916cc (361 cu. in.), V8-cylinder
Power:	227 kW (305 B.H.P.)
Maximum Speed:	206 km/h (129 M.P.H.)
0–96 km/h (60 M.P.H.):	8·4 secs
Production Total:	499

1966 JENSEN INTERCEPTOR

Engine:	7,212 c.c. (440 cu. in.), V8-cylinder
Power:	287 kW (385 B.H.P.)
Maximum Speed:	240km/h (150 M.P.H.)
0–96 km/h (60 M.P.H.):	6·9 secs
Production Total:	6,727

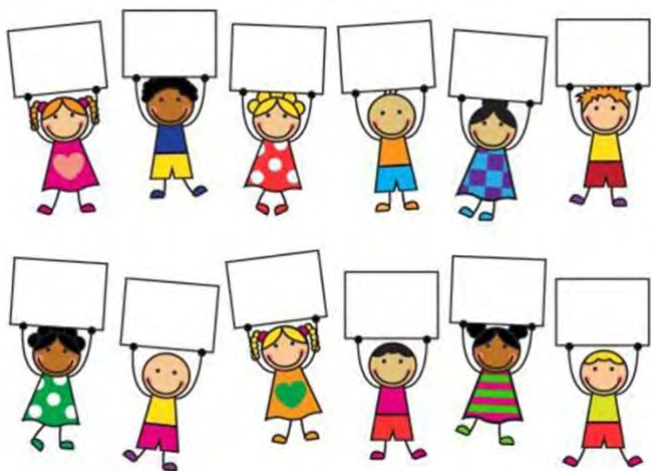
ABCCC EVENTS DIRECTORY

Note: This ABCCC Events Directory lists only those events organised by the ABCCC. There have been other events that, due to constraints, have been deleted from this issue. Only those events scheduled in this Directory qualify for Victorian Club Permit Scheme requirements. All events are also listed on the club website.

IMPORTANT!

At our Calendar of Events Planning Meeting it was unanimously decided that two club events, during the year, will be reserved for those of our members who have participated in (maybe) another club's outing and believe that it would be a good venue for the ABCCC to visit, please come forward and organise an event for us. Reserved dates for these events are prefixed C.M.A. (Club Member Arranged) events. Come forward if you have an event and we will include it in our Events Directory. Event details should be forwarded to the Editor with some notice prior to the event.

WHAT WE ARE GOING TO DO – Keep Your Eyes On Your E-mail In-box for updates.
Next years events planning meeting coming soon..... starting thinking



Watch this space



We need your ideas, come to the next year's calendar of events planning meeting

Date:

September TBC.....

August, 2021

Sunday August 15th Yarra Valley Run – An ABCCC Event

Anne and Bryan Tootell 0412 549 906

With Lunch at Wesburn. No standing out in the cold prior to start. Meeting at 1.30pm at the 'famed' Warby Hotel, on the Warburton Hwy(B380), Wesburn. Only 30kms from Lilydale. Please notify your intention to attend before Monday 9 August. Numbers are very limited.

Sunday August 29th Tour of China Town – An ABCCC Event

Greg Anglin 0419 882 155

A guided tour of the of the Chinese Museum of Australian History followed by a guided walking tour of Chinatown and Yum Cha Lunch (Set Menu – please advise of an dietary requirements).

Costs:

- Great Explorer Museum Tour and Walking Tour of Chinatown \$20.00 p.p. (Concession \$16.00 p.p.)
- Yum Cha Lunch - \$25.00 p.p.

Meet at the Chinese Museum 22 Cohen Place Melbourne at 10:15am ready for tour to commence at 10:30am.

For further information contact Greg or Geraldine Anglin 9876 3293 or 0419 882 155 or gregsbusy@msn.com

Contact Greg or Geraldine Anglin 9876 3293 or 0419 882 155 or gregsbusy@msn.com

Booking required by Friday 20th August

PLEASE NOTE:

If you book to attend this tour and lunch you also commit to paying.

All payments to be made by CASH only on the day.



September, 2021

Friday September 17th to 19th Tocumwal Air Show An ABCCC Event

George Chrystie 0427 791 202

Includes Visit to a New Museum in Deniliquin

Bookings: Tony Pettigrew (03) 9739 1146

Venue – Meeting Point to be Confirmed.



Sunday September 26th Ned Kelly's Birth Place Run An ABCCC Event

Phil Cook 0468 680 538

We will meet at the car park outside Harvey Norman located on Whitehorse Road in Nunawading, Melway Map 48; Reference: G9. Time 9:00 am for a 9:30 am drive off. After driving through Warrandyte and Panton Hill, we will drive up the hill to Kinglake. Then on to Pheasant's Creek where we will stop at the Flying Tarts Bakery for morning tea/coffee. After a short break, we will drive to a lovely country pub where we will have lunch. Meals will be at a nominal charge. 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 0468 680 538.

October, 2021

Friday October 1st to 3rd The Terri Allen Garden Tour – An ABCCC Event

Kate Senko 0412 126 369

The Mount Macedon & District Horticulture Society began in 1922 and is one of the oldest garden clubs in Victoria. In that first year the Horticulture Society began by opening gardens on Mount Macedon to the general public. The Horticulture Society began hosting the annual Garden Lovers' Fair in 2003 within the carpark of the Mount Macedon Golf Club. Since 2013 the fair has been held in the grounds of Bolobek, one of Victoria's most historically significant gardens. More information about the fair and Bolobek www.gardenloversfair.com.au There is an entrance fee and tickets will need to be pre-paid.

Usually, another one or two gardens open over the same weekend, details of which gardens are yet to be released.

The Weekend Itinerary: Graham and I will be driving to Lancefield on Friday 1st October and staying at Lancefield Lodge, choose whether you wish to stay Friday and Saturday or just overnight.

Accommodation at The Lancefield Lodge, 46 – 50 Main Road, Lancefield.

Bookings www.thelancefield.com.au When booking mention ABCCC rooms are available.

Dinner: local [venue depending on numbers](#)

Saturday 2nd and Sunday 3rd October.

Attend the Garden Lovers Fair, explore Bolobek's garden, attend a demonstration or join a guided tour of the garden. Visit other open gardens around the Macedon Ranges. (Yet to be advertised)

Lunch at the Post Office Café or Mt. Macedon Pub.

Explore the local winery's, markets or other events that maybe happening over the weekend.

Saturday night dinner, venue yet to be finalised.

For information or discussion: Contact: Kate Senko (0412 12 6369) or Graham Talmage (0419 399 752)

Email: hydewood@bordnet.com.au



Friday October 22nd to 24th The Justly Famed Indulgence Tour An ABCCC Event.

Peter McKiernan 0407 876 023

Touring – The Port Fairy Area. This year it is proposed we visit Port Fairy in western Victoria. We will be meeting at the BP Service Centre, Princes Highway (Geelong-bound), Little River at 10:00 am for a 10:30am start. Lunch will be at Mortlake prior to proceeding to Port Fairy. Accommodation has been arranged at The Ashmont Motor Inn however accommodation is limited and it will be a case of first in best dressed. The balance of participants (if any) will be accommodated at an adjoining motel. The format for the weekend will be in-line with that of previous years, and the cost will be \$250pp plus accommodation. If you wish to be part of this weekend extravaganza, would you please confirm your intent to Peter on 0407 876 023. You may have previously indicated a desire to be part of this even however, with what has developed over the past few months, you may care to re-consider your position in relation to the weekend. Meeting point is at BP Little River (Geelong Bound) at 10:00 am.

November, 2021

Tuesday November 2nd Cup Day Out An ABCCC Event

Colin Brown 0408 343 176

Venue – Yarra Valley Racecourse, Armstrong Drive, Yarra Glen.

Thursday November 4th to 17th The Sapphire Coast Tour – An ABCCC Event Maxine Pettigrew (03) 9739 1146

Venue – Meeting Point to be Confirmed.

Sunday November 28th Tasty Tour of Gippsland An ABCCC Event

Ian Terry 0409 097 496

Tour Details to be Confirmed – Lunch at Harman Wines, Wattle Bank.

December, 2021

Sunday December 12th Christmas Luncheon An ABCCC Event

Maxine Pettigrew (03) 9739 1146

Venue – Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park.

February, 2022 **_Please note change of dates for this event (now a midweek run)**

Wednesday February 9h to 10th Seaside Retreat – An ABCCC Event

Brian and Marj Pepper 0407 392 330

Expression of interest!!

Take a trip back in time and join us for a relaxed tour of the beautiful and bountiful Bellarine Peninsula, including magnificent wineries, produce farms, Seaports and surrounds, all in close proximity to Portarlington, Drysdale, St Leonards, Queenscliff, Indented Head and more.

We will be based at the historic Point Lonsdale Guest House (circa 1884) with access to the Communal kitchen, BBQs, Swimming Pool, Tennis Court and the iconic Point Lonsdale Lighthouse.

BYO breakfast in your room or enjoy the outdoor area and fully equipped kitchen together.

All other organised meals will be on a pay as you go basis, to be advised.

22 Rooms available from \$100 - \$140 per night , booking details available after registering with us.

Please register your interest to us at: bmpepper1@bigppond.com or Marj mobile 0407 392 330

We look forward to hearing from you,

Regards Marj and Brian



WHAT WE HAVE BEEN DOING

July 11th , 2021

Annual Luncheon – Killara Estate

Organised by Collin Brown

A great turn out of members attended the Annual mid year luncheon. It was a great opportunity to meet some of the new ABCCC members who were introduced by Vice President Colin Brown and welcomed by President Tony Pettigrew and everyone. Thanks to Joy Brown for the lovely camellias from her garden, they looked stunning on the table as a decoration and the basket full can be seen in the group shot below



New Members below





Killara Estate in Seville was a great location to have our annual ABCCC luncheon, Everyone enjoyed the sweeping views of the valley and nearby mountain ranges. It was very picturesque.



Lunch was lovely, the service was great.



Lots of great conversations and of course, there was a great selection of lovely wine to enjoy.

Special guest was Jennifer Doubell, Jennifer is the Executive Director of the Peter MacCallum Cancer Foundation and expressed her gratitude to the ABCCC & members for all the fund raising events held over many years. By chance at the winery, Jennifer bumped into a young researcher Renou from Peter Mac, who provided a great testimony on the importance of the clinical researchers like Renou who are dedicated to their research directions with patients in mind, across all tumour types and services.



Bit of history on Seville

In 1885, Seville was initially called "a township in the parish of Wandin Yallock". A year later it was named Redlands, but as there was already a town with this name, it was renamed Seville in May 1886 after the daughter of resident William Henry Smith.

It was so great to see that a number of members brought out their classics for the Sunday drive around the Yarra Valley. Considering it was winter, the weather was pretty good for the outing. Although we didn't line them up for a photoshoot, we did manage to take some snapshots in the carpark. Perhaps, we need FTF Car Marshalls back to organise the car parking for next time!





One of the last vehicles to leave was this lovely Austin Healey – a classic and great British sports cars.



that's not British!





Yes two red Rovers, you are not seeing double –can you spot the difference?



Acknowledgement for Story & Photos to Glenda Prewett



From the FEDERATION

We wait to hear if the Bendigo Swap meet will be cancelled or not, stay tuned next delegates meeting is 7th August.



From the AOMC

Read the latest AOMC News [Bulletin](#) July 2021 Issue #7, now available from their website. On page 4, an article that maybe of interest is a reproduced article featured in The Age on the 17 July 2021 by Tom Cowie

“Days of cheap rego loophole for ‘classic’ cars could be numbered” click on [Bulletin](#)

Snap Lockdown - What did we miss out on doing!!

Warrandyte, Doncaster East, Templestowe, Bulleen, Eaglemont, Ivanhoe East, Ivanhoe, Alphington, Kew, Hawthorn, Richmond, Burnley, Toorak, South Yarra, Melbourne, Southbank, Melbourne, Docklands, South Melbourne, Port Melbourne, Spotswood, Yarrville, Spotswood, Newport, Williamstown North to Williamstown.

Reports have it that the Time Ball Tower at Point Gellibrand and Gem Pier are still in Williamstown. Upon our non-arrival there was no difficulty in parking close to our lunch venue – Pelican’s Landing With mouths watering in anticipation of a delicious seafood meal and beverage of choice we all had to settle for a “Toastie” at home along with a beverage of choice or three. All in all a disappointing day of non-event for the fifty five members who were prepared to brave Melbourne’s winter weather.

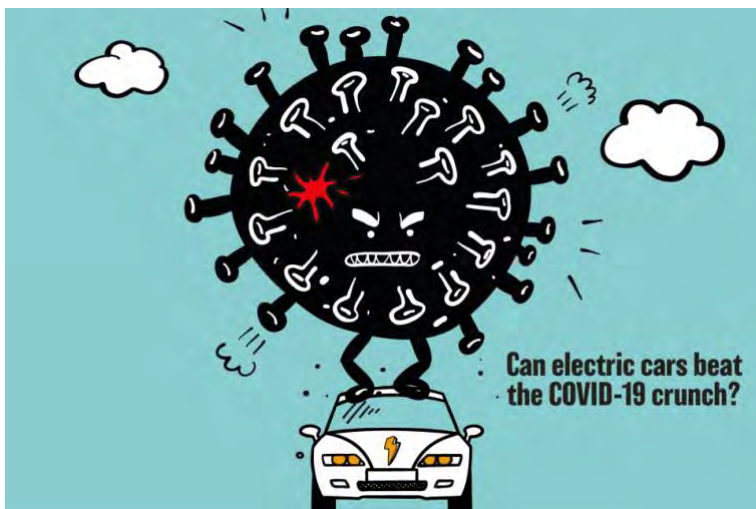


ROAD CLOSED



Acknowledgement for Story & Photos to Greg Anglin

Had a giggle.....



Cartoon Corner

Exciting new Health Plan:

You're an elderly person who is deemed to be in need of care. The government says they are going to sell your house to pay for your nursing care. So what do you do?

Our plan gives anyone 65 years or older a gun and 4 bullets. You are allowed to shoot four Politicians. Of course, this means you will be sent to prison..... where you will get three meals a day, a roof over your head, central heating, air conditioning and all the health care you need!

Need new teeth? No problem. Need glasses? That's great. Need a new hip, knees, kidney, lungs or heart? They're all covered.

As an added bonus, your kids can come and visit you as often as they do now.

And who will be paying for all of this? It's the same government that just told you that they cannot afford to pay for your nursing care.

And you can get rid of 4 useless politicians while you are at it. This will keep the rest on their toes!

Plus, because you are a prisoner you don't have to pay income tax.

Is this a great country or what?



Acknowledgment to Peter Hibbert

Some Jensen Car badges



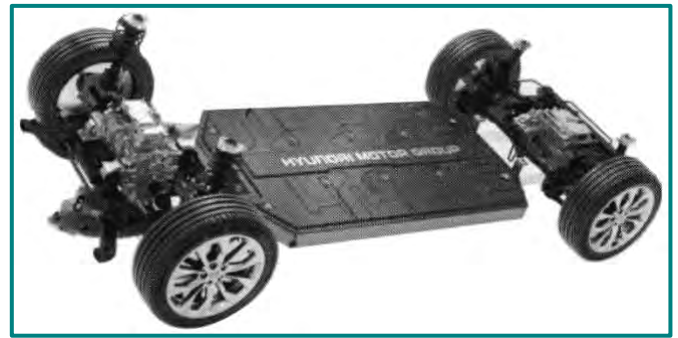
IS THERE AN ELECTRIC JUPITER IN YOUR FUTURE?

This contribution is nothing more than a forward-looking thought experiment, and it goes like this . . .

Due to the overwhelming scientific consensus that to stabilise climate change, the world must reduce the rate at which carbon is being released into the atmosphere. Many countries and jurisdictions are legislating against the further use of internal combustion engines (ICE) that use fossil fuels.

Right: Figure 1. Example of a modern EV 'skateboard' chassis (Hyundai Motors Group)

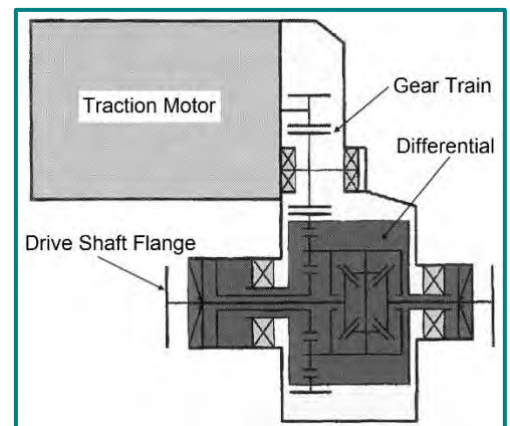
The automotive industry is responding by diverting development capital and resource from conventional ICE-powered cars to initially hybrid-electric, and now increasingly full battery electric cars (EVs). The



predominant form factor that all original equipment manufacturers (OEM) i.e. vehicle manufacturers appear to be adopting for EVs is the so-called skateboard platform which involves separate front and rear modules each of which typically incorporates the suspension system, the traction motor(s) and drive to the wheels, along with a sub-unit containing the power electronics that control the traction motor(s). Between these two modules is a large flat platform that contains the batteries, as in *Figure 1*.

An advantage of this construction is that multiple vehicle types (cars, vans, etc.) can be designed to fit onto a common skateboard chassis resulting in a manufacturing cost advantage relative to the conventional methodology of a unique platform for each vehicle. Also, a low centre-of-gravity for the complete vehicle can result due to the low placement of the heavy batteries, and this can be beneficial for vehicle handling.

This sea change currently under way in the automotive industry (which includes the supply chain manufacturers) means that there are now many manufacturers designing and building electric powertrain modules encompassing motors, step-down gears, and related drive lines to the wheels. One such supplier is G.K.N., who in Jowett days was known as Guest, Keen & Nettlefold, and a schematic of a typical transaxle motor module from GKN and others is shown in *Figure 2*. Soon, there will be many more suppliers and e-motor solutions at the OE level with many of these components showing up in the aftermarket and even more appearing in the automotive breaker/scrap yards.



Right: Figure 2. Schematic of typical transaxle traction motor module.

So, of what interest is any of this to Jowett Jupiter owners?

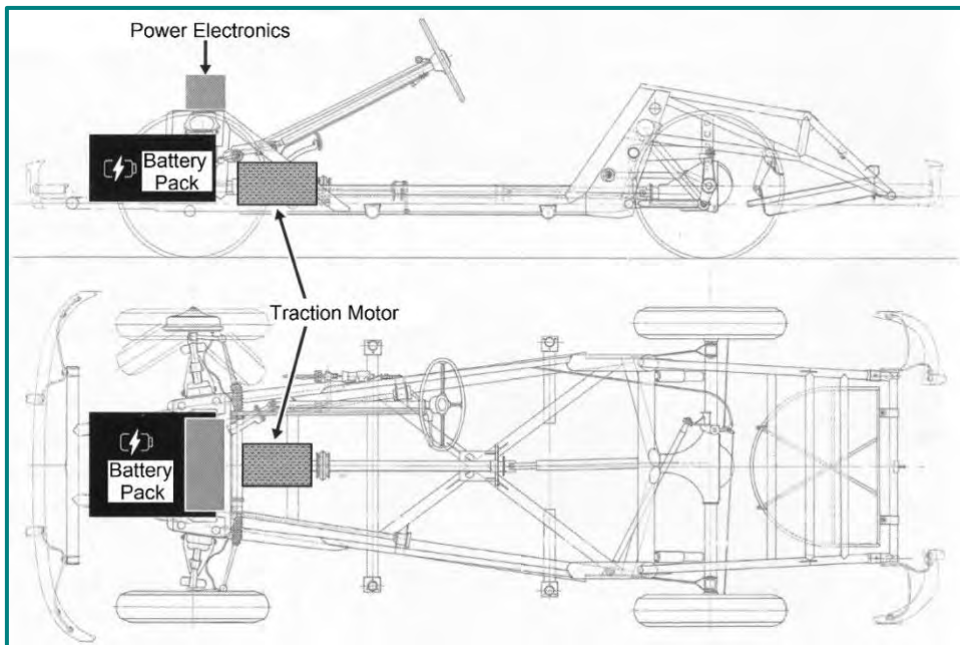
Probably very little today, but it may well be to the next generation of owners. That is because the accelerating rate at which decarbonisation measures are being put in place around the world means that the ready availability of petrol can be foreseen to diminish as time goes on, i.e. fewer convenient petrol stations, but increasingly more and widely distributed battery charging sites. Further, the lenient posture that authorities currently take toward classic cars that are relatively inefficient consumers of fossil fuels, and have little or no means to mitigate exhaust pollutants is bound to change eventually. We get pleasure from our classic and vintage cars today, and I assume that future generations will derive pleasure from them too but for slightly different reasons, and most likely in an EV format.

A generation growing up with increasing familiarity with electric and semi-autonomous cars all around them will have less interest in the mechanical aspects (engine and gearbox) of old cars, but will still appreciate the experience of open-air motoring without all of the 'nanny' aids that future cars will have. Therefore I predict that there will be a distinct business opportunity in converting classic cars from ICE to battery electric vehicle (BEV) powertrains, and indeed this model is appearing already. One example of such a 'crate' motor is provided by Swindon Powertrain here:

<https://swind.life/products/hpd/> and this module is adaptable to transverse front wheel drive or longitudinal rear wheel drive, or even potentially as the central differential for all-wheel drive. Before long, given the many manufacturers who will be making BEVs in the future we can expect to be spoiled for choice for electric conversion kits as multiple aftermarket companies adapt these modules.

I further predict that while all classic cars will be a target for EV conversions, I think that the Jupiter will be particularly prized (and perhaps therefore valued higher than most) because its construction lends itself to easy conversion. Specifically, the tubular chassis with wide open engine bay should make it easy to find an optimum location for the motor, batteries, and power electronics. This is in contrast to most volume produced sports cars built up from pressed steel panels which will likely require several welded-in stiffening gussets and brackets and carving away of other panels to make room for the batteries, etc. Also, the tubular construction of the Jupiter chassis means that many conversion components can be attached using U-bolts which obviates the need for non-original welded on brackets, allowing easy reversion to factory layout if desired.

I visualise two primary conversion kit models for the Jupiter; a relatively simple and straightforward lower cost solution for typical motoring-for-pleasure, and a more performance oriented solution for those who can afford it and perhaps wish to participate in competition events. *Figure 3* shows a possible placement for the principal components of the basic EV conversion. The traction motor with its reduction gear set might be located where the current gearbox is today and coupled to the front propeller shaft. The battery pack could occupy the space vacated by the engine, and the power electronics which typically is a large aluminium box containing the DC-to-DC inverter, the battery monitors, and the motor controller, might sit where the radiator is presently.

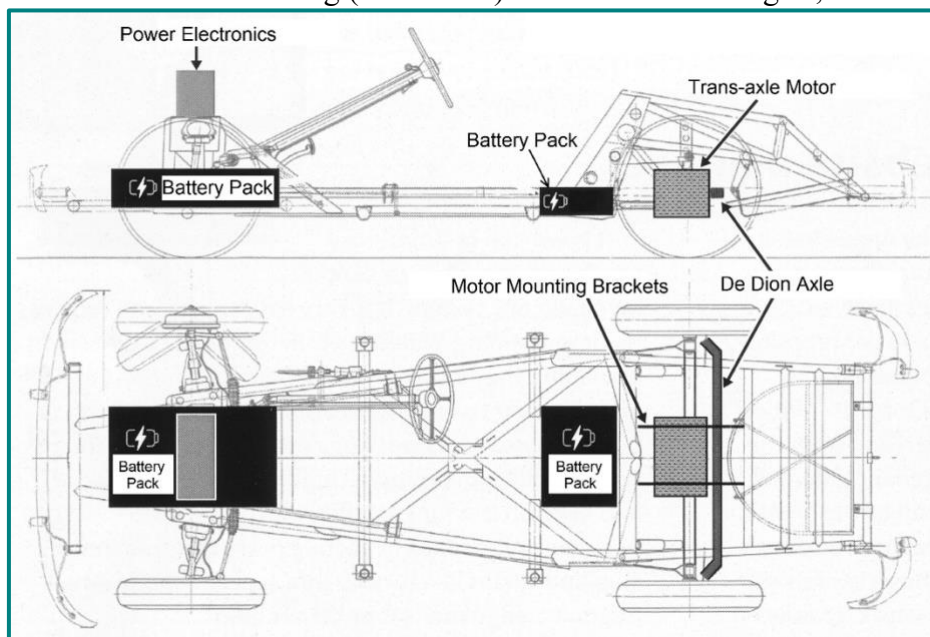


Right: Figure 3. Proposed location for EV components in a basic conversion.

Since batteries are relatively heavy, their ideal location is low down in the chassis and as close to the centre between the wheelbase as possible, hence this is the objective for the second, higher performance option. A possible architecture for this conversion is shown in *Figure 4*.

In these figures, I have taken the Jowett Coachbuilders drawing (No. 53318) and removed the engine,

gearbox, exhaust system, radiator, fuel tank and related items, and inserted annotated space-claim blocks for the EV modules. A potential problem with the basic (*Figure 3*) layout is that the mass of the engine and gearbox (approximately 350 lbs. or 160 kg) is being replaced with that of the battery pack plus motor, plus power electronics, and if that ends up being heavier than the displaced items, then that will place a higher stress on the front suspension and may upset the handling. Therefore there is merit in taking the opportunity to improve the mass distribution to more nearly equalise it front-to-rear.



Right: Figure 4. Proposed location for EV components in high performance version.

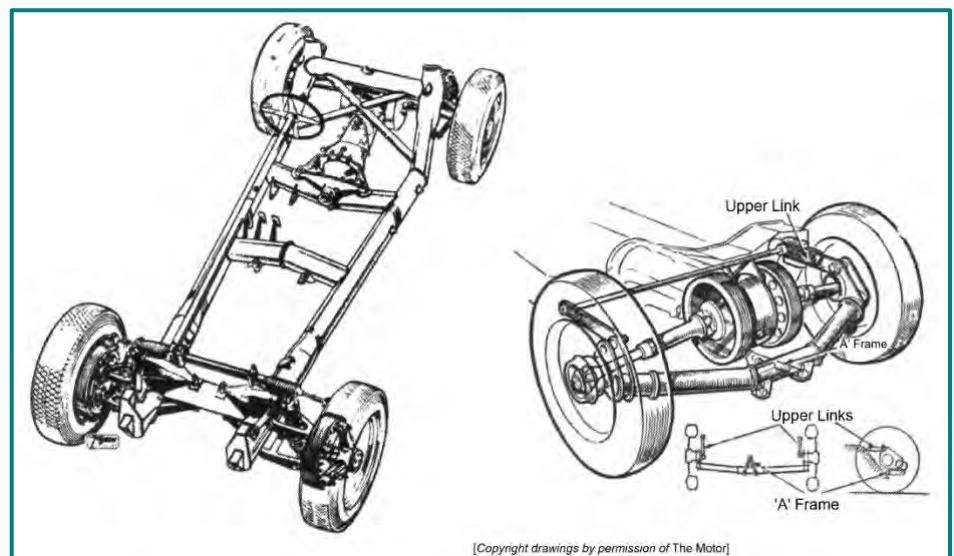
This improved weight distribution is achieved with the module layout in *Figure 4* in which the traction motor is moved to the back axle and some of the battery cells are moved further back in the chassis too. Alternatively, the power electronics module could be moved back perhaps in place of the fuel tank. The concept of *Figure 4* replaces the original live back axle with a De Dion axle, popular among performance cars of the 1950s, in which the differential (and motor in this case as in *Figure 2*) is attached to the chassis and short cardan shafts transmit drive to the wheels. A ‘dead’ axle links the two wheels and maintains correct attitude and a Panhard rod, a Watt Link or an A-frame controls side-to-side location.

The idea of a De Dion rear axle on the Jupiter is not as far-fetched as it perhaps sounds. Remember that the Jupiter chassis was designed at ERA (English Racing Automobiles) in Dunstable led by Professor Eberan von Eberhorst, and that after he left in 1950 to work for Aston Martin, his understudy, David Hodkin and the design team under him, then developed the G-Type ERA that has distinct Jupiter similarities as can be seen from *Figure 5*. To be sure, this axle arrangement requires significantly more design effort than does the basic conversion, but I am anticipating that many of these future aftermarket companies will be offering a ‘turn-key’ conversion where they have taken care of all mechanical and electrical aspects. Nevertheless, this second arrangement should offer significantly improved handling due to the more even mass distribution, and lower unsprung weight of the De Dion axle relative to the standard Salisbury axle, even without the inboard brakes that the G-Type had.

It is quite possible that the gross vehicle weight (GVW) of an EV Jupiter may be higher than the standard car in factory trim and this raises questions about the adequacy of the standard braking system. It is true that much of the mild to moderate braking will be handled by the regenerative braking capability achieved by using the traction motor as a generator during deceleration events, although that will only be effective on two wheels, not all four.

However the standard service brakes will still be essential for hard braking events. If the EV weight increase is minor, then the standard brakes may be found to be adequate, but I would still give serious consideration to either adding a brake booster to the current circuit, or better still upgrading to a split system as all modern cars have with two independent circuits to give a level of fail-safe functionality.

Right: Figure 5. ERA G-Type chassis and De Dion rear suspension.



White today, ‘as it left the factory’ originality is an important criteria in the appeal of classic cars, I think that except in the case of museum cars, that factor will be less critical in the future and certainly under-the-surface originality will go ‘out of the window’ with any cars converted to EV.

EVs require other features not shown in *Figures 3* and *4*, in particular they still require cooling systems for cooling of the motor and power electronics and temperature control of the battery pack. This will require an electric coolant pump and one or more flow control valves, nevertheless the required heat dissipation will be much lower than for the internal combustion engine so the radiator can be proportionally smaller; more like oil cooler size. It may be that the way the EV modules are packaged under the bonnet opens up additional luggage space there in which case the smaller radiator could be behind one (or both) of the ‘cheek’ grilles rather than the larger central grille.

The EV controller that is likely to be integral with the power electronics box will contain the strategies for control of the cooling system, battery management, as well as vehicle drivability which might include traction control. I visualise that the existing dashboard ignition switch could still be used to turn the low voltage system on and off, while the column gear lever could be employed to switch between forward, neutral, and reverse, even though such a large lever is not really needed for that duty. Hopefully, someone will make the necessary EV dashboard gauges of battery voltage and battery state-of-charge to have a similar appearance as the original classic gauges such as oil pressure that will be no longer relevant. Also,

EVs are of course ‘two pedal’ cars, meaning that the clutch pedal is redundant and can be removed, and the throttle necessarily becomes a ‘drive-by-wire’ pedal position sensor.

In summary, for multiple reasons EVs are in the ascendancy, and the number of newly manufactured ICE cars will slowly shrink over the next decade, but the appeal of driving a classic sports car will remain. Assuming that there are no future legislative prohibitions to cars that evade almost all of the safety and emission standards that modern cars are subject to, an industry will emerge for converting classic cars to EV format. While the more populous cars such as Triumph TRs, MGBs, Mazda MX5 Miatas will likely remain pre-eminent, I predict the Jupiter will do more than hold its own in this market due to the relative ease with which a conversion can be made.

An EV Jupiter will likely have much higher performance particularly in acceleration and throttle response than the standard car making it exhilarating to drive, but I for one will miss the wonderful blat-blat-blat from the exhaust of the flat four.

Philip Dingle – a U.S.A. Member of the Jupiter Owners’ Auto Club (U.K.).

Note: This interesting article appeared in the 2021-1 issue of *By Jupiter!* the magazine issued by the Jupiter Owners’ Auto Club (J.O.A.C.), a club with a world-wide membership who are Jowett Jupiter roadster owners. The reference, in the article, to the coach builders’ drawing relates to Jowett Cars Limited initially not producing bodies of their own design on Jupiter chassis. An interesting point in Philip’s article is mention of scrap/breakers’ yards being a source of EV components. Such items from ‘written-off’ EVs could well be a cheaper option.

It is understood that Austin-Healey and Jaguar E-Types are being converted right now. One thought, the Triumph Herald (as would a Rover P6 model) would also be a car for EV drive conversion.

The classic vehicle movement is going to become involved with the swing to EV type propulsion. Various governments are sure to leap onto the climate change bandwagon without properly understanding the hobby vehicle movement – probably bringing legislation forward before considering broader ramifications.

Our thanks to Philip Dingle and to J.O.A.C. for the use of this information.

Mike Allfrey.

A British Car (ABC) Quiz!

Have you been paying attention ?

Quick quiz, put your knowledge to the test. it’s easy

1. ABCCC Annual luncheon was held at ?
 - A. Seville Estate
 - B. Killara Estate
 - C. Whispering Hills
 - D. Sunnyside Estate
2. The not British Vehicle pictured with Tony was a ?
 - A. Daimler
 - B. Bentley
 - C. Dodge
 - D. Rolls Royce
3. What year did Robin Jervis Read purchase the lovely Jensen 541R?
 - A. 1958
 - B. 1968
 - C. 1978
 - D. 1988
4. Between 1966-1976 the Jensen model was ?
 - A. Spectrum
 - B. Interceptor
 - C. Selectaride
 - D. Intersection



ABC quiz Answers:

1.B – Killara, 2. C Dodge, 3. B– 1968, 4. B – Interceptor,

How many did you get right?



Getting everyone to the photo shot point is certainly a challenge, but no one says ‘no’ to Maxine,..... We really needed a ladder or a drone to get everyone in, but thanks to Ed Bartosh and the help of one of the staff members at Killara, we got some really good photos of the group.

Couldn’t resist putting this photo in, as it shows the lovely mountain views & makes a good..... ‘The End’
Thanks, everyone! 😊